



MEETING AGENDA

TIME/DATE: 9:30 a.m. / Wednesday, September 15, 2021

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

COMMISSIONERS

Chair – Jan Harnik

Vice Chair – V. Manuel Perez

Second Vice Chair – Bob Magee

Kevin Jeffries, County of Riverside, District 1
Karen Spiegel, County of Riverside, District 2
Chuck Washington, County of Riverside, District 3
V. Manuel Perez, County of Riverside, District 4
Jeff Hewitt, County of Riverside, District 5
Kyle Pingree / Alberto Sanchez, City of Banning
Lloyd White / David Fenn, City of Beaumont
Joseph DeConinck / Johnny Rodriguez, City of Blythe
Linda Molina / Wendy Hewitt, City of Calimesa
Jeremy Smith / Larry Greene, City of Canyon Lake
Raymond Gregory / Mark Carnevale, City of Cathedral City
Steven Hernandez / Denise Delgado, City of Coachella
Wes Speake / Jim Steiner, City of Corona
Scott Matas / Russell Betts, City of Desert Hot Springs
Clint Lorimore / Todd Rigby, City of Eastvale
Linda Krupa / Russ Brown, City of Hemet
Dana Reed / Donna Griffith, City of Indian Wells

Waymond Fermon / Oscar Ortiz, City of Indio
Brian Berkson / Guillermo Silva, City of Jurupa Valley
Kathleen Fitzpatrick / Robert Radi, City of La Quinta
Bob Magee / Natasha Johnson, City of Lake Elsinore
Bill Zimmerman / Dean Deines, City of Menifee
Yxstain Gutierrez / To Be Appointed, City of Moreno Valley
Scott Vinton / Lisa DeForest, City of Murrieta
Ted Hoffman / Katherine Aleman, City of Norco
Jan Harnik / Kathleen Kelly, City of Palm Desert
Lisa Middleton / Dennis Woods, City of Palm Springs
Michael M. Vargas / Rita Rogers, City of Perris
Ted Weill / Charles Townsend, City of Rancho Mirage
Chuck Conder / Patricia Lock Dawson, City of Riverside
Alonso Ledezma / Crystal Ruiz, City of San Jacinto
Matt Rahn / Maryann Edwards, City of Temecula
Ben J. Benoit / Joseph Morabito, City of Wildomar
Mike Beauchamp, Governor's Appointee Caltrans District 8

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

www.rctc.org

MEETING AGENDA*

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

9:30 a.m.

Wednesday, September 15, 2021

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INSTRUCTIONS FOR ELECTRONIC PARTICIPATION

Join Zoom Meeting

<https://rctc.zoom.us/j/87202953323>

Meeting ID: 872 0295 3323

One tap mobile

+16699006833,,87202953323# 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 Commission Meeting please email written comments to the Clerk of the Board at lmobley@rctc.org prior to September 14, 2021 at 5:00 p.m. and your comments will be made part of the official record of the proceedings. Members of the public may also make public comments through their telephone or Zoom connection when recognized by the Chair.

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

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

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PLEDGE OF ALLEGIANCE**

4. **PUBLIC COMMENTS** – Under the Brown Act, the Commission should not take action on or discuss matters raised during public comment portion of the agenda that are not listed on the agenda. Commission members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration.
5. **ADDITIONS / REVISIONS** – *The Commission may add an item to the Agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the Commission subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Commission. If there are less than 2/3 of the Commission members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.*
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 – JULY 14, 2021

Page 1

6B. FISCAL YEAR 2019/20 TRANSPORTATION DEVELOPMENT ACT AND MEASURE A AUDIT RESULTS

Page 13

Overview

This item is for the Commission to receive and file the Transportation Development Act (TDA) and Measure A audit results report for Fiscal Year 2019/20.

6C. QUARTERLY SALES TAX ANALYSIS

Page 21

Overview

This item is for the Commission to receive and file the sales tax analysis for Quarter 1, 2021 (1Q 2021).

6D. SINGLE SIGNATURE AUTHORITY REPORT

Page 30

Overview

This item is for the Commission to receive and file the Single Signature Authority report for the fourth quarter ended June 30, 2021.

6E. QUARTERLY PUBLIC ENGAGEMENT METRICS REPORT, APRIL – JUNE 2021

Page 32

Overview

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

6F. STATE AND FEDERAL LEGISLATIVE UPDATE

Page 42

Overview

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

6G. 91 EXPRESS LANES MONTHLY STATUS REPORTS

Page 50

Overview

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

6H. 15 EXPRESS LANES MONTHLY STATUS REPORTS

Page 117

Overview

This item is for the Commission to receive and file the 15 Express Lanes Monthly Reports for the three months from April to June 2021.

6I. QUARTERLY REPORTING OF CONTRACT CHANGE ORDERS FOR CONSTRUCTION CONTRACTS

Page 144

Overview

This item is for the Commission to receive and file the Quarterly Report of Contract Change Orders for Construction Contracts for the past three months ended June 30, 2021.

6J. FISCAL YEAR 2021/22 ANNUAL LOCAL TRANSPORTATION FUND PLANNING ALLOCATIONS TO WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS AND COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

Page 146

Overview

This item is for the Commission to approve an allocation of Local Transportation Fund (LTF) funds for planning in the amount of \$866,250 for Western Riverside Council of Governments (WRCOG) and \$472,500 for Coachella Valley Association of Governments (CVAG) for efforts identified in each agency's FY 2021/22 LTF Program Objectives/Work Plan (Work Plan) that supports transportation planning programs and functions that are consistent with regional and subregional plans, programs, and requirements.

6K. FISCAL YEAR 2021/22 STATE OF GOOD REPAIR PROGRAM ALLOCATIONS

Page 159

Overview

This item is for the Commission to:

- 1) Approve Resolution No. 21-016, *"Resolution of the Riverside County Transportation Commission Approving the FY 2021/22 Project List for the California State of Good Repair Program"*;
- 2) Approve an allocation of \$4,251,328 related to Fiscal Year 2021/22 State of Good Repair (SGR) program funds to eligible Riverside County transit operators;
- 3) Authorize staff to allocate increased State Controller Office (SCO) FY 2021/22 revenue estimates up to \$425,132, or 10 percent of the current estimate, to eligible Riverside County transit operators;
- 4) Approve an increase of \$46,928 in the FY 2021/22 budget for SGR revenues to reflect updated SCO estimates;
- 5) Authorize the Executive Director, or designee, to review, approve and submit projects to Caltrans which are consistent with SGR program guidelines and to execute and submit required documents for the SGR program, including the Authorized Agent Form; and
- 6) Authorize the Executive Director, or designee, to approve administrative amendments to the FY 2021/22 Short Range Transit Plans (SRTPs) for incorporation of the SGR funds, as necessary.

6L. FISCAL YEAR 2021-2022 CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT ACCEPTANCE

Page 164

Overview

This item is for the Commission to:

- 1) Approve Resolution No. 21-014, *“Resolution of the Riverside County Transportation Commission Accepting Funds from the California Department of Transportation Sustainable Transportation Planning Grant Program”*; and
- 2) Authorize the Executive Director, or designee, pursuant to legal counsel review, to execute any required documents or amendments to the Fiscal Year (FY) 2021-2022 Sustainable Transportation Planning Grant.

7. REFINANCING OF 91 EXPRESS LANES TOLL DEBT

Page 168

Overview

This item is for the Commission to:

- 1) Receive and file the presentation regarding the refinancing of the Commission’s Toll Revenue Senior Lien Bonds, 2013 Series A (2013A Bonds) and 2013 Transportation Infrastructure Financing and Innovation Act (TIFIA) Loan (2013 TIFIA Loan) related to the State Route 91 Corridor Improvement Project (91 Project) with the issuance of taxable and tax-exempt senior lien and second lien toll revenue refunding bonds (2021 Refunding Toll Bonds) and cash defeasance of a portion of the Commission’s Toll Revenue Senior Lien Bonds, 2013 Series B (2013B Bonds);
- 2) Approve the revised refinancing plan to issue the 2021 Refunding Toll Bonds to refund or purchase, including in connection with a tender offer or bond exchange, all or a portion of the 2013A Bonds, currently outstanding in the amount of approximately \$123.8 million, and prepay all or a portion of the 2013 TIFIA Loan, currently outstanding in the amount of approximately \$508 million;
- 3) Approve the cash defeasance of a portion of the Commission’s 2013B Bonds, currently outstanding in the amount of approximately \$89.7 million, using funds on deposit in the Residual Fund (currently approximating \$27 million) and an amount not to exceed \$7.5 million of RCTC 91 Express Lanes (91 Express Lanes) toll revenues designated as surplus in accordance with the 2013 Toll Revenue Bonds Indenture or other legally available funds of the Commission;
- 4) Authorize the Executive Director to exceed the \$7.5 million contribution of 91 Express Lanes toll revenues designated as surplus under the condition that the primary refinancing objectives are met;

- 5) Adopt Resolution No. 21-015, *“Resolution Authorizing the Issuance and Sale of Not to Exceed \$725,000,000 Aggregate Principal Amount of Riverside County Transportation Commission Toll Revenue Refunding Bonds in One or More Series, the Refunding, Defeasance, and Purchase Through Tender Offer of Outstanding Bonds or Exchange Therefor, the Execution and Delivery of One or More Supplemental Indentures, One or More Purchase Contracts, One or More Official Statements, One or More Continuing Disclosure Agreements, One or More Escrow Agreements, One or More Dealer Manager Agreements, and One or More Invitations to Tender, and the Taking of All Other Actions Necessary in Connection Therewith”*;
- 6) Approve the proposed form of the Preliminary Official Statement for the issuance of not to exceed \$725 million in 2021 Refunding Toll Bonds and authorize the Executive Director to approve and execute the printing and distribution of the final form of the Official Statement;
- 7) Ratify, confirm, and approve the proposed form of the Continuing Disclosure Agreement related to the 2021 Refunding Toll Bonds, by and between the Riverside County Transportation Commission and Digital Assurance Certification, L.L.C., as dissemination agent, and authorize the Executive Director to approve and execute the final form of the Continuing Disclosure Agreement;
- 8) Ratify, confirm, and approve the proposed forms of the Third Supplemental Indenture and Fourth Supplemental Indenture for the 2021 Refunding Toll Bonds, each by and between the Riverside County Transportation Commission and U.S. Bank National Association (US Bank), as Trustee, and authorize the Executive Director to approve and execute the final forms of the Third Supplemental Indenture and Fourth Supplemental Indenture;
- 9) Ratify, confirm, and approve the proposed form of the Bond Purchase Agreement(s), also referred to as Purchase Contract(s), between the Riverside County Transportation Commission and Bank of America Securities, Inc. (BoFA), as Underwriter Representative acting on behalf of itself and Goldman, Sachs & Co. (Goldman), Wells Fargo Securities (Wells Fargo), J.P. Morgan (JPM), and Siebert Cisneros Shank & Co., LLC (Siebert), (collectively the Underwriters), for the 2021 Refunding Toll Bonds and authorize the Chief Financial Officer to approve and execute the final form of the Bond Purchase Agreement;
- 10) Approve the proposed form of the Dealer Manager Agreement related to the tender offer and/or bond exchange, by and between the Riverside County Transportation Commission and BoFA and Goldman, as Dealer Managers, and authorize the Executive Director to approve and execute the final form of the Dealer Manager Agreement;
- 11) Approve the proposed form of the Invitation to Tender or Exchange Bonds made by the Commission and authorize the Executive Director to approve and execute the final form of the Invitation to Tender or Exchange Bonds;
- 12) Ratify, confirm, and approve the proposed form of the Escrow Agreement for the 2013A Bonds and the proposed form of the Escrow Agreement for the 2013B Bonds, each by and between the Commission and US Bank, as Escrow Agent, and authorize the Executive Director to approve and execute the final Escrow Agreement;

- 13) Approve the estimated costs of issuance, including estimated underwriter's discount, of \$4,420,719 to be paid from the proceeds of the 2021 Refunding Toll Bonds;
- 14) Approve Agreement No. 05-19-510-18, Amendment No. 18 to Agreement No. 05-19-510-00, with Orrick, Herrington, & Sutcliffe LLP (Orrick) for bond counsel services related to the issuance of the 2021 Refunding Toll Bonds for an additional amount of \$45,000 and a total amount not to exceed \$3,375,000;
- 15) Approve Agreement No. 09-19-072-16, Amendment No. 16 to Agreement No. 09-19-072-00, with Norton Rose Fulbright US LLP (Norton Rose) for disclosure counsel services related to the issuance of the 2021 Refunding Toll Bonds for an additional amount of \$25,000 and a total amount not to exceed \$1,047,600; and
- 16) Approve adjustments to the Fiscal Year 2021/22 budget in the amounts of \$10.7 million to increase bond proceeds, \$360,000 to increase costs of issuance, and \$37.6 million to increase debt service expenditures for the cash defeasance of a portion of the 2013B Bonds and prepayment of the 2013 TIFIA Loan.

8. INTERSTATE 15 INTERIM CORRIDOR OPERATIONS PROJECT

Page 182

Overview

This item is for the Commission to:

- 1) Authorize staff to implement all project development activities needed to complete construction of the I-15 Interim Corridor Operations Project (15 ICOP), including immediately commencing the environmental studies and final design work;
- 2) Authorize the Executive Director, or designee, to negotiate and execute a contract amendment to Agreement No. 15-31-001-00 with Parson Transportation Group (Parsons), as the I-15 Express Lanes Project (15 ELP) project and construction manager (PCM), to provide environmental studies, final design, and construction management services for the 15 ICOP for an amount as necessary to complete the work, currently estimated at \$1 million, as it is in the public interest and best interest of the Commission to conduct a non-competitive procurement;
- 3) Approve an adjustment to the Fiscal Year 2021/22 budget in the amount of \$4.5 million for project development and construction expenditures with total project funding of \$5 million in 2009 Measure A sales tax revenue bond proceeds projected to be available; and
- 4) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute all necessary agency agreements or amendments to existing agency agreements for all phases of project development for the 15 ICOP including cooperative and funding agreements with Caltrans, California Highway Patrol, and other agencies, as deemed necessary.

9. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA

10. COMMISSIONERS / EXECUTIVE DIRECTOR REPORT

Overview

This item provides the opportunity for the Commissioners and the Executive Director to report on attended meetings/conferences and any other items related to Commission activities.

11. CLOSED SESSION

11A. CONFERENCE WITH LEGAL COUNSEL: EXISTING LITIGATION

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

11B. CONFERENCE WITH REAL PROPERTY NEGOTIATORS

Pursuant to Government Code Section 54956.8

Agency Negotiator: Executive Director or Designee

Item	Property Description	Property Owner	Buyer(s)
1	102-092-030, 031, 102-101-002, 033, & 037	RCTC	Blue Sky Management

11C. CONFERENCE WITH LEGAL COUNSEL: ANTICIPATED LITIGATION

Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9:
1 potential case

12. ADJOURNMENT

The next Commission meeting is scheduled to be held at 9:30 a.m. on **Wednesday, October 13, 2021.**

AGENDA ITEM 6A

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

MEETING MINUTES

Wednesday, July 14, 2021

1. CALL TO ORDER

The Riverside County Transportation Commission was called to order by Chair Jan Harnik at 9:30 a.m., via Zoom Meeting ID 881 1296 9755. Pursuant to Governor Newsom's Executive Order N-29-20.

2. ROLL CALL

Commissioners/Alternates Present

Mike Beauchamp
Ben J. Benoit
Brian Berkson
Russell Betts
Chuck Conder
Joseph DeConinck
Waymond Fermon
Kathleen Fitzpatrick
Raymond Gregory
Yxstain Gutierrez
Jan Harnik
Steven Hernandez*
Jeff Hewitt
Ted Hoffman
Linda Krupa
Alonso Ledezma

Clint Lorimore
Bob Magee
Linda Molina
V. Manuel Perez
Kyle Pingree*
Matt Rahn
Dana Reed
Wes Speake
Karen Spiegel
Jeremy Smith
Michael M. Vargas
Ted Weill
Lloyd White
Dennis Woods
Bill Zimmerman

Commissioners Absent

Kevin Jeffries
Scott Vinton
Chuck Washington

*Arrived after the meeting was called to order.

3. PLEDGE OF ALLEGIANCE

Anne Mayer, Executive Director, led the Commission 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

Marven Norman, of the Center for Community Action and Environmental Justice (CCA EJ), referred to Agenda Item 6D, *“Agreement for Transit-Oriented Communities Strategic Plan”*, and stated under the CCA EJ as their policy specialist they want to make sure as this plan is put together that environmental justice is part of the plan, to consider the communities all around the stations, and to work with the cities along the line to make sure that the proposed projects are going to fit within the cities as they have in their general plans. He reiterated ensuring to keep the environmental justice aspect of it and suggested to not place any low income and disadvantaged communities into the polluted areas and noted within five miles of many of the stations there is a lot of warehousing communities. He stated that this supports eight stations and asked about the status for the extension of the Perris Valley Line out to San Jacinto to include those areas and suggested to move this project along as well.

At this time, Commissioner Steven Hernandez joined the meeting.

Commissioner Wes Speake requested to pull Agenda Item 6H, *“State Route 91 Implementation Plan”*, for further discussion.

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

Abstain: Hewitt on Agenda Item 6G

Due to technical difficulties, there was no confirmation of Commissioner Russell Betts’ vote.

6A. APPROVAL OF MINUTES – JUNE 9, 2021

6B. STATE AND FEDERAL LEGISLATIVE UPDATE

Receive and file an update on state and federal legislation.

6C. COUNTY OF RIVERSIDE FUNDING REQUEST FOR CONSTRUCTION OF JURUPA ROAD GRADE SEPARATION PROJECT

- 1) Approve programming \$25 million of 2009 Measure A Western County Regional Arterial (MARA) funds for the city of Jurupa Valley’s Jurupa Road Grade Separation project;
- 2) Approve Agreement No. 21-72-121-00 between the Commission and the County of Riverside (County) as the lead agency for the programming of \$25 million of MARA for the construction phase of the Jurupa Road Grade Separation project; and

- 3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement.

6D. AGREEMENT FOR TRANSIT-ORIENTED COMMUNITIES STRATEGIC PLAN

- 1) Approve Agreement No. 21-65-043-00 with Stantec Consulting Services, Inc. to develop a transit-oriented communities strategic plan for an 18-month base period with two additional six-month optional terms in an amount of \$924,674, plus a contingency amount of \$25,326, for a total amount not to exceed \$950,000;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement, including option terms, on behalf of the Commission; and
- 3) Authorize the Executive Director, or designee, to approve contingency work up to the total not to exceed amount as required for these services.

6E. CONSTRUCTION AND MAINTENANCE AGREEMENT WITH BNSF RAILWAY FOR INTERSTATE 15/STATE ROUTE 91 EXPRESS LANES CONNECTOR PROJECT

- 1) Approve Agreement No. 21-31-098-00 with BNSF Railway (BNSF) for a construction and maintenance (C&M) agreement, including property acquisition, for the Interstate 15/State Route 91 Express Lanes Connector Project (15/91 ELC) in the amount of \$1,988,607, plus a contingency amount of \$104,470, for a total amount not to exceed \$2,093,077;
- 2) Authorize the Executive Director, pursuant to legal counsel review, to finalize negotiations with BNSF and execute the agreement on behalf of the Commission; and
- 3) Authorize the Executive Director or designee to approve the use of the contingency amount as may be required by the 15/91 ELC.

6F. AGREEMENT FOR CALIFORNIA HIGHWAY PATROL CONSTRUCTION ZONE ENHANCEMENT ENFORCEMENT PROGRAM SERVICES DURING THE CONSTRUCTION OF THE COMMISSION'S HIGHWAY PROJECTS

- 1) Approve Agreement No. 21-31-103-00, with the California Highway Patrol (CHP) for Construction Zone Enhanced Enforcement Program (COZEEP) services used during the construction of Commission highway projects (Projects), for a total amount not to exceed \$4 million for a five-year term; and
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement on behalf of the Commission.

6G. AGREEMENTS FOR FREEWAY SERVICE PATROL TOW TRUCK SERVICE

- 1) Approve Agreement No. 21-45-049-00 to Pepe's Towing Service Inc. (Pepe's) for Freeway Service Patrol (FSP) tow truck services on State Route (SR) 91, Beat No. 4, for a five-year term, in an amount of \$1,666,787, plus a contingency amount of \$83,340, for a total amount not to exceed \$1,750,127;
- 2) Approve Agreement No. 21-45-050-00 to Pepe's for FSP tow truck services on SR-60, Beat No. 7, for a five-year term, in an amount of \$1,666,787, plus a contingency amount of \$83,340, for a total amount not to exceed \$1,750,127;
- 3) Approve Agreement No. 21-45-051-00 to Pepe's for FSP tow truck services on SR-60, Beat No. 8, for a five-year term, in an amount of \$1,666,787, plus a contingency amount of \$83,340, for a total amount not to exceed \$1,750,127;
- 4) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements on behalf of the Commission; and
- 5) Authorize the Executive Director, or designee, to approve the use of the contingency amount as may be required for these services.

7. 2022 STATE TRANSPORTATION IMPROVEMENT PROGRAM FUNDING DISTRIBUTION AND DRAFT FUND ESTIMATE

Jillian Guizado, Planning and Programming Director, presented the 2022 State Transportation Improvement Program (STIP), highlighting the following areas:

- Past STIP cycles - Measure A taxable sales by geographic area; 2022 STIP cycle - Intracounty formula distribution; and next steps

Commissioner Brian Berkson inquired about the projects that will be brought back to the Commission in September or October and if various cities will have an opportunity to submit proposals of projects that can be evaluated.

Jillian Guizado replied in years past when the STIP had been healthier RCTC did include STIP funds from time to time in Multi-Funding Call for Projects when it would be lumped in with Federal Formula funds that were due to be received from federal reauthorizations. She explained they are waiting for the federal government to do a reauthorization package to be able to schedule another Multi-Funding Call for Projects so they would not have time due to the type of turn-around to do that. They would also not be able to do it proactively this cycle because it was very unknown what the state of the STIP would look like for 2022. The message that had been coming from the state was somewhat dire considering Covid and the reduction in fuel sales over the last year and a half. Ms. Guizado stated going back to Commissioner Berkson's question, she would not particularly anticipate an opportunity for that at this time, but staff is always open to receiving

feedback and deferred to Anne Mayer on the best way to do that. She noted this was in the staff report, but the way the STIP works even though they do this every two years the capacity for the 2022 STIP, meaning where the money is actually available in the STIP cycle, is not until FY 2025/26. She then discussed what happens when they program the projects in the out years but there is the 2024 STIP that can serve as a reconciliation depending on what happens economically.

Anne Mayer explained they have seen a roller coaster ride of STIP programming for about 16 years and over the years they have tended to use STIP money in western counties. The Coachella Valley and Palo Verde Valley establishes their priorities and that is how those projects are programmed. In western county they have tended to put STIP funds on the large projects that are already federalized so that they do not end up with a handful of small local projects that have the funding taken away at the last minute and it becomes a struggle to reprogram those projects. She stated RCTC in the past has focused STIP dollars on the Commission's delivery projects and/or local agency projects that are relatively large. She used the Commission's French Valley Parkway and I-15 Railroad Canyon Interchange Projects as examples that have been STIP projects, both projects had STIP money yanked away, and they had to find replacements for. Ms. Mayer explained staff's goal is to be strategic with their programming to make sure that the projects they put in the STIP meet the requirements, but these projects are also large enough projects they have some flexibility when and if the state funding situation becomes unpredictable. Anne Mayer stated with all that being said they always encourage all of the member agency staff and she noted there is a Technical Advisory Committee meeting on July 19 so at that meeting Jillian Guizado can remind the Public Works Directors that the STIP is coming up and if they have projects that would be good STIP projects to make sure RCTC is aware of them. She stated when staff is looking at what projects to bring forward to the Commission, they will have a complete picture because a lot of it depends on when jurisdictions have projects ready, and interchanges are typically the most likely projects to be funded that are at the local level.

Commissioner Berkson thanked Anne Mayer and Jillian Guizado for their very clear responses even though he is aware there is a lot of nuts and bolts to this and uncertainty. He expressed appreciation that if the Public Works Directors have something they want to have at least looked at down the road there is an opportunity that can be provided.

M/S/C (Reed/Vargas) to approve the 2022 State Transportation Improvement Program (STIP) funding distribution among the three geographic areas in Riverside County per the adopted STIP intracounty Memorandum of Understanding (MOU).

Due to technical difficulties, there was no confirmation of Commissioner Jeremy Smith's vote.

8. COUNTYWIDE TRANSIT REPORT: FISCAL YEARS 2017/18 THROUGH 2019/20

Lorelle Moe-Luna, Multimodal Services Director, presented the Countywide Transit Report for FYs 2017/18 through 2019/20, highlighting the following areas:

- Purpose; service overview; how much does it cost to operate transit service in Riverside County; how are we paying for it; how is farebox recovery
- Major trends-annual passenger boardings and percent change from prior year, and looking ahead

M/S/C to receive and file the Countywide Transit Report for Fiscal Year 2017/18 through FY 2019/20.

9. FISCAL YEAR 2021/22 COMMUTER ASSISTANCE PROGRAM RECOMMENDATIONS

Brian Cunanan, Commuter & Motorist Assistance Manager, presented the Commuter Assistance Program (CAP) recommendations, highlighting the following:

- CAP benefits and objectives, regional commute patterns, centralized ridesharing database - Phase 1 and Phase 2, regional recommendation agreements
- Promote rideshare countywide, countywide CAP recommendation, strengthen rideshare incentives to promote participation countywide, and enhance incentive eligibility to promote vanpool participation

At this time, Commissioner Kyle Pingree joined the meeting.

Chair Harnik noted that this was presented at the Budget and Implementation Committee as well and it passed unanimously.

Commissioner Wes Speake expressed appreciation for a great presentation as it is something they really need to bring home to people. He explained having a discussion with the new head of SB 743 at Caltrans and one of the items that he brought up was that they need to be honest with commuters, what SB 743 is for, and what their results are going to be of that. Commuters need to understand their commute it is not going to get better so this is a great option for people that cannot change jobs that do not have an option. He stated making that point to Caltrans staff that they need to be honest with people and granted they are starting to add some information about growth inducing and there is a video they are producing with more information and getting it out to the public. Commissioner Speake expressed the Commissioners need to tell people too and keep telling people that if they want to get in a car by their self and do not want to work next to where they live or live where they work to be ready for this to get worse. He concurred with this item going forward, which will give them the option to find ways to at least make their commute a little more enjoyable.

Commissioner Bill Zimmerman inquired about the memorandum of understanding (MOU) with some of the counties around Riverside County, noting San Diego County was excluded. He asked for clarification as to why they were excluded as he knows there are a lot of commuters that go south. Brian Cunanan replied that is something RCTC is looking forward to expanding in the future. He has reached out to San Diego Association of Governments (SANDAG) staff, and they want to observe and see how this works out. He hopes in the future they can reach an agreement and go further south, because there are a lot of intercounty commutes between Riverside, Orange, and San Diego Counties.

Vice Chair Manuel Perez expressed appreciation to the Commissioners and RCTC staff for the expansion into the eastern portion of the county. He stated it is important for all the regions as Commissioner Speake noted whether it is reducing greenhouse gases (GHG) emissions or just making commutes a little more enjoyable, including people's quality of life. He understood there is the need out there and asked Mr. Cunanan if there is data to demonstrate for example within the eastern Riverside County within the eastern part of the Fourth District how many folks would be willing to use this rideshare system from Thermal, Mecca, Oasis, and Coachella that potentially might be working the hospitality industry all the way in Palm Springs, Indian Wells, or Rancho Mirage. Also, there are folks in the Coachella Valley that are having to commute to Riverside or going to Blythe and vice versa. Vice Chair Perez stated if there was data, he would prefer to review it as it would be helpful.

Brian Cunanan replied there is a list of employers they will be targeting in the eastern county and what will be important going forward is that they get as many commuter records in as possible and they can have some really good origin destination information that can be shared. He will be able to provide the commuter counts, where folks are coming and going, and how many of those are actively seeking to participate in rideshare.

Vice Chair Perez expresses appreciation for bringing this forward as well as looking at who those employers are and potentially working with associations in the eastern county to make sure they increase that.

Chair Harnik stated to Vice Chair Perez that it is important to make sure there is a way to spread that information so that people will know that the opportunity is out for them. She stated as Anne Mayer has stated so many times, they cannot build their way out of these issues. This is a perfect example of a program that will help address these situations that is occurring with single rider cars and trips.

Commissioner Linda Molina made the motion to approve the item. She expressed appreciation for this information because it is perfect information for new residents in their communities.

M/S/C (Molina/Pingree) to:

- 1) Approve Agreement No. 21-41-123-00 among the Riverside County Transportation Commission (Commission), San Bernardino County Transportation Authority (SBCTA), Los Angeles County Metropolitan Transportation Authority (LACMTA), Orange County Transportation Authority (OCTA), and Ventura County Transportation Commission (VCTC), for a total contract amount of \$977,719 for Regional Rideshare Software over a three-year term, including the Commission's total share of \$186,444 inclusive of \$18,000 in contingency;**
- 2) Approve Agreement No. 20-41-090-01, Amendment No. 1 to Agreement No. 20-41-090-00, with SBCTA for Rideshare Program Implementation, removing Rideshare and Vanpool Software expenses from the Scope of Work and incorporating them into Agreement No. 21-41-123-00;**
- 3) Approve Memorandum of Understanding No. 21-41-122-00 between LACMTA, OCTA, RCTC, SBCTA, and VCTC to merge and consolidate the agencies' rideshare databases;**
- 4) Adopt Resolution No. 21-013, *"Resolution of the Riverside County Transportation Commission Adopting Amended Guidelines for the Administration of the Measure A Funded Commuter Incentive Projects as Part of Its Commuter Assistance Program"*; and**
- 5) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements on behalf of the Commission.**

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

6H. 2021 STATE ROUTE 91 IMPLEMENTATION PLAN

Commissioner Speake expressed appreciation to Orange County Transportation Authority (OCTA) and RCTC for putting this together but wanted to have a few things worked on over the next year. He noted being a member of the State Route 91 Advisory Committee and he had brought a couple of these things up and he is a little disappointed that they did not make it into the final document, which are three projects. The first one is the Irvine to Corona Expressway project, which is still in the plan even though the corridor is no longer valid as the city of Corona permitted about 1600 homes over the mouth of where this project is supposed to go. He suggested it is a valid and good long-term project although technology has not caught up to how this can be done for less than \$8-9 billion, but he hopes this can be reworded and look for additional areas of south county to put down as a possibility because there is still a need there. Commissioner Speake expressed concern about the timing of two projects, which were pushed out to 2045 and based on SB 743 and the Executive Order that general purpose will not occur. The two projects are the SR-241 sixth lane and SR-71 and the eastbound SR-91 improvements east of I-15 should be considered operational improvements and not general purpose and growth

inducing improvements. The eastbound sixth lane is crucial to the overall functioning of SR-91, there are major issues and he understood that it was supposed to be considered after the 241/91 Toll Connector project was completed by Caltrans District 12 and OCTA. Commissioner Speake reiterated concern for those two projects getting pushed out until 2045 and understands that it is technically complicated but putting that date it makes it seem like it will not happen. He stated it is crucial to the way the county is basically going to function, not just for commuters, there is a massive amount of truck traffic that comes and supplies goods, services, and revenue to the entire county. He expressed the 91 is the life blood for the County. Commissioner Speake explained the last project is more personal, which is the Eastbound SR-91 Improvement project that is east of I-15, it is being pushed to 2045, and he fought this when they were doing the project list for RCTC. This is a \$31 million project and basically it creates an abnormal bottleneck as the original premise of the 91 Project was supposed to go to Pierce Street, but they did not have the funding for it, so it did not occur. This is the last piece after these other projects are done to complete the 91 Project and the reason why it creates an issue is because it makes this bottleneck that pushes the 91 and generates a toll rate difference. He explained those that transverse on SR-91 and go south on I-15 and get off at Ontario Avenue verses continuing east and getting out of the toll lanes at McKinley Avenue it is a \$10.00 difference to travel a couple of miles. It is pushing thousands of cars down the southbound I-15 that already has major issues. Commissioner Speake explained there is the half-built project with the three successive lane drops that they hope to get fixed and for Caltrans to address those, there are thousands of cars that are in the left lane and cut across four lanes of traffic to get off, and culminate underneath the Ontario exit that is completely overwhelmed. This is an undercrossing that has not been improved since the 1960s and the city is working on trying to get that done. Then those people get back on SR-91 going north and then connect back up to I-15 going north and then SR-91 east. He expressed pushing this out to 2045 would be a travesty it will be something that folks will have to live with for a long time and with the current issues on both those corridors that difference is just going to go up based on that and with the added tolls between Ontario and Cajalco being \$10.00-\$12.00 it pushes even more people out of the toll lanes, which can create a ton more problems. Commissioner Speake reiterated that this is not a Corona problem, this is not for the city of Corona, this is for all commuters traveling on I-15. He stated most of the commuters do not live in the city of Corona as the other Commissioners have residents that commute on southbound I-15, and it is something they need to consider.

Commissioner Betts asked Commissioner Speake if there is a mechanism to push that time forward sooner than 2045 as he mentioned two or three times on these projects.

Commissioner Speake replied he would certainly like it to be considered sooner, but he does not know what the mechanism is for that and asked Anne Mayer to respond.

Commissioner Dana Reed asked Chair Harnik if he could respond. He expressed concern that all the Commissioners need more money, they all have their pet projects, and they

all want them today, they cannot wait until 2045 but the Commission needs more money it is that simple. There are several people in the county that are currently working trying to figure out and hopefully succeed in getting a lot more money to spend beginning after November 2022, as this is the only solution. Commissioner Reed stated if everyone can help getting the Commission more money than they can spend more money.

Commissioner Speake concurred with Commissioner Reed and stated however if it is scheduled for 2045, they are not looking for money for it and that is his point.

Anne Mayer explained the State Route 91 Implementation Plan is an annual requirement of the Legislature when OCTA purchased the express lanes and then the legislation was enacted to allow RCTC to take on the franchise in Riverside County. This is a legislative required annual implementation plan and it is a joint product of Caltrans District 8, OCTA, and RCTC. The overseen body of that is the SR-91 Advisory Committee, which was also created statutorily to ensure there was bi-county communication at the elected official level. She stated this is simply an implementation plan that is updated annually to provide an update of where projects are: as they get completed and as they get programmed. With respect to the Irvine-Corona Expressway (ICE) project, which is also known as the tunnel, and she referred to Commissioner Speake's comments that were made at the SR-91 Advisory Committee meeting about looking at land use patterns there. That language is incorporated into the final version that will be submitted to the Legislature. She explained this is a planning document that is used as a basis for the Regional Transportation Plan and for modeling, if the project does not currently have funding programmed and it is not on either Caltrans District 8, OCTA, or RCTC's delivery plans they are not included with a near term schedule. Anne Mayer stated those two projects Commissioner Speake mentioned and any others in the plan that are being pushed out in the 2045 timeframe are there for modeling and planning purposes. This document does not set priorities for either county, it is merely a planning document that reports on an annual basis. She explained over the next year, as they always do, if there are any changes in schedules or priorities this Commission has the ability to modify their priorities for the funding that RCTC has to change the schedule for these projects. The Board has to approve those projects in order to trigger a schedule change, so they are no longer planning projects they are projects in the process.

At this time, Commissioner Jeremy Smith left the meeting.

Chair Harnik reiterated as they have said so many times, they are not building their way out of this it is going to take a shift in thinking. A perfect example of how difficult it truly is Commissioner Speake's comments in that they just permitted 1600 houses, which this is an ongoing issue and so they all have to take a hard look at it, and she is aware everyone has projects they all want done. Planning for it is the best they can do and as Anne Mayer noted this body does have the capacity to change the planning and the order of projects.

M/S/C (Benoit/Vargas) to approve the 2021 State Route 91 Implementation Plan.

Due to technical difficulties, there was no confirmation of Commissioner Yxstain Gutierrez's vote.

11. COMMISSIONERS/EXECUTIVE DIRECTOR'S REPORT

- 11A.** Anne Mayer provided an update on the Coachella Valley Rail Public Outreach activities.

Commissioner Molina asked about the outreach to persons with disabilities specifically the blind, the deaf, and those seniors that do not use computers and if there are entities that staff is reaching out to those populations.

Anne Mayer replied that she will get back to her with that information and if not, they will ensure there is a mechanism to do so.

Chair Harnik stated the Coachella Valley has been anxiously awaiting train service and this will be welcome when the time comes. She expressed appreciation for all the efforts to get it as far as it has gotten.

12. CLOSED SESSION

12A. CONFERENCE WITH REAL PROPERTY NEGOTIATORS

Pursuant to Government Code Section 54956.8

Agency Negotiator: Executive Director or Designee

Item	Property Description	Property Owner	Buyer(s)
1	118-160-004	RCTC	Regency Realty
2	117-122-001, 002, & 029	RCTC	Inland Investment Group
3	229-082-003, 010	RCTC	Parag Patel

12B. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION

Significant exposure to litigation pursuant to paragraph (2) or (3) of subdivision (d) of Section 54956.9: 1 potential case

Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9: 1 potential case

There were no announcements from the closed session.

13. ADJOURNMENT

There being no further business for consideration by the Riverside County Transportation Commission, Chair Harnik adjourned the meeting at 11:17 a.m. The next Commission meeting is scheduled to be held at 9:30 a.m., Wednesday, September 15, 2021.

Respectfully submitted,

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

Lisa Mobley
Clerk of the Board

AGENDA ITEM 6B

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 15, 2021
TO:	Riverside County Transportation Commission
FROM:	Audit Ad Hoc Committee Theresa Trevino, Chief Financial Officer
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Fiscal Year 2019/20 Transportation Development Act and Measure A Audit Results

AUDIT AD HOC COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to receive and file the Transportation Development Act (TDA) and Measure A audit results report for Fiscal Year 2019/20.

BACKGROUND INFORMATION:

In July 2016, following a competitive procurement, the Commission awarded contracts for a five-year contract term to three audit firms to perform financial and compliance audits and agreed-upon procedures (audits) for TDA claimants and Measure A recipients:

- Macias Gini O’Connell LLP (MGO) for Western County TDA claimants and Measure A local streets and roads recipients;
- BCA Watson Rice LLP (BCAWR) for Western County Measure A Specialized Transit recipients; and
- Conrad LLP (Conrad) for Coachella Valley, Palo Verde Valley, and county of Riverside TDA claimants and Measure A recipients.

Initially, this scope of work excluded audits for Riverside Transit Agency (RTA), SunLine Transit Agency (SunLine), and the city of Beaumont (Beaumont), as these jurisdictions elected to hire their own auditors. After its auditors completed Beaumont’s FY 2015/16 audit, Beaumont requested, and Commission staff agreed, that the Commission’s auditor conduct the required audits beginning with FY 2016/17.

MGO, BCAWR, and Conrad, along with the other agencies’ auditors, completed the FY 2019/20 audits and issued the audit reports. The following is a summary of the 58 audits performed:

Funding Type	Type of Procedure	MGO (Western County)	BCAWR (Western County)	Conrad (Eastern County & Riverside Co.)	Other Auditors	Total
TDA Article 3 (bicycle and pedestrian projects)	Financial and compliance audit	4	0	2	0	6
TDA Article 4 (transit)	Financial and compliance audit	4	0	1	2	7
Measure A specialized transit	Agreed-upon procedures	0	16	0	0	16
Measure A local streets and roads	Agreed-upon procedures	18	0	11	0	29

Based on a review of the reports, the following items are highlights from the FY 2019/20 audit results.

TDA Article 4 (Transit)

- Four transit operators (Banning, Beaumont, Riverside and Palo Verde Valley Transit Agency) did not meet the fare ratio requirement; however, Assembly Bill (AB) 90, signed by the Governor in June 2020, prohibits the imposition of a penalty on operators that do not maintain the required ratio of fare revenues to operating cost during FY 2019/20 or FY 2020/21.
- SunLine Transit Agency's auditor identified a compliance finding related to federally reimbursed costs incurred prior to the pre-award authorized period of performance. Accordingly, the auditor identified \$44,912 in questioned costs.

Measure A Specialized Transit

- Three agencies (Boys & Girls Club of Southwest County, Care Connexus, and Community Connect-211 Program) did not meet the adjusted match requirement by \$18,501. The Boys & Girls Club of Southwest County shortfall was \$54, or less than 0.2 percent of the adjusted match requirement, while the Care Connexus and Community Connect-211 Program shortfalls were approximately 8 percent and 33 percent, respectively, of the adjusted match requirement.
- Four agencies (Community Connect-Transportation Access Program, Friends of Moreno Valley, Independent Living Partnership, and U.S. Veterans Initiative) had excess revenues over expenditures totaling \$56,920, of which \$13,532 is related to excess Measure A funds received by the Community Connect-Transportation Access Program and U.S. Veterans Initiative and will be reduced for unbilled FY 2019/20 expenses and/or returned to the Commission. The balance of \$43,388 relates to excess cash matching contributions that may be retained by the agencies.
- Four agencies (Blindness Support, Boys & Girls Club of Menifee Valley, Care Connexus, and Community Connect-211 Program) had an excess of expenditures over revenues aggregating \$62,170. Generally, the agencies are responsible to cover the excess of expenditures; however, if there is a balance of Measure A funds allocated to an agency, the agency may submit a revised claim.

- The auditor completed the FY 2018/19 agreed-upon procedures for U.S. Veterans Initiative during this cycle. No findings were noted.

Measure A Local Streets and Roads

- Three jurisdictions (Beaumont, Calimesa, and Desert Hot Springs) met their maintenance of effort (MOE) requirements using the prior year carryover, as permitted under the MOE Guidelines.
- Seven jurisdictions (Calimesa, Corona, Hemet, Murrieta, Perris, San Jacinto, and Palm Desert) have fund balances in excess of three years of revenues. While the Commission policy suggests such amounts should not exceed three years, the jurisdictions provided reasonable explanations for the amounts, including project delays and capital improvement plans to expend those funds on projects in the next five years.
- The cities of Blythe, Canyon Lake, and Indio made their final debt service payments to the Commission related to local streets and roads advances, which matured during FY 2019/20.

Attached is the summary of transportation and transit fund operations and related audit results for the various types of TDA (Articles 3 and 4) and Measure A (specialized transit and local streets and roads) funding. Each schedule provides information for each claimant and recipient regarding the revenues, expenditures/expenses, and change in fund balance/net assets for the year ended June 30, 2020, and other financial and compliance information.

Attachments:

- 1) FY 2019/20 Transportation Development Act Article 3 Schedule
- 2) FY 2019/20 Transportation Development Act Article 4 Schedule
- 3) FY 2019/20 Measure A Specialized Transit Schedule
- 4) FY 2019/20 Measure A Local Streets and Roads Schedule

Transportation Development Act Article 3 Schedule
Year Ended June 30, 2020

	Coachella	Eastvale	Lake Elsinore	La Quinta	Riverside	Temecula
Revenues:						
Intergovernmental allocations:						
Article 3	\$ 855,950	\$ 138,500	\$ 290,802	\$ 50,606	\$ -	\$ -
Interest income	-	-	-	-	242	-
Total revenues	855,950	138,500	290,802	50,606	242	-
 Total expenditures	 2,200,000	 65,167	 243,161	 -	 39,375	 115,278
Excess (deficiency) of revenues over (under) expenditures	(1,344,050)	73,333	47,641	50,606	(39,133)	(115,278)
 Transfers in (out)	 545	 -	 -	 -	 -	 -
Excess (deficiency) of revenues and transfers in over (under) expenditures	(1,343,505)	73,333	47,641	50,606	(39,133)	(115,278)
 Prior period adjustment	 -	 -	 -	 -	 -	 -
Fund balances at beginning of year	-	(73,333)	(178,977)	(50,606)	12,060	-
Fund balances at end of year	<u><u>\$(1,343,505)</u></u>	<u><u>\$ -</u></u>	<u><u>\$(131,336)</u></u>	<u><u>\$ -</u></u>	<u><u>\$ (27,073)</u></u>	<u><u>\$(115,278)</u></u>

Source: 2020 Financial Statements

**Transportation Development Act Article 4 Schedule
Year Ended June 30, 2020**

ATTACHMENT 2

	Banning	Beaumont	Corona	Riverside	PVVTA	RTA ¹	SunLine ¹
Total operating revenues	\$ 91,888	\$ 174,542	\$ 394,411	\$ 309,027	\$135,874	\$ 9,320,568	\$ 6,670,827
Operating expenses:							
Depreciation and amortization	255,375	559,053	662,822	479,930	313,467	15,793,900	9,277,951
Other operating expenses	2,094,116	2,701,869	2,309,461	4,119,034	1,172,129	87,610,155	35,920,519
Total operating expenses	2,349,491	3,260,922	2,972,283	4,598,964	1,485,596	103,404,055	45,198,470
Operating loss	(2,257,603)	(3,086,380)	(2,577,872)	(4,289,937)	(1,349,722)	(94,083,487)	(38,527,643)
Nonoperating revenues (expenses):							
Grants:							
Local Transportation Funds	1,597,460	2,547,119	772,826	3,413,393	785,774	44,427,831	14,847,376
State Transit Assistance/State of Good Repair	76,047	74,200	20,761	160,881	207,662	3,877,150	7,453,735
Federal	-	-	1,128,357	742,354	191,289	28,716,405	13,416,733
Measure A specialized transit	-	-	-	-	-	3,263,300	6,206,363
Proposition 1B/Low Carbon Transit							
Operations Program (LCTOP)	79,015	20,386	-	13,606	33,312	2,801,628	1,616,434
Other	-	271,870	-	-	20,000	2,821,269	3,132,749
Interest income	-	2,258	29,387	68,502	43	1,084,037	13,851
Interest expense	(3,422)	-	-	(18,105)	-	-	-
Gain (loss) on sale of property	3,520	30	-	-	-	2,021	32,482
Other	-	-	-	2,470	-	1,428,581	-
Total nonoperating revenue (expense)	1,752,620	2,915,863	1,951,331	4,383,101	1,238,080	88,422,222	46,719,723
Net increase (decrease)	(504,983)	(170,517)	(626,541)	93,164	(111,642)	(5,661,265)	8,192,080
Transfer in from other City funds	551	-	-	-	-	-	-
Transfer out from other City Funds	(54,393)	-	-	-	-	-	-
Prior period adjustment	-	-	-	-	-	-	-
Net assets at beginning of year	(970,273)	2,336,768	3,474,827	214,024	2,650,934	111,097,187	74,018,113
Net assets at end of year	\$ (1,529,098)	\$ 2,166,251	\$ 2,848,286	\$ 307,188	\$ 2,539,292	\$ 105,435,922	\$ 82,210,193
Deferred revenue at end of year:							
Operating	\$ -	\$ 565,576	\$ 1,233,066	\$ 1,081,008	\$ 392,212	\$ 7,355,388	\$ 7,338,847
Capital	100,921	-	-	681,799	-	34,203,249	3,373,003
Total deferred revenue at end of year	\$ 100,921	\$ 565,576	\$ 1,233,066	\$ 1,762,807	\$ 392,212	\$ 41,558,637	\$ 10,711,850
Minimum fare ratio	10.00%	10.00%	15.00%	10.00%	10.00%	16.81%	19.74%
Actual fare ratio	4.28%	7.82%	17.65%	9.23%	9.30%	20.07%	23.74%
Fare ratio compliance status	Did not meet; however AB90 requires no penalty	Did not meet; however AB90 requires no penalty	Met	Did not meet; however AB90 requires no penalty	Did not meet; however AB90 requires no penalty	Met	Met

Source: 2020 Financial Statements

¹ The audits for RTA and SunLine were completed by other auditors hired by each entity.

**Measure A Specialized Transit Schedule
Year Ended June 30, 2020**

	Blindness Support	Boys & Girls Club of Menifee Valley	Boys & Girls Club of Southwest County	Care-A-Van	Care Connexus	Community Connect - 211	Community Connect - TAP	Riverside University Health System- Behavioral Health	Exceed	Forest Folk	Friends of Moreno Valley	Independent Living Partnership	City of Norco	Operation SafeHouse	Riverside University Health System Medical Center	U.S. Veterans Initiative	Voices for Children
Operating revenues:																	
Measure A	\$ 74,000	\$ 88,564	\$ 82,787	\$ 289,500	\$ 155,822	\$ 64,510	\$ 70,266	\$ 204,592	\$ 60,000	\$ 45,709	\$ 76,391	\$ 343,740	\$ 112,150	\$ 37,700	\$ 320,000	\$ 43,000	\$ 109,565
In-kind match	9,900	-	-	43,700	-	6,700	24,942	-	-	30,672	21,620	441,784	37,191	-	-	-	252,271
Cash match	31,714	45,689	42,566	106,241	82,190	15,650	8,365	105,396	163,883	8,379	60,235	308,386	40,000	19,421	253,514	22,152	-
Total operating revenues	115,614	134,253	125,353	439,441	238,012	86,860	103,573	309,988	223,883	84,760	158,246	1,093,910	189,341	57,121	573,514	65,152	361,836
Operating expenses-in kind	9,900	-	-	43,700	-	6,700	24,942	-	-	30,672	21,620	441,784	37,191	-	-	-	252,271
Operating expenses-salaries & benefits	72,737	127,145	55,454	271,584	113,473	79,815	24,102	255,801	140,354	20,190	-	217,984	50,404	30,139	383,023	54,900	53,655
Operating expenses-nonpersonnel	39,990	7,235	69,899	124,157	150,512	22,264	32,558	54,187	74,967	33,898	97,846	415,931	15,746	22,751	92,573	4,496	55,910
Operating expenses-administrative overhead	-	-	-	-	-	7,238	6,528	-	8,562	-	-	17,684	6,000	4,231	6,693	3,586	-
Capital expenditures	-	-	-	-	-	-	-	-	-	-	-	-	80,000	-	91,225	-	-
Total operating expenses/capital expenditures	122,627	134,380	125,353	439,441	263,985	116,017	88,130	309,988	223,883	84,760	119,466	1,093,383	189,341	57,121	573,514	62,982	361,836
Excess (deficiency) of revenues over (under) expenditures	\$ (7,013)	\$ (127)	\$ -	\$ -	\$ (25,973)	\$ (29,157)	\$ 15,443	\$ -	\$ -	\$ -	\$ 38,780	\$ 527	\$ -	\$ -	\$ -	\$ 2,170	\$ -
Excess revenues related to Measure A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,432	\$ -
Match requirement (as adjusted)	\$ 37,606	\$ 45,689	\$ 42,620	\$ 149,410	\$ 89,755	\$ 33,232	\$ 29,964	\$ 105,396	\$ 76,120	\$ 30,672	\$ 40,618	\$ 177,078	\$ 77,175	\$ 19,421	\$ 194,994	\$ 21,414	\$ 123,024
Actual match	\$ 41,614	\$ 45,689	\$ 42,566	\$ 149,941	\$ 82,190	\$ 22,350	\$ 33,307	\$ 105,396	\$ 163,883	\$ 39,051	\$ 81,855	\$ 750,170	\$ 77,191	\$ 19,421	\$ 253,514	\$ 22,152	\$ 252,271
Match requirement compliance status	Met	Met	Did not meet by \$54	Met	Did not meet by \$7,565	Did not meet by \$10,882	Met	Met	Met	Met	Met	Met	Met	Met	Met	Met	Met

Source: 2020 Agreed-Upon Procedures

Measure A Local Streets and Roads Schedule
Year ended June 30, 2020

Western County																	
	Banning	Beaumont	Calimesa	Canyon Lake	Corona	Eastvale	Hemet	Jurupa Valley	Lake Elsinore	Menifee	Moreno Valley	Murrieta	Norco	Perris	Riverside	San Jacinto	Temecula
Revenues:																	
Intergovernmental allocations:																	
Measure A	\$ 627,191	\$ 1,000,099	\$ 187,312	\$ 203,882	\$ 4,432,463	\$ 1,439,851	\$ 1,864,026	\$ 2,244,525	\$ 1,421,629	\$ 1,883,734	\$ 4,245,773	\$ 2,643,747	\$ 701,496	\$ 2,022,019	\$ 7,800,505	\$ 940,300	\$ 3,374,987
Reimbursements	181,893	-	14,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other revenues	-	-	-	-	555	-	-	-	-	-	354	-	-	-	-	-	-
Interest income	28,449	11,577	13,566	5,115	817,979	66,415	127,504	19,360	70,496	6,559	27,276	148,813	19,168	147,057	692,068	73,849	121,678
Other financing sources-transfers in	-	-	-	-	3,240	-	-	10,167	-	-	143,073	-	-	-	-	-	-
Total revenues	837,533	1,011,676	214,878	208,997	5,254,237	1,506,266	1,991,530	2,274,052	1,492,125	1,890,293	4,416,476	2,792,560	720,664	2,169,076	8,492,573	1,014,149	3,496,665
Expenditures and other financing uses:																	
Engineering, construction, maintenance, and capital outlay	1,439,140	1,205,314	75,096	-	1,943,059	1,580,179	2,164,155	490,524	1,056,301	1,111,750	1,863,845	4,628,967	522,994	979,074	1,964,431	821,649	773,103
Administrative overhead/indirect costs	-	-	13,440	-	15,902	90,600	-	23,664	-	-	254,839	5,179	-	-	-	31,121	-
Debt service	-	-	-	46,473	-	-	-	1,053,701	495,121	1,304,088	1,549,322	109,876	-	-	3,003,303	-	-
Total expenditures and other financing uses	1,439,140	1,205,314	88,536	46,473	1,958,961	1,670,779	2,164,155	1,567,889	1,551,422	2,415,838	3,668,006	4,744,022	522,994	979,074	4,967,734	852,770	773,103
Excess (deficiency) of revenues over (under) expenditures and other financing uses	(601,607)	(193,638)	126,342	162,524	3,295,276	(164,513)	(172,625)	706,163	(59,297)	(525,545)	748,470	(1,951,462)	197,670	1,190,002	3,524,839	161,379	2,723,562
Prior period adjustment/rounding	1	-	(1)	-	1	-	5,558	(138,654)	(1)	-	1	(2)	(1)	-	-	1	-
Fund balances at beginning of year	2,233,868	1,542,018	674,319	425,139	15,018,317	3,309,011	7,614,396	973,352	1,879,061	1,212,770	3,569,220	10,349,235	586,766	5,025,353	20,039,306	3,229,573	5,018,114
Fund balances at end of year	\$ 1,632,262	\$ 1,348,380	\$ 800,660	\$ 587,663	\$ 18,313,594	\$ 3,144,498	\$ 7,447,329	\$ 1,540,861	\$ 1,819,763	\$ 687,225	\$ 4,317,691	\$ 8,397,771	\$ 784,435	\$ 6,215,355	\$ 23,564,145	\$ 3,390,953	\$ 7,741,676
Fund balance by year received:																	
2020	\$ 837,533	\$ 1,011,676	\$ 214,878	\$ 208,997	\$ 5,254,237	\$ 1,506,266	\$ 1,991,530	\$ 1,540,861	\$ 1,492,125	\$ 687,225	\$ 4,317,691	\$ 2,792,560	\$ 720,664	\$ 2,169,076	\$ 8,492,573	\$ 1,014,149	\$ 3,496,665
2019	701,434	336,704	240,724	210,282	5,219,178	1,547,055	2,105,224	-	327,638	-	-	2,818,963	63,771	2,192,472	8,966,601	1,019,715	3,409,495
2018	93,295	-	170,173	168,384	4,144,094	91,177	1,787,537	-	-	-	-	2,507,512	-	1,632,539	6,104,971	913,778	835,516
2017 & Prior	-	-	174,885	-	3,696,085	-	1,563,038	-	-	-	-	278,736	-	221,268	-	443,311	-
Total fund balances by year received	\$ 1,632,262	\$ 1,348,380	\$ 800,660	\$ 587,663	\$ 18,313,594	\$ 3,144,498	\$ 7,447,329	\$ 1,540,861	\$ 1,819,763	\$ 687,225	\$ 4,317,691	\$ 8,397,771	\$ 784,435	\$ 6,215,355	\$ 23,564,145	\$ 3,390,953	\$ 7,741,676
Cash and investments	\$ 1,663,541	\$ 1,155,808	\$ 769,650	\$ 548,405	\$ 17,558,030	\$ 2,966,120	\$ 7,609,840	\$ 1,177,133	\$ 1,542,789	\$ 1,435,272	\$ 3,516,276	\$ 9,181,444	\$ 965,761	\$ 5,934,536	\$ 22,035,561	\$ 1,673,251	\$ 7,082,291
MOE Base Year requirement	\$ 164,325	\$ 515,908	\$ 2,401	\$ 28,873	\$ 2,208,200	\$ 38,949	\$ 18,924	\$ -	\$ 960,771	\$ 214,225	\$ 1,459,153	\$ 595,702	\$ 22,536	\$ 1,218,470	\$ 12,449,203	\$ 156,391	\$ 1,431,799
Amount of Excess MOE at end of year	\$ 550,388	\$ 718,030	\$ 11,639	\$ 178,311	\$ 18,517,182	\$ 412,828	\$ 760,501	\$ -	\$ 22,636,869	\$ 8,792,475	\$ 8,519,111	\$ 381,144	\$ 85,412	\$ 3,073,211	\$ 53,805,055	\$ 3,341,677	\$ 12,975,788
MOE compliance status	Met	Met w/ carryover	Met w/ carryover	Met	Met	Met	Met	N/A	Met	Met	Met	Met	Met	Met	Met	Met	Met

Source: 2020 Agreed-Upon Procedures

Measure A Local Streets and Roads Schedule
Year ended June 30, 2020

	Coachella Valley										Palo Verde Valley	County of Riverside
	Wildomar	Cathedral City	Coachella	Desert Hot Springs	Indian Wells	Indio	La Quinta	Palm Desert	Palm Springs	Rancho Mirage	Blythe	
Revenues:												
Intergovernmental allocations:												
Measure A	\$ 684,635	\$ 1,479,866	\$ 683,776	\$ 504,781	\$ 275,778	\$ 2,017,382	\$ 1,527,360	\$ 2,869,576	\$ 2,301,944	\$ 946,296	\$ 681,145	\$ 7,774,788
Reimbursements	-	-	-	-	-	305,054	-	542,263	768,667	-	608,024	-
Other revenues		10,511	-	-	-	-	25,351	-	-	-	-	-
Interest income	39	2,229	27,737	384	1,184	26,313	25,608	470,536	57,902	89,577	15,316	109,863
Other financing sources-transfers in		50,367	-	-	-	-	-	-	-	-	-	-
Total revenues	684,674	1,542,973	711,513	505,165	276,962	2,348,749	1,578,319	3,882,375	3,128,513	1,035,873	1,304,485	7,884,651
Expenditures and other financing uses:												
Engineering, construction, maintenance, and capital outlay	484,397	1,009,212	1,343,789	345,766	270,530	1,409,425	1,489,672	8,543,161	5,160,009	2,142,788	74,187	6,120,901
Administrative overhead/indirect costs	54,800	118,389	-	23,471	-	75,247	-	-	-	-	54,492	1,457
Debt service	-	-	-	200,000	-	112,230	-	-	1,733,062	-	39,369	-
Total expenditures and other financing uses	539,197	1,127,601	1,343,789	569,237	270,530	1,596,902	1,489,672	8,543,161	6,893,071	2,142,788	1,525,355	6,122,358
Excess (deficiency) of revenues over (under) expenditures and other financing uses	145,477	415,372	(632,276)	(64,072)	6,432	751,847	88,647	(4,660,786)	(3,764,558)	(1,106,915)	(220,870)	1,762,293
Prior period adjustment/rounding	(1)	-	(46,914)	-	-	(12,750)	-	-	-	-	-	-
Fund balances at beginning of year	(58,825)	(39,035)	868,875	115,267	85,271	640,362	1,438,813	25,124,688	5,627,094	3,003,383	1,811,023	5,007,873
Fund balances at end of year	\$ 86,651	\$ 376,337	\$ 189,685	\$ 51,195	\$ 91,703	\$ 1,379,459	\$ 1,527,460	\$ 20,463,902	\$ 1,862,536	\$ 1,896,468	\$ 1,590,153	\$ 6,770,166
Fund balance by year received:												
2020	\$ 86,651	\$ 376,337	\$ 189,685	\$ 51,195	\$ 91,703		\$ 1,527,460	\$ 3,882,375	\$ 1,862,536	\$ 1,035,873	\$ 1,304,485	\$ 6,770,166
2019	-	-	-	-	-		-	3,979,663	-	860,595	285,668	-
2018	-	-	-	-	-		-	3,295,835	-	-	-	-
2017 & Prior	-	-	-	-	-		-	9,306,029	-	-	-	-
Total fund balances by year received	\$ 86,651	\$ 376,337	\$ 189,685	\$ 51,195	\$ 91,703	\$ -	\$ 1,527,460	\$ 20,463,902	\$ 1,862,536	\$ 1,896,468	\$ 1,590,153	\$ 6,770,166
Cash and investments	\$ -	\$ 149,795	\$ 246,972	\$ 40,075	\$ 38,490	\$ 1,078,224	\$ 1,225,205	\$ 35,410,988	\$ 1,398,977	\$ 2,094,102	\$ 1,482,877	\$ 6,755,306
MOE Base Year requirement	\$ -	\$ 391,688	\$ 92,205	\$ 75,147	\$ 963,640	\$ 2,048,564	\$ 937,007	\$ 2,398,146	\$ 1,498,732	\$ 674,811	\$ 170,000	\$ -
Amount of Excess MOE at end of year	\$ -	\$ 8,305,936	\$ 7,638,915	\$ 1,164,860	\$ 15,237,245	\$ 28,907,547	\$ 10,798,313	\$ 11,907,506	\$ 36,696,064	\$ 4,711,100	\$ 195,336	\$ -
MOE compliance status	N/A	Met	Met	Met with use of carryover	Met	Met	Met	Met	Met	Met	Met	N/A

Source: 2020 Agreed-Upon Procedures

AGENDA ITEM 6C

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 15, 2021
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Michele Cisneros, Deputy Director of Finance
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Quarterly Sales Tax Analysis

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to receive and file the sales tax analysis for Quarter 1, 2021 (1Q 2021).

BACKGROUND INFORMATION:

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

Since the commencement of these services, MuniServices submitted audits, which reported findings and submitted to the California Department of Tax and Fee Administration (CDTFA), for review and determination of errors in sales tax reporting related to 1,366 businesses. Through 4Q 2020, the CDTFA approved \$12,932,405 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 1Q 2021. Most of the 1Q 2021 Measure A sales tax revenues were received in the second quarter of calendar year 2021, during April 2021 through June 2021, due to a lag in the sales tax calendar. The summary section of the 1Q 2021 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 28.3 percent of taxable sales for the benchmark year ended 1Q 2021, slightly higher than the 25.5 percent for the benchmark year ended 1Q 2020. The top 100 tax contributors generated 43 percent for the benchmark year ended 1Q 2021, slightly higher than the 39.6 percent for the benchmark year ended 1Q 2020.

In the Economic Category Analysis below, five of the six categories experienced new highs in the 1Q 2021 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 reflects a new high from the 4Q 2020 benchmark quarter and is a result of an increase in new auto sales and fuel sales due to the lifting of “stay at home” orders and an increase in vaccination rates allowing more travel within the state.

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	32.0 / 19.0	27.6 / -14.7	25.5 / -21.1	29.4 / 4.8	26.1 / -15.7	26.2 / 0.7	36.6 / 18.3	26.4 / -17.0	29.5 / 4.2	25.9 / -23.8
Food Products	14.5 / -10.8	18.1 / -29.9	18.3 / -27.0	17.7 / -10.6	17.2 / -37.1	15.3 / -14.5	13.8 / -17.4	20.0 / -26.8	17.6 / -34.9	28.0 / -32.5
Transportation	22.7 / 4.9	23.6 / -16.5	25.0 / -9.5	25.1 / 1.3	21.0 / -18.3	28.1 / -1.8	21.5 / -17.8	24.1 / -10.9	27.2 / -0.4	24.8 / -8.1
Construction	11.4 / 16.1	11.7 / -2.6	10.5 / 5.7	15.0 / 14.2	11.9 / -4.4	14.1 / 7.9	11.6 / 0.7	10.7 / 3.9	15.8 / 10.8	11.1 / 12.2
Business to Business	15.8 / 5.1	17.9 / -15.6	19.4 / -13.7	12.0 / 2.2	22.7 / -6.2	15.2 / -5.1	15.6 / -13.0	17.7 / -13.4	9.1 / -4.9	9.4 / -25.3
Miscellaneous	3.6 / 20.4	1.1 / -23.7	1.3 / -15.6	0.8 / -1.2	1.2 / -28.2	1.2 / -11.1	0.8 / -5.4	1.1 / -6.4	0.7 / -22.1	0.8 / -35.1
Total	100.0 / 8.0	100.0 / -17.4	100.0 / -15.9	100.0 / 1.7	100.0 / -18.2	100.0 / -2.8	100.0 / -4.0	100.0 / -15.3	100.0 / -7.0	100.0 / -20.7

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

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

Construction: Building Materials Retail and Building Materials Wholesale

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

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

Biotechnology, I.T. Infrastructure, and Green Energy

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

An analysis of sales tax performance through 1Q 2021 is attached and illustrates fairly consistent cycles for sales tax performance for most of the economic categories since 1Q 2016 – with the exception of COVID-19 impacts in 1Q 2021 for some categories.

For six of the top 10 segments (miscellaneous – retail, auto sales – new, department stores, building materials – wholesale, building materials – retail, and heavy industry) during the past eight benchmark year quarters, sales tax receipts reached a new high point in 1Q 2021. The segments represent 49.2 percent of the total sales tax receipts. The service stations segment representing 5.3 percent was lower than the last seven benchmark year quarters since the high in 1Q 2014. The restaurants, food markets, and apparel stores are lower than the 1Q 2020 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 71.6 percent of total sales tax receipts. For the other 21 segments representing 28.4 percent of total sales tax receipts, 14 segments representing 19.4 percent of the total sales tax receipts reached new high points in the benchmark year 1Q 2021. 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 and has been a large contributor to sales/use tax in Riverside County during the Covid-19 pandemic.

ECONOMIC SEGMENT ANALYSIS										
	RCTC	State Wide	Orange County	Riverside County	S.F. Bay Area	Sacramento Valley	Central Valley	South Coast	North Coast	Central Coast
Largest Segment	Miscellaneous Retail	Auto Sales - New	Auto Sales - New	Auto Sales - New	Auto Sales - New	Auto Sales - New	Department Stores	Auto Sales - New	Department Stores	Restaurants
% of Total / % Change	12.7 / 45.4	12.1 / -2.8	14.4 / 1.9	12.2 / 13.7	11.9 / -6.5	12.9 / 11.2	12.0 / -4.4	12.9 / 4.2	12.0 / 5.7	17.2 / -42.1
2nd Largest Segment	Auto Sales - New	Restaurants	Restaurants	Department Stores	Restaurants	Department Stores	Furniture/ Appliance	Restaurants	Auto Sales - New	Auto Sales - New
% of Total / % Change	11.2 / 17.3	11.3 / -38.3	11.8 / -35.0	10.7 / 3.3	10.3 / -47.3	10.3 / -3.3	10.1 / 64.1	12.9 / -35.6	11.9 / 15.7	15.1 / 11.4
3rd Largest Segment	Department Stores	Department Stores	Department Stores	Restaurants	Miscellaneous Retail	Restaurants	Miscellaneous Retail	Department Stores	Restaurants	Food Markets
% of Total / % Change	9.9 / 7.0	9.0 / -15.5	9.1 / -13.7	10.1 / -16.9	10.0 / 7.9	9.3 / -22.2	8.7 / 52.2	8.8 / -12.0	11.2 / -46.7	8.6 / -10.8

Information regarding sales tax comparison by city and change in economic segments (two highest gains and two highest losses) 1Q 2021 to 1Q 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 1Q 2021
- 2) Sales Tax Performance Analysis by Quarter 1Q 2021
- 3) Quarterly Sales Tax Comparison by City for 1Q 2021 to 1Q 2020

Approved by the Budget and Implementation Committee on August 23, 2021

In Favor: 13 Abstain: 0 No: 0

Riverside County Transportation Commission Sales Tax Digest Summary

ATTACHMENT 1

Collections through May 2021 Sales through March 2021 (2021Q1)

CALIFORNIA'S ECONOMIC OUTLOOK

California sales tax receipts increased by 33.3% over the same quarter from the previous year, with Northern California reporting a 32.2% increase compared to a 34.1% increase for Southern California. Receipts for the RCTC increased by 47.3% over the same periods.

Real Gross Domestic Product (GDP) increased at an annual rate of 6.4% in the first quarter of 2021, reflecting the increasing pace of economic recovery, reopening of establishments, and continued government stimulus response related to the COVID-19 pandemic.

(Bureau of Economic Analysis, April 2021)

The U.S. unemployment rate fell from 6.3% in January to 6.2% in February of 2021, remaining 2.7% higher than a year ago. There were 4.2 million fewer Americans in the labor force in February of 2021 than in February of 2020. California's unemployment rate decreased to 9.0% in January, down from 9.3% in December, but 4.7% higher than February 2020's pre-pandemic rate of 4.3%.

(California Department of Finance Bulletin, March 2021)

LOCAL RESULTS

Net Cash Receipts Analysis

Local Collections	\$59,486,614
Less: Cost of Administration	\$(369,780)
Net 1Q2021 Receipts	\$59,116,834
Net 1Q2020 Receipts	\$40,138,015
Actual Percentage Change	47.3%

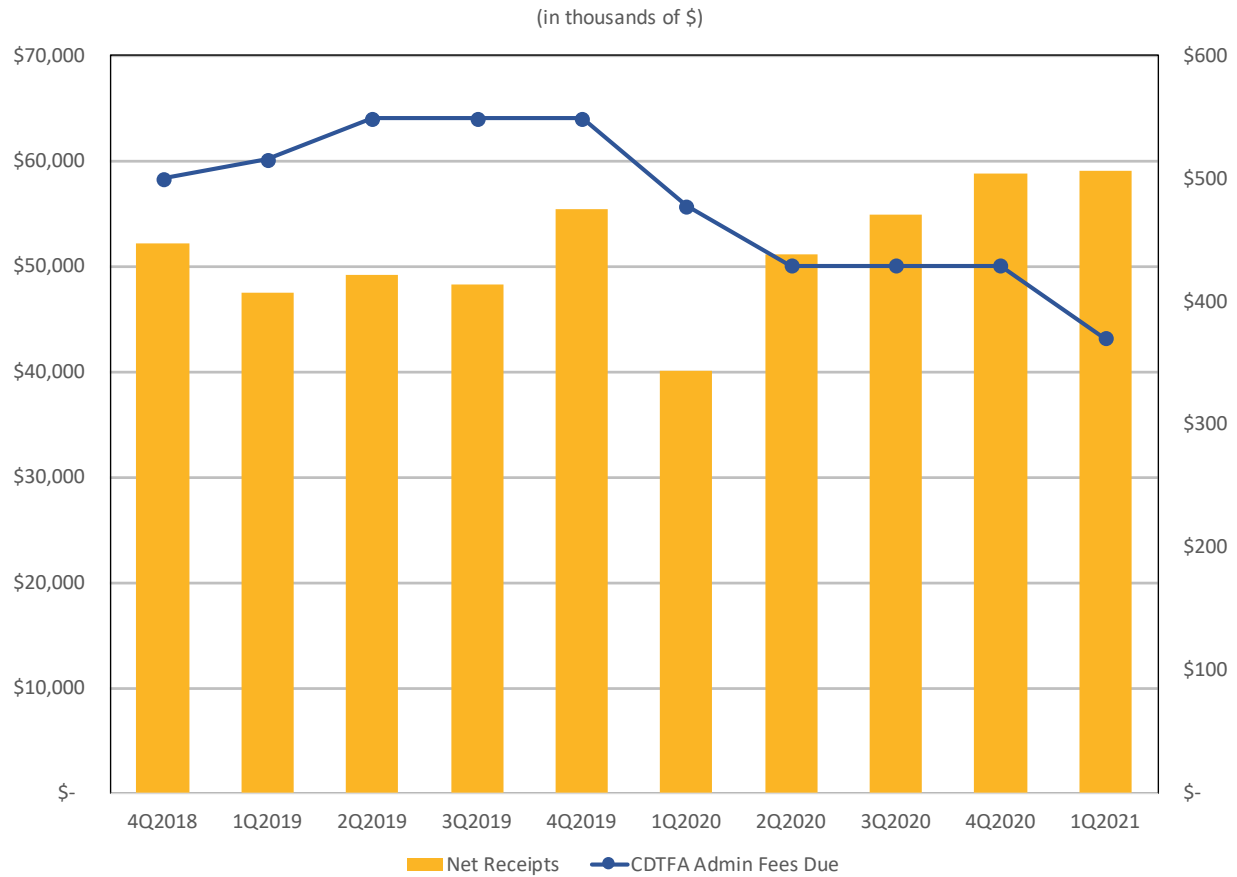
Business Activity Performance Analysis

Local Collections – Economic Basis 1Q2021	\$57,480,436
Local Collections – Economic Basis 1Q2020	\$47,756,618
Quarter over Quarter Change	\$9,723,818
Quarter over Quarter Percentage Change	20.4%

Avenu Insights & Analytics' On-Going Audit Results

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



TOP 25 SALES/USE TAX CONTRIBUTORS

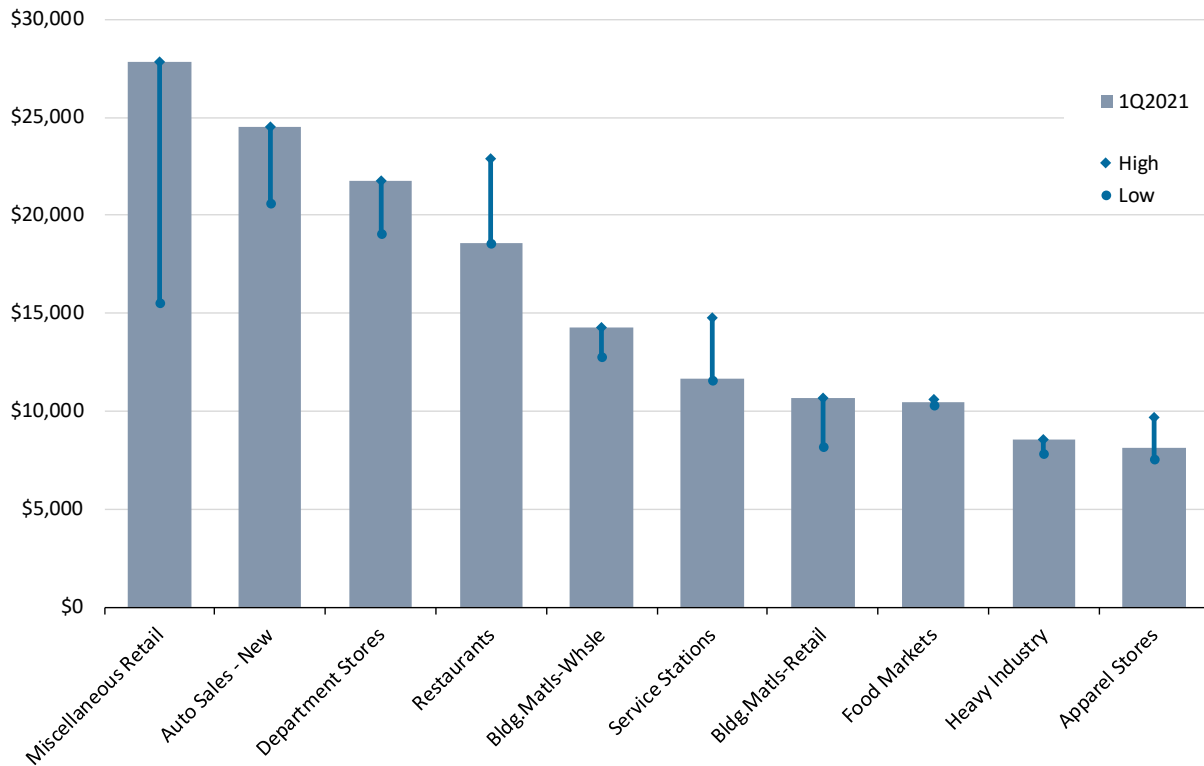
The following list identifies RCTC's Top 25 Sales/Use Tax contributors. The list is in alphabetical order and represents sales from April 2020 to March of 2021. The Top 25 Sales/Use Tax contributors generate 28.3% of RCTC's total sales and use tax revenue.

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

Please note: "EC" added to the end of business name represents those doing business using Electronic Commerce only.

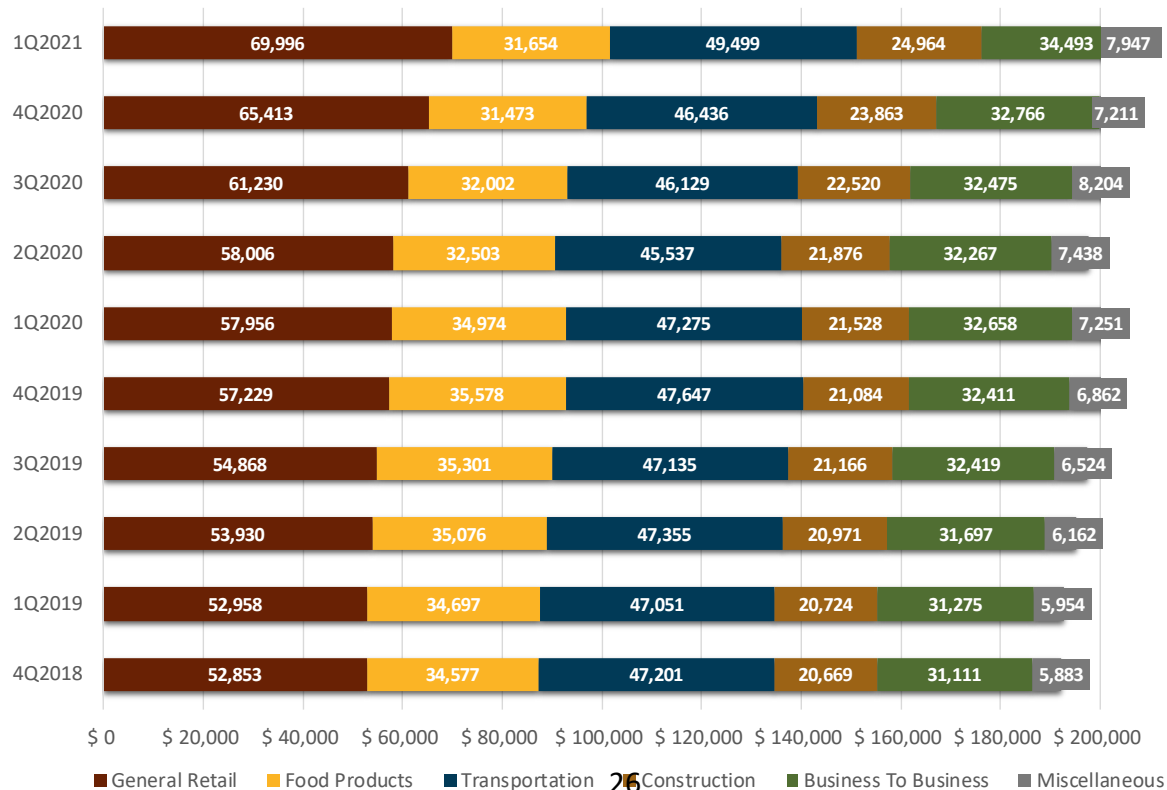
HISTORICAL SALES TAX AMOUNTS

The following chart shows the sales tax level from annual sales through March of 2021, the highs, and the lows for the top ten segments over the last two years in thousands of \$.

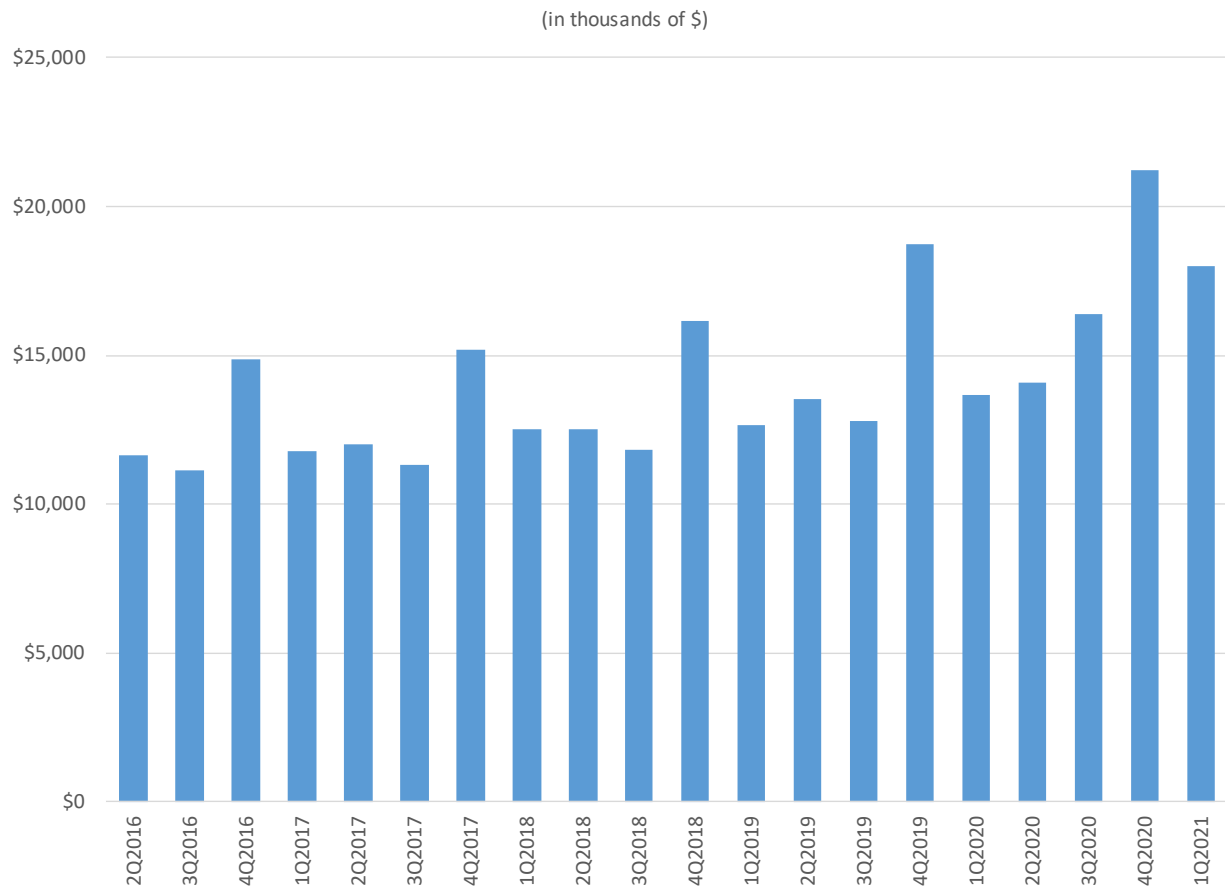


ANNUAL SALES TAX BY BUSINESS CATEGORY

(in thousands of \$)

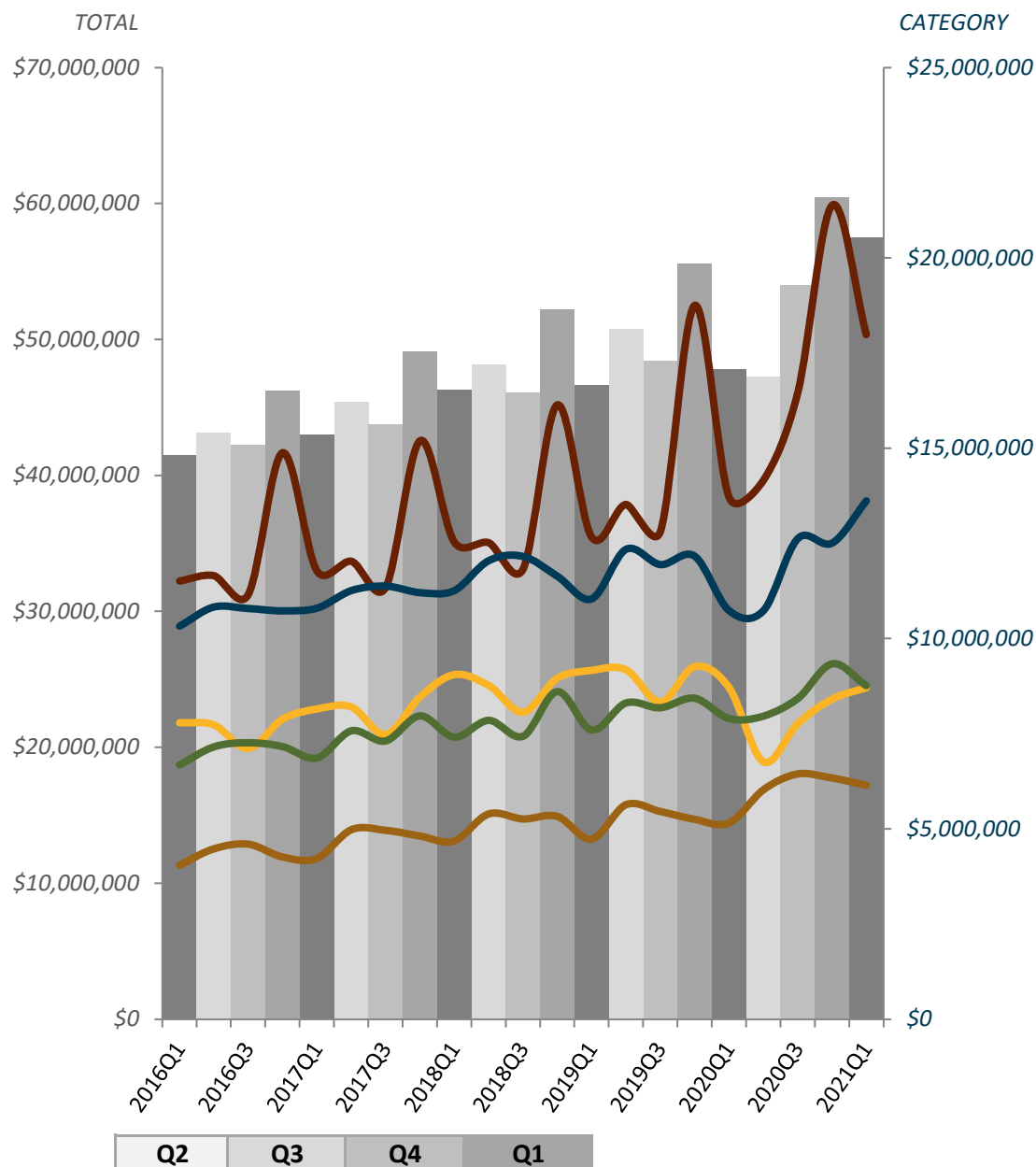


FIVE-YEAR ECONOMIC TREND: General Retail



TOTAL

Economic



TOTAL

2021Q1	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$57,480,436	20.4%	\$9,723,818	8.2%	\$16,542,955

GENERAL RETAIL

2021Q1	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$17,981,904	31.1%	\$4,270,205	19.0%	\$11,187,961

% of 2021Q1 Total: 31.3%

FOOD PRODUCTS

2021Q1	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$8,711,391	0.0%	\$3,613	-10.8%	-\$3,833,204

% of Total: 15.2%

TRANSPORTATION

2021Q1	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$13,620,741	26.9%	\$2,887,340	4.9%	\$2,307,861

% of Total: 23.7%

CONSTRUCTION

2021Q1	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$6,152,363	19.3%	\$993,236	16.1%	\$3,454,517

% of Total: 10.7%

BUSINESS TO BUSINESS

2021Q1	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$8,761,987	11.0%	\$864,797	5.1%	\$1,666,207

% of Total: 15.2%

QoQ = 21Q1 / 20Q1

YoY = YE 21Q1 / YE 20Q1

	General Retail	Food Products	Transportation	Construction	Business To Bus	Miscellaneous	Jan - Mar 2021 (2021Q1)	Jan - Mar 2020 (2020Q1)	% Chg	Gain	Gain	Decline	Decline
RIVERSIDE COUNTY													
BANNING	49.4%	3.4%	25.7%	-15.8%	19.9%	-17.5%	675,541	558,057	21.1%	Auto Sales - New	Misc. Vehicle Sales	Bldg.Matls-Whsle	Food Markets
BEAUMONT	20.4%	27.8%	17.1%	11.0%	-14.4%	185.4%	1,363,259	1,172,982	16.2%	Restaurants	Department Stores	Business Services	Energy Sales
BLYTHE	16.0%	-8.8%	13.3%	10.5%	-0.1%	-1.6%	389,852	369,207	5.6%	Auto Sales - New	Miscellaneous Retail	Restaurants	Food Markets
CALIMESA	14.8%	24.3%	3.3%	59.5%	-46.9%	-8.1%	222,969	198,684	12.2%	Food Markets	Miscellaneous Retail	Office Equipment	Light Industry
CANYON LAKE	46.3%	17.7%	227.8%	-19.2%	-72.9%	45.2%	92,348	57,156	61.6%	Auto Parts/Repair	Restaurants	Leasing	Auto Sales - Used
CATHEDRAL CITY	15.1%	-8.2%	36.5%	4.5%	-3.9%	-9.3%	2,469,519	2,042,042	20.9%	Auto Sales - New	Misc. Vehicle Sales	Restaurants	Food Markets
COACHELLA	13.7%	10.5%	7.7%	256.0%	-5.1%	-21.2%	907,646	811,535	11.8%	Bldg.Matls-Whsle	Restaurants	Heavy Industry	Light Industry
CORONA	15.2%	8.6%	8.4%	4.7%	-1.4%	-29.1%	9,286,515	8,720,627	6.5%	Auto Sales - New	Bldg.Matls-Whsle	Service Stations	Miscellaneous Other
COUNTY OF RIVERSIDE	53.1%	7.1%	6.4%	17.3%	-38.0%	-63.7%	7,505,196	6,814,614	10.1%	Miscellaneous Retail	Bldg.Matls-Whsle	Leasing	Heavy Industry
DESERT HOT SPRINGS	22.5%	2.3%	2.7%	-3.1%	50.0%	-44.8%	418,124	392,323	6.6%	Drug Stores	Miscellaneous Retail	Miscellaneous Other	Service Stations
EASTVALE	1061.9%	5.7%	27.4%	14.1%	-15.1%	5.2%	9,088,734	2,033,285	347.0%	Miscellaneous Retail	Bldg.Matls-Whsle	Business Services	Heavy Industry
HEMET	25.8%	16.4%	42.0%	18.8%	32.3%	13.2%	3,413,272	2,613,642	30.6%	Auto Sales - New	Restaurants	Service Stations	Heavy Industry
INDIAN WELLS	-22.9%	-66.6%	0.0%	135.5%	-83.4%	55.7%	163,237	299,950	-45.6%	Bldg.Matls-Whsle	Health & Government	Restaurants	Miscellaneous Retail
INDIO	14.8%	4.4%	25.2%	7.8%	-9.3%	-36.4%	2,859,409	2,553,447	12.0%	Auto Sales - New	Apparel Stores	Heavy Industry	Auto Sales - Used
JURUPA VALLEY	53.2%	9.1%	-5.7%	18.5%	1.7%	-2.5%	4,058,778	3,522,602	15.2%	Department Stores	Miscellaneous Retail	Auto Parts/Repair	Electronic Equipment
LA QUINTA	11.3%	-22.7%	15.7%	11.7%	29.4%	53.2%	2,239,610	2,196,238	2.0%	Department Stores	Furniture/Appliance	Restaurants	Food Markets
LAKE ELSINORE	36.3%	18.8%	39.6%	11.2%	38.1%	17.0%	2,827,909	2,160,610	30.9%	Auto Sales - New	Drug Stores	Service Stations	Heavy Industry
MENIFEE	34.7%	12.3%	20.3%	37.8%	-20.5%	30.2%	2,130,491	1,764,246	20.8%	Bldg.Matls-Retail	Department Stores	Heavy Industry	Light Industry
MORENO VALLEY	163.0%	11.8%	20.3%	11.0%	46.7%	799.0%	6,691,018	4,236,813	57.9%	Miscellaneous Retail	Auto Sales - New	Auto Sales - Used	Service Stations
MURRIETA	38.9%	13.2%	29.3%	22.2%	23.1%	-4.0%	4,776,508	3,744,020	27.6%	Apparel Stores	Auto Sales - Used	Service Stations	Heavy Industry
NORCO	17.6%	10.6%	32.3%	-0.9%	-4.4%	-4.0%	1,777,567	1,474,586	20.5%	Auto Sales - Used	Auto Sales - New	Recreation Products	Light Industry
PALM DESERT	2.9%	-24.1%	-7.7%	15.6%	-10.0%	-1.0%	4,420,707	4,606,803	-4.0%	Department Stores	Auto Sales - Used	Restaurants	Auto Sales - New
PALM SPRINGS	8.3%	-23.2%	24.6%	1.0%	-26.8%	-45.5%	3,203,496	3,435,814	-6.8%	Auto Sales - New	Bldg.Matls-Retail	Restaurants	Leasing
PERRIS	-37.8%	21.5%	13.5%	17.2%	84.3%	8.4%	4,887,324	5,252,727	-7.0%	Business Services	Bldg.Matls-Retail	Miscellaneous Retail	Service Stations
RANCHO MIRAGE	3.8%	-36.9%	17.7%	-1.4%	-14.7%	20.4%	1,217,999	1,359,762	-10.4%	Furniture/Appliance	Auto Sales - New	Restaurants	Miscellaneous Retail
RIVERSIDE	20.8%	4.0%	25.3%	17.8%	-3.1%	-8.6%	15,191,966	13,286,786	14.3%	Auto Sales - New	Department Stores	Leasing	Electronic Equipment
SAN JACINTO	23.9%	7.7%	-4.6%	18.7%	3.7%	-7.3%	729,473	661,865	10.2%	Department Stores	Restaurants	Service Stations	Food Markets
TEMECULA	6.1%	6.0%	33.0%	10.0%	-1.7%	24.5%	8,171,807	7,253,011	12.7%	Auto Sales - New	Miscellaneous Retail	Department Stores	Light Industry
WILDOMAR	8.7%	13.4%	-4.0%	35.4%	190.9%	-49.2%	463,338	409,437	13.2%	Office Equipment	Restaurants	Service Stations	Florist/Nursery

AGENDA ITEM 6D

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 15, 2021
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Alicia Johnson, Senior Procurement Analyst Jose Mendoza, Procurement Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Single Signature Authority Report

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to receive and file the Single Signature Authority report for the fourth quarter ended June 30, 2021.

BACKGROUND INFORMATION:

Certain contracts are executed under single signature authority as permitted in the Riverside County Transportation Commission and Western Riverside County Regional Conservation Authority Procurement Policy Manual adopted in March 2021. The Executive Director is authorized to sign services contracts that are less than \$250,000 individually and in an aggregate amount not to exceed \$2 million in any given fiscal year. Additionally, in accordance with Public Utilities Code Section 130323(c), the Executive Director is authorized to sign contracts for supplies, equipment, materials, and construction of all facilities and works under \$50,000 individually.

The attached report details all contracts that have been executed for the fourth quarter ended June 30, 2021, under the single signature authority granted to the Executive Director. The unused capacity of single signature authority for services at June 30, 2021 is \$944,195.

Attachment: Single Signature Authority Report as of June 30, 2021

<i>Approved by the Budget and Implementation Committee on August 23, 2021</i>				
In Favor:	13	Abstain:	0	No: 0

SINGLE SIGNATURE AUTHORITY

AS OF June 30, 2021

CONTRACT #	CONSULTANT	DESCRIPTION OF SERVICES	ORIGINAL CONTRACT AMOUNT	PAID AMOUNT	REMAINING CONTRACT AMOUNT
AMOUNT AVAILABLE July 1, 2020			\$2,000,000.00		
18-33-123-00	Los Angeles Engineering	La Sierra Station Expansion Project	3,497.49	3,497.49	0.00
PO 2806	Dispensing Technology Corp.	Bituminous Applicator for Interstate 15 Express Lanes	38,045.74	38,045.74	0.00
21-31-002-00	California Highway Patrol	Construction Zone Enhancement Program (COZEEP) for Interstate 215 Pachappa Project	49,982.00	4,053.40	45,928.60
21-31-023-00	HGN Corona Partners	Parking agreement for SR-91 Corridor Operations Project	13,500.00	9,000.00	4,500.00
21-19-041-00	Eadie + Payne	Accounting assistance and documenting accounting policies	51,000.00	12,985.00	38,015.00
21-31-033-00	California Highway Patrol	Construction Zone Enhancement Program (COZEEP) for Interstate 15/State Route 91 Express Lanes Connector	50,000.00	0.00	50,000.00
21-19-041-01	Eadie + Payne	Accounting assistance and documenting accounting policies	50,000.00	0.00	50,000.00
20-18-053-01	Koff and Associates	Compensation, Classification and Benefits Studies	100,000.00	18,460.00	81,540.00
21-24-102-00	Super Sweepers	Commuter Rail Station Parking Lot and Parking Structure street sweeping services	200,000.00	0.00	200,000.00
19-31-013-01	Psomas	ROW Engineering Surveying Services	250,000.00	0.00	250,000.00
21-31-120-00	WSP USA, Inc.	French Valley Parkway Phase II Connector Ramp Metering Plans, Specifications & Estimates	249,780.00	0.00	249,780.00
AMOUNT USED			1,055,805.23		
AMOUNT USED			1,055,805.23		
AMOUNT REMAINING through June 30, 2021			\$944,194.77		
Agreements that fall under Public Utilities Code 130323 (C)					
None	N/A		\$-	\$-	\$-
Alicia Johnson Prepared by		Theresia Trevino Reviewed by			
Note: Shaded area represents new contracts listed in the fourth quarter.					

AGENDA ITEM 6E

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 15, 2021
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Marla Dye, Senior External Affairs Management Analyst Cheryl Donahue, Public Affairs Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Quarterly Public Engagement Metrics Report, April – June 2021

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

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

BACKGROUND INFORMATION:

Staff continues to measure public engagement activities and prepare Quarterly Public Engagement Metrics Reports for the Commission, a practice that began in April 2018. This report covers the second quarter of 2021, from April to June. The quarterly reports are a data-driven approach to monitor the Commission's progress toward public engagement goals, to analyze the effectiveness of its efforts, and to provide transparency into how the Commission is using its resources to engage with the public. This quarter's report includes 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 the Route 60 Truck Lanes Project including email activity, website sessions, and social media
- 3) Metrics for the I-15 Railroad Canyon Interchange Project including email activity, website sessions, text messages, and social media
- 4) Metrics for the I-215 Placentia Avenue Interchange Project including email activity, website sessions, and social media
- 5) Metrics for the 91 Corridor Operations Project including email activity, website sessions, and social media
- 6) Metrics for RCTC's 15/91 Express Lanes Connector Project public engagement activities, including email activity, website sessions, and social media. This report is new for this quarter and replaces the metrics for the 15 Express Lanes, which opened in April.

Report highlights for this quarter follow and are included in a graphical format. The metrics showed small increases across platforms and mixed sentiment.

RCTC Overall Public Engagement

1) Website

- a. For the quarter, there were 40,329 website sessions, a 2.7% increase from last quarter's 39,243 sessions. There also were 28,653 unique users, a growth of 1.9% compared to the previous quarter's 28,114 unique users.
- b. Most visitors (45.8%) used organic search engines to reach the website, while 28.9% accessed the site using a direct search (keying in rctc.org). Others accessed via social media (14.5%), and website referrals (7.8%).
- c. Website access via desktop versus mobile device changed from the previous quarter. Visits were 54% mobile and 46% desktop. During the previous quarter, the ratio was 60/40.
- d. The homepage continues to be the most frequently visited page, followed by the Coachella Valley Rail Project page, 15/91 Express Lanes Connector Project page, and the Meetings and Agendas page.

2) Social Media

- a. **Facebook:** At the end of the quarter, the Facebook page had 9,903 likes, a 1% increase over last quarter's 9,825 likes. The page had 2,200 forms of engagement, such as likes, comments and shares, an 84% decline from last quarter's 13,401 forms of engagement. Facebook also had 2,325,699 impressions. This was a small decrease – 2% – from last quarter's 2,371,229 impressions.
- b. **Twitter:** RCTC's Twitter page showed a 2% increase in followers, from 1,330 to 1,315. Engagement increased by 163%, from 941 to 1,054. Impressions grew by 28% from 36,758 to 47,107.
- c. **Instagram:** Instagram followers grew 7%, from 915 to 975. Engagement declined 42%, from 1,051 forms of engagement to 610. Impressions grew by 12% to 14,270, compared to last quarter's 12,694.
- d. Overall, public sentiment was positive. Engagement was positive on posts related to the opening of the 15 Express Lanes and the CV Rail project. Negative sentiment was expressed about the Pachappa Underpass Project nightly lane closures near downtown Riverside.

- 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 stayed the same at 4,014. A quarter of e-newsletter subscribers opened *The Point*, and 5% clicked on links to learn more.

Route 60 Truck Lanes Construction Public Engagement

- 1) **Emails:** Total email sign-ups since the project began grew to 339. This is a 2.1% increase over the 332 sign-ups received through the end of last quarter. There also have been a total of 230 email inquiries, a 5.2% increase over the 227 inquiries through the end of last quarter.

- 2) **Website:** Total website visits since grew to 21,116, an 8.3% increase from the 19,493 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 1,016 likes from 966 likes last quarter, a 5.2% increase. Twitter increased from 99 followers to 109 followers, a 10%. Instagram followers grew 6.6% from 331 to 353.

I-15 Railroad Canyon Interchange Public Engagement

- 1) **Emails and Texts:** Total email sign-ups since the project began grew to 275. This is a 7.4% increase over the 256 sign-ups received through the end of last quarter. A total of 547 people registered to receive texts, a 13% jump over the 484 sign-ups through the end of last quarter. There were 4 email inquiries for a total of 19 since the project started.
- 2) **Website:** Total website visits since project inception grew to 11,114, a 14.5% climb from the 9,700 visits through the end of last quarter.
- 3) **Social Media:** The project's social media accounts all showed gains. The Facebook page grew to 971 likes from 946 likes last quarter, a 2.6% increase. Twitter grew by 9.3% from 32 to 35 followers. Instagram followers increased 22.5% from 320 to 392.

I-215 Placentia Interchange Public Engagement

- 1) **Emails:** Total email sign-ups since the project began grew to 677. This is a 35.6% increase over the 499 sign-ups received through the end of last quarter. There have been 11 email inquiries since the start of construction in August 2020.
- 2) **Website:** Total website visits grew to 2,327, a 32.1% increase from the 1,757 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 2,915 for this quarter.

91 Corridor Operations Project Public Engagement

- 1) **Emails:** Email sign-ups during the last quarter totaled 2,504. This is a decrease of .9%. Eleven email inquiries were received by the project team.
- 2) **Website:** Visits to the rctc.org/91cop webpage grew to 994 from the 552 visits from the last quarter, an 80% increase.
- 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 499 for this quarter.

15/91 Express Lanes Connector Project Public Engagement

- 1) **Emails:** Due to the proximity of this project to the 15 Express Lanes, the project team transferred the email addresses from the 15 Express Lanes Project to the 15/91 Express

Lanes Connector Project. The email addresses totaled 2,825 at the end of the second quarter, and the project team received three email inquiries.

- 2) **Texts:** RCTC is using text messaging as another way to send construction updates for this project. To date, 68 people has registered to receive texts.
- 3) **Website:** Visits to the rctc.org/15-91connector webpage totaled 5,714 during the quarter.
- 4) **Social Media:** The project's Facebook, Twitter and Instagram accounts were also transferred from the 15 Express Lanes Project. This quarter's Facebook likes totaled 2,778, Twitter followers totaled 335, and Instagram followers totaled 600 at the end of this quarter.

Attachments:

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

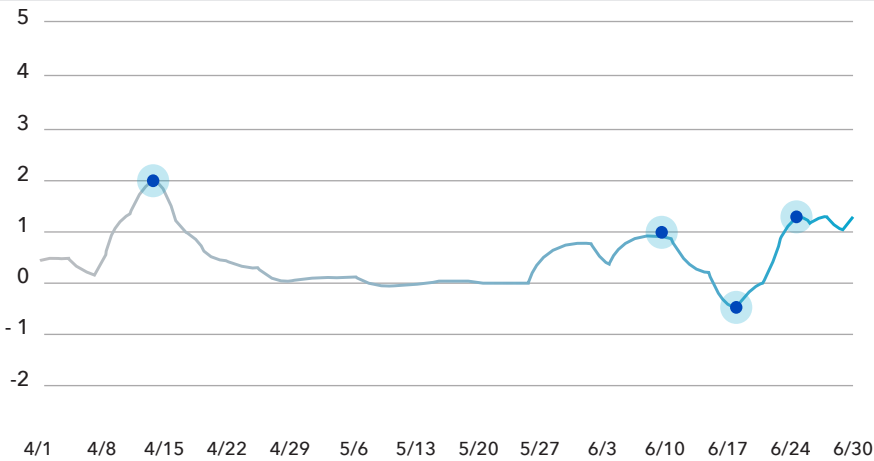


Public Engagement Metrics: Q2

ATTACHMENT 1

April - June 2021

Overall Social Media Sentiment



- 4/14 (+)** 15 Express Lanes opening spikes engagement and positive sentiment
- 6/10 (+)** Positive response to CV Rail Project
- 6/17 (-)** Negative community reaction to Pachappa Underpass Project
- 6/24 (+)** Boosted posts about CV Rail public hearings generate positive response

Eblasts



Subscribers
4,013

Average
Open
25%

Average
Click
5%

Web

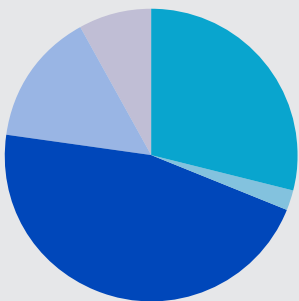
40,329
Number of
Sessions

+2.7%

28,653
Number of
Unique Users

+1.9%

Top Channels



- Direct (28.9%) - 8,459
- Organic (45.8%) - 13,440
- Social (14.5%) - 4,239
- Referral (7.8%) - 2,285
- Display (2.1%) - 607

Social Media



Facebook

Followers
9,903

+1%

Engagement
2,200

-84%

Impressions
2,325,699

-2%



Twitter

Followers
1,330

+2%

Engagement
1,054

+163%

Impressions
47,107

+28%



Instagram

Followers
975

+7%

Engagement
610

-42%

Impressions
14,270

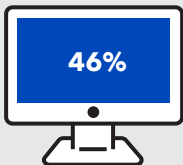
+12%

Top Pages Visited

Homepage is **#1** most visited page

- 2** Coachella Valley Rail Project
- 3** 15-91 Express Lanes Connector Project
- 4** Meetings and Agendas

Desktop vs Mobile Users



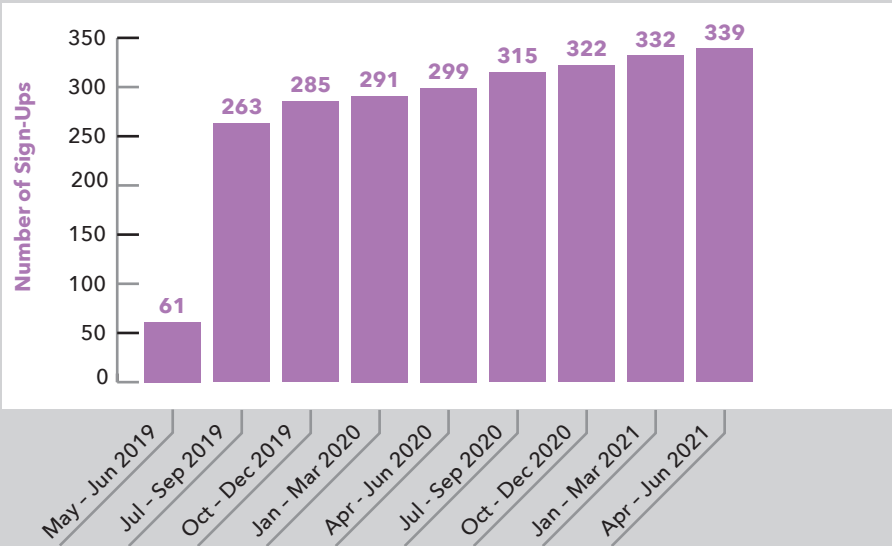
Desktop

Mobile

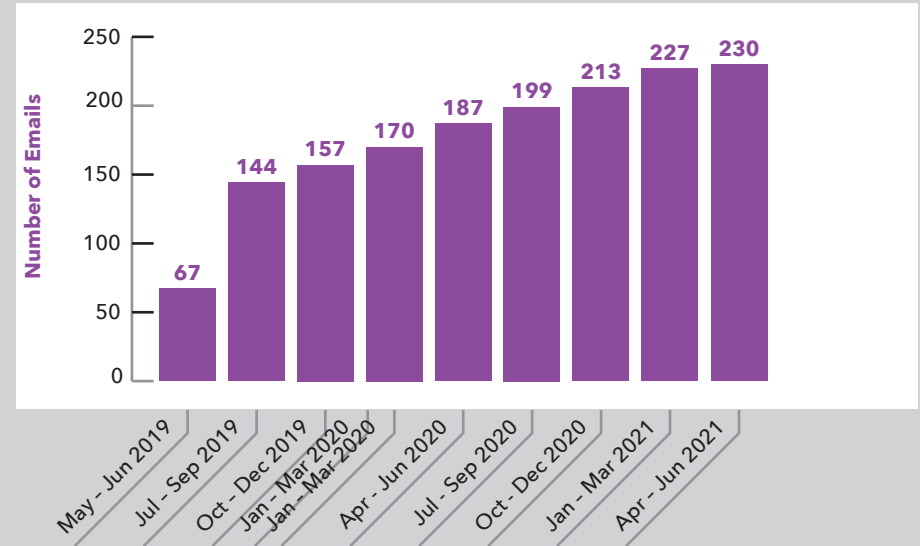




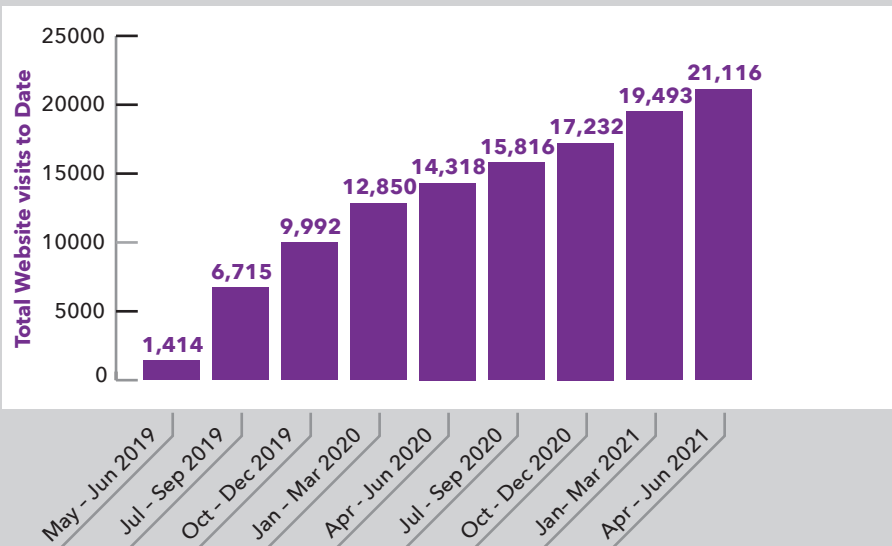
Email & Text Sign-Ups



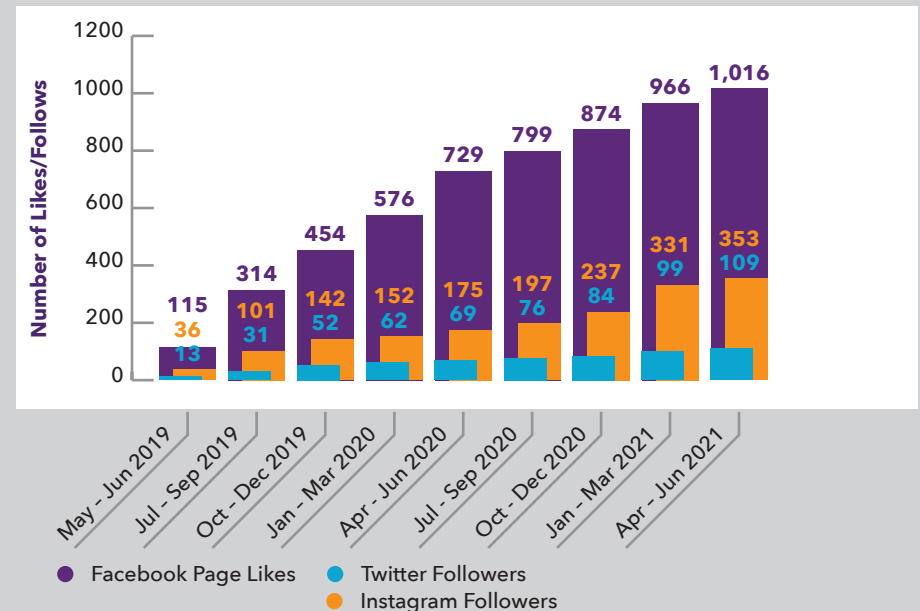
Emails to Project Team



Website Sessions



Social Media Likes/Follows



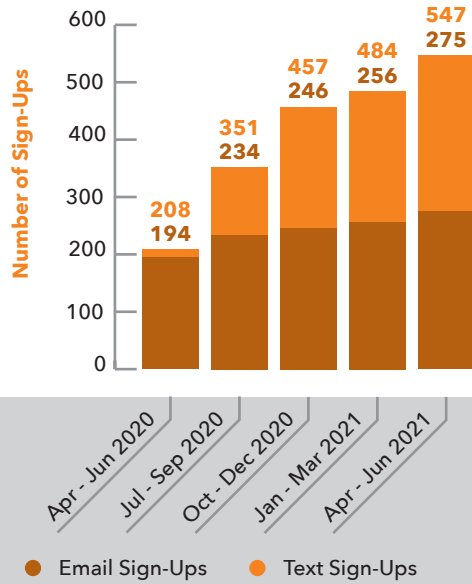


I-15 Railroad Canyon Road Interchange Project

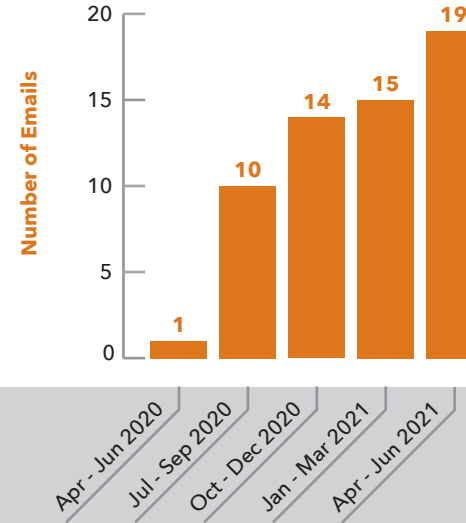
Quarterly "At-a-Glance" Metrics Report

Apr 2020 - June 2021

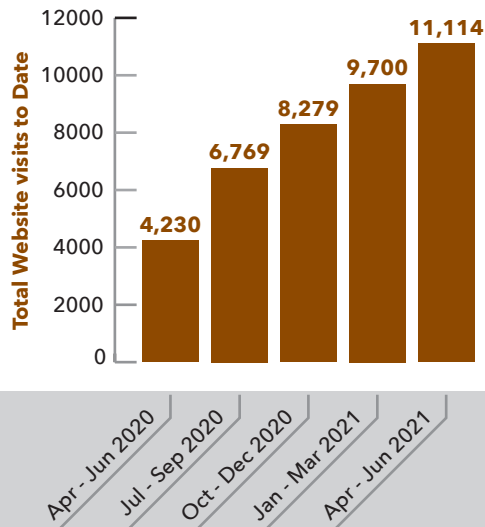
Email & Text Sign-Ups



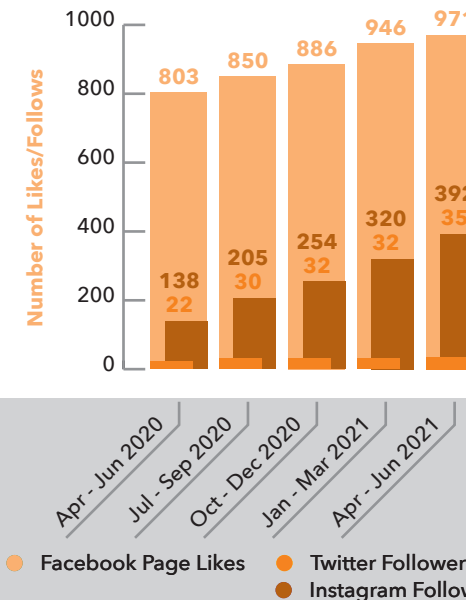
Emails to Project Team



Website Sessions



Social Media Likes/Follows



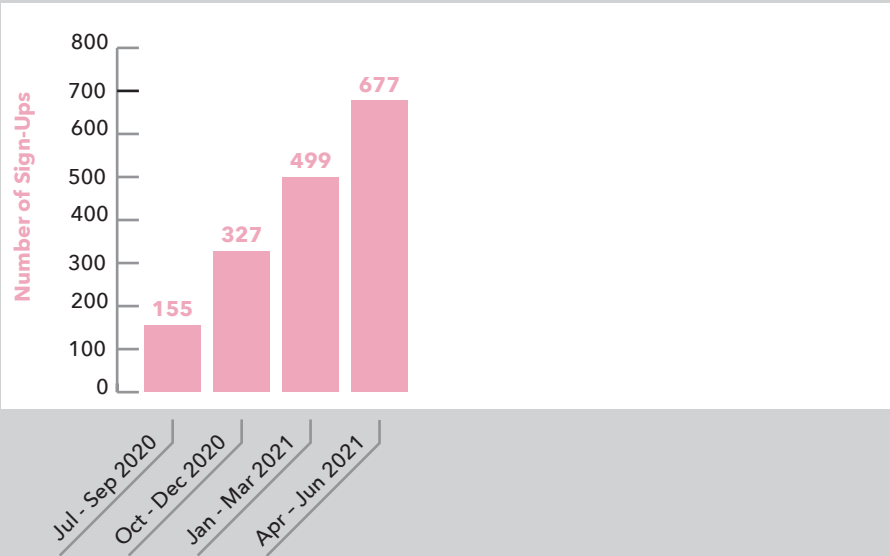


I-215 Placentia Interchange Project

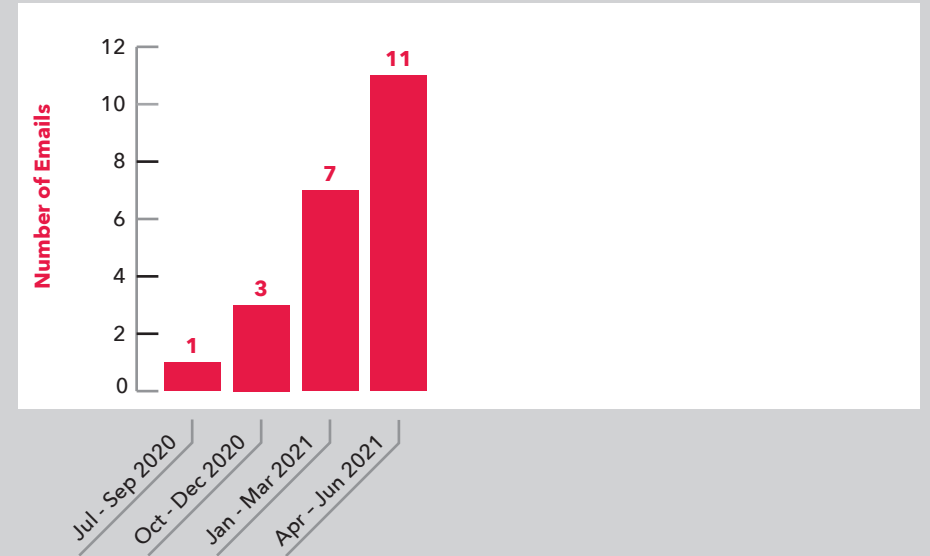
Quarterly "At-a-Glance" Metrics Report

Jul 2020 - Jun 2021

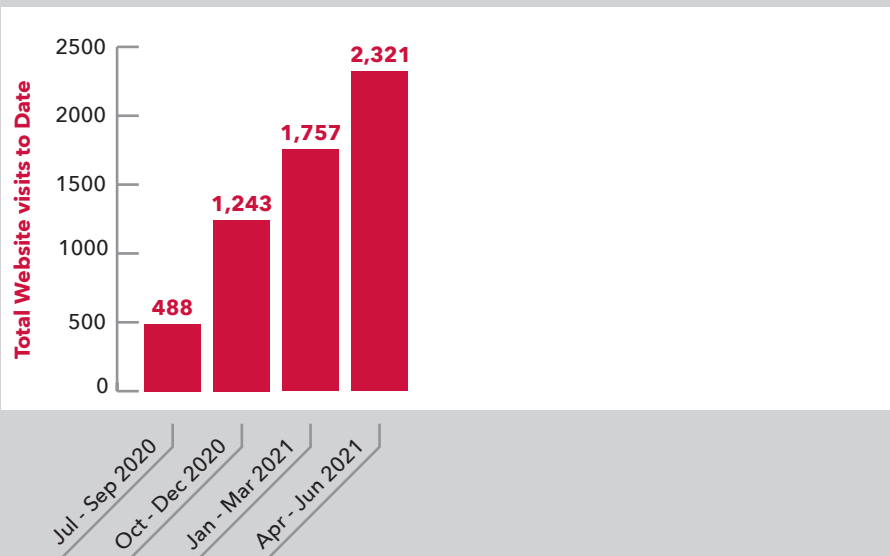
Email Sign-Ups



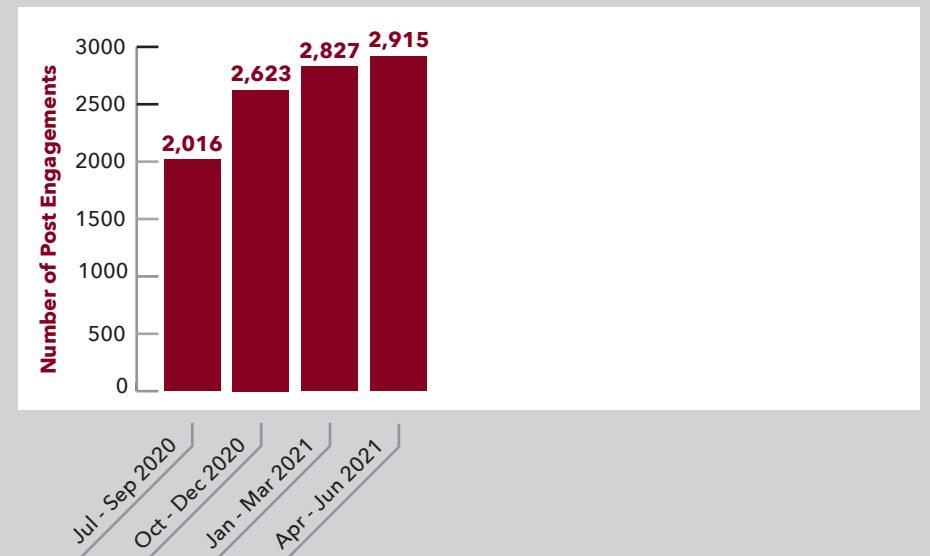
Emails to Project Team



Website Sessions



Social Media Post Engagements

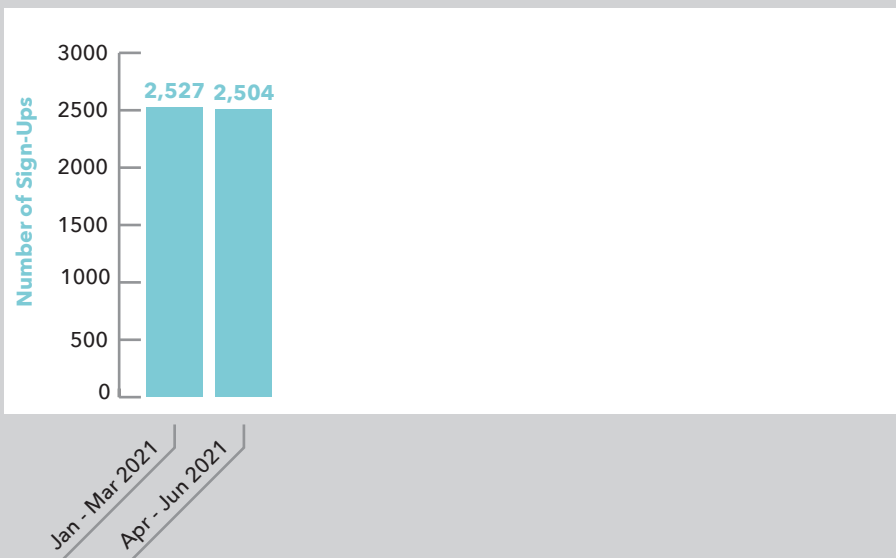


State Route 91 Corridor Operations Project

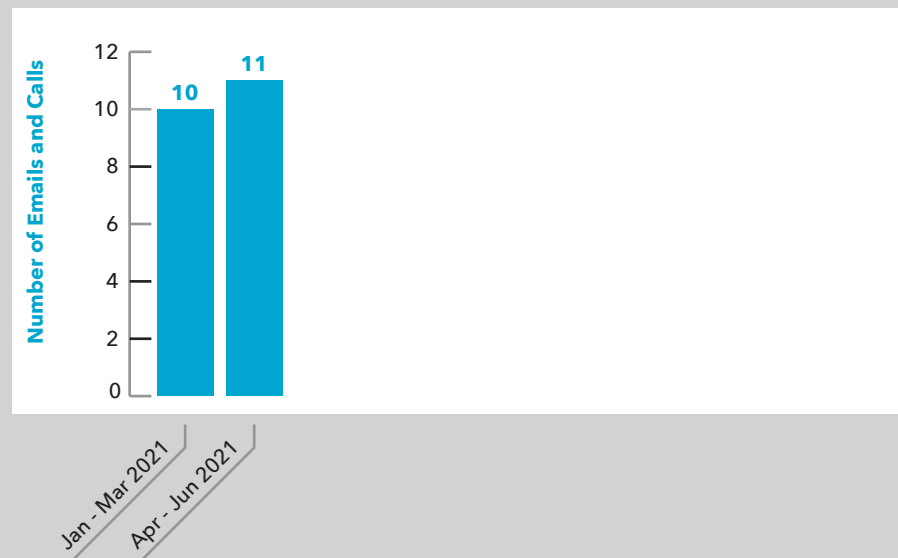
Quarterly "At-a-Glance" Metrics Report

Nov 2020 - Jun 2021

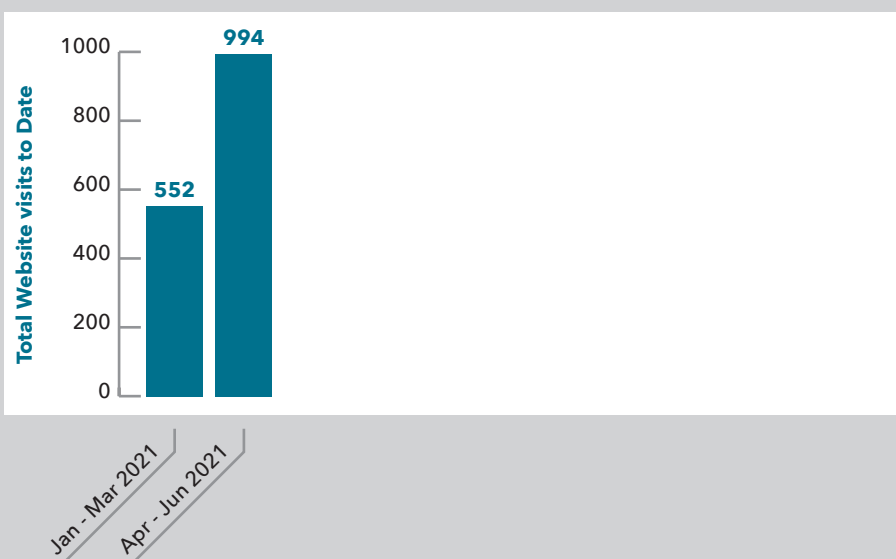
Email Sign-Ups



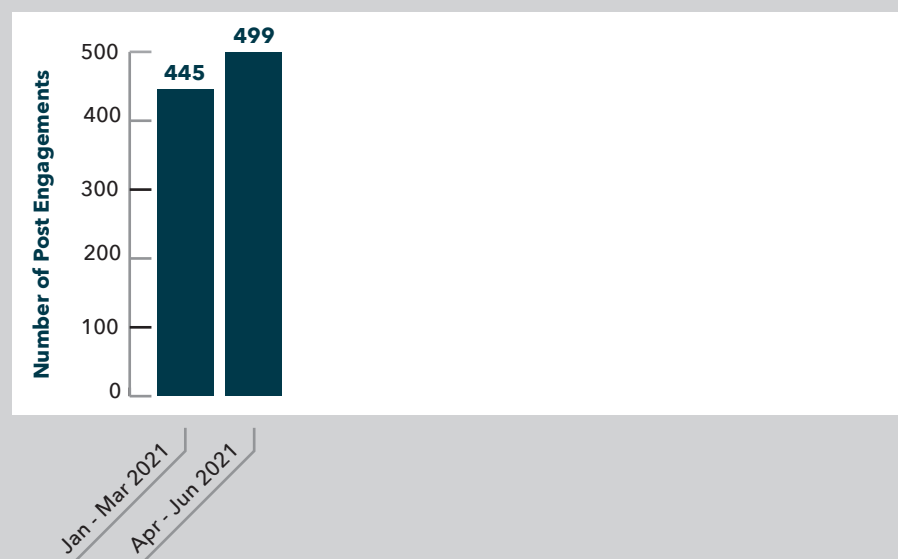
Emails to Project Team



Website Sessions



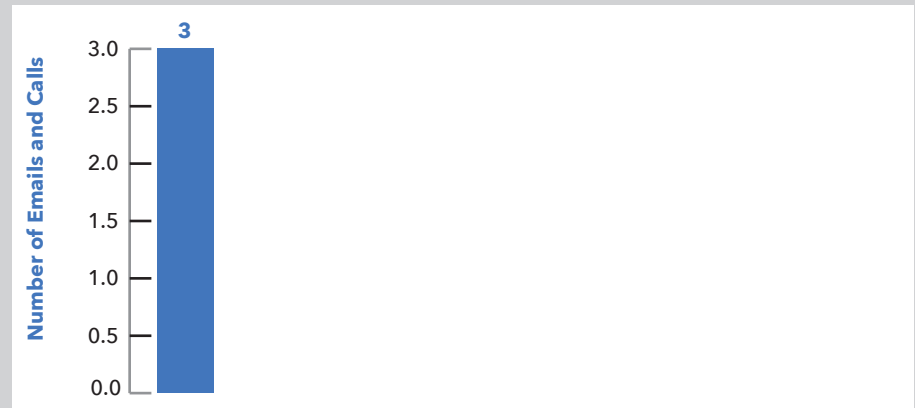
Social Media Post Engagements



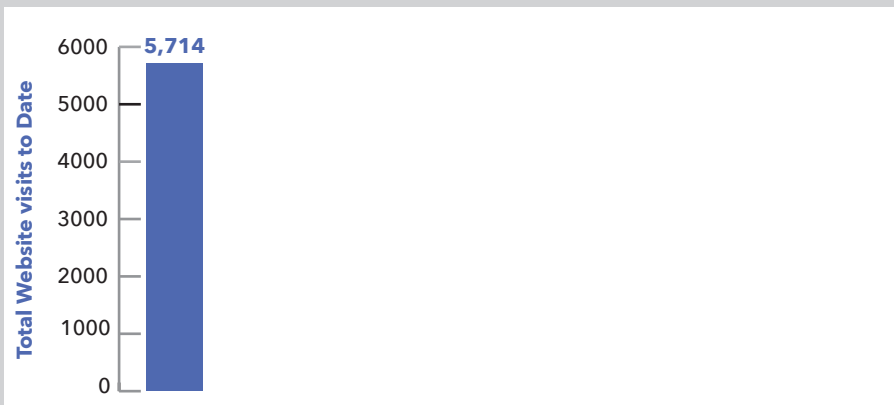
Email & Text Alert Sign-Ups



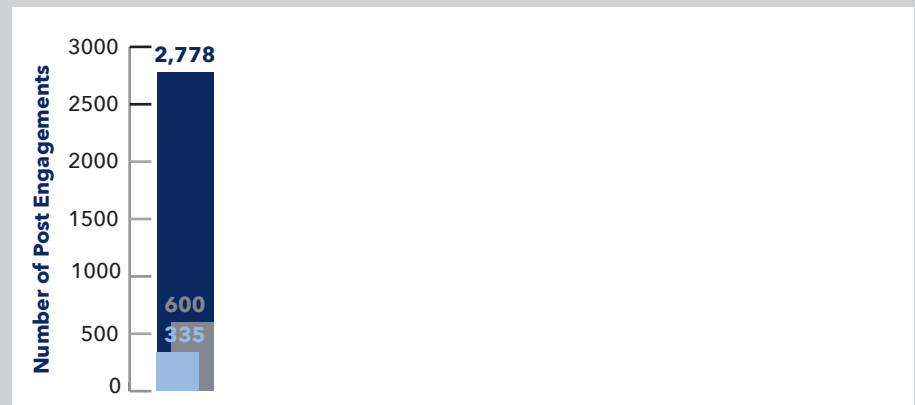
Emails to Project Team



Website Sessions



Social Media Followers



AGENDA ITEM 6F

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 15, 2021
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee David Knudsen, Interim External Affairs Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	State and Federal Legislative Update

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

DISCUSSION:

State Update

The Legislature returned from their monthlong summer recess on August 16, 2021, with only a few weeks left in this first year of the two-year legislative session. As the September 10 deadline to pass legislation fast approaches, legislators will be finalizing budget trailer bills associated with the enacted 2021-22 state budget and other policy legislation. Governor Newsom has already signed over 140 bills since July 15, 2021, with hundreds more expected to pass the Legislature over the next few weeks.

High-Speed Rail Budget Update

One of the issues that still required a resolution once the legislature returned from summer recess was further consideration of Governor Newsom's request for \$4.2 billion to finish building the first section of high-speed rail track, a 119-mile stretch in the Central Valley. The Legislature left the funds out of the June budget, pending further negotiation. Some lawmakers, including some in Southern California, have indicated that more of the funds should be spent on local transit projects in more populated areas, the "bookends" of the high-speed rail system, of Los Angeles and San Francisco areas. While support exists in the legislature for the High-Speed Rail project, it is unclear if the Governor's \$4.2 billion request will be approved by the Legislature.

Climate Action Plan for Transportation Infrastructure Update

On July 12, 2021, after months of stakeholder outreach and drafting, the California State Transportation Agency (CalSTA) released their finalized Climate Action Plan for Transportation Infrastructure (CAPTI) detailing how the state intends to invest billions of discretionary transportation dollars annually to combat and adapt to climate change. CAPTI was developed in response to Governor Newsom's climate action executive orders N-19-19 and N-79-20. State transportation funds, including revenue collected under Senate Bill (SB) 1, the Road Repair and

Accountability Act of 2017, must be used solely on transportation. As outlined in SB 1, California will continue the “fix-it-first” approach to maintaining the state’s highways, roads, and bridges. According to CalSTA, however, under the new strategy adopted in July, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, public health, and social equity goals.

As previously reported to the Commission, RCTC staff participated in numerous discussions and workshops regarding the drafting of CAPTI, which culminated in public comment letter to CalSTA Secretary David Kim on May 17, 2021, seeking regional variation in its implementation. Exactly how CAPTI will be incorporated into transportation project funding assessments is unclear. However, staff will continue to participate the process, as subsequent guidelines are developed, to advocate for transportation funding in Riverside County.

Federal Update

Senate Bipartisan Surface Transportation Reauthorization Bill

A bipartisan group of 10 Senators announced agreement on an infrastructure package backed by President Biden on July 29, 2021, that authorizes a roughly \$1.2 trillion physical infrastructure package including \$550 billion in new spending over five years. Based largely on the bipartisan surface transportation reauthorization bills passed out of the Senate Committee on Environment and Public Works and the Senate Committee on Commerce, Science and Transportation, this Infrastructure Investment and Jobs Act is significantly smaller than the \$2.25 trillion infrastructure proposal President Biden unveiled in March.

On August 10, 2021, the Senate passed the Infrastructure Investment and Jobs Act which extends highway, safety, transit, rail, pipeline, and research programs that are typically included in five-year surface transportation reauthorizations. It also includes provisions to address climate change, authorize programs to enhance the electric grid, and replace lead pipes. Transportation-specific funding includes:

- \$349 billion in funding for federal highway and major projects programs. It also includes \$40 billion for a new formula Bridge Investment Program;
- \$66 billion in funding for passenger and freight rail programs;
- \$11 billion to fund highway and pedestrian safety programs; and
- \$91 billion to modernize and expand public transit systems.

Among many other priorities, the bill also includes:

- \$46 billion to fund waste management, flood mitigation, wildfire, drought and coastal resiliency;
- \$55 billion for water infrastructure;
- \$73 billion for power and grid Energy Infrastructure Act;
- \$65 billion to rebuild the electric grid;

- \$25 billion for airport improvements;
- \$65 billion to expand broadband Internet access; and
- \$7.5 billion for electric vehicles and low-carbon school busses and ferries.

While the bipartisan Infrastructure Investment and Jobs Act identified the funding sources, or “pay-fors,” to fund the \$550 billion spending increase, the Congressional Budget Office, which officially scores the cost of federal legislation, reported that the infrastructure plan would add \$256 billion to the projected federal deficit over the next 10 years.

In addition, the bipartisan Infrastructure Investment and Jobs Act is significantly different from the policies contained in the House-passed INVEST in America Act (INVEST Act) and does not include earmarks. It was unclear when the Senate passed its infrastructure bill how well received it would be in the House or timeline for a vote there. House majority leadership has indicated a vote on the Infrastructure Investment and Jobs Act would coincide with consideration of the budget reconciliation legislation, which is under development in the Senate. The one-year extension of the last five-year surface transportation reauthorization, the Fixing America's Surface Transportation Act (FAST Act), will expire on September 30, 2021.

Attachments:

- 1) Legislative Matrix
- 2) CAPTI Comment Letter – Dated May 17, 2021

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

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
AB 1499 (Daly)	Removes the January 1, 2024 sunset date for Department of Transportation and regional transportation agencies to use the design-build procurement method for transportation projects in California.	Passed Senate Appropriations July 15, 2021	<i>SUPPORT</i>	April 14, 2021
SB 623 (Newman)	Clarifies existing law to ensure toll operators statewide can improve service to customers and enforce toll policies while increasing privacy protections for the use of personally identifiable information (PII).	Hearing canceled at the request of author. Now a two-year bill. April 26, 2021	<i>SUPPORT</i> <i>Staff action based on platform</i>	April 5, 2021
SB261 (Allen)	This bill would require that the sustainable communities strategy be developed to additionally achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the board. The bill would make various conforming changes to integrate those additional targets into regional transportation plans.	Senate Transportation Committee - hearing postponed by committee. Now a two-year bill. April 27, 2021	<i>OPPOSE</i>	May 12, 2021
Federal				
HR 972 (Calvert)	This bill establishes the Western Riverside County Wildlife Refuge which would provide certainty for development of the transportation infrastructure required to meet the future needs of southern California.	Ordered Reported by the House Committee on Natural Resources July 14, 2021	<i>SUPPORT</i> <i>Staff action based on platform</i>	June 11, 2021



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May 17, 2021

The Honorable David Kim
 Secretary
 California State Transportation Agency
 915 Capitol Mall, Suite 350B
 Sacramento, California 95814

Re: CAPTI Implementation Public Comment

Dear Secretary Kim:

The Riverside County Transportation Commission (RCTC), both in its position as the regional transportation planning agency and as the administrator of a local voter-approved sales tax measure dedicated to transportation improvements in Riverside County, has participated in numerous briefings regarding California State Transportation Agency's (CalSTA) development of the Climate Action Plan for Transportation Infrastructure (CAPTI or Plan). As CalSTA developed the Plan's goals and strategies based on Governor Newsom's Executive Orders N-19-19 and N-79-20, RCTC staff provided feedback and comments to ensure the Plan could feasibly and equitably be implemented in growing suburban/rural regions like Riverside County.

RCTC supports CAPTI's efforts to reduce pollution and provide safe walking, biking, and transit access. Indeed, RCTC has led the way in many of these efforts within Riverside County. Our local sales tax measure, Measure A, funds improvements for all transportation modes, including on highways, public transit, rideshare alternatives, local streets, and even habitat preservation. Our residents have invested considerable local tax dollars that have not only provided operational improvement to the state's highway system but extended Metrolink commuter rail service via the 91/Perris Valley Line, the first new Metrolink extension to open since 1994. The 24-mile extension of Metrolink was designed to reduce traffic congestion on Interstate 215 and improve transit options for southwestern Riverside County residents.

RCTC has successfully delivered a diverse portfolio of transportation projects in Riverside County for decades because of the financial investment our residents make to improve the region's transportation system. These funds kept critically needed projects funded when state and federal funds ran dry. Also, these local funds, leveraged with available state and federal resources, ensure our region has the transportation infrastructure that is directly responsive to the needs of our diverse communities.

With the CAPTI, however, the state appears ready to prescribe how and when transportation should be delivered without regard for transportation needs in our region. Likewise, the Plan does not help or incentivize the relocation of job centers to communities doing more than their fair share to address the state's affordable housing shortage. While the state's emphasis has been on bringing in-fill housing to urban centers, equal emphasis should also be placed on bringing "in-fill" jobs to predominantly residential centers. To do so would reduce the need for long commutes outside our region and facilitate a shift in regional transportation planning away from long-distance inter-county highway commutes to more localized transit and active transportation improvements. Commuter traffic is not the only contributor to our region's roadway congestion. The ever-increasing movement of goods through inland southern California takes a substantial toll on our air, roadways, and infrastructure.

According to the Southern California Association of Governments, 32 percent of all containers entering the country come through the San Pedro Bay Ports, and the total container volume is expected to increase by 120 percent to over 34 million containers by 2045. Inland southern California is a thoroughfare for goods and freight movement to the rest of the country via four interstate highways and state routes, three airports, and 11 rail lines and subdivisions with an associated intermodal terminal and three railyards. Warehousing square footage in southern California exceeds 1.2 billion and 50 percent of these warehouses are located within five miles of State Route 60. The majority of new warehousing growth is in inland southern California due to the region having the most developable land zoned for industrial use. As a result, Interstate 10, Interstate 15, State Route 60, and State Route 91 averaged over 25,000 truck trips per day as of 2016.

Goods movement, coastal and urban job-center locations, and population growth due to availability of affordable housing put a substantial strain on our region's transportation network. Local, regional, and state collaboration is necessary before state agencies can implement the CAPTI strategies.

For these reasons, RCTC provides the following comments to the draft Plan:

One-size does not fit all: RCTC's concerns with CAPTI are rooted in the potential that CalSTA, Caltrans, the California Transportation Commission (CTC), and other state agencies will implement the Plan in a one-size-fits-all approach that does not consider local issues and needs. Riverside County, for example, is known for its affordable living, vibrant communities, and preserved open spaces. For these reasons, we are among the fastest-growing counties in the state. However, with this level of population growth, our residents also have among the longest daily commutes in California. A report published in 2019 based on U.S. Census data found that two Riverside County cities – Corona and Moreno Valley – are among the top 10 cities in the entire nation for average round-trip commute time (73.4 and 68.6 minutes, respectively). Highway congestion represents one of the top 10 concerns for our residents. The following Implementation Strategies will require ongoing collaboration with agencies like RCTC:

- S5.2 Update SHOPP and SB 1 Competitive Program Guidelines to Incentivize Climate Adaptation and Climate Risk Assessments/Strategies

- S6.1 Explore New Mechanisms to Mitigate Increases in Vehicle Miles Travelled (VMT) from Transportation Projects

Maintain the State's integrity with the voters by delivering on the Senate Bill 1 promises: As CTC Commissioners and industry organizations have stated, SB 1 was courageously passed by the legislature in 2017 after decades of inaction to increase transportation funding. SB 1 promised to reinvest in the dilapidated state-owned facilities that our state's residents, visitors, and economy rely on for their livelihoods. The funding from SB 1 promised to propel our state's transportation system forward is solely provided by vehicle owners as they register their vehicles and purchase fuel. The CAPTI indicates a commitment to SB 1's fix-it-first approach. However, we note the following Implementation Strategies that promise significant scrutiny will be placed on future highway project investments while CTC, Caltrans, and CalSTA reconsider guidelines for programs, including SCCP and TCEP that jeopardizes the intent of SB 1.

- S1.4 Mainstream Zero-Emission Vehicle Infrastructure within the Trade Corridor Enhancement Program
- S2.4 Increase Funding to Active Transportation Program
- S4.1 Develop and Implement the Caltrans Strategic Investment Strategy to Align Caltrans Project Nominations with the CAPTI Investment Framework
- S4.5 Develop and Implement Caltrans Climate Action Plan
- S4.6 Incorporate Zero-Emission Freight Infrastructure Needs into the California Freight Mobility Plan
- S5.2 Update Transportation Infrastructure Competitive Program Guidelines to Incentivize Climate Adaptation and Climate Risk Assessments/Strategies
- S6.3 Develop Interagency Framework for Project Evaluation Around Advancing Sustainable Communities
- S7.1 Leverage Transportation Investments to Incentivize Infill Housing Production

Local control, investment, and resources: Embedded in the CAPTI is a general theme that CalSTA, Caltrans, and CTC will prioritize funding for non-highway projects even when local voter-approved measures seek to make improvements to the state's highway system. The Plan also seeks to create stakeholder workgroups, including one that will evaluate roadway pricing that could impact local toll collection. The state cannot inhibit the implementation of RCTC's voter-approved project portfolio or interfere with toll pricing activities established by local independent authorities, like RCTC, without its approval.

- S6.2 Convene a Roadway Pricing Working Group to Provide State Support for Implementation of Local and Regional Efforts

Confronting inequities, reducing harms, and increasing benefits: RCTC joins CalSTA in its sincere efforts to right the wrongs of past transportation decisions that have instituted and perpetuated inequities and disadvantages, particularly to disadvantaged, low-income, and Black, Indigenous, and People of Color (BIPOC) individuals and communities. It is critically important that the CAPTI Investment Framework and Investment Strategies not continue to unintentionally harm the very individuals and communities we seek to uplift. In suburban and rural areas where housing is more available and affordable, social, and racial inequities will be perpetuated by divesting from the state highway system when a disproportionately high number of disadvantaged, low-income,

The Honorable David Kim
May 17, 2021
Page 4

and BIPOC individuals rely on this system to get to jobs in urban areas. CalSTA should therefore revisit the following Investment Framework Guiding Principles to recognize that social and racial inequities exist all over the state, not just in the urban cores, and that the inequities look different in various parts of the state:

- “Strengthening our commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits”
- “Promoting projects that do not significantly increase passenger vehicle travel”
- “Promoting compact infill development while protecting residents and businesses from displacement”
- “Developing a zero-emission freight transportation system”

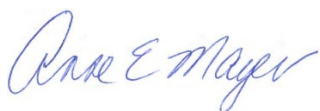
No transportation-land use connections without including jobs: As the CAPTI acknowledges, transportation projects are envisioned sometimes decades before they are ever delivered. The significant challenges involved with the environmental phase alone promise transportation improvements are not delivered until well-after they were needed. Acknowledging this unfortunate reality, the notion that “if you build it, they will come” is one of the distant past. Over the last two decades, the exponential population increases seen in Riverside County created a jobs-housing imbalance that leaves RCTC holding the bag. We do not have statutory authority over land-use decisions or job creation efforts. CAPTI Investment Strategy S7 to Strengthen Transportation-Land Use Connections harms areas like Riverside County that are doing their part to address the housing shortage in our state.

In conclusion, we stand ready to work with you on implementing the CAPTI goals, but we request that CalSTA allows for regional variation on the implementation methodology, protects the original intent of SB 1, and ensures the state continues transportation investment, including on highways, in our region.

Many of the goals set forth in CAPTI are commendable and critical to addressing the challenges of the 21st century. However, it contains the fatal flaw of infeasibility. The Plan does not recognize the staggering investments the state must make—not just in coastal urban centers, but also in more inland regions—in order to successfully secure an equitable and climate-resilient future for all. With good intent, the Plan instead applies stringent guidelines for existing funding that inland regions will struggle to meet. As a result, CAPTI as currently written would leave the very people it seeks to serve, behind.

I look forward to continuing this very important discussion and working with you towards implementing policies that enhance, not inhibit, transportation in Riverside County.

Sincerely,



Anne Mayer
Executive Director

AGENDA ITEM 6G

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 15, 2021
TO:	Riverside County Transportation Commission
FROM:	Toll Policy and Operations Committee Anthony Parada, Senior Management Analyst Jennifer Crosson, Toll Operations Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	91 Express Lanes Monthly Status Reports

TOLL POLICY AND OPERATIONS COMMITTEE AND STAFF RECOMMENDATION:

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

BACKGROUND INFORMATION:

The monthly 91 Express Lanes reports for the three months from April to June 2021 are attached. The monthly reports provide information about 91 Express Lanes performance and activity. The monthly reports include information for both segments of the 91 Express Lanes in Orange and Riverside Counties.

Attachments:

- 1) 91 Express Lanes Status Report for April 2021
- 2) 91 Express Lanes Status Report for May 2021
- 3) 91 Express Lanes Status Report for June 2021



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



Status Report
April 2021

As of April 30, 2021

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes for April 2021 was 1,515,393. This represents a daily average of 50,513 vehicles. This is a 249.8 percent increase in total traffic volume from the same period last year, which totaled 433,252 and was the second month of the State of California's stay-at-home orders due to the coronavirus (COVID-19) pandemic. Potential toll revenue for April was \$4,769,272, which represents an increase of 209.8 percent from the prior year's total of \$1,539,527. Carpool percentage for April was 21 percent as compared to the previous year's rate of 21.4 percent. As compared to April 2019, traffic volume decreased by 0.9 percent while revenue increased by 6.3 percent. Traffic volumes are returning to pre-COVID-19 levels as Southern California counties enter into less restrictive tiers of the State's Blueprint for a Safer Economy plan.

Month-to-date traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the Orange County Transportation Authority (OCTA) 91 Express Lanes and associated potential revenue for the month of April 2021.

Current Month-to-Date (MTD) as of April 30, 2021

	Apr-21 MTD Actual	Apr-20 MTD Actual	Yr 21-to-Yr 20 % Variance	Apr-19 MTD Actual	Yr 21-to-Yr 19 % Variance
Trips					
Full Toll Lanes	1,197,856	340,333	252.0%	1,122,505	6.7%
3+ Lanes	317,537	92,919	241.7%	406,633	(21.9%)
Total Gross Trips	1,515,393	433,252	249.8%	1,529,138	(0.9%)
Revenue					
Full Toll Lanes	\$4,721,928	\$1,513,358	212.0%	\$4,406,472	7.2%
3+ Lanes	\$47,344	\$26,168	80.9%	\$81,179	(41.7%)
Total Gross Revenue	\$4,769,272	\$1,539,527	209.8%	\$4,487,650	6.3%
Average Revenue per Trip					
Average Full Toll Lanes	\$3.94	\$4.45	(11.5%)	\$3.93	0.3%
Average 3+ Lanes	\$0.15	\$0.28	(46.4%)	\$0.20	(25.0%)
Average Gross Revenue	\$3.15	\$3.55	(11.3%)	\$2.93	7.5%

The 2021 fiscal year-to-date traffic volume decreased by 8.3 percent and potential toll revenue decreased by 3.4 percent, when compared with the same period last year. Year-to-date average revenue per trip is \$3.24.

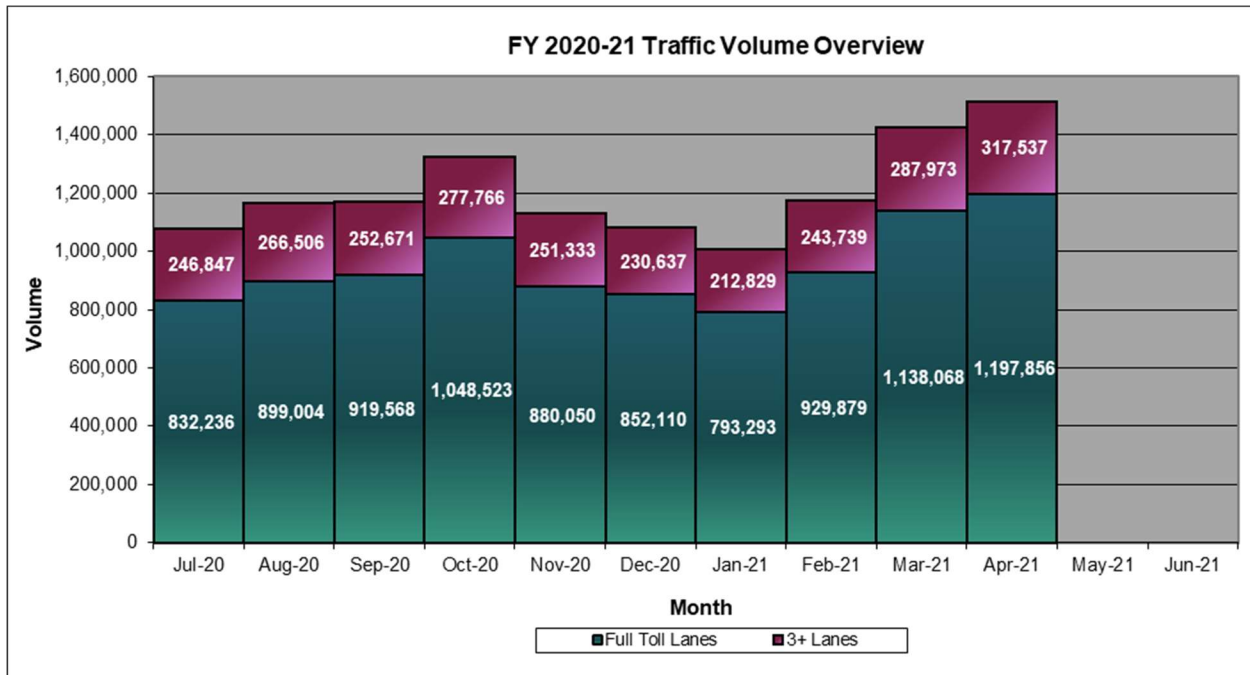
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the months of July 2020 through April 2021.

Fiscal Year (FY) 2020-21 Year-to-Date as of April 30, 2021

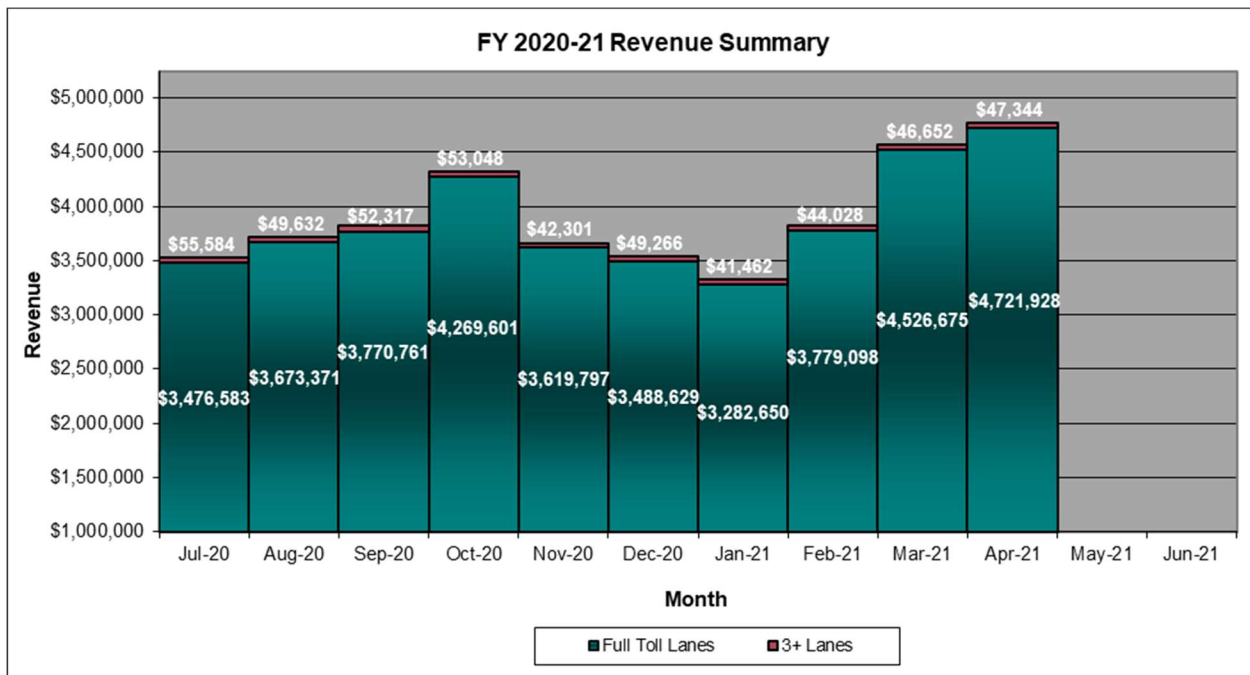
	FY 2020-21 YTD Actual	FY 2019-20 YTD Actual	Yr-to-Yr % Variance
Trips			
Full Toll Lanes	9,490,589	9,833,114	(3.5%)
3+ Lanes	2,587,839	3,344,427	(22.6%)
Total Gross Trips	12,078,428	13,177,541	(8.3%)
Revenue			
Full Toll Lanes	\$38,609,100	\$39,831,128	(3.1%)
3+ Lanes	\$481,635	\$618,966	(22.2%)
Total Gross Revenue	\$39,090,735	\$40,450,094	(3.4%)
Average Revenue per Trip			
Average Full Toll Lanes	\$4.07	\$4.05	0.5%
Average 3+ Lanes	\$0.19	\$0.19	0.0%
Average Gross Revenue	\$3.24	\$3.07	5.5%

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between full toll trips and high-occupancy vehicle (HOV3+) trips for FY 2020-21 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll trips and HOV3+ trips for FY 2020-21 on a monthly basis.



OCTA EASTBOUND PEAK-HOUR VOLUMES

Peak-hour traffic in the eastbound direction reached or exceeded 90 percent of defined capacity 16 times during the month of April 2021. As demonstrated on the next chart, westbound peak-hour traffic volumes top out at 86 percent of defined capacity.

PM Time	Monday 03/29/21				Tuesday 03/30/21				Wednesday 03/31/21				Thursday 04/01/21				Friday 04/02/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500													\$6.95	464	3,162	93%	\$8.10	520	2,771	82%
1500 - 1600													\$7.25	565	2,710	80%	\$7.65	552	2,914	86%
1600 - 1700													\$6.80	375	2,775	82%	\$7.45	423	2,665	78%
1700 - 1800													\$6.70	420	2,509	74%	\$6.55	480	2,616	77%
1800 - 1900													\$4.35	517	2,665	78%	\$6.55	501	2,038	60%
1900 - 2000													\$5.60	520	1,983	58%	\$6.05	521	1,693	50%

PM Time	Monday 04/05/20				Tuesday 04/06/20				Wednesday 04/07/20				Thursday 04/08/20				Friday 04/09/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	421	2,751	81%	\$5.15	393	2,734	80%	\$5.15	441	3,173	93%	\$6.95	326	2,585	76%	\$8.10	474	2,728	80%
1500 - 1600	\$5.50	428	2,885	85%	\$4.75	450	3,288	97%	\$7.25	476	2,831	83%	\$7.25	525	2,914	86%	\$7.65	532	3,019	89%
1600 - 1700	\$4.35	393	3,190	94%	\$5.00	350	2,679	79%	\$6.50	296	2,907	86%	\$6.80	311	2,903	85%	\$7.45	372	2,806	83%
1700 - 1800	\$4.80	349	2,755	81%	\$4.90	359	2,910	86%	\$5.40	355	2,851	84%	\$6.70	378	2,917	86%	\$6.55	415	2,823	83%
1800 - 1900	\$5.50	367	1,958	58%	\$3.95	443	2,758	81%	\$3.95	445	2,746	81%	\$4.35	538	2,971	87%	\$6.55	448	2,469	73%
1900 - 2000	\$3.85	306	1,231	36%	\$3.85	338	1,492	44%	\$3.85	382	1,627	48%	\$5.60	441	1,749	51%	\$6.05	485	1,851	54%

PM Time	Monday 04/12/20				Tuesday 04/13/20				Wednesday 04/14/20				Thursday 04/15/20				Friday 04/16/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	359	2,773	82%	\$5.15	378	2,657	78%	\$5.15	371	3,031	89%	\$6.95	380	3,125	92%	\$8.10	439	2,829	83%
1500 - 1600	\$5.50	453	2,943	87%	\$4.75	464	3,479	102%	\$7.25	443	2,884	85%	\$7.25	487	2,735	80%	\$7.65	513	2,941	87%
1600 - 1700	\$4.35	334	3,248	96%	\$5.00	336	2,694	79%	\$6.50	323	2,974	87%	\$6.80	312	2,859	84%	\$7.45	350	2,697	79%
1700 - 1800	\$4.80	329	2,863	84%	\$4.90	368	3,096	91%	\$5.40	380	3,008	88%	\$6.70	357	2,789	82%	\$6.55	421	2,994	88%
1800 - 1900	\$5.50	351	1,997	59%	\$3.95	403	2,211	65%	\$3.95	379	2,298	68%	\$4.35	484	2,889	85%	\$6.55	454	2,367	70%
1900 - 2000	\$3.85	298	1,177	35%	\$3.85	292	1,304	38%	\$3.85	302	1,290	38%	\$5.60	361	1,591	47%	\$6.05	492	1,861	55%

PM Time	Monday 04/19/20				Tuesday 04/20/20				Wednesday 04/21/20				Thursday 04/22/20				Friday 04/23/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	348	2,757	81%	\$5.15	337	2,518	74%	\$5.15	394	2,882	85%	\$6.95	376	3,310	97%	\$8.10	383	2,037	60%
1500 - 1600	\$5.50	463	3,067	90%	\$4.75	459	3,417	101%	\$7.25	467	2,890	85%	\$7.25	542	2,915	86%	\$7.65	516	2,845	84%
1600 - 1700	\$4.35	343	3,166	93%	\$5.00	316	2,606	77%	\$6.50	334	3,012	89%	\$6.80	339	3,065	90%	\$7.45	389	2,885	85%
1700 - 1800	\$4.80	320	2,608	77%	\$4.90	358	2,903	85%	\$5.40	384	3,005	88%	\$6.70	393	2,963	87%	\$6.55	390	2,904	85%
1800 - 1900	\$5.50	380	2,118	62%	\$3.95	440	2,524	74%	\$3.95	462	2,622	77%	\$4.35	418	2,456	72%	\$6.55	497	2,362	69%
1900 - 2000	\$3.85	344	1,416	42%	\$3.85	299	1,390	41%	\$3.85	324	1,370	40%	\$5.60	343	1,429	42%	\$6.05	486	1,904	56%

PM Time	Monday 04/26/20				Tuesday 04/27/20				Wednesday 04/28/20				Thursday 04/29/20				Friday 04/30/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	375	2,629	77%	\$5.15	364	2,682	79%	\$5.15	418	3,018	89%	\$6.95	460	3,236	95%	\$8.10	482	2,814	83%
1500 - 1600	\$5.50	461	3,069	90%	\$4.75	455	3,447	101%	\$7.25	494	2,920	86%	\$7.25	537	2,859	84%	\$7.65	538	2,905	85%
1600 - 1700	\$4.35	352	3,242	95%	\$5.00	333	2,651	78%	\$6.50	348	2,965	87%	\$6.80	325	2,822	83%	\$7.45	346	2,772	82%
1700 - 1800	\$4.80	266	2,178	64%	\$4.90	375	2,931	86%	\$5.40	322	2,568	76%	\$6.70	370	2,879	85%	\$6.55	455	2,822	83%
1800 - 1900	\$5.50	372	1,907	56%	\$3.95	408	2,396	70%	\$3.95	456	2,791	82%	\$4.35	483	2,697	79%	\$6.55	568	2,708	80%
1900 - 2000	\$3.85	262	1,053	31%	\$3.85	298	1,302	38%	\$3.85	322	1,461	43%	\$5.60	375	1,659	49%	\$6.05	501	1,985	58%

OCTA WESTBOUND PEAK-HOUR VOLUMES

AM Time	Monday 03/29/20				Tuesday 03/30/20				Wednesday 03/31/20				Thursday 04/01/20				Friday 04/02/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500													\$3.05	368	1,138	33%	\$3.05	282	902	27%
0500 - 0600													\$4.95	574	2,206	65%	\$4.70	468	1,830	54%
0600 - 0700													\$5.15	355	2,184	64%	\$4.95	255	1,718	51%
0700 - 0800													\$5.65	316	2,110	62%	\$5.50	216	1,507	44%
0800 - 0900													\$5.15	256	1,995	59%	\$4.95	233	1,447	43%
0900 - 1000													\$4.10	298	1,772	52%	\$4.10	289	1,499	44%

AM Time	Monday 04/05/20				Tuesday 04/06/20				Wednesday 04/07/20				Thursday 04/08/20				Friday 04/09/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	359	1,210	36%	\$3.05	396	1,205	35%	\$3.05	370	1,222	36%	\$3.05	404	1,318	39%	\$3.05	333	1,057	31%
0500 - 0600	\$4.95	511	2,156	63%	\$4.95	578	2,448	72%	\$4.95	583	2,342	69%	\$4.95	618	2,326	68%	\$4.70	472	1,986	58%
0600 - 0700	\$5.15	299	2,228	66%	\$5.15	314	2,290	67%	\$5.15	313	2,280	67%	\$5.15	314	2,076	61%	\$4.95	318	2,067	61%
0700 - 0800	\$5.65	252	2,036	60%	\$5.65	262	2,241	66%	\$5.65	263	2,212	65%	\$5.65	218	1,783	52%	\$5.50	271	2,055	60%
0800 - 0900	\$5.15	226	2,040	60%	\$5.15	212	2,031	60%	\$5.15	202	2,009	59%	\$5.15	235	2,554	75%	\$4.95	219	1,894	56%
0900 - 1000	\$4.10	205	1,785	53%	\$4.10	211	1,888	56%	\$4.10	229	1,896	56%	\$4.10	200	1,956	58%	\$4.10	224	1,654	49%

AM Time	Monday 04/12/20				Tuesday 04/13/20				Wednesday 04/14/20				Thursday 04/15/20				Friday 04/16/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	379	1,229	36%	\$3.05	409	1,265	37%	\$3.05	385	1,172	34%	\$3.05	393	1,172	34%	\$3.05	323	1,027	30%
0500 - 0600	\$4.95	559	2,301	68%	\$4.95	631	2,413	71%	\$4.95	583	2,324	68%	\$4.95	594	2,393	70%	\$4.70	479	2,078	61%
0600 - 0700	\$5.15	359	2,189	64%	\$5.15	364	2,299	68%	\$5.15	352	2,372	70%	\$5.15	373	2,297	68%	\$4.95	330	2,144	63%
0700 - 0800	\$5.65	336	2,314	68%	\$5.65	334	2,297	68%	\$5.65	333	2,423	71%	\$5.65	366	2,414	71%	\$5.50	335	2,176	64%
0800 - 0900	\$5.15	199	2,194	65%	\$5.15	188	2,151	63%	\$5.15	202	2,172	64%	\$5.15	186	2,107	62%	\$4.95	203	1,940	57%
0900 - 1000	\$4.10	158	1,653	49%	\$4.10	159	1,846	54%	\$4.10	161	1,795	53%	\$4.10	197	1,743	51%	\$4.10	171	1,662	49%

AM Time	Monday 04/19/20				Tuesday 04/20/20				Wednesday 04/21/20				Thursday 04/22/20				Friday 04/23/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	397	1,168	34%	\$3.05	387	1,241	37%	\$3.05	386	1,155	34%	\$3.05	349	1,151	34%	\$3.05	316	1,043	31%
0500 - 0600	\$4.95	568	2,382	70%	\$4.95	611	2,454	72%	\$4.95	524	2,148	63%	\$4.95	553	2,301	68%	\$4.70	464	2,176	64%
0600 - 0700	\$5.15	330	2,316	68%	\$5.15	379	2,448	72%	\$5.15	350	2,040	60%	\$5.15	374	2,378	70%	\$4.95	333	2,022	59%
0700 - 0800	\$5.65	326	2,354	69%	\$5.65	341	2,541	75%	\$5.65	337	2,239	66%	\$5.65	345	2,440	72%	\$5.50	345	2,090	61%
0800 - 0900	\$5.15	213	2,254	66%	\$5.15	216	2,456	72%	\$5.15	241	2,241	66%	\$5.15	189	2,234	66%	\$4.95	216	2,028	60%
0900 - 1000	\$4.10	193	1,911	56%	\$4.10	201	2,215	65%	\$4.10	186	1,902	56%	\$4.10	185	1,859	55%	\$4.10	183	1,505	44%

AM Time	Monday 04/26/20				Tuesday 04/27/20				Wednesday 04/28/20				Thursday 04/29/20				Friday 04/30/20			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	378	1,210	36%	\$3.05	401	1,253	37%	\$3.05	400	1,345	40%	\$3.05	408	1,260	37%	\$3.05	298	1,019	30%
0500 - 0600	\$4.95	539	2,428	71%	\$4.95	549	2,369	70%	\$4.95	601	2,928	86%	\$4.95	587	2,466	73%	\$4.70	526	2,202	65%
0600 - 0700	\$5.15	342	2,184	64%	\$5.15	373	2,393	70%	\$5.15	401	2,861	84%	\$5.15	378	2,419	71%	\$4.95	342	2,045	60%
0700 - 0800	\$5.65	329	2,109	62%	\$5.65	369	2,376	70%	\$5.65	403	2,724	80%	\$5.65	394	2,457	72%	\$5.50	377	2,229	66%
0800 - 0900	\$5.15	165	1,892	56%	\$5.15	205	1,943	57%	\$5.15	266	2,566	75%	\$5.15	265	2,175	64%	\$4.95	264	2,033	60%
0900 - 1000	\$4.10	179	1,557	46%	\$4.10	151	1,460	43%	\$4.10	260	2,175	64%	\$4.10	222	1,982	58%	\$4.10	282	1,822	54%

OCTA OPERATIONAL HIGHLIGHTS

On-Road Operations

OCTA customer assistance specialists (CAS) responded to 101 calls during the month of April. Of those calls, 77 were to assist disabled vehicles and 18 calls to remove debris. The CAS provided assistance to six accidents in the Express Lanes with none of those accidents originating in the State Route 91 general purpose lanes.

91 Express Lanes Back-Office System (BOS) Development Update

In February, Cofiroute USA, LLC (CUSA) notified OCTA and the Riverside County Transportation Commission (RCTC) of a delay to the implementation of the new BOS for the 91 Express Lanes for both Orange and Riverside counties as a result of the COVID-19 pandemic. CUSA is the current operator of the 91 Express Lanes for both OCTA and RCTC and is the firm selected for the design, development, and implementation of the new BOS, as well as the customer service center operation, once the current contract expires on June 30, 2021.

In anticipation that the future contractor would not be able to meet the go-live date in July 2021, RCTC approved an amendment to the current three-party agreement between CUSA, RCTC, and OCTA, which allowed for six one-month optional extension periods. Staff from both agencies are continuing to work with CUSA to meet the revised anticipated go-live date in October 2021.

91 Express Lanes Toll Entrance Gantries Infrastructure Project Update

OCTA entered into an agreement with the California Department of Transportation (Caltrans) to provide construction and construction management services for the 91 Express Lanes Toll Entrance Gantries Infrastructure Project. This project entails constructing new toll gantries infrastructure at the three entrances of the OCTA 91 Express Lanes. In March, Caltrans advertised the project with project award anticipated for May. Upon completion of the Infrastructure Project, Kapsch TrafficCom USA, Inc., the toll lanes system integrator for the 91 Express Lanes, will install new Electronic Toll and Traffic Management system equipment onto the new gantries.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

Description	YTD as of : 4/30/2021		YTD Variance	
	Actual ⁽¹⁾	Budget ⁽¹⁾	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 35,793,858.26	\$ 26,896,928.00	\$ 8,896,930.26	33.1
Fee Revenue	4,480,238.31	1,820,456.00	2,659,782.31	146.1
Total operating revenues	40,274,096.57	28,717,384.00	11,556,712.57	40.2
Operating expenses:				
Contracted Services	5,590,762.60	5,997,600.00	406,837.40	6.8
Administrative Fee	2,497,150.00	2,601,460.00	104,310.00	4.0
Other Professional Services	925,430.91	2,756,021.00	1,830,590.09	66.4
Credit Card Processing Fees	837,837.86	762,480.00	(75,357.86)	(9.9)
Toll Road Account Servicing	522,855.75	489,000.00	(33,855.75)	(6.9)
Other Insurance Expense	367,354.44	783,250.00	415,895.56	53.1
Toll Road Maintenance Supply Repairs	138,957.11	2,103,510.00	1,964,552.89	93.4
Patrol Services	654,299.63	874,630.00	220,330.37	25.2
Building Equipment Repairs and Maint	613,235.66	1,109,260.00	496,024.34	44.7
6C Transponders	-	187,500.00	187,500.00	100.0
Other Services ⁽⁵⁾	(983,780.32)	47,850.00	1,031,630.32	2,156.0
Utilities	41,317.54	95,800.00	54,482.46	56.9
Office Expense	9,966.48	79,095.00	69,128.52	87.4
Bad Debt Expense	136,431.83	-	(136,431.83)	N/A
Miscellaneous ⁽²⁾	40,637.10	122,680.00	82,042.90	66.9
Leases	394,579.42	404,000.00	9,420.58	2.3
Total operating expenses	11,787,036.01	18,414,136.00	6,627,099.99	36.0
Depreciation and Amortization ⁽³⁾	3,675,500.46	-	(3,675,500.46)	N/A
Operating income (loss)	24,811,560.10	10,303,248.00	14,508,312.10	140.8
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	405,399.14	937,500.00	(532,100.86)	(56.8)
Interest Income	3,627,754.50	1,226,240.00	2,401,514.50	195.8
Interest Expense	(3,573,624.74)	(3,665,790.00)	92,165.26	2.5
Other	11,462.08	-	11,462.08	N/A
Total nonoperating revenues (expenses)	470,990.98	(1,502,050.00)	1,973,040.98	131.4
Transfers In	-	-	-	N/A
Transfers Out ⁽⁴⁾	(3,938,474.30)	(34,763,200.00)	30,824,725.70	88.7
Net income (loss)	\$ 21,344,076.78	\$ (25,962,002.00)	\$ 47,306,078.78	(182.2)

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

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

³Depreciation and amortization are not budgeted items.

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

⁵Litigation settlement was accrued, the negative will be offset once the litigation payment is issued.

Capital Asset Activity

During the ten months ending April 30, 2021, capital asset activities included \$11,453 for the replacement of the air-conditioning units for the eastbound toll plaza, \$810,223 for the BOS replacement project, and \$2,491,662 for payment of 6C implementation costs for the Electronic Toll and Traffic Management system.



OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 Express Lanes for April 2021 was 1,284,574. This represents a daily average of 42,819 vehicles. This is a 250.8 percent increase in total traffic volume from the same period last year, which totaled 366,178 and was the second month of the COVID-19 stay-at-home order. Potential toll revenue for April was \$4,255,083, which represents an increase of 265.2 percent from the prior year's total of \$1,165,063. Carpool percentage for April was 19.8 percent as compared to the previous year's rate of 20 percent. As compared to April 2019, traffic volume decreased by 4.5 percent and revenue decreased by 20.7 percent. Traffic volumes are returning to pre-COVID-19 levels as Southern California counties enter into less restrictive tiers of the State's Blueprint for a Safer Economy plan.

Month-to-date traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the Riverside County Transportation Commission (RCTC) 91 Express Lanes and associated potential revenue for the month of April 2021.

Current Month-to-Date as of April 30, 2021

Trips	APR-21 MTD Actual	Stantec MTD Projected	# Variance	% Variance	APR-20 MTD Actual	Yr 21-to-Yr 20 % Variance	Apr-19 MTD Actual	Yr 21-to-Yr 19 % Variance
Full Toll Lanes	1,030,130	1,055,800	(25,670)	(2.4%)	293,046	251.5%	1,008,624	2.1%
3+ Lanes	254,444	348,371	(93,927)	(27.0%)	73,132	247.9%	337,017	(24.5%)
Total Gross Trips	1,284,574	1,404,171	(119,597)	(8.5%)	366,178	250.8%	1,345,641	(4.5%)
Revenue								
Full Toll Lanes	\$4,210,820	\$4,677,943	(\$467,123)	(10.0%)	\$1,151,484	265.7%	\$5,321,358	(20.9%)
3+ Lanes	\$44,264	\$0	\$44,264		\$13,579	226.0%	\$44,024	0.5%
Total Gross Revenue	\$4,255,083	\$4,677,943	(\$422,859)	(9.0%)	\$1,165,063	265.2%	\$5,365,382	(20.7%)
Average Revenue per Trip								
Average Full Toll Lanes	\$4.09	\$4.43	(\$0.34)	(7.7%)	\$3.93	4.1%	\$5.28	(22.5%)
Average 3+ Lanes	\$0.17	\$0.00	\$0.17		\$0.19	(10.5%)	\$0.13	30.8%
Average Gross Revenue	\$3.31	\$3.33	(\$0.02)	(0.6%)	\$3.18	4.1%	\$3.99	(17.0%)

The 2021 fiscal year-to-date traffic volume decreased by 11.6 percent and potential toll revenue decreased by 29.9 percent, when compared with the same period last year. Year-to-date average revenue per-trip is \$3.39.

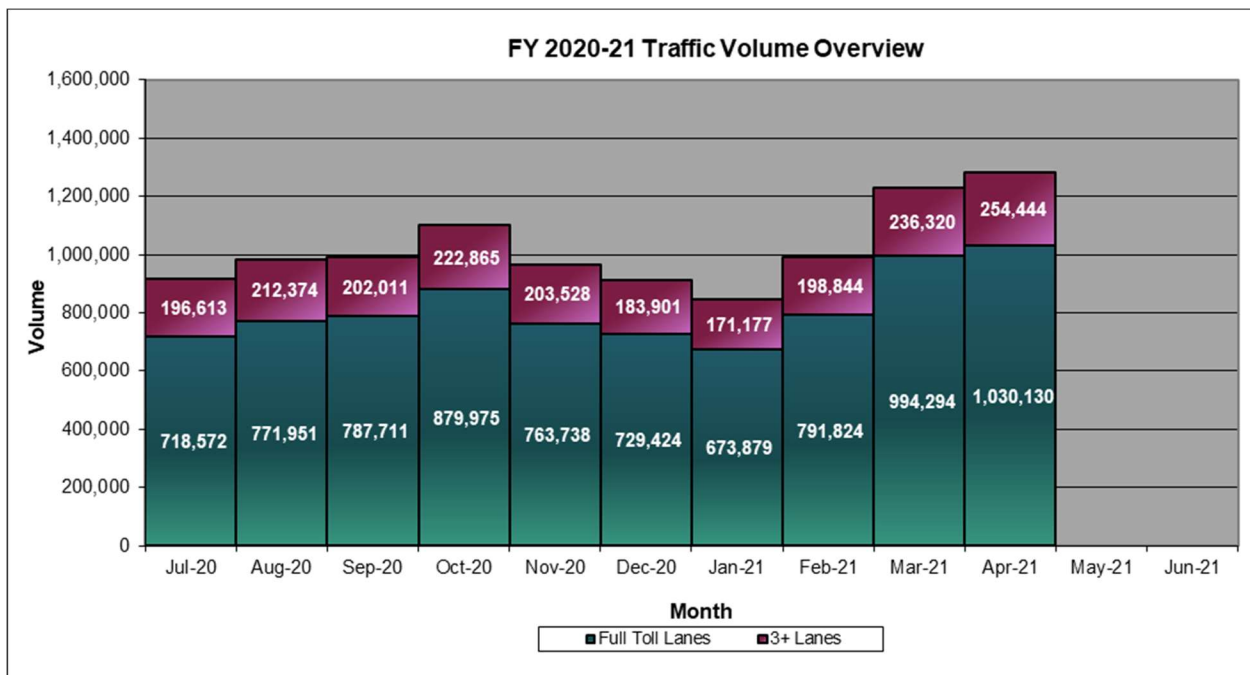
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the months of July 2020 through April 2021.

FY 2020-21 Year-to-Date as of April 30, 2021

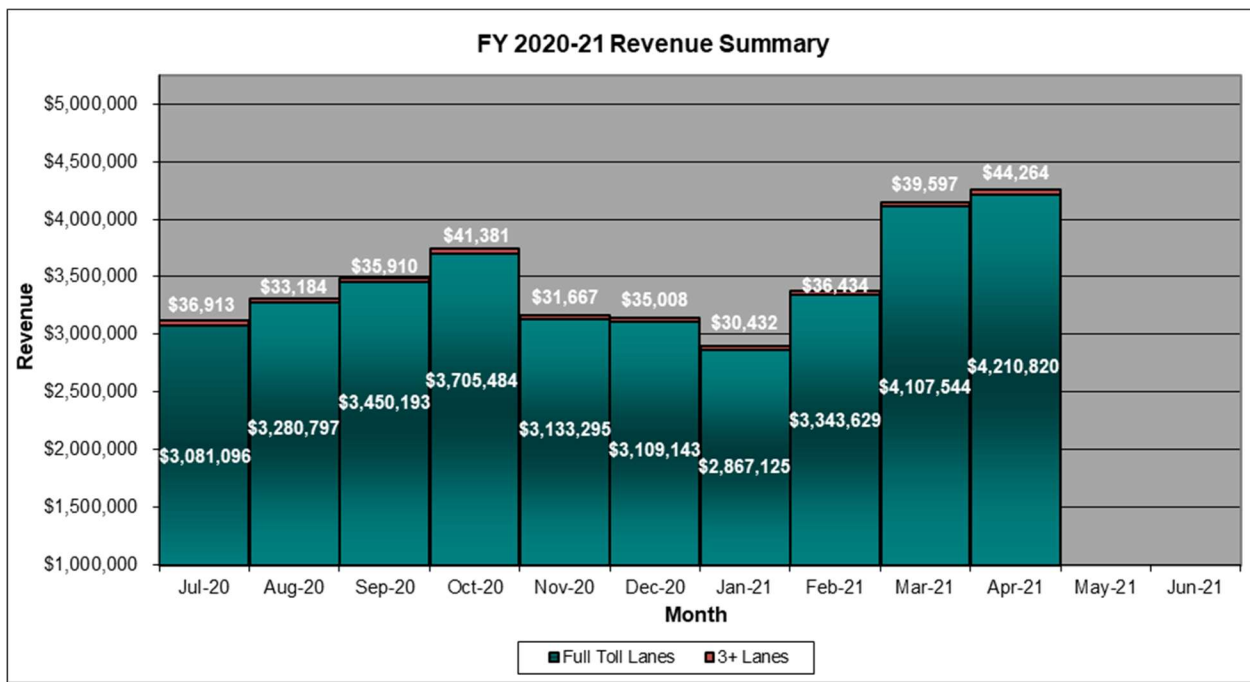
	FY 2020-21 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2019-20 YTD Actual	Yr-to-Yr % Variance
Trips						
Full Toll Lanes	8,141,498	10,065,471	(1,923,973)	(19.1%)	8,829,951	(7.8%)
3+ Lanes	2,082,077	3,270,829	(1,188,752)	(36.3%)	2,729,447	(23.7%)
Total Gross Trips	10,223,575	13,336,300	(3,112,725)	(23.3%)	11,559,398	(11.6%)
Revenue						
Full Toll Lanes	\$34,289,125	\$43,291,429	(\$9,002,303)	(20.8%)	\$49,143,424	(30.2%)
3+ Lanes	\$364,789	\$0	\$364,789		\$322,018	13.3%
Total Gross Revenue	\$34,653,914	\$43,291,429	(\$8,637,514)	(20.0%)	\$49,465,441	(29.9%)
Average Revenue per Trip						
Average Full Toll Lanes	\$4.21	\$4.30	(\$0.09)	(2.1%)	\$5.57	(24.4%)
Average 3+ Lanes	\$0.18	\$0.00	\$0.18		\$0.12	50.0%
Average Gross Revenue	\$3.39	\$3.25	\$0.14	4.3%	\$4.28	(20.8%)

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between full toll lanes and HOV3+ lanes for FY 2020-21 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll lanes and HOV3+ lanes for FY 2020-21 on a monthly basis.



RCTC PEAK-HOUR VOLUMES

In April, there were no toll rates adjusted in response to traffic volumes. A plan is in place to monitor traffic volumes and adjust toll rates as traffic returns to pre-COVID-19 volumes.

RCTC EASTBOUND PEAK-HOUR VOLUMES

Eastbound PM Peak - County Line to McKinley

PM Time	Monday 03/29/21					Tuesday 03/30/21					Wednesday 03/31/21					Thursday 04/01/21					Friday 04/02/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500																\$10.95	265	1,214	1,479	F	\$22.95	302	1,146	1,448	F
1500 - 1600																\$14.95	301	974	1,275	E	\$23.95	400	1,001	1,401	F
1600 - 1700																\$7.95	226	1,099	1,325	F	\$14.95	268	1,056	1,324	F
1700 - 1800																\$5.30	244	982	1,226	E	\$7.95	274	942	1,216	E
1800 - 1900																\$5.30	274	972	1,246	E	\$5.30	245	667	912	C
1900 - 2000																\$2.25	261	713	974	C	\$2.25	259	621	880	C

PM Time	Monday 04/05/21					Tuesday 04/06/21					Wednesday 04/07/21					Thursday 04/08/21					Friday 04/09/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	245	1,120	1,365	F	\$5.30	232	1,108	1,340	F	\$7.95	273	1,178	1,451	F	\$10.95	197	1,136	1,333	F	\$22.95	284	1,130	1,414	F
1500 - 1600	\$8.95	275	1,027	1,302	F	\$9.95	288	1,114	1,402	F	\$13.95	271	979	1,250	E	\$14.95	280	1,042	1,322	F	\$23.95	331	1,025	1,356	F
1600 - 1700	\$6.95	198	1,026	1,224	E	\$6.95	185	1,020	1,205	E	\$6.95	138	1,080	1,218	E	\$7.95	171	1,139	1,310	F	\$14.95	229	1,058	1,287	E
1700 - 1800	\$5.30	186	989	1,175	D	\$5.30	176	968	1,144	D	\$5.30	197	996	1,193	D	\$5.30	175	1,082	1,257	E	\$7.95	216	1,028	1,244	E
1800 - 1900	\$4.20	193	674	867	C	\$4.20	232	909	1,141	D	\$5.30	208	960	1,168	D	\$5.30	229	1,004	1,233	E	\$5.30	219	1,014	1,233	E
1900 - 2000	\$2.25	139	440	579	B	\$2.25	168	493	661	B	\$2.25	174	555	729	B	\$2.25	188	626	814	C	\$2.25	223	704	927	C

PM Time	Monday 04/12/21					Tuesday 04/13/21					Wednesday 04/14/21					Thursday 04/15/21					Friday 04/16/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	187	1,084	1,271	E	\$5.30	193	1,008	1,201	E	\$7.95	171	1,018	1,189	D	\$10.95	206	1,050	1,256	E	\$22.95	270	1,201	1,471	F
1500 - 1600	\$8.95	225	1,014	1,239	E	\$9.95	264	1,117	1,381	F	\$13.95	215	1,019	1,234	E	\$14.95	204	954	1,158	D	\$23.95	294	951	1,245	E
1600 - 1700	\$6.95	161	1,131	1,292	E	\$6.95	131	984	1,115	D	\$6.95	190	1,005	1,195	D	\$7.95	177	1,021	1,198	D	\$14.95	248	1,056	1,304	F
1700 - 1800	\$5.30	150	1,006	1,156	D	\$5.30	168	1,038	1,206	E	\$5.30	189	940	1,129	D	\$5.30	172	1,046	1,218	E	\$7.95	208	1,015	1,223	E
1800 - 1900	\$4.20	153	728	881	C	\$4.20	195	693	888	C	\$5.30	185	825	1,010	D	\$5.30	196	984	1,180	D	\$5.30	256	1,013	1,269	E
1900 - 2000	\$2.25	143	396	539	B	\$2.25	116	446	562	B	\$2.25	138	455	593	B	\$2.25	163	664	827	C	\$2.25	201	741	942	C

PM Time	Monday 04/19/21					Tuesday 04/20/21					Wednesday 04/21/21					Thursday 04/22/21					Friday 04/23/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	188	968	1,156	D	\$5.30	167	1,044	1,211	E	\$7.95	181	1,068	1,249	E	\$10.95	184	1,141	1,325	F	\$22.95	150	765	915	C
1500 - 1600	\$8.95	227	980	1,207	E	\$9.95	173	1,050	1,223	E	\$13.95	178	977	1,155	D	\$14.95	230	1,145	1,375	F	\$23.95	285	1,153	1,438	F
1600 - 1700	\$6.95	144	1,020	1,164	D	\$6.95	164	1,036	1,200	D	\$6.95	165	927	1,092	D	\$7.95	211	1,130	1,341	F	\$14.95	272	1,138	1,410	F
1700 - 1800	\$5.30	144	1,013	1,157	D	\$5.30	190	1,039	1,229	E	\$5.30	182	832	1,014	D	\$5.30	190	1,044	1,234	E	\$7.95	190	1,121	1,311	F
1800 - 1900	\$4.20	164	773	937	C	\$4.20	205	875	1,080	D	\$5.30	216	683	899	C	\$5.30	193	963	1,156	D	\$5.30	240	932	1,172	D
1900 - 2000	\$2.25	149	570	719	B	\$2.25	126	513	639	B	\$2.25	146	402	548	B	\$2.25	141	580	721	B	\$2.25	239	795	1,034	D

PM Time	Monday 04/26/21					Tuesday 04/27/21					Wednesday 04/28/21					Thursday 04/29/21					Friday 04/30/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	153	982	1,135	D	\$5.30	169	1,111	1,280	E	\$7.95	203	1,077	1,280	E	\$10.95	198	1,111	1,309	F	\$22.95	270	1,157	1,427	F
1500 - 1600	\$8.95	213	1,002	1,215	E	\$9.95	190	1,037	1,227	E	\$13.95	202	964	1,166	D	\$14.95	231	1,013	1,244	E	\$23.95	279	1,001	1,280	E
1600 - 1700	\$6.95	177	981	1,158	D	\$6.95	174	1,091	1,265	E	\$6.95	166	973	1,139	D	\$7.95	195	1,022	1,217	E	\$14.95	238	1,067	1,305	F
1700 - 1800	\$5.30	150	882	1,032	D	\$5.30	175	1,005	1,180	D	\$5.30	170	944	1,114	D	\$5.30	193	1,099	1,292	E	\$7.95	249	1,039	1,288	E
1800 - 1900	\$4.20	195	629	824	C	\$4.20	191	869	1,060	D	\$5.30	235	938	1,173	D	\$5.30	258	985	1,243	E	\$5.30	309	1,017	1,326	F
1900 - 2000	\$2.25	114	355	469	B	\$2.25	146	430	576	B	\$2.25	165	544	709	B	\$2.25	162	616	778	B	\$2.25	229	820	1,049	D

Eastbound PM Peak - County Line to I-15 South

PM Time	Monday 03/29/21					Tuesday 03/30/21					Wednesday 03/31/21					Thursday 04/01/21					Friday 04/02/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500																\$5.30	140	836	976	C	\$5.30	165	679	844	C
1500 - 1600																\$5.30	163	742	905	C	\$5.30	192	671	863	C
1600 - 1700																\$5.30	98	766	864	C	\$2.95	123	583	706	B
1700 - 1800																\$5.30	118	623	741	B	\$2.95	138	650	788	B
1800 - 1900																\$2.95	152	747	899	C	\$2.95	154	456	610	B
1900 - 2000																\$2.95	166	505	671	B	\$2.95	152	358	510	B

PM Time	Monday 04/05/21					Tuesday 04/06/21					Wednesday 04/07/21					Thursday 04/08/21					Friday 04/09/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	129	732	861	C	\$5.30	107	730	837	C	\$5.30	139	843	982	C	\$5.30	105	763	868	C	\$5.30	132	723	855	C
1500 - 1600	\$5.30	130	821	951	C	\$5.30	125	920	1,045	D	\$5.30	126	777	903	C	\$5.30	150	801	951	C	\$5.30	158	756	914	C
1600 - 1700	\$2.95	113	859	972	C	\$5.30	104	724	828	C	\$5.30	90	767	857	C	\$5.30	101	790	891	C	\$2.95	105	724	829	C
1700 - 1800	\$2.95	100	731	831	C	\$2.95	113	796	909	C	\$2.95	100	771	871	C	\$5.30	102	808	910	C	\$2.95	136	739	875	C
1800 - 1900	\$2.95	95	499	594	B	\$2.95	124	726	850	C	\$2.95	118	703	821	C	\$2.95	112	785	897	C	\$2.95	119	609	728	B
1900 - 2000	\$1.95	77	295	372	A	\$1.95	82	379	461	B	\$2.95	93	447	540	B	\$2.95	129	440	569	B	\$2.95	140	480	620	B

PM Time	Monday 04/12/21					Tuesday 04/13/21					Wednesday 04/14/21					Thursday 04/15/21					Friday 04/16/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	112	774	886	C	\$5.30	121	733	854	C	\$5.30	89	717	806	C	\$5.30	99	733	832	C	\$5.30	141	734	875	C
1500 - 1600	\$5.30	152	764	916	C	\$5.30	127	914	1,041	D	\$5.30	97	754	851	C	\$5.30	125	763	888	C	\$5.30	127	640	767	B
1600 - 1700	\$2.95	100	820	920	C	\$5.30	91	712	803	C	\$5.30	102	684	786	B	\$5.30	98	697	795	B	\$2.95	134	651	785	B
1700 - 1800	\$2.95	82	755	837	C	\$2.95	100	791	891	C	\$2.95	90	702	792	B	\$5.30	81	682	763	B	\$2.95	122	619	741	B
1800 - 1900	\$2.95	85	509	594	B	\$2.95	104	586	690	B	\$2.95	99	596	695	B	\$2.95	111	659	770	B	\$2.95	147	609	756	B
1900 - 2000	\$1.95	63	288	351	A	\$1.95	86	348	434	B	\$2.95	57	343	400	A	\$2.95	91	448	539	B	\$2.95	129	478	607	B

PM Time	Monday 04/19/21					Tuesday 04/20/21					Wednesday 04/21/21					Thursday 04/22/21					Friday 04/23/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	77	689	766	B	\$5.30	74	700	774	B	\$5.30	109	657	766	B	\$5.30	101	806	907	C	\$5.30	79	513	592	B
1500 - 1600	\$5.30	107	701	808	C	\$5.30	117	796	913	C	\$5.30	94	742	836	C	\$5.30	121	791	912	C	\$5.30	132	711	843	C
1600 - 1700	\$2.95	70	620	690	B	\$5.30	88	630	718	B	\$5.30	81	676	757	B	\$5.30	93	713	806	C	\$2.95	130	698	828	C
1700 - 1800	\$2.95	72	667	739	B	\$2.95	89	685	774	B	\$2.95	91	683	774	B	\$5.30	80	618	698	B	\$2.95	103	709	812	C
1800 - 1900	\$2.95	83	500	583	B	\$2.95	117	608	725	B	\$2.95	99	539	638	B	\$2.95	106	608	714	B	\$2.95	122	560	682	B
1900 - 2000	\$1.95	88	397	485	B	\$1.95	73	351	424	B	\$2.95	81	342	423	B	\$2.95	73	340	413	B	\$2.95	108	486	594	B

PM Time	Monday 04/26/21					Tuesday 04/27/21					Wednesday 04/28/21					Thursday 04/29/21					Friday 04/30/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	124	665	789	B	\$5.30	104	767	871	C	\$5.30	133	756	889	C	\$5.30	148	793	941	C	\$5.30	129	763	892	C
1500 - 1600	\$5.30	119	748	867	C	\$5.30	102	756	858	C	\$5.30	125	809	934	C	\$5.30	119	779	898	C	\$5.30	119	557	676	B
1600 - 1700	\$2.95	85	710	795	B	\$5.30	98	708	806	C	\$5.30	103	645	748	B	\$5.30	103	700	803	C	\$2.95	118	677	795	B
1700 - 1800	\$2.95	85	596	681	B	\$2.95	90	670	760	B	\$2.95	53	659	712	B	\$5.30	93	649	742	B	\$2.95	109	620	729	B
1800 - 1900	\$2.95	87	472	559	B	\$2.95	90	591	681	B	\$2.95	101	700	801	C	\$2.95	122	656	778	B	\$2.95	165	653	818	C
1900 - 2000	\$1.95	83	263	346	A	\$1.95	74	342	416	B	\$2.95	93	412	505	B	\$2.95	84	388	472	B	\$2.95	143	473	616	B

RCTC WESTBOUND PEAK-HOUR VOLUMES

Westbound AM Peak - McKinley to County Line

AM Time	Monday 03/29/21					Tuesday 03/30/21					Wednesday 03/31/21					Thursday 04/01/21					Friday 04/02/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500																\$5.30	173	596	769	B	\$2.25	125	333	458	B
0500 - 0600																\$9.95	327	1,049	1,376	F	\$6.95	274	809	1,083	D
0600 - 0700																\$10.95	211	806	1,017	D	\$6.95	160	970	1,130	D
0700 - 0800																\$6.95	208	1,247	1,455	F	\$5.30	126	817	943	C
0800 - 0900																\$5.30	140	955	1,095	D	\$2.25	126	733	859	C
0900 - 1000																\$5.30	147	659	806	C	\$2.25	151	552	703	B

AM Time	Monday 04/05/21					Tuesday 04/06/21					Wednesday 04/07/21					Thursday 04/08/21					Friday 04/09/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	166	630	796	B	\$5.30	169	647	816	C	\$5.30	162	712	874	C	\$5.30	134	577	711	B	\$2.25	155	366	521	B
0500 - 0600	\$9.95	287	886	1,173	D	\$9.95	337	1,585	1,922	F	\$9.95	262	1,262	1,524	F	\$9.95	337	1,114	1,451	F	\$6.95	223	880	1,103	D
0600 - 0700	\$9.95	165	1,062	1,227	E	\$10.95	146	549	695	B	\$10.95	175	770	945	C	\$10.95	180	685	865	C	\$6.95	200	1,256	1,456	F
0700 - 0800	\$6.95	173	1,222	1,395	F	\$6.95	183	1,373	1,556	F	\$6.95	171	1,372	1,543	F	\$6.95	147	986	1,133	D	\$5.30	173	1,191	1,364	F
0800 - 0900	\$5.30	134	1,022	1,156	D	\$5.30	142	1,065	1,207	E	\$5.30	134	1,054	1,188	D	\$5.30	133	1,210	1,343	E	\$2.25	112	898	1,010	D
0900 - 1000	\$5.30	106	688	794	B	\$5.30	120	735	855	C	\$5.30	112	736	848	C	\$5.30	104	781	885	C	\$2.25	137	669	806	C

AM Time	Monday 04/12/21					Tuesday 04/13/21					Wednesday 04/14/21					Thursday 04/15/21					Friday 04/16/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	170	603	773	B	\$5.30	197	630	827	C	\$5.30	199	486	685	B	\$5.30	232	484	716	B	\$2.25	159	355	514	B
0500 - 0600	\$9.95	303	965	1,268	E	\$9.95	390	1,508	1,898	F	\$9.95	291	1,213	1,504	F	\$9.95	351	1,259	1,610	F	\$6.95	263	1,085	1,348	E
0600 - 0700	\$9.95	207	1,101	1,308	E	\$10.95	178	573	751	B	\$10.95	212	1,265	1,477	F	\$10.95	248	1,215	1,463	F	\$6.95	187	1,161	1,348	E
0700 - 0800	\$6.95	201	1,366	1,567	F	\$6.95	231	1,407	1,638	F	\$6.95	216	1,488	1,704	F	\$6.95	235	1,434	1,669	F	\$5.30	229	1,280	1,509	F
0800 - 0900	\$5.30	123	1,151	1,274	E	\$5.30	128	1,227	1,355	F	\$5.30	124	1,185	1,309	E	\$5.30	121	1,131	1,252	E	\$2.25	123	1,004	1,127	D
0900 - 1000	\$5.30	84	720	804	C	\$5.30	88	761	849	C	\$5.30	101	764	865	C	\$5.30	101	631	732	B	\$2.25	105	677	782	B

AM Time	Monday 04/19/21					Tuesday 04/20/21					Wednesday 04/21/21					Thursday 04/22/21					Friday 04/23/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	223	470	693	B	\$5.30	214	434	648	B	\$5.30	202	436	638	B	\$5.30	194	402	596	B	\$2.25	146	401	547	B
0500 - 0600	\$9.95	345	1,178	1,523	F	\$9.95	358	1,287	1,645	F	\$9.95	245	829	1,074	D	\$9.95	282	1,218	1,500	F	\$6.95	218	1,067	1,285	E
0600 - 0700	\$9.95	220	1,224	1,444	F	\$10.95	216	1,368	1,584	F	\$10.95	207	986	1,193	D	\$10.95	191	1,360	1,551	F	\$6.95	187	1,118	1,305	E
0700 - 0800	\$6.95	229	1,408	1,637	F	\$6.95	219	1,546	1,765	F	\$6.95	237	1,183	1,420	F	\$6.95	222	1,691	1,913	F	\$5.30	198	1,227	1,425	F
0800 - 0900	\$5.30	138	1,187	1,325	E	\$5.30	123	1,451	1,574	F	\$5.30	168	1,212	1,380	F	\$5.30	161	1,394	1,555	F	\$2.25	148	1,043	1,191	D
0900 - 1000	\$5.30	100	781	881	C	\$5.30	134	1,132	1,266	E	\$5.30	116	814	930	C	\$5.30	107	722	829	C	\$2.25	99	706	805	C

AM Time	Monday 04/26/21					Tuesday 04/27/21					Wednesday 04/28/21					Thursday 04/29/21					Friday 04/30/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	191	498	689	B	\$5.30	209	438	647	B	\$5.30	203	446	649	B	\$5.30	234	457	691	B	\$2.25	197	394	591	B
0500 - 0600	\$9.95	283	1,312	1,595	F	\$9.95	301	1,140	1,441	F	\$9.95	316	1,256	1,572	F	\$9.95	294	1,281	1,575	F	\$6.95	285	1,063	1,348	E
0600 - 0700	\$9.95	204	1,181	1,385	F	\$10.95	202	1,232	1,434	F	\$10.95	237	1,364	1,601	F	\$10.95	209	1,302	1,511	F	\$6.95	192	1,138	1,330	E
0700 - 0800	\$6.95	228	1,413	1,641	F	\$6.95	225	1,391	1,616	F	\$6.95	259	1,533	1,792	F	\$6.95	266	1,481	1,747	F	\$5.30	236	1,147	1,383	F
0800 - 0900	\$5.30	115	1,090	1,205	E	\$5.30	160	1,127	1,287	E	\$5.30	166	1,600	1,766	F	\$5.30	173	1,324	1,497	F	\$2.25	174	1,092	1,266	E
0900 - 1000	\$5.30	123	775	898	C	\$5.30	76	671	747	B	\$5.30	140	1,018	1,158	D	\$5.30	130	919	1,049	D	\$2.25	143	782	925	C

Westbound AM Peak - I-15 North to County Line

AM Time	Monday 03/29/21					Tuesday 03/30/21					Wednesday 03/31/21					Thursday 04/01/21					Friday 04/02/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500																\$2.95	117	341	458	B	\$2.95	88	279	367	A
0500 - 0600																\$6.85	186	779	965	C	\$5.30	129	613	742	B
0600 - 0700																\$6.85	137	899	1,036	D	\$5.30	92	719	811	C
0700 - 0800																\$6.85	119	855	974	C	\$2.95	80	666	746	B
0800 - 0900																\$2.95	103	835	938	C	\$2.95	80	548	628	B
0900 - 1000																\$2.95	117	643	760	B	\$2.95	88	475	563	B

AM Time	Monday 04/05/21					Tuesday 04/06/21					Wednesday 04/07/21					Thursday 04/08/21					Friday 04/09/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$2.95	106	405	511	B	\$2.95	121	369	490	B	\$2.95	100	411	511	B	\$2.95	69	278	347	A	\$2.95	100	309	409	B
0500 - 0600	\$6.85	171	772	943	C	\$6.85	164	859	1,023	D	\$6.85	146	853	999	C	\$6.85	198	819	1,017	D	\$5.30	125	703	828	C
0600 - 0700	\$6.85	118	1,014	1,132	D	\$6.85	112	1,085	1,197	D	\$6.85	106	1,024	1,130	D	\$6.85	144	896	1,040	D	\$5.30	92	851	943	C
0700 - 0800	\$6.85	91	892	983	C	\$6.85	96	965	1,061	D	\$6.85	80	948	1,028	D	\$6.85	17	164	181	A	\$2.95	85	833	918	C
0800 - 0900	\$2.95	75	870	945	C	\$2.95	69	880	949	C	\$2.95	78	882	960	C	\$2.95	78	1,073	1,151	D	\$2.95	79	684	763	B
0900 - 1000	\$2.95	83	545	628	B	\$2.95	80	675	755	B	\$2.95	74	649	723	B	\$2.95	72	720	792	B	\$2.95	78	571	649	B

AM Time	Monday 04/12/21					Tuesday 04/13/21					Wednesday 04/14/21					Thursday 04/15/21					Friday 04/16/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$2.95	101	424	525	B	\$2.95	125	393	518	B	\$2.95	58	285	343	A	\$2.95	89	241	330	A	\$2.95	75	313	388	A
0500 - 0600	\$6.85	191	807	998	C	\$6.85	206	841	1,047	D	\$6.85	103	658	761	B	\$6.85	139	590	729	B	\$5.30	93	586	679	B
0600 - 0700	\$6.85	142	1,029	1,171	D	\$6.85	146	1,098	1,244	E	\$6.85	98	786	884	C	\$6.85	109	744	853	C	\$5.30	83	646	729	B
0700 - 0800	\$6.85	110	979	1,089	D	\$6.85	123	953	1,076	D	\$6.85	93	877	970	C	\$6.85	117	827	944	C	\$2.95	85	622	707	B
0800 - 0900	\$2.95	68	907	975	C	\$2.95	68	935	1,003	D	\$2.95	62	748	810	C	\$2.95	58	749	807	C	\$2.95	64	619	683	B
0900 - 1000	\$2.95	55	579	634	B	\$2.95	67	641	708	B	\$2.95	60	640	700	B	\$2.95	69	598	667	B	\$2.95	65	530	595	B

AM Time	Monday 04/19/21					Tuesday 04/20/21					Wednesday 04/21/21					Thursday 04/22/21					Friday 04/23/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$2.95	105	294	399	A	\$2.95	83	257	340	A	\$2.95	82	271	353	A	\$2.95	70	317	387	A	\$2.95	72	338	410	B
0500 - 0600	\$6.85	147	651	798	B	\$6.85	161	612	773	B	\$6.85	137	654	791	B	\$6.85	137	716	853	C	\$5.30	127	763	890	C
0600 - 0700	\$6.85	113	811	924	C	\$6.85	92	749	841	C	\$6.85	92	705	797	B	\$6.85	96	839	935	C	\$5.30	98	791	889	C
0700 - 0800	\$6.85	102	844	946	C	\$6.85	93	922	1,015	D	\$6.85	104	838	942	C	\$6.85	92	883	975	C	\$2.95	99	806	905	C
0800 - 0900	\$2.95	56	807	863	C	\$2.95	75	871	946	C	\$2.95	79	953	1,032	D	\$2.95	70	779	849	C	\$2.95	73	720	793	B
0900 - 1000	\$2.95	68	630	698	B	\$2.95	54	641	695	B	\$2.95	65	614	679	B	\$2.95	53	624	677	B	\$2.95	66	453	519	B

AM Time	Monday 04/26/21					Tuesday 04/27/21					Wednesday 04/28/21					Thursday 04/29/21					Friday 04/30/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$2.95	81	320	401	B	\$2.95	99	380	479	B	\$2.95	72	350	422	B	\$2.95	102	318	420	B	\$2.95	85	292	377	A
0500 - 0600	\$6.85	122	761	883	C	\$6.85	136	793	929	C	\$6.85	196	917	1,113	D	\$6.85	145	772	917	C	\$5.30	150	717	867	C
0600 - 0700	\$6.85	91	827	918	C	\$6.85	121	998	1,119	D	\$6.85	178	1,049	1,227	E	\$6.85	139	935	1,074	D	\$5.30	91	602	693	B
0700 - 0800	\$6.85	78	583	661	B	\$6.85	118	909	1,027	D	\$6.85	144	1,060	1,204	E	\$6.85	125	930	1,055	D	\$2.95	126	858	984	C
0800 - 0900	\$2.95	63	688	751	B	\$2.95	66	759	825	C	\$2.95	77	899	976	C	\$2.95	72	816	888	C	\$2.95	100	774	874	C
0900 - 1000	\$2.95	53	601	654	B	\$2.95	57	544	601	B	\$2.95	96	610	706	B	\$2.95	57	529	586	B	\$2.95	92	612	704	B

RCTC OPERATIONAL HIGHLIGHTS

On-Road Operations

RCTC Freeway Service Patrol responded to 87 calls during the month of April. Of those calls, 62 were to assist disabled vehicles, six calls to remove debris, and 19 were in response to accidents in the Express Lanes.

91 Express Lanes Back-Office System (BOS) Development Update

In February, Cofiroute USA, LLC (CUSA) notified OCTA and RCTC of a delay to the implementation of the new BOS for the 91 Express Lanes for both Orange and Riverside counties as a result of the COVID-19 pandemic. CUSA is the current operator of the 91 Express Lanes for both OCTA and RCTC and is the firm selected for the design, development, and implementation of the new BOS, as well as the customer service center operation, once the current contract expires on June 30, 2021.

In anticipation that the future contractor would not be able to meet the go-live date in July 2021, the OCTA Board of Directors approved an amendment to the current three-party agreement between CUSA, RCTC, and OCTA, which allowed for six one-month optional extension periods. Staff from both agencies are continuing to work with CUSA to meet the revised anticipated go-live date in October 2021.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

Description	YTD as of : 4/30/2021		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 31,486,625.18	\$ 21,462,000.00	\$ 10,024,625.18	46.7
Fee Revenue	5,183,319.66	2,042,083.33	3,141,236.33	153.8
Total operating revenues	36,669,944.84	23,504,083.33	13,165,861.51	56.0
Operating expenses:				
Salaries and Benefits	490,068.01	562,916.67	72,848.66	12.9
Legal Services	91,908.73	291,666.67	199,757.94	68.5
Advisory Services	57,833.86	62,500.00	4,666.14	7.5
Audit and Accounting Fees	31,550.00	30,000.00	(1,550.00)	(5.2)
Service Fees	1,541.32	16,666.67	15,125.35	90.8
Other Professional Services	439,059.63	2,184,166.67	1,745,107.04	79.9
Lease Expense	228,206.14	408,500.00	180,293.86	44.1
Operations	1,522,405.44	2,489,166.67	966,761.23	38.8
Utilities	20,010.33	68,000.00	47,989.67	70.6
Supplies and Materials	4,690.27	25,000.00	20,309.73	81.2
Membership and Subscription Fees	28,281.50	25,000.00	(3,281.50)	(13.1)
Office Equipment & Furniture (Non-Capital)	4,706.87	12,500.00	7,793.13	62.3
Maintenance/Repairs	94,209.53	304,250.00	210,040.47	69.0
Training Seminars and Conferences	(720.00)	1,916.67	2,636.67	137.6
Transportation Expenses	-	3,333.33	3,333.33	100.0
Lodging	-	2,916.67	2,916.67	100.0
Meals	-	416.67	416.67	100.0
Other Staff Expenses	-	416.67	416.67	100.0
Advertising	4,611.25	229,166.67	224,555.42	98.0
Program Management	62,204.53	138,416.67	76,212.14	55.1
Program Operations	5,942,883.60	7,196,416.67	1,253,533.07	17.4
Litigation Settlement	-	-	-	N/A
Furniture & Equipment	-	254,166.67	254,166.67	100.0
Improvements	-	-	-	N/A
Bad Debt Expense	4,784.23	-	(4,784.23)	N/A
Total operating expenses	9,028,235.24	14,307,500.00	5,279,264.76	36.9
Operating income (loss)	27,641,709.60	9,196,583.33	18,445,126.27	200.6
Nonoperating revenues (expenses):				
Interest Revenue	391,179.63	576,583.33	(185,403.70)	32.2
Other Miscellaneous Revenue	52,435.68	83.33	52,352.35	(62,822.8)
Interest Expense	(22,234,617.17)	(5,933,250.00)	(16,301,367.17)	274.7
Total nonoperating revenues (expenses)	(21,791,001.86)	(5,356,583.33)	(16,434,418.53)	(306.8)
Transfers In	-	-	-	N/A
Transfers Out	(643,900.00)	(854,416.67)	210,516.67	(24.6)
Net income (loss)	\$ 5,206,807.74	\$ 2,985,583.33	\$ 2,221,224.41	74.4

¹ Unaudited

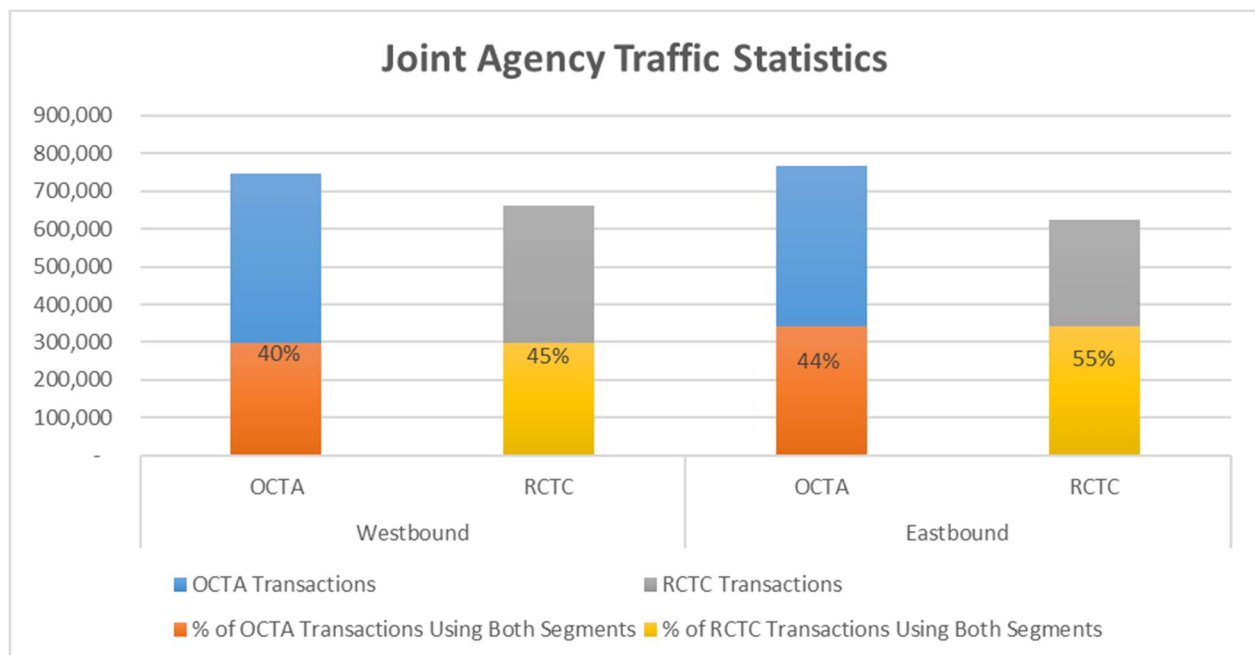
JOINT AGENCY TRIP AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING April 30, 2021

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	746,614	296,617	40%	\$2,060,112
RCTC	660,572	296,617	45%	\$2,069,752
I - 15	260,164	195,168	75%	\$729,556
McKinley	400,408	101,449	25%	\$1,340,195
Eastbound				
OCTA	768,779	341,995	44%	\$2,709,160
RCTC	624,002	341,995	55%	\$2,185,332
I - 15	232,331	134,426	58%	\$596,281
McKinley	391,671	207,569	53%	\$1,589,051

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	Reporting Period	PERFORMANCE STANDARD	Apr-21 Performance
CUSTOMER SERVICE			
Call Wait Time	Monthly	Not to exceed 2 minutes	1:44
Abandon Rate	Monthly	No more than 4.0%	2.3%
Customer Satisfaction	Monthly	At least 75 outbound calls	75
VIOLATION PROCESSING			
Response Time	Monthly	Within 2 business days of receipt	1.0
CUSA Violation Collection Rate	Quarterly	70% or more	
CUSA Violation Collection Rate	Annually	74% or more	
TRAFFIC OPERATIONS			
Initial & Secondary Reviews	Monthly	Equal to or less than 15 days	1.5
Plate Misread Errors	Monthly	Equal to or less than 0.4%	0.02%
CAS Response Time	Monthly	0:20 (minutes) per call	0:06
ACCOUNTING			
OCTA Exceptions	Monthly	No more than 3	0
RCTC Exceptions	Monthly	No more than 3	0
INFORMATION TECHNOLOGY			
Back-office System Uptime	Monthly	99% Availability	100%
Network Uptime	Monthly	99% Availability	100%

CUSA = Cofiroute USA; CAS = OCTA Customer Assistance Specialists

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

JOINT AGENCY TRANSPONDER DISTRIBUTION

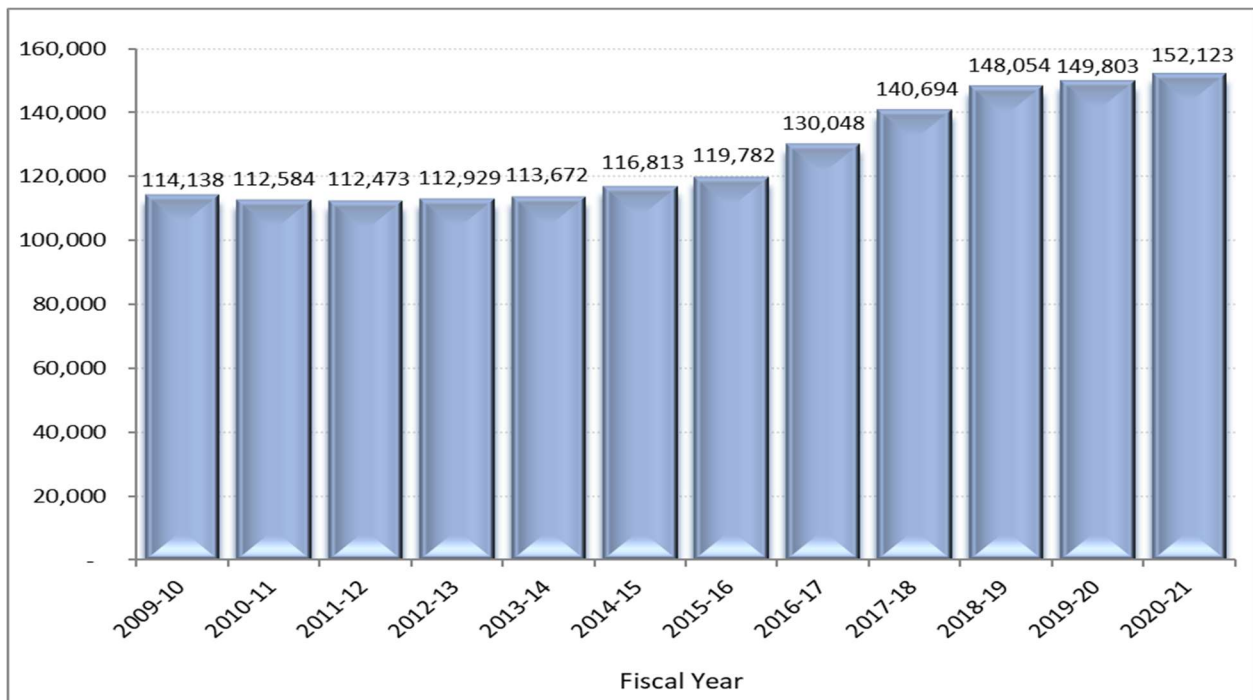
T21 TRANSPONDER DISTRIBUTION	April-21		March-21		FY 2020-21	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	1,425	98.4%	1,378	98.1%	810	97.1%
Additional Tags to Existing Accounts	11	0.8%	15	1.1%	15	1.7%
Replacement Transponders	12	0.8%	11	0.8%	10	1.2%
Total Issued	1,448		1,404		835	
Returned						
Account Closures					835	21.6%
Accounts Downsizing					0	0.0%
Defective Transponders	4,623	100.0%	5,821	100.0%	3,038	78.4%
Total Returned	4,623		5,821		3,873	

6C TRANSPONDER DISTRIBUTION	April-21		March-21		FY 2020-21	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	39,080	99.9%	66,550	99.9%	28,618	99.9%
Additional Tags to Existing Accounts	27	0.1%	55	0.1%	25	0.1%
Replacement Transponders	1	0.0%	0	0.0%	1	0.0%
Total Issued	39,108		66,605		28,645	
Returned						
Account Closures						
Accounts Downsizing						
Defective Transponders						
Total Returned						

At the end of April 2021, the 91 Express Lanes had 152,123 active customer accounts and 555,644 transponders classified as assigned.

Number of Accounts by FY

As of April 30, 2021



Incoming Email Activity

During April, the Anaheim Processing Center received 4,000 emails.

Operational Activity

Amid concerns about the spread of COVID-19 and following the State of California's guidance to help reduce its spread, the 91 Express Lanes Customer Walk-In Center was closed in March 2020 and will remain so until further notice. Operational activities in the Anaheim and Corona locations continued to function with a combination of remote workers and core staff located at the facilities. Core essential functions include aiding stranded motorists, providing incident management services, and dispatching emergency vehicles through the traffic operations center. The call center remains open to respond to customer service and violation calls.



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



Status Report
May 2021

As of May 31, 2021

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes for May 2021 was 1,577,066. This represents a daily average of 50,873 vehicles. This is a 105.7 percent increase in total traffic volume from the same period last year, which totaled 766,588 and was the third month of the State of California's stay-at-home order due to the coronavirus (COVID-19) pandemic. Potential toll revenue for May was \$4,804,320, which represents an increase of 85.2 percent from the prior year's total of \$2,594,469. Carpool percentage for May was 22.8 percent as compared to the previous year's rate of 23.8 percent. As compared to May 2019, traffic volume increased by 2.6 percent and revenue increased by 5.1 percent. Traffic volumes are returning to pre-COVID-19 levels as Southern California counties entered into less restrictive tiers of the State's Blueprint for a Safer Economy plan in May.

Month-to-date traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the Orange County Transportation Authority (OCTA) 91 Express Lanes and associated potential revenue for the month of May 2021.

Current Month-to-Date (MTD) as of May 31, 2021

	May-21 MTD Actual	May-20 MTD Actual	Yr 21-to-Yr 20 % Variance	May-19 MTD Actual	Yr 21-to-Yr 19 % Variance
Trips					
Full Toll Lanes	1,218,007	584,419	108.4%	1,119,465	8.8%
3+ Lanes	359,059	182,169	97.1%	417,578	(14.0%)
Total Gross Trips	1,577,066	766,588	105.7%	1,537,043	2.6%
Revenue					
Full Toll Lanes	\$4,760,306	\$2,550,977	86.6%	\$4,485,490	6.1%
3+ Lanes	\$44,014	\$43,492	1.2%	\$86,806	(49.3%)
Total Gross Revenue	\$4,804,320	\$2,594,469	85.2%	\$4,572,297	5.1%
Average Revenue per Trip					
Average Full Toll Lanes	\$3.91	\$4.36	(10.3%)	\$4.01	(2.4%)
Average 3+ Lanes	\$0.12	\$0.24	(50.0%)	\$0.21	(42.3%)
Average Gross Revenue	\$3.05	\$3.38	(9.8%)	\$2.97	2.5%

The 2021 fiscal year-to-date traffic volume decreased by 2.1 percent and potential toll revenue increased by 2 percent, when compared with the same period last year. Year-to-date average revenue per trip is \$3.21.

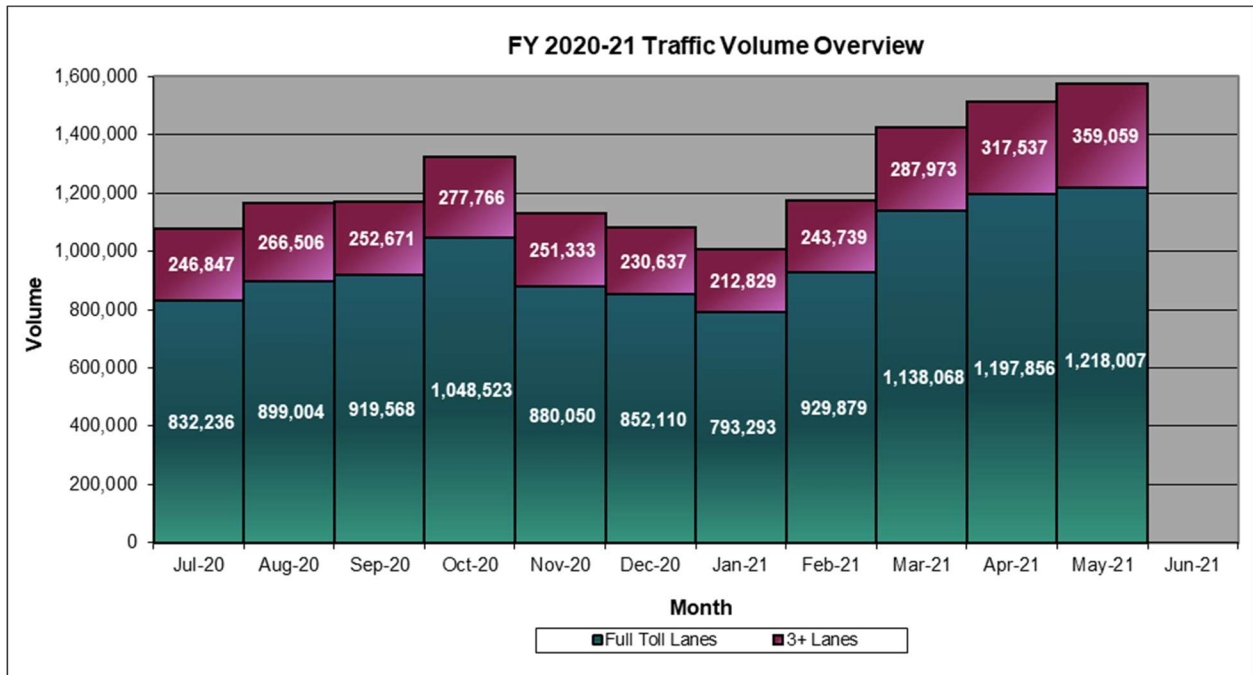
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the months of July 2020 through May 2021.

Fiscal Year (FY) 2020-21 Year-to-Date (YTD) as of May 31, 2021

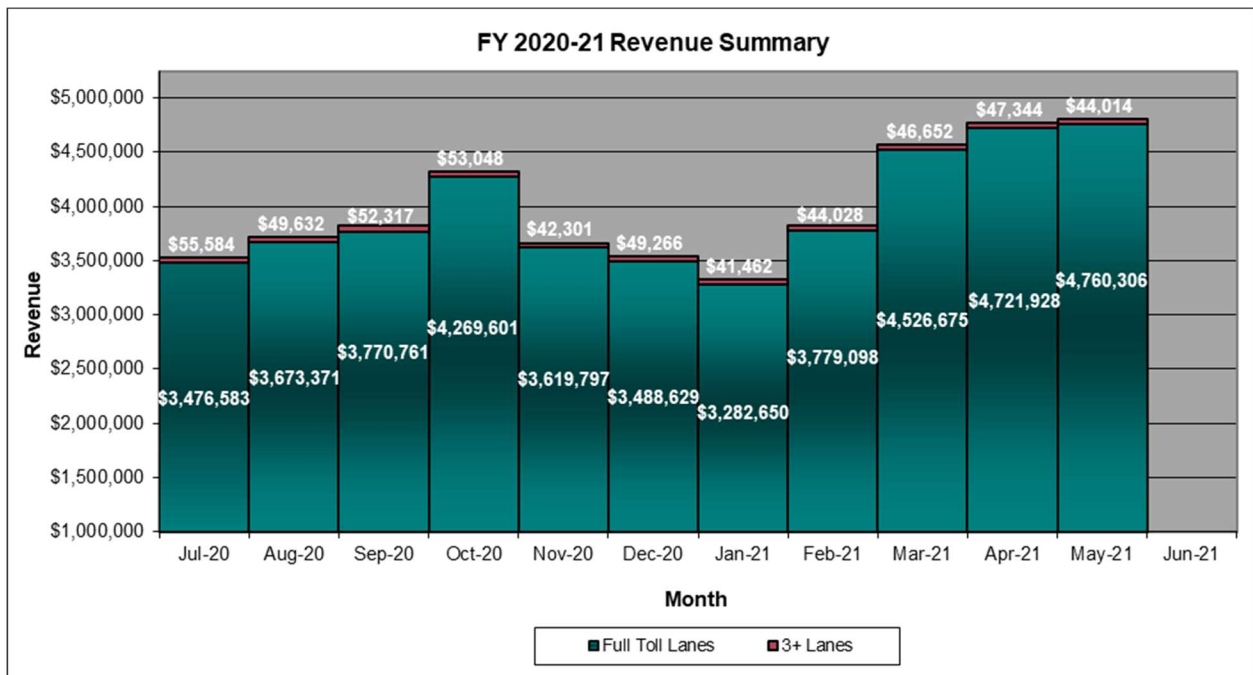
	FY 2020-21 YTD Actual	FY 2019-20 YTD Actual	Yr-to-Yr % Variance
Trips			
Full Toll Lanes	10,708,596	10,417,533	2.8%
3+ Lanes	2,946,898	3,526,596	(16.4%)
Total Gross Trips	13,655,494	13,944,129	(2.1%)
Revenue			
Full Toll Lanes	\$43,369,406	\$42,382,105	2.3%
3+ Lanes	\$525,648	\$662,458	(20.7%)
Total Gross Revenue	\$43,895,055	\$43,044,563	2.0%
Average Revenue per Trip			
Average Full Toll Lanes	\$4.05	\$4.07	(0.5%)
Average 3+ Lanes	\$0.18	\$0.19	(5.3%)
Average Gross Revenue	\$3.21	\$3.09	3.9%

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between full toll trips and high-occupancy vehicle (HOV3+) trips for FY 2020-21 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll trips and HOV3+ trips for FY 2020-21 on a monthly basis.



OCTA EASTBOUND PEAK-HOUR VOLUMES

Peak-hour traffic in the eastbound direction reached or exceeded 90 percent of defined capacity 15 times during the month of May 2021. As demonstrated on the next chart, westbound peak-hour traffic volumes top out at 79 percent of defined capacity.

PM Time	Monday 05/03/21				Tuesday 05/04/21				Wednesday 05/05/21				Thursday 05/06/21				Friday 05/07/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	388	2,642	78%	\$5.15	369	2,591	76%	\$5.15	367	3,044	90%	\$6.95	397	3,155	93%	\$8.10	454	2,852	84%
1500 - 1600	\$5.50	490	3,048	90%	\$4.75	502	3,438	101%	\$7.25	496	2,817	83%	\$7.25	508	2,775	82%	\$7.65	536	2,908	86%
1600 - 1700	\$4.35	354	3,159	93%	\$5.00	339	2,474	73%	\$6.50	335	2,857	84%	\$6.80	343	3,006	88%	\$7.45	387	2,740	81%
1700 - 1800	\$4.80	335	2,665	78%	\$4.90	363	2,936	86%	\$5.40	393	3,001	88%	\$6.70	397	2,970	87%	\$6.55	461	2,861	84%
1800 - 1900	\$5.50	380	1,958	58%	\$3.95	430	2,617	77%	\$3.95	448	2,767	81%	\$4.35	509	2,767	81%	\$6.55	580	2,690	79%
1900 - 2000	\$3.85	282	1,183	35%	\$3.85	329	1,471	43%	\$3.85	338	1,543	45%	\$5.60	427	1,764	52%	\$6.05	524	1,955	58%

PM Time	Monday 05/10/21				Tuesday 05/11/21				Wednesday 05/12/21				Thursday 05/13/21				Friday 05/14/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	398	2,738	81%	\$5.15	359	2,629	77%	\$5.15	390	3,038	89%	\$6.95	433	3,202	94%	\$8.10	537	3,036	89%
1500 - 1600	\$5.50	478	2,960	87%	\$4.75	433	3,231	95%	\$7.25	507	2,946	87%	\$7.25	496	2,757	81%	\$7.65	559	2,974	87%
1600 - 1700	\$4.35	379	3,149	93%	\$5.00	317	2,657	78%	\$6.50	319	2,800	82%	\$6.80	338	2,799	82%	\$7.45	361	2,657	78%
1700 - 1800	\$4.80	356	2,702	79%	\$4.90	384	2,913	86%	\$5.40	417	3,041	89%	\$6.70	394	2,815	83%	\$6.55	438	2,830	83%
1800 - 1900	\$5.50	469	2,317	68%	\$3.95	445	2,674	79%	\$3.95	488	2,683	79%	\$4.35	546	2,934	86%	\$6.55	514	2,400	71%
1900 - 2000	\$3.85	360	1,354	40%	\$3.85	345	1,464	43%	\$3.85	389	1,641	48%	\$5.60	433	1,854	55%	\$6.05	498	1,975	58%

PM Time	Monday 05/17/21				Tuesday 05/18/21				Wednesday 05/19/21				Thursday 05/20/21				Friday 05/21/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	354	2,629	77%	\$5.15	397	2,698	79%	\$5.15	381	2,940	86%	\$6.95	435	3,227	95%	\$8.10	503	2,938	86%
1500 - 1600	\$5.50	469	3,038	89%	\$4.75	492	3,321	98%	\$7.25	463	2,714	80%	\$7.25	536	2,757	81%	\$7.65	524	2,814	83%
1600 - 1700	\$4.35	392	3,303	97%	\$5.00	301	2,552	75%	\$6.50	313	2,793	82%	\$6.80	322	2,822	83%	\$7.45	394	2,873	85%
1700 - 1800	\$4.80	367	2,585	76%	\$4.90	392	2,996	88%	\$5.40	409	3,009	89%	\$6.70	391	2,920	86%	\$6.55	405	2,864	84%
1800 - 1900	\$5.50	380	1,862	55%	\$3.95	431	2,491	73%	\$3.95	472	2,883	85%	\$4.35	505	2,766	81%	\$6.55	473	2,404	71%
1900 - 2000	\$3.85	318	1,192	35%	\$3.85	271	1,357	40%	\$3.85	375	1,569	46%	\$5.60	435	1,835	54%	\$6.05	518	1,980	58%

PM Time	Monday 05/24/21				Tuesday 05/25/21				Wednesday 05/26/21				Thursday 05/27/21				Friday 05/28/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	375	2,728	80%	\$5.15	418	2,732	80%	\$5.15	404	2,945	87%	\$6.95	482	3,311	97%	\$8.10	588	2,944	87%
1500 - 1600	\$5.50	503	2,998	88%	\$4.75	474	3,225	95%	\$7.25	480	2,756	81%	\$7.25	520	2,595	76%	\$7.65	602	2,832	83%
1600 - 1700	\$4.35	385	3,235	95%	\$5.00	324	2,558	75%	\$6.50	353	2,923	86%	\$6.80	335	2,766	81%	\$7.45	477	2,793	82%
1700 - 1800	\$4.80	311	2,649	78%	\$4.90	393	2,934	86%	\$5.40	439	3,059	90%	\$6.70	405	2,801	82%	\$6.55	468	2,585	76%
1800 - 1900	\$5.50	423	2,159	64%	\$3.95	459	2,706	80%	\$3.95	510	2,881	85%	\$4.35	545	2,900	85%	\$6.55	522	2,162	64%
1900 - 2000	\$3.85	355	1,344	40%	\$3.85	355	1,451	43%	\$3.85	385	1,672	49%	\$5.60	481	2,106	62%	\$6.05	522	1,853	55%

PM Time	Monday 05/31/21				Tuesday 06/01/21				Wednesday 06/02/21				Thursday 06/03/21				Friday 06/04/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$4.25	373	1,105	33%																
1500 - 1600	\$4.25	385	1,121	33%																
1600 - 1700	\$4.25	353	1,016	30%																
1700 - 1800	\$4.25	385	943	28%																
1800 - 1900	\$4.25	386	992	29%																
1900 - 2000	\$4.25	461	1,030	30%																

OCTA WESTBOUND PEAK-HOUR VOLUMES

AM Time	Monday 05/03/21				Tuesday 05/04/21				Wednesday 05/05/21				Thursday 05/06/21				Friday 05/07/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	381	1,224	36%	\$3.05	403	1,263	37%	\$3.05	420	1,270	37%	\$3.05	402	1,255	37%	\$3.05	338	1,029	30%
0500 - 0600	\$4.95	558	2,465	73%	\$4.95	591	2,499	74%	\$4.95	582	2,570	76%	\$4.95	572	2,488	73%	\$4.70	512	2,234	66%
0600 - 0700	\$5.15	404	2,430	71%	\$5.15	422	2,537	75%	\$5.15	370	2,447	72%	\$5.15	426	2,458	72%	\$4.95	341	2,257	66%
0700 - 0800	\$5.65	394	2,413	71%	\$5.65	391	2,606	77%	\$5.65	400	2,530	74%	\$5.65	438	2,580	76%	\$5.50	416	2,346	69%
0800 - 0900	\$5.15	244	2,220	65%	\$5.15	218	2,279	67%	\$5.15	244	2,243	66%	\$5.15	247	2,334	69%	\$4.95	288	2,112	62%
0900 - 1000	\$4.10	196	1,860	55%	\$4.10	215	2,068	61%	\$4.10	231	2,031	60%	\$4.10	224	1,917	56%	\$4.10	253	1,651	49%

AM Time	Monday 05/10/21				Tuesday 05/11/21				Wednesday 05/12/21				Thursday 05/13/21				Friday 05/14/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	390	1,236	36%	\$3.05	396	1,270	37%	\$3.05	391	1,248	37%	\$3.05	399	1,192	35%	\$3.05	362	1,106	33%
0500 - 0600	\$4.95	575	2,457	72%	\$4.95	592	2,453	72%	\$4.95	602	2,435	72%	\$4.95	616	2,483	73%	\$4.70	485	2,203	65%
0600 - 0700	\$5.15	382	2,349	69%	\$5.15	381	2,476	73%	\$5.15	438	2,578	76%	\$5.15	421	2,425	71%	\$4.95	356	2,204	65%
0700 - 0800	\$5.65	419	2,487	73%	\$5.65	424	2,531	74%	\$5.65	396	2,540	75%	\$5.65	397	2,494	73%	\$5.50	380	2,142	63%
0800 - 0900	\$5.15	265	2,121	62%	\$5.15	263	2,207	65%	\$5.15	284	2,313	68%	\$5.15	262	2,277	67%	\$4.95	272	1,982	58%
0900 - 1000	\$4.10	218	1,682	49%	\$4.10	168	1,769	52%	\$4.10	194	1,765	52%	\$4.10	225	1,972	58%	\$4.10	222	1,577	46%

AM Time	Monday 05/17/21				Tuesday 05/18/21				Wednesday 05/19/21				Thursday 05/20/21				Friday 05/21/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	398	1,237	36%	\$3.05	428	1,299	38%	\$3.05	434	1,280	38%	\$3.05	399	1,223	36%	\$3.05	354	1,052	31%
0500 - 0600	\$4.95	560	2,410	71%	\$4.95	593	2,445	72%	\$4.95	581	2,434	72%	\$4.95	581	2,435	72%	\$4.70	466	2,192	64%
0600 - 0700	\$5.15	404	2,453	72%	\$5.15	414	2,520	74%	\$5.15	394	2,472	73%	\$5.15	411	2,423	71%	\$4.95	376	2,297	68%
0700 - 0800	\$5.65	389	2,439	72%	\$5.65	450	2,513	74%	\$5.65	387	2,461	72%	\$5.65	413	2,462	72%	\$5.50	400	2,223	65%
0800 - 0900	\$5.15	260	2,120	62%	\$5.15	282	2,231	66%	\$5.15	261	2,213	65%	\$5.15	254	2,163	64%	\$4.95	264	2,064	61%
0900 - 1000	\$4.10	208	1,614	47%	\$4.10	209	1,976	58%	\$4.10	199	1,753	52%	\$4.10	204	1,782	52%	\$4.10	259	1,699	50%

AM Time	Monday 05/24/21				Tuesday 05/25/21				Wednesday 05/26/21				Thursday 05/27/21				Friday 05/28/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	384	1,182	35%	\$3.05	412	1,280	38%	\$3.05	396	1,263	37%	\$3.05	394	1,200	35%	\$3.05	319	1,000	29%
0500 - 0600	\$4.95	532	2,506	74%	\$4.95	547	2,591	76%	\$4.95	581	2,549	75%	\$4.95	574	2,468	73%	\$4.70	452	2,060	61%
0600 - 0700	\$5.15	387	2,481	73%	\$5.15	434	2,673	79%	\$5.15	417	2,612	77%	\$5.15	438	2,463	72%	\$4.95	347	2,085	61%
0700 - 0800	\$5.65	425	2,564	75%	\$5.65	418	2,599	76%	\$5.65	422	2,619	77%	\$5.65	452	2,574	76%	\$5.50	400	2,201	65%
0800 - 0900	\$5.15	266	2,407	71%	\$5.15	285	2,232	66%	\$5.15	304	2,501	74%	\$5.15	280	2,190	64%	\$4.95	266	1,797	53%
0900 - 1000	\$4.10	265	1,845	54%	\$4.10	274	2,182	64%	\$4.10	292	2,311	68%	\$4.10	264	2,035	60%	\$4.10	255	1,627	48%

AM Time	Monday 05/31/21				Tuesday 06/01/21				Wednesday 06/02/21				Thursday 06/03/21				Friday 06/04/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$1.70	54	114	3%																
0500 - 0600	\$1.70	68	197	6%																
0600 - 0700	\$1.70	64	257	8%																
0700 - 0800	\$1.70	117	347	10%																
0800 - 0900	\$2.50	212	689	20%																
0900 - 1000	\$3.60	365	1,091	32%																

OCTA OPERATIONAL HIGHLIGHTS

On-Road Operations

OCTA customer assistance specialists (CAS) responded to 111 calls during the month of May. Of those calls, 83 were to assist disabled vehicles and 16 calls to remove debris. The CAS provided assistance to 12 accidents in the Express Lanes with two of those accidents originating in the State Route 91 general purpose lanes.

91 Express Lanes Back-Office System (BOS) Development Update

In February, Cofiroute USA, LLC (CUSA) notified OCTA and the Riverside County Transportation Commission (RCTC) of a delay to the implementation of the new BOS for the 91 Express Lanes for both Orange and Riverside counties as a result of the COVID-19 pandemic. CUSA is the current operator of the 91 Express Lanes for both OCTA and RCTC and is the firm selected for the design, development, and implementation of the new BOS, as well as the customer service center operation, once the current contract expires on June 30, 2021.

In anticipation that the future contractor would not be able to meet the go-live date in July 2021, the OCTA Board of Directors approved an amendment to the current three-party agreement between CUSA, RCTC, and OCTA, which allowed for six one-month optional extension periods. Staff from both agencies are continuing to work with CUSA to meet the revised anticipated go-live date in October 2021.

91 Express Lanes Toll Entrance Gantries Infrastructure Project Update

OCTA entered into an agreement with the California Department of Transportation (Caltrans) to provide construction and construction management services for the 91 Express Lanes Toll Entrance Gantries Infrastructure Project. This project entails constructing new toll gantries infrastructure at the three entrances of the OCTA 91 Express Lanes. Caltrans advertised the project in March 2021, and the project was awarded in May. The contract is expected to be executed in June with notice to proceed to occur in July. Upon completion of the infrastructure project, Kapsch TrafficCom USA, Inc., the toll lanes system integrator for the 91 Express Lanes, will install new Electronic Toll and Traffic Management system equipment onto the new gantries.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

Description	YTD as of : 5/31/2021		YTD Variance	
	Actual ⁽¹⁾	Budget ⁽¹⁾	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 40,506,218.86	\$ 29,848,395.00	\$ 10,657,823.86	35.7
Fee Revenue	4,973,283.39	1,938,673.00	3,034,610.39	156.5
Total operating revenues	45,479,502.25	31,787,068.00	13,692,434.25	43.1
Operating expenses:				
Contracted Services	6,168,336.14	6,597,360.00	429,023.86	6.5
Administrative Fee	2,746,865.00	2,861,606.00	114,741.00	4.0
Other Professional Services	1,032,278.79	2,950,514.00	1,918,235.21	65.0
Credit Card Processing Fees	964,469.89	836,280.00	(128,189.89)	(15.3)
Toll Road Account Servicing	574,808.34	541,500.00	(33,308.34)	(6.2)
Other Insurance Expense	405,715.40	804,075.00	398,359.60	49.5
Toll Road Maintenance Supply Repairs	139,909.31	2,178,480.00	2,038,570.69	93.6
Patrol Services	723,131.25	967,093.00	243,961.75	25.2
Building Equipment Repairs and Maint	719,192.99	1,145,779.00	426,586.01	37.2
6C Transponders	-	187,500.00	187,500.00	100.0
Other Services ⁽⁵⁾	(982,530.32)	48,885.00	1,031,415.32	2,109.9
Utilities	41,630.90	105,380.00	63,749.10	60.5
Office Expense	9,966.48	84,717.00	74,750.52	88.2
Bad Debt Expense	142,788.65	-	(142,788.65)	N/A
Miscellaneous ⁽²⁾	42,438.44	126,546.00	84,107.56	66.5
Leases	431,341.67	444,400.00	13,058.33	2.9
Total operating expenses	13,160,342.93	19,880,115.00	6,719,772.07	33.8
Depreciation and Amortization ⁽³⁾	3,945,884.07	-	(3,945,884.07)	N/A
Operating income (loss)	28,373,275.25	11,906,953.00	16,466,322.25	138.3
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	421,751.62	937,500.00	(515,748.38)	(55.0)
Interest Income	3,922,322.03	1,348,864.00	2,573,458.03	190.8
Interest Expense	(3,926,974.71)	(4,032,369.00)	105,394.29	2.6
Other	11,462.08	-	11,462.08	N/A
Total nonoperating revenues (expenses)	428,561.02	(1,746,005.00)	2,174,566.02	124.5
Transfers In	-	-	-	N/A
Transfers Out ⁽⁴⁾	(10,858,899.77)	(35,846,100.00)	24,987,200.23	69.7
Net income (loss)	\$ 17,942,936.50	\$ (25,685,152.00)	\$ 43,628,088.50	(169.9)

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

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

³Depreciation and amortization are not budgeted items.

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

⁵Litigation settlement was accrued, the negative will be offset once the litigation payment is issued.

Capital Asset Activity

During the eleven months ending May 31, 2021, capital asset activities included \$11,453 for the replacement of the air-conditioning units for the eastbound toll plaza, \$810,223 for the BOS replacement project, and \$2,491,662 for payment of 6C implementation costs for the Electronic Toll and Traffic Management system.



OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 Express Lanes for May 2021 was 1,357,183. This represents a daily average of 43,780 vehicles. This is a 106.3 percent increase in total traffic volume from the same period last year, which totaled 657,795 and was the third month of the COVID-19 stay-at-home order. Potential toll revenue for May was \$4,371,441, which represents an increase of 132 percent from the prior year's total of \$1,884,440. Carpool percentage for May was 21.1 percent as compared to the previous year's rate of 22.1 percent. As compared to May 2019, traffic volume increased by 0.1 percent while revenue decreased by 18.5 percent. Traffic volumes are returning to pre-COVID-19 levels as Southern California counties enter into less restrictive tiers of the State's Blueprint for a Safer Economy plan in May.

Month-to-date traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the month of May 2021.

Current Month-to-Date as of May 31, 2021

Trips	MAY-21 MTD Actual	Stantec MTD Projected	# Variance	% Variance	MAY-20 MTD Actual	Yr 21-to-Yr 20 % Variance	May-19 MTD Actual	Yr 21-to-Yr 19 % Variance
Full Toll Lanes	1,070,406	1,087,829	(17,423)	(1.6%)	512,594	108.8%	1,008,723	6.1%
3+ Lanes	286,777	358,886	(72,109)	(20.1%)	145,201	97.5%	347,560	(17.5%)
Total Gross Trips	1,357,183	1,446,714	(89,531)	(6.2%)	657,795	106.3%	1,356,283	0.1%
Revenue								
Full Toll Lanes	\$4,328,328	\$4,819,143	(\$490,815)	(10.2%)	\$1,860,290	132.7%	\$5,313,798	(18.5%)
3+ Lanes	\$43,113	\$0	\$43,113		\$24,150	78.5%	\$46,697	(7.7%)
Total Gross Revenue	\$4,371,441	\$4,819,143	(\$447,702)	(9.3%)	\$1,884,440	132.0%	\$5,360,495	(18.5%)
Average Revenue per Trip								
Average Full Toll Lanes	\$4.04	\$4.43	(\$0.39)	(8.8%)	\$3.63	11.3%	\$5.27	(23.3%)
Average 3+ Lanes	\$0.15	\$0.00	\$0.15		\$0.17	(11.8%)	\$0.13	15.4%
Average Gross Revenue	\$3.22	\$3.33	(\$0.11)	(3.3%)	\$2.86	12.6%	\$3.95	(18.5%)

The 2021 fiscal year-to-date traffic volume decreased by 5.2 percent and potential toll revenue decreased by 24 percent, when compared with the same period last year. Year-to-date average revenue per-trip is \$3.37.

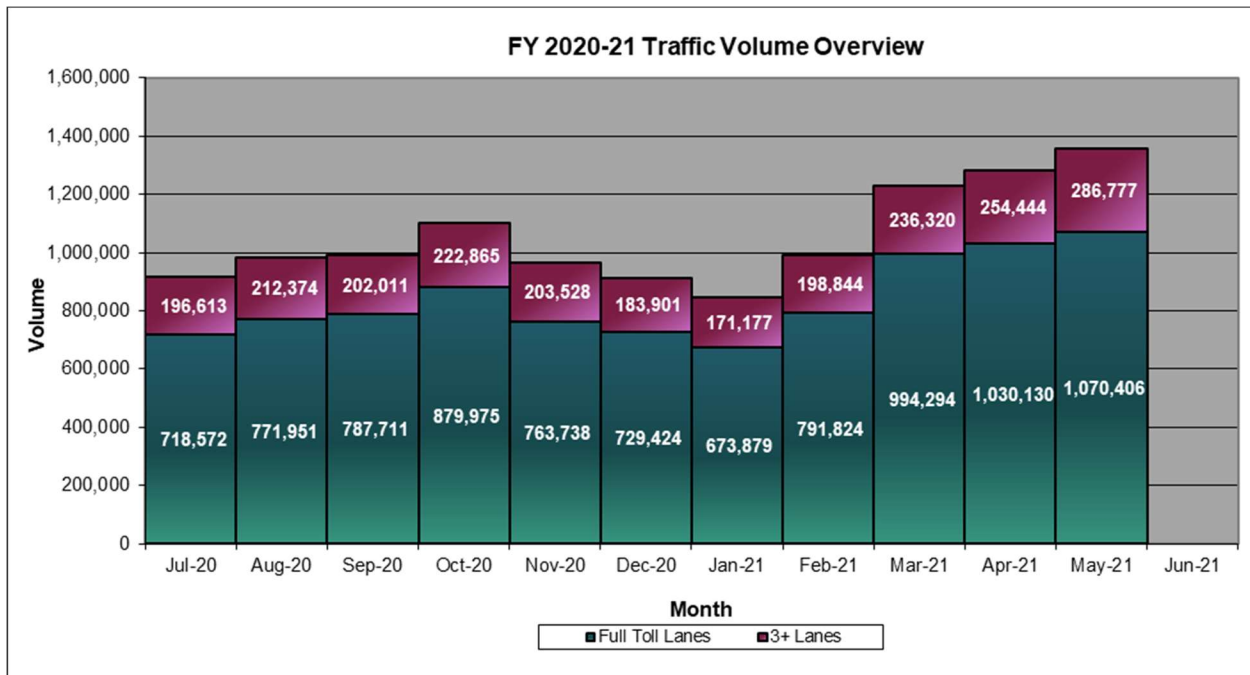
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the months of July 2020 through May 2021.

FY 2020-21 Year-to-Date as of May 31, 2021

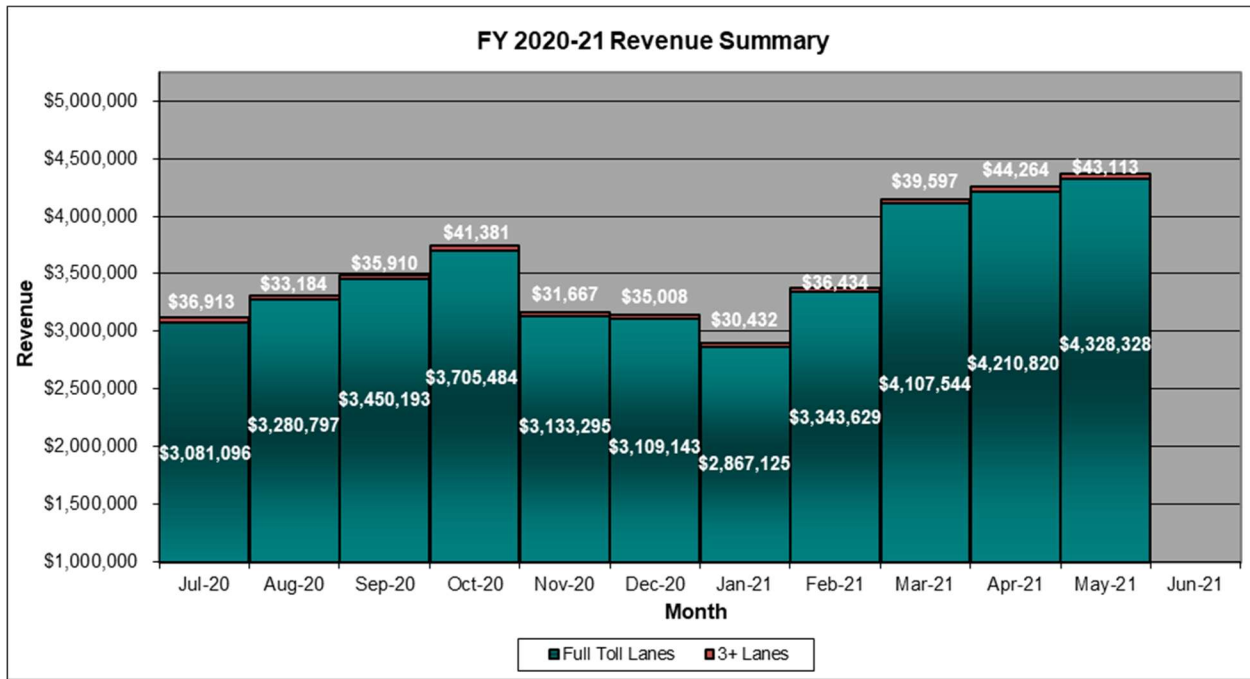
	FY 2020-21 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2019-20 YTD Actual	Yr-to-Yr % Variance
Trips						
Full Toll Lanes	9,211,904	11,153,300	(1,941,396)	(17.4%)	9,342,545	(1.4%)
3+ Lanes	2,368,854	3,629,714	(1,260,860)	(34.7%)	2,874,648	(17.6%)
Total Gross Trips	11,580,758	14,783,014	(3,202,256)	(21.7%)	12,217,193	(5.2%)
Revenue						
Full Toll Lanes	\$38,617,453	\$48,110,571	(\$9,493,118)	(19.7%)	\$51,003,714	(24.3%)
3+ Lanes	\$407,902	\$0	\$407,902		\$346,167	17.8%
Total Gross Revenue	\$39,025,355	\$48,110,571	(\$9,085,216)	(18.9%)	\$51,349,881	(24.0%)
Average Revenue per Trip						
Average Full Toll Lanes	\$4.19	\$4.31	(\$0.12)	(2.8%)	\$5.46	(23.3%)
Average 3+ Lanes	\$0.17	\$0.00	\$0.17		\$0.12	41.7%
Average Gross Revenue	\$3.37	\$3.25	\$0.12	3.7%	\$4.20	(19.8%)

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between full toll lanes and HOV3+ lanes for FY 2020-21 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll lanes and HOV3+ lanes for FY 2020-21 on a monthly basis.



RCTC PEAK-HOUR VOLUMES

In May, several peak period toll rates were adjusted in response to traffic volumes. A plan is in place to monitor traffic volumes and adjust toll rates as traffic returns to pre-COVID-19 volumes.

RCTC EASTBOUND PEAK-HOUR VOLUMES

Eastbound PM Peak - County Line to McKinley

PM Time	Monday 05/03/21					Tuesday 05/04/21					Wednesday 05/05/21					Thursday 05/06/21					Friday 05/07/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	165	961	1,126	D	\$5.30	173	1019	1,192	D	\$8.95	179	1077	1,256	E	\$10.95	185	1,120	1,305	F	\$24.95	272	1,125	1,397	F
1500 - 1600	\$8.95	221	1041	1,262	E	\$10.95	216	1017	1,233	E	\$13.95	199	940	1,139	D	\$16.95	241	1,036	1,277	E	\$24.95	266	953	1,219	E
1600 - 1700	\$6.95	137	988	1,125	D	\$6.95	168	956	1,124	D	\$6.95	199	996	1,195	D	\$8.95	173	1,056	1,229	E	\$14.95	240	1,069	1,309	F
1700 - 1800	\$5.30	160	974	1,134	D	\$5.30	168	1053	1,221	E	\$5.30	193	1017	1,210	E	\$5.30	191	1,056	1,247	E	\$7.95	273	1,035	1,308	F
1800 - 1900	\$4.20	183	754	937	C	\$4.20	233	902	1,135	D	\$5.30	225	994	1,219	E	\$5.30	263	989	1,252	E	\$5.30	304	969	1,273	E
1900 - 2000	\$2.25	115	414	529	B	\$2.25	142	519	661	B	\$2.25	163	540	703	B	\$2.25	195	685	880	C	\$2.25	225	750	975	C

PM Time	Monday 05/10/21					Tuesday 05/11/21					Wednesday 05/12/21					Thursday 05/13/21					Friday 05/14/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	174	1057	1,231	E	\$5.30	160	1078	1,238	E	\$8.95	181	1090	1,271	E	\$10.95	210	1,124	1,334	F	\$24.95	310	1,022	1,332	F
1500 - 1600	\$8.95	217	951	1,168	D	\$10.95	202	978	1,180	D	\$13.95	233	970	1,203	E	\$16.95	252	995	1,247	E	\$24.95	256	866	1,122	D
1600 - 1700	\$6.95	193	1026	1,219	E	\$6.95	201	1036	1,237	E	\$6.95	172	1130	1,302	F	\$8.95	180	1,056	1,236	E	\$14.95	259	1,073	1,332	F
1700 - 1800	\$5.30	174	1047	1,221	E	\$5.30	169	1024	1,193	D	\$5.30	202	1061	1,263	E	\$5.30	174	1,052	1,226	E	\$7.95	221	1,028	1,249	E
1800 - 1900	\$4.20	207	866	1,073	D	\$4.20	233	957	1,190	D	\$5.30	230	944	1,174	D	\$5.30	225	954	1,179	D	\$5.30	265	1,021	1,286	E
1900 - 2000	\$2.25	159	532	691	B	\$2.25	159	542	701	B	\$2.25	176	574	750	B	\$2.25	217	784	1,001	D	\$2.25	243	775	1,018	D

PM Time	Monday 05/17/21					Tuesday 05/18/21					Wednesday 05/19/21					Thursday 05/20/21					Friday 05/21/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	159	1002	1,161	D	\$5.30	171	1132	1,303	F	\$8.95	154	1048	1,202	E	\$10.95	205	1,057	1,262	E	\$24.95	325	1,062	1,387	F
1500 - 1600	\$8.95	213	925	1,138	D	\$10.95	218	939	1,157	D	\$13.95	191	1070	1,261	E	\$16.95	215	1,002	1,217	E	\$24.95	285	973	1,258	E
1600 - 1700	\$6.95	196	945	1,141	D	\$6.95	157	1032	1,189	D	\$6.95	188	1042	1,230	E	\$8.95	206	987	1,193	D	\$14.95	243	976	1,219	E
1700 - 1800	\$5.30	170	1058	1,228	E	\$5.30	167	1010	1,177	D	\$5.30	193	1064	1,257	E	\$5.30	153	1,086	1,239	E	\$7.95	280	1,067	1,347	F
1800 - 1900	\$4.20	193	666	859	C	\$4.20	218	875	1,093	D	\$5.30	225	985	1,210	E	\$5.30	241	959	1,200	D	\$5.30	268	977	1,245	E
1900 - 2000	\$2.25	148	372	520	B	\$2.25	143	498	641	B	\$2.25	175	603	778	B	\$2.25	181	764	945	C	\$2.25	239	787	1,026	D

PM Time	Monday 05/24/21					Tuesday 05/25/21					Wednesday 05/26/21					Thursday 05/27/21					Friday 05/28/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	180	977	1,157	D	\$5.30	183	1102	1,285	E	\$8.95	201	1055	1,256	E	\$10.95	270	1,317	1,587	F	\$24.95	396	1,010	1,406	F
1500 - 1600	\$8.95	210	1029	1,239	E	\$10.95	199	943	1,142	D	\$13.95	203	1004	1,207	E	\$16.95	244	988	1,232	E	\$24.95	313	783	1,096	D
1600 - 1700	\$6.95	173	1062	1,235	E	\$6.95	194	990	1,184	D	\$6.95	202	1086	1,288	E	\$8.95	212	1,008	1,220	E	\$14.95	363	927	1,290	E
1700 - 1800	\$5.30	143	966	1,109	D	\$5.30	179	952	1,131	D	\$5.30	223	1065	1,288	E	\$5.30	215	996	1,211	E	\$7.95	319	994	1,313	F
1800 - 1900	\$4.20	229	837	1,066	D	\$4.20	210	978	1,188	D	\$5.30	257	1003	1,260	E	\$5.30	248	1,045	1,293	E	\$5.30	277	820	1,097	D
1900 - 2000	\$2.25	158	477	635	B	\$2.25	173	525	698	B	\$2.25	188	650	838	C	\$2.25	261	871	1,132	D	\$2.25	267	670	937	C

PM Time	Monday 05/31/21					Tuesday 06/01/21					Wednesday 06/02/21					Thursday 06/03/21					Friday 06/04/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$2.25	166	372	538	B																				
1500 - 1600	\$2.25	161	387	548	B																				
1600 - 1700	\$2.25	168	291	459	B																				
1700 - 1800	\$2.25	154	273	427	B																				
1800 - 1900	\$2.25	186	290	476	B																				
1900 - 2000	\$2.25	227	263	490	B																				

Eastbound PM Peak - County Line to I-15 South

PM Time	Monday 05/03/21					Tuesday 05/04/21					Wednesday 05/05/21					Thursday 05/06/21					Friday 05/07/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	122	679	801	C	\$5.30	127	784	911	C	\$5.30	115	812	927	C	\$5.30	103	762	865	C	\$5.30	141	729	870	C
1500 - 1600	\$5.30	149	742	891	C	\$5.30	121	788	909	C	\$5.30	108	789	897	C	\$5.30	108	667	775	B	\$5.30	146	704	850	C
1600 - 1700	\$2.95	90	671	761	B	\$5.30	100	637	737	B	\$5.30	108	774	882	C	\$5.30	94	769	863	C	\$2.95	123	685	808	C
1700 - 1800	\$2.95	92	707	799	B	\$2.95	82	713	795	B	\$2.95	91	783	874	C	\$5.30	120	756	876	C	\$2.95	139	643	782	B
1800 - 1900	\$2.95	91	546	637	B	\$2.95	119	636	755	B	\$2.95	119	820	939	C	\$2.95	128	762	890	C	\$2.95	137	642	779	B
1900 - 2000	\$1.95	64	308	372	A	\$1.95	70	367	437	B	\$2.95	92	487	579	B	\$2.95	130	510	640	B	\$2.95	156	507	663	B

PM Time	Monday 05/10/21					Tuesday 05/11/21					Wednesday 05/12/21					Thursday 05/13/21					Friday 05/14/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	125	691	816	C	\$5.30	100	740	840	C	\$5.30	115	747	862	C	\$5.30	123	781	904	C	\$5.30	147	636	783	B
1500 - 1600	\$5.30	123	715	838	C	\$5.30	131	711	842	C	\$5.30	134	778	912	C	\$5.30	128	852	980	C	\$5.30	89	436	525	B
1600 - 1700	\$2.95	89	653	742	B	\$5.30	91	676	767	B	\$5.30	89	592	681	B	\$5.30	90	667	757	B	\$2.95	128	711	839	C
1700 - 1800	\$2.95	85	674	759	B	\$2.95	96	720	816	C	\$2.95	87	738	825	C	\$5.30	92	724	816	C	\$2.95	111	676	787	B
1800 - 1900	\$2.95	109	615	724	B	\$2.95	113	666	779	B	\$2.95	124	735	859	C	\$2.95	128	753	881	C	\$2.95	129	568	697	B
1900 - 2000	\$1.95	100	342	442	B	\$1.95	93	421	514	B	\$2.95	97	419	516	B	\$2.95	102	515	617	B	\$2.95	147	456	603	B

PM Time	Monday 05/17/21					Tuesday 05/18/21					Wednesday 05/19/21					Thursday 05/20/21					Friday 05/21/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	109	654	763	B	\$5.30	105	785	890	C	\$5.30	111	755	866	C	\$5.30	120	842	962	C	\$5.30	152	668	820	C
1500 - 1600	\$5.30	122	683	805	C	\$5.30	115	733	848	C	\$5.30	86	701	787	B	\$5.30	113	728	841	C	\$5.30	128	634	762	B
1600 - 1700	\$2.95	83	713	796	B	\$5.30	95	640	735	B	\$5.30	87	671	758	B	\$5.30	98	694	792	B	\$2.95	139	680	819	C
1700 - 1800	\$2.95	104	708	812	C	\$2.95	98	722	820	C	\$2.95	92	719	811	C	\$5.30	96	668	764	B	\$2.95	141	736	877	C
1800 - 1900	\$2.95	101	480	581	B	\$2.95	116	604	720	B	\$2.95	118	693	811	C	\$2.95	156	720	876	C	\$2.95	130	626	756	B
1900 - 2000	\$1.95	86	301	387	A	\$1.95	85	409	494	B	\$2.95	123	476	599	B	\$2.95	111	493	604	B	\$2.95	134	494	628	B

PM Time	Monday 05/24/21					Tuesday 05/25/21					Wednesday 05/26/21					Thursday 05/27/21					Friday 05/28/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	105	720	825	C	\$5.30	81	790	871	C	\$5.30	108	747	855	C	\$5.30	125	785	910	C	\$5.30	159	559	718	B
1500 - 1600	\$5.30	104	702	806	C	\$5.30	112	749	861	C	\$5.30	99	715	814	C	\$5.30	117	726	843	C	\$5.30	151	521	672	B
1600 - 1700	\$2.95	95	722	817	C	\$5.30	91	672	763	B	\$5.30	98	661	759	B	\$5.30	115	658	773	B	\$2.95	152	542	694	B
1700 - 1800	\$2.95	85	693	778	B	\$2.95	84	685	769	B	\$2.95	128	688	816	C	\$5.30	91	688	779	B	\$2.95	156	553	709	B
1800 - 1900	\$2.95	118	614	732	B	\$2.95	120	730	850	C	\$2.95	126	692	818	C	\$2.95	106	735	841	C	\$2.95	114	481	595	B
1900 - 2000	\$1.95	75	350	425	B	\$1.95	77	401	478	B	\$2.95	124	501	625	B	\$2.95	121	603	724	B	\$2.95	118	452	570	B

PM Time	Monday 05/31/21					Tuesday 06/01/21					Wednesday 06/02/21					Thursday 06/03/21					Friday 06/04/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$1.95	120	252	372	A																				
1500 - 1600	\$1.95	111	230	341	A																				
1600 - 1700	\$1.95	92	207	299	A																				
1700 - 1800	\$1.95	119	182	301	A																				
1800 - 1900	\$1.95	124	209	333	A																				
1900 - 2000	\$1.95	123	171	294	A																				

RCTC WESTBOUND PEAK-HOUR VOLUMES

Westbound AM Peak - McKinley to County Line

AM Time	Monday 05/03/21					Tuesday 05/04/21					Wednesday 05/05/21					Thursday 05/06/21					Friday 05/07/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	171	459	630	B	\$5.30	194	455	649	B	\$5.30	201	465	666	B	\$5.30	195	460	655	B	\$2.25	168	349	517	B
0500 - 0600	\$9.95	316	1234	1,550	F	\$9.95	306	1257	1,563	F	\$9.95	298	1282	1,580	F	\$9.95	283	1,274	1,557	F	\$6.95	243	1,255	1,498	F
0600 - 0700	\$11.95	233	1231	1,464	F	\$12.95	219	1361	1,580	F	\$12.95	205	1262	1,467	F	\$11.95	235	1,257	1,492	F	\$6.95	173	1,130	1,303	E
0700 - 0800	\$8.95	233	1393	1,626	F	\$8.95	235	1645	1,880	F	\$8.95	244	1565	1,809	F	\$7.95	266	1,630	1,896	F	\$5.30	218	1,415	1,633	F
0800 - 0900	\$5.30	144	1325	1,469	F	\$5.30	135	1477	1,612	F	\$5.30	143	1344	1,487	F	\$5.30	150	1,384	1,534	F	\$2.25	169	1,079	1,248	E
0900 - 1000	\$5.30	99	836	935	C	\$5.30	124	1036	1,160	D	\$5.30	120	937	1,057	D	\$5.30	128	919	1,047	D	\$2.25	140	735	875	C

AM Time	Monday 05/10/21					Tuesday 05/11/21					Wednesday 05/12/21					Thursday 05/13/21					Friday 05/14/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	181	413	594	B	\$5.30	204	428	632	B	\$5.30	204	428	632	B	\$5.30	204	387	591	B	\$2.25	180	374	554	B
0500 - 0600	\$9.95	313	1137	1,450	F	\$9.95	287	1247	1,534	F	\$9.95	287	1247	1,534	F	\$9.95	326	1,058	1,384	F	\$6.95	264	1,094	1,358	F
0600 - 0700	\$11.95	230	1187	1,417	F	\$12.95	225	1259	1,484	F	\$12.95	225	1259	1,484	F	\$11.95	225	1,166	1,391	F	\$6.95	191	1,135	1,326	E
0700 - 0800	\$8.95	270	1512	1,782	F	\$8.95	241	1575	1,816	F	\$8.95	241	1575	1,816	F	\$7.95	258	1,429	1,687	F	\$5.30	247	1,255	1,502	F
0800 - 0900	\$5.30	183	1245	1,428	F	\$5.30	189	1381	1,570	F	\$5.30	189	1381	1,570	F	\$5.30	165	1,211	1,376	F	\$2.25	145	1,022	1,167	D
0900 - 1000	\$5.30	104	791	895	C	\$5.30	102	854	956	C	\$5.30	102	854	956	C	\$5.30	129	1,038	1,167	D	\$2.25	125	703	828	C

AM Time	Monday 05/17/21					Tuesday 05/18/21					Wednesday 05/19/21					Thursday 05/20/21					Friday 05/21/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	186	428	614	B	\$5.30	215	471	686	B	\$5.30	217	423	640	B	\$5.30	200	455	655	B	\$2.25	168	405	573	B
0500 - 0600	\$9.95	348	1173	1,521	F	\$9.95	344	1256	1,600	F	\$9.95	340	1183	1,523	F	\$9.95	286	1,184	1,470	F	\$6.95	227	1,120	1,347	E
0600 - 0700	\$11.95	245	1254	1,499	F	\$12.95	224	1279	1,503	F	\$12.95	234	1332	1,566	F	\$11.95	198	1,252	1,450	F	\$6.95	199	1,131	1,330	E
0700 - 0800	\$8.95	262	1478	1,740	F	\$8.95	294	1487	1,781	F	\$8.95	274	1576	1,850	F	\$7.95	229	1,581	1,810	F	\$5.30	227	1,242	1,469	F
0800 - 0900	\$5.30	181	1284	1,465	F	\$5.30	165	1338	1,503	F	\$5.30	160	1222	1,382	F	\$5.30	136	1,294	1,430	F	\$2.25	154	1,105	1,259	E
0900 - 1000	\$5.30	100	799	899	C	\$5.30	124	882	1,006	D	\$5.30	117	866	983	C	\$5.30	119	798	917	C	\$2.25	131	794	925	C

AM Time	Monday 05/24/21					Tuesday 05/25/21					Wednesday 05/26/21					Thursday 05/27/21					Friday 05/28/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	176	422	598	B	\$5.30	203	417	620	B	\$5.30	173	419	592	B	\$5.30	173	378	551	B	\$2.25	135	419	554	B
0500 - 0600	\$9.95	298	1245	1,543	F	\$9.95	289	1300	1,589	F	\$9.95	305	1082	1,387	F	\$9.95	328	1,086	1,414	F	\$6.95	225	1,045	1,270	E
0600 - 0700	\$11.95	212	1267	1,479	F	\$12.95	208	1342	1,550	F	\$12.95	239	1257	1,496	F	\$11.95	246	1,133	1,379	F	\$6.95	182	1,125	1,307	E
0700 - 0800	\$8.95	286	1617	1,903	F	\$8.95	259	1550	1,809	F	\$8.95	270	1477	1,747	F	\$7.95	275	1,496	1,771	F	\$5.30	226	1,263	1,489	F
0800 - 0900	\$5.30	177	1331	1,508	F	\$5.30	193	1553	1,746	F	\$5.30	157	1321	1,478	F	\$5.30	165	1,287	1,452	F	\$2.25	146	1,008	1,154	D
0900 - 1000	\$5.30	136	808	944	C	\$5.30	193	1184	1,377	F	\$5.30	151	1150	1,301	E	\$5.30	151	982	1,133	D	\$2.25	161	705	866	C

AM Time	Monday 05/31/21					Tuesday 06/01/21					Wednesday 06/02/21					Thursday 06/03/21					Friday 06/04/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$1.55	13	33	46	A																				
0500 - 0600	\$1.55	28	68	96	A																				
0600 - 0700	\$1.55	40	115	155	A																				
0700 - 0800	\$1.55	65	132	197	A																				
0800 - 0900	\$1.55	124	317	441	B																				
0900 - 1000	\$2.25	256	532	788	B																				

Westbound AM Peak - I-15 North to County Line

AM Time	Monday 05/03/21					Tuesday 05/04/21					Wednesday 05/05/21					Thursday 05/06/21					Friday 05/07/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$2.95	111	331	442	B	\$2.95	110	343	453	B	\$2.95	114	366	480	B	\$2.95	105	345	450	B	\$2.95	119	310	429	B
0500 - 0600	\$6.85	161	816	977	C	\$6.85	160	797	957	C	\$6.85	143	846	989	C	\$6.85	136	884	1,020	D	\$5.30	134	683	817	C
0600 - 0700	\$6.85	149	969	1,118	D	\$6.85	133	1010	1,143	D	\$6.85	116	1041	1,157	D	\$6.85	147	969	1,116	D	\$5.30	105	932	1,037	D
0700 - 0800	\$6.85	128	982	1,110	D	\$6.85	114	971	1,085	D	\$6.85	114	970	1,084	D	\$6.85	134	1,033	1,167	D	\$2.95	118	861	979	C
0800 - 0900	\$2.95	65	750	815	C	\$2.95	52	793	845	C	\$2.95	55	848	903	C	\$2.95	74	869	943	C	\$2.95	84	719	803	C
0900 - 1000	\$2.95	61	543	604	B	\$2.95	53	620	673	B	\$2.95	65	610	675	B	\$2.95	60	598	658	B	\$2.95	76	518	594	B

AM Time	Monday 05/10/21					Tuesday 05/11/21					Wednesday 05/12/21					Thursday 05/13/21					Friday 05/14/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$2.95	126	378	504	B	\$2.95	107	340	447	B	\$2.95	107	340	447	B	\$2.95	123	377	500	B	\$2.95	129	349	478	B
0500 - 0600	\$6.85	162	881	1,043	D	\$6.85	154	756	910	C	\$6.85	154	756	910	C	\$6.85	199	925	1,124	D	\$5.30	109	733	842	C
0600 - 0700	\$6.85	137	918	1,055	D	\$6.85	128	983	1,111	D	\$6.85	128	983	1,111	D	\$6.85	157	1,040	1,197	D	\$5.30	108	832	940	C
0700 - 0800	\$6.85	130	925	1,055	D	\$6.85	123	1039	1,162	D	\$6.85	123	1039	1,162	D	\$6.85	133	1,017	1,150	D	\$2.95	120	784	904	C
0800 - 0900	\$2.95	78	728	806	C	\$2.95	86	826	912	C	\$2.95	86	826	912	C	\$2.95	91	937	1,028	D	\$2.95	64	675	739	B
0900 - 1000	\$2.95	70	643	713	B	\$2.95	63	462	525	B	\$2.95	63	462	525	B	\$2.95	100	744	844	C	\$2.95	78	538	616	B

AM Time	Monday 05/17/21					Tuesday 05/18/21					Wednesday 05/19/21					Thursday 05/20/21					Friday 05/21/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$2.95	116	351	467	B	\$2.95	121	331	452	B	\$2.95	119	343	462	B	\$2.95	100	357	457	B	\$2.95	81	329	410	B
0500 - 0600	\$6.85	166	788	954	C	\$6.85	155	772	927	C	\$6.85	149	814	963	C	\$6.85	147	860	1,007	D	\$5.30	106	749	855	C
0600 - 0700	\$6.85	148	952	1,100	D	\$6.85	141	1,050	1,191	D	\$6.85	146	957	1,103	D	\$6.85	127	1,016	1,143	D	\$5.30	122	882	1,004	D
0700 - 0800	\$6.85	128	1,012	1,140	D	\$6.85	140	1,043	1,183	D	\$6.85	129	945	1,074	D	\$6.85	129	950	1,079	D	\$2.95	130	811	941	C
0800 - 0900	\$2.95	76	769	845	C	\$2.95	85	824	909	C	\$2.95	85	836	921	C	\$2.95	78	828	906	C	\$2.95	70	750	820	C
0900 - 1000	\$2.95	60	534	594	B	\$2.95	72	592	664	B	\$2.95	64	606	670	B	\$2.95	72	584	656	B	\$2.95	81	535	616	B

AM Time	Monday 05/24/21					Tuesday 05/25/21					Wednesday 05/26/21					Thursday 05/27/21					Friday 05/28/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$2.95	127	358	485	B	\$2.95	135	355	490	B	\$2.95	97	429	526	B	\$2.95	114	362	476	B	\$2.95	68	313	381	A
0500 - 0600	\$6.85	129	869	998	C	\$6.85	136	869	1,005	D	\$6.85	147	953	1,100	D	\$6.85	159	907	1,066	D	\$5.30	110	686	796	B
0600 - 0700	\$6.85	136	974	1,110	D	\$6.85	139	1043	1,182	D	\$6.85	149	1143	1,292	E	\$6.85	167	1,112	1,279	E	\$5.30	98	771	869	C
0700 - 0800	\$6.85	112	983	1,095	D	\$6.85	118	1115	1,233	E	\$6.85	146	1128	1,274	E	\$6.85	144	1,104	1,248	E	\$2.95	97	783	880	C
0800 - 0900	\$2.95	73	895	968	C	\$2.95	89	850	939	C	\$2.95	107	1068	1,175	D	\$2.95	70	898	968	C	\$2.95	68	639	707	B
0900 - 1000	\$2.95	91	548	639	B	\$2.95	66	587	653	B	\$2.95	81	745	826	C	\$2.95	79	623	702	B	\$2.95	72	440	512	B

AM Time	Monday 05/31/21					Tuesday 06/01/21					Wednesday 06/02/21					Thursday 06/03/21					Friday 06/04/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$1.95	24	15	39	A																				
0500 - 0600	\$1.95	24	50	74	A																				
0600 - 0700	\$1.95	20	72	92	A																				
0700 - 0800	\$1.95	32	93	125	A																				
0800 - 0900	\$1.95	52	171	223	A																				
0900 - 1000	\$1.95	79	220	299	A																				

RCTC OPERATIONAL HIGHLIGHTS

On-Road Operations

RCTC Freeway Service Patrol responded to 79 calls during the month of May. Of those calls, 62 were to assist disabled vehicles, five calls to remove debris, and 12 were in response to accidents in the Express Lanes.

91 Express Lanes BOS Development Update

In February, CUSA notified OCTA and RCTC of a delay to the implementation of the new BOS for the 91 Express Lanes for both Orange and Riverside counties as a result of the COVID-19 pandemic. CUSA is the current operator of the 91 Express Lanes for both OCTA and RCTC and is the firm selected for the design, development, and implementation of the new BOS, as well as the customer service center operation, once the current contract expires on June 30, 2021.

In anticipation that the future contractor would not be able to meet the go-live date in July 2021, RCTC approved an amendment to the current three-party agreement between CUSA, RCTC, and OCTA, which allowed for six one-month optional extension periods. Staff from both agencies are continuing to work with CUSA to meet the revised anticipated go-live date in October 2021.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

Description	YTD as of : 5/31/2021		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 35,754,377.76	\$ 23,608,200.00	\$ 12,146,177.76	51.4
Fee Revenue	5,779,337.17	2,246,291.67	3,533,045.50	157.3
Total operating revenues	41,533,714.93	25,854,491.67	15,679,223.26	60.6
Operating expenses:				
Salaries and Benefits	517,655.71	619,208.33	101,552.62	16.4
Legal Services	104,672.23	320,833.33	216,161.10	67.4
Advisory Services	57,833.86	68,750.00	10,916.14	15.9
Audit and Accounting Fees	31,550.00	33,000.00	1,450.00	4.4
Service Fees	1,541.32	18,333.33	16,792.01	91.6
Other Professional Services	513,038.13	2,402,583.33	1,889,545.20	78.6
Lease Expense	244,558.62	449,350.00	204,791.38	45.6
Operations	1,612,101.03	2,738,083.33	1,125,982.30	41.1
Utilities	20,289.44	74,800.00	54,510.56	72.9
Supplies and Materials	4,740.22	27,500.00	22,759.78	82.8
Membership and Subscription Fees	28,281.50	27,500.00	(781.50)	(2.8)
Office Equipment & Furniture (Non-Capital)	4,706.87	13,750.00	9,043.13	65.8
Maintenance/Repairs	113,994.53	334,675.00	220,680.47	65.9
Training Seminars and Conferences	(720.00)	2,108.33	2,828.33	134.2
Transportation Expenses	-	3,666.67	3,666.67	100.0
Lodging	-	3,208.33	3,208.33	100.0
Meals	-	458.33	458.33	100.0
Other Staff Expenses	-	458.33	458.33	100.0
Advertising	4,611.25	252,083.33	247,472.08	98.2
Program Management	68,486.59	152,258.33	83,771.74	55.0
Program Operations	7,121,006.97	7,916,058.33	795,051.36	10.0
Litigation Settlement	-	-	-	N/A
Furniture & Equipment	-	279,583.33	279,583.33	100.0
Improvements	-	-	-	N/A
Bad Debt Expense	11,357.75	-	(11,357.75)	N/A
Total operating expenses	10,459,706.02	15,738,250.00	5,278,543.98	33.5
Operating income (loss)	31,074,008.91	10,116,241.67	20,957,767.24	207.2
Nonoperating revenues (expenses):				
Interest Revenue	391,179.63	634,241.67	(243,062.04)	38.3
Other Miscellaneous Revenue	52,439.19	91.67	52,347.52	(57,106.4)
Interest Expense	(22,234,617.17)	(6,526,575.00)	(15,708,042.17)	240.7
Total nonoperating revenues (expenses)	(21,790,998.35)	(5,892,241.67)	(15,898,756.68)	(269.8)
Transfers In	-	-	-	N/A
Transfers Out	(643,900.00)	(939,858.33)	295,958.33	(31.5)
Net income (loss)	\$ 8,639,110.56	\$ 3,284,141.67	\$ 5,354,968.89	163.1

¹ Unaudited

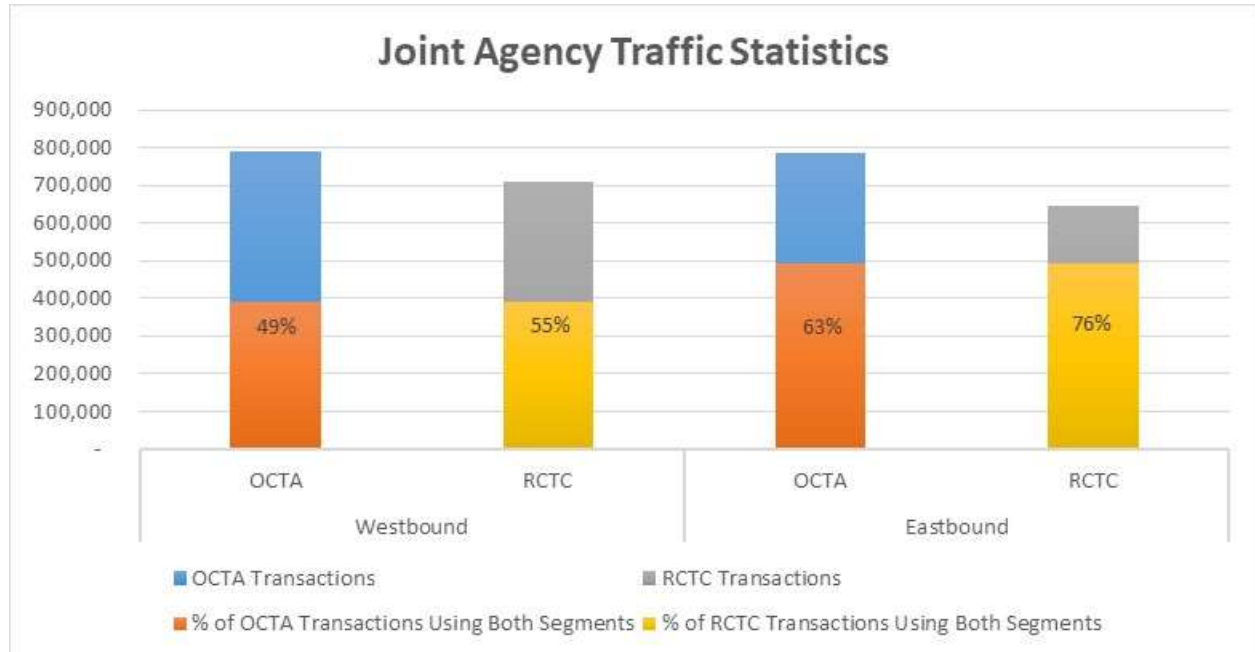
JOINT AGENCY TRIP AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING May 31, 2021

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	790,734	389,860	49%	\$2,166,913
RCTC	711,323	389,860	55%	\$2,274,368
I-15	274,699	216,730	79%	\$769,579
McKinley	436,624	173,130	40%	\$1,504,789
Eastbound				
OCTA	786,332	491,815	63%	\$2,637,407
RCTC	645,860	491,815	76%	\$2,097,073
I-15	248,225	198,269	80%	\$597,066
McKinley	397,635	293,546	74%	\$1,500,007

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	Reporting Period	PERFORMANCE STANDARD	May-21 Performance
CUSTOMER SERVICE			
Call Wait Time	Monthly	Not to exceed 2 minutes	1:30
Abandon Rate	Monthly	No more than 4.0%	1.8%
Customer Satisfaction	Monthly	At least 75 outbound calls	77
VIOLATION PROCESSING			
Response Time	Monthly	Within 2 business days of receipt	1.2
CUSA Violation Collection Rate	Quarterly	70% or more	
CUSA Violation Collection Rate	Annually	74% or more	
TRAFFIC OPERATIONS			
Initial & Secondary Review s	Monthly	Equal to or less than 15 days	0.9
* Plate Misread Errors	Monthly	Equal to or less than 0.4%	0.01%
CAS Response Time	Monthly	0:20 (minutes) per call	0:15
ACCOUNTING			
OCTA Exceptions	Monthly	No more than 3	0
RCTC Exceptions	Monthly	No more than 3	0
INFORMATION TECHNOLOGY			
Back-office System Uptime	Monthly	99% Availability	100%
Netw ork Uptime	Monthly	99% Availability	100%

CUSA = Cofiroute USA; CAS = OCTA Customer Assistance Specialists

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

JOINT AGENCY TRANSPONDER DISTRIBUTION

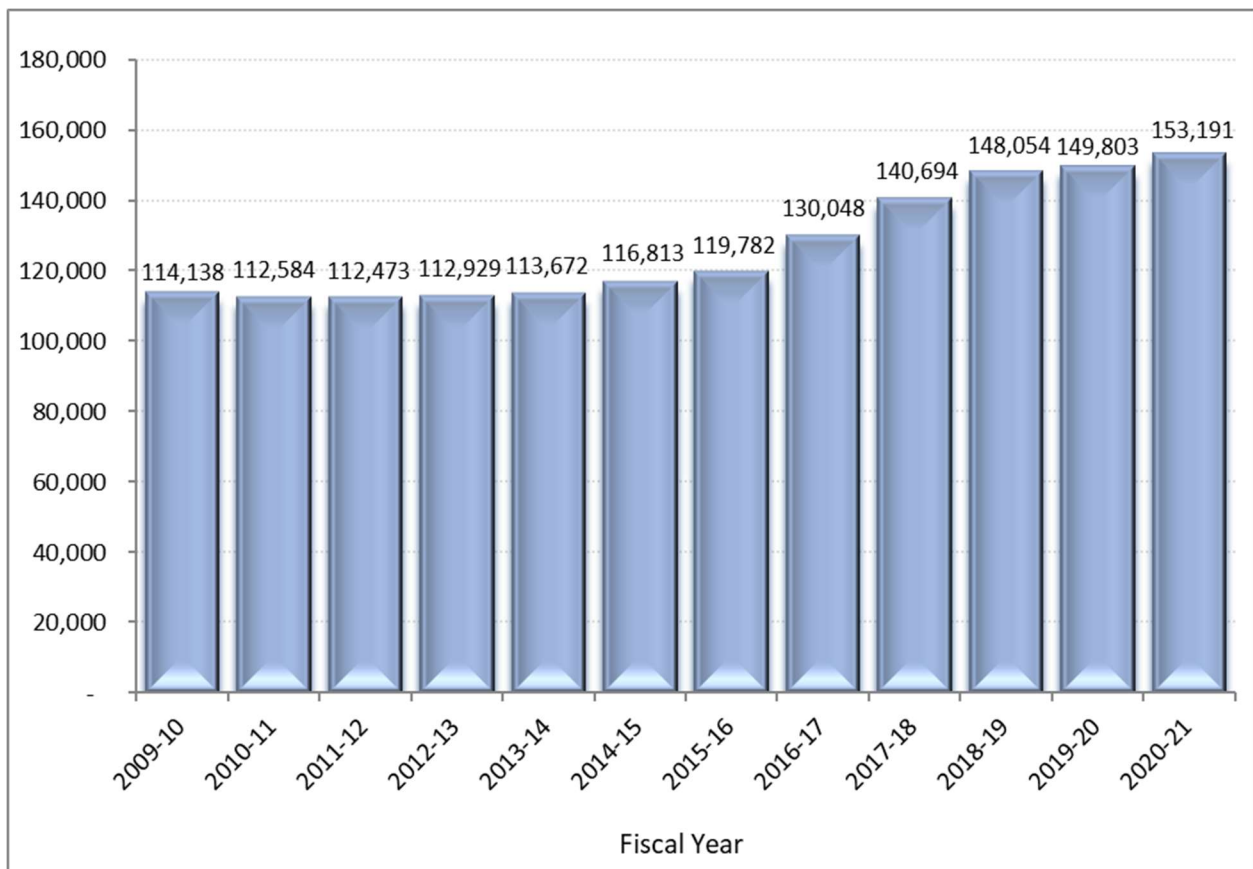
T21 TRANSPONDER DISTRIBUTION	May-21		April-21		FY 2020-21	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	1,181	97.3%	1,425	98.4%	844	97.1%
Additional Tags to Existing Accounts	22	1.8%	11	0.8%	15	1.8%
Replacement Transponders	11	0.9%	12	0.8%	10	1.2%
Total Issued	1,214		1,448		869	
Returned						
Account Closures					18	0.6%
Accounts Down sizing					4	0.1%
Defective Transponders	1,785	100.0%	4,623	100.0%	2,924	99.3%
Total Returned	1,785		4,623		2,946	

6C TRANSPONDER DISTRIBUTION	May-21		April-21		FY 2020-21	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	35,117	99.8%	39,080	99.9%	29,209	99.9%
Additional Tags to Existing Accounts	61	0.2%	27	0.1%	23	0.1%
Replacement Transponders	1	0.0%	1	0.0%	1	0.0%
Total Issued	35,179		39,108		29,233	
Returned						
Account Closures						
Accounts Downsizing						
Defective Transponders						
Total Returned						

At the end of May 2021, the 91 Express Lanes had 153,191 active customer accounts and 579,756 transponders classified as assigned.

Number of Accounts by FY

As of May 31, 2021



Incoming Email Activity

During May, the Anaheim Processing Center received 3,703 emails.



Operational Activity

Amid concerns about the spread of COVID-19 and following the State of California's guidance to help reduce its spread, the 91 Express Lanes Customer Walk-In Center was closed in March 2020 and will remain so until July 6, 2021. Operational activities in the Anaheim and Corona locations continued to function with a combination of remote workers and core staff located at the facilities. Core essential functions include aiding stranded motorists, providing incident management services, and dispatching emergency vehicles through the traffic operations center. The call center remains open to respond to customer service and violation calls.



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



Status Report
June 2021

As of June 30, 2021

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes for June 2021 was 1,704,291. This represents a daily average of 56,810 vehicles. This is a 62.9 percent increase in total traffic volume from the same period last year, which totaled 1,046,473 and was the fourth month of the State of California's stay-at-home order due to the coronavirus (COVID-19) pandemic. Potential toll revenue for June was \$5,078,868, which represents an increase of 46.6 percent from the prior year's total of \$3,465,059. Carpool percentage for June was 22.5 percent as compared to the previous year's rate of 23.3 percent. As compared to June 2019, traffic volume increased by 15.3 percent and revenue increased by 22.3 percent. Traffic volumes have returned to pre-COVID-19 levels.

Month-to-date traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the Orange County Transportation Authority (OCTA) 91 Express Lanes and associated potential revenue for the month of June 2021.

Current Month-to-Date (MTD) as of June 30, 2021

	Jun-21 MTD Actual	Jun-20 MTD Actual	Yr 21-to-Yr 20 % Variance	Jun-19 MTD Actual	Yr 21-to-Yr 19 % Variance
Trips					
Full Toll Lanes	1,320,950	802,501	64.6%	1,050,770	25.7%
3+ Lanes	383,341	243,972	57.1%	427,282	(10.3%)
Total Gross Trips	1,704,291	1,046,473	62.9%	1,478,052	15.3%
Revenue					
Full Toll Lanes	\$5,028,385	\$3,408,166	47.5%	\$4,074,814	23.4%
3+ Lanes	\$50,484	\$56,892	(11.3%)	\$77,348	(34.7%)
Total Gross Revenue	\$5,078,868	\$3,465,059	46.6%	\$4,152,162	22.3%
Average Revenue per Trip					
Average Full Toll Lanes	\$3.81	\$4.25	(10.4%)	\$3.88	(1.8%)
Average 3+ Lanes	\$0.13	\$0.23	(43.5%)	\$0.18	(27.8%)
Average Gross Revenue	\$2.98	\$3.31	(10.0%)	\$2.81	6.0%

The 2021 fiscal year-to-date traffic volume increased by 2.5 percent and potential toll revenue increased by 5.3 percent, when compared with the same period last year. Year-to-date average revenue per trip is \$3.19.

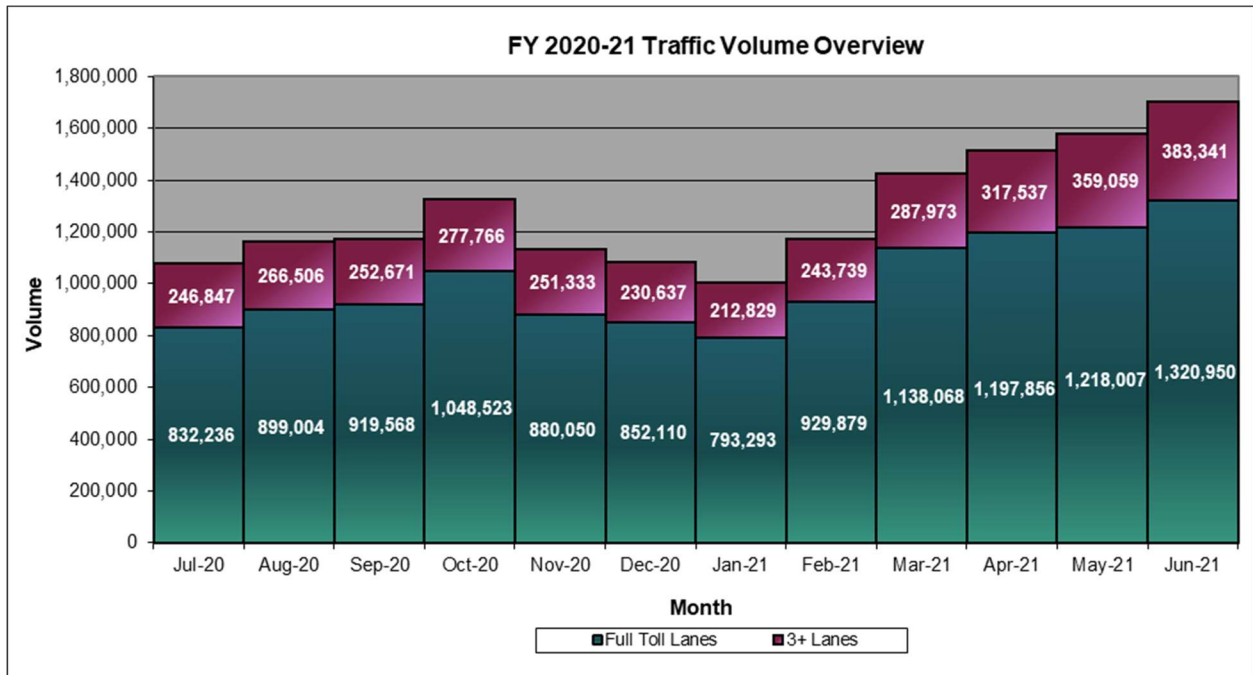
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 Express Lanes and associated potential revenue for the months of July 2020 through June 2021.

Fiscal Year (FY) 2020-21 Year-to-Date (YTD) as of June 30, 2021

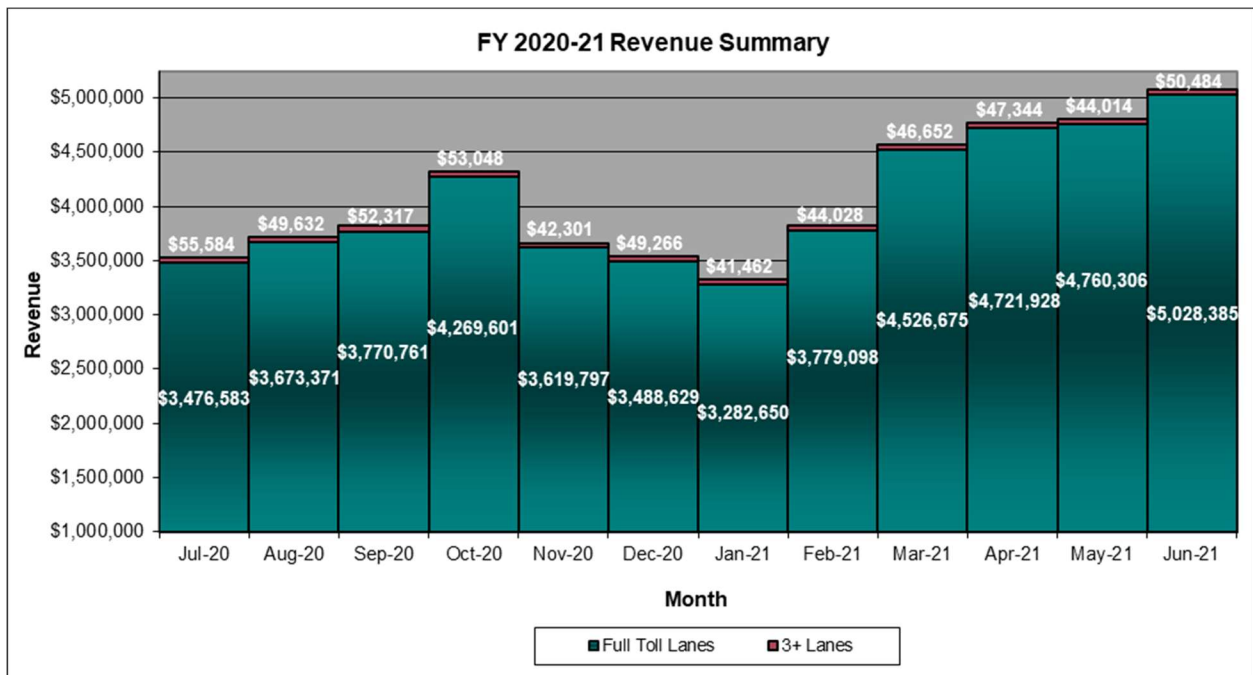
	FY 2020-21 YTD Actual	FY 2019-20 YTD Actual	Yr-to-Yr % Variance
Trips			
Full Toll Lanes	12,029,546	11,220,034	7.2%
3+ Lanes	3,330,239	3,770,568	(11.7%)
Total Gross Trips	15,359,785	14,990,602	2.5%
Revenue			
Full Toll Lanes	\$48,397,791	\$45,790,271	5.7%
3+ Lanes	\$576,132	\$719,350	(19.9%)
Total Gross Revenue	\$48,973,923	\$46,509,621	5.3%
Average Revenue per Trip			
Average Full Toll Lanes	\$4.02	\$4.08	(1.5%)
Average 3+ Lanes	\$0.17	\$0.19	(10.5%)
Average Gross Revenue	\$3.19	\$3.10	2.9%

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between full toll trips and high-occupancy vehicle (HOV3+) trips for FY 2020-21 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll trips and HOV3+ trips for FY 2020-21 on a monthly basis.



OCTA EASTBOUND PEAK-HOUR VOLUMES

Peak-hour traffic in the eastbound direction reached or exceeded 90 percent of defined capacity 18 times during the month of June 2021. As demonstrated on the next chart, westbound peak-hour traffic volumes top out at 82 percent of defined capacity.

PM Time	Monday 05/31/21				Tuesday 06/01/21				Wednesday 06/02/21				Thursday 06/03/21				Friday 06/04/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500					\$5.15	431	2,609	77%	\$5.15	448	3,056	90%	\$6.95	424	3,228	95%	\$8.10	508	2,842	84%
1500 - 1600					\$4.75	478	3,462	102%	\$7.25	471	2,794	82%	\$7.25	333	1,386	41%	\$7.65	596	3,035	89%
1600 - 1700					\$5.00	347	2,495	73%	\$6.50	343	2,758	81%	\$6.80	366	2,672	79%	\$7.45	405	2,861	84%
1700 - 1800					\$4.90	390	3,042	89%	\$5.40	368	2,854	84%	\$6.70	380	2,930	86%	\$6.55	449	2,796	82%
1800 - 1900					\$3.95	454	2,518	74%	\$3.95	510	2,840	84%	\$4.35	517	3,040	89%	\$6.55	590	2,661	78%
1900 - 2000					\$3.85	327	1,476	43%	\$3.85	369	1,621	48%	\$5.60	471	2,076	61%	\$6.05	566	2,127	63%

PM Time	Monday 06/07/21				Tuesday 06/08/21				Wednesday 06/09/21				Thursday 06/10/21				Friday 06/11/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	428	2,819	83%	\$5.15	423	2,722	80%	\$5.15	374	2,641	78%	\$6.95	451	3,183	94%	\$8.10	546	2,787	82%
1500 - 1600	\$5.50	504	3,169	93%	\$4.75	479	3,217	95%	\$7.25	519	2,737	81%	\$7.25	522	2,651	78%	\$7.65	577	2,967	87%
1600 - 1700	\$4.35	417	3,295	97%	\$5.00	348	2,557	75%	\$6.50	320	2,822	83%	\$6.80	367	2,883	85%	\$7.45	410	2,739	81%
1700 - 1800	\$4.80	304	2,360	69%	\$4.90	388	2,870	84%	\$5.40	426	2,998	88%	\$6.70	393	2,759	81%	\$6.55	522	2,882	85%
1800 - 1900	\$5.50	495	2,438	72%	\$3.95	486	2,968	87%	\$3.95	479	2,730	80%	\$4.35	513	2,884	85%	\$6.55	600	2,731	80%
1900 - 2000	\$3.85	327	1,257	37%	\$3.85	377	1,724	51%	\$3.85	420	1,695	50%	\$5.60	507	2,263	67%	\$6.05	517	2,035	60%

PM Time	Monday 06/14/21				Tuesday 06/15/21				Wednesday 06/16/21				Thursday 06/17/21				Friday 06/18/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	477	2,829	83%	\$5.15	459	2,789	82%	\$5.15	468	3,116	92%	\$6.95	465	3,213	95%	\$8.10	475	2,729	80%
1500 - 1600	\$5.50	496	2,954	87%	\$4.75	500	3,262	96%	\$7.25	501	2,751	81%	\$7.25	490	2,624	77%	\$7.65	557	2,853	84%
1600 - 1700	\$4.35	429	3,148	93%	\$5.00	351	2,467	73%	\$6.50	362	2,844	84%	\$6.80	407	2,884	85%	\$7.45	412	2,636	78%
1700 - 1800	\$4.80	338	2,605	77%	\$4.90	398	2,774	82%	\$5.40	418	2,882	85%	\$6.70	409	2,751	81%	\$6.55	471	2,861	84%
1800 - 1900	\$5.50	473	2,366	70%	\$3.95	573	2,862	84%	\$3.95	552	2,983	88%	\$4.35	559	2,962	87%	\$6.55	567	2,443	72%
1900 - 2000	\$3.85	381	1,441	42%	\$3.85	454	1,900	56%	\$3.85	485	2,000	59%	\$5.60	509	2,146	63%	\$6.05	586	2,092	62%

PM Time	Monday 06/21/21				Tuesday 06/22/21				Wednesday 06/23/21				Thursday 06/24/21				Friday 06/25/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	390	2,581	76%	\$5.15	465	2,791	82%	\$5.15	436	3,062	90%	\$6.95	500	3,248	96%	\$8.10	483	2,746	81%
1500 - 1600	\$5.50	432	2,526	74%	\$4.75	468	3,278	96%	\$7.25	511	2,823	83%	\$7.25	491	2,693	79%	\$7.65	578	3,064	90%
1600 - 1700	\$4.35	462	3,249	96%	\$5.00	392	2,531	74%	\$6.50	364	2,789	82%	\$6.80	349	2,682	79%	\$7.45	404	2,722	80%
1700 - 1800	\$4.80	371	2,633	77%	\$4.90	378	2,755	81%	\$5.40	430	2,889	85%	\$6.70	393	2,534	75%	\$6.55	467	2,716	80%
1800 - 1900	\$5.50	533	2,562	75%	\$3.95	561	3,026	89%	\$3.95	549	2,857	84%	\$4.35	531	2,906	85%	\$6.55	532	2,655	78%
1900 - 2000	\$3.85	382	1,596	47%	\$3.85	402	1,799	53%	\$3.85	483	2,312	68%	\$5.60	526	2,375	70%	\$6.05	498	2,007	59%

PM Time	Monday 06/28/21				Tuesday 06/29/21				Wednesday 06/30/21				Thursday 07/01/21				Friday 07/02/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.15	436	2,783	82%	\$5.15	425	2,740	81%	\$5.15	474	2,942	87%								
1500 - 1600	\$5.50	497	2,905	85%	\$4.75	498	3,436	101%	\$7.25	472	2,772	82%								
1600 - 1700	\$4.35	467	3,301	97%	\$5.00	379	2,537	75%	\$6.50	380	2,854	84%								
1700 - 1800	\$4.80	380	2,759	81%	\$4.90	422	3,038	89%	\$5.40	378	2,541	75%								
1800 - 1900	\$5.50	570	2,325	68%	\$3.95	552	2,896	85%	\$3.95	538	2,936	86%								
1900 - 2000	\$3.85	399	1,586	47%	\$3.85	412	1,820	54%	\$3.85	512	2,323	68%								

OCTA WESTBOUND PEAK-HOUR VOLUMES

AM Time	Monday 05/31/21				Tuesday 06/01/21				Wednesday 06/02/21				Thursday 06/03/21				Friday 06/04/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500					\$3.05	433	1,338	39%	\$3.05	411	1,180	35%	\$3.05	412	1,239	36%	\$3.05	345	1,134	33%
0500 - 0600					\$4.95	551	2,549	75%	\$4.95	590	2,568	76%	\$4.95	561	2,520	74%	\$4.70	486	2,283	67%
0600 - 0700					\$5.15	426	2,656	78%	\$5.15	405	2,519	74%	\$5.15	415	2,549	75%	\$4.95	370	2,286	67%
0700 - 0800					\$5.65	453	2,572	76%	\$5.65	425	2,563	75%	\$5.65	452	2,536	75%	\$5.50	386	2,331	69%
0800 - 0900					\$5.15	326	2,503	74%	\$5.15	331	2,389	70%	\$5.15	316	2,351	69%	\$4.95	330	2,224	65%
0900 - 1000					\$4.10	291	2,307	68%	\$4.10	281	2,289	67%	\$4.10	266	2,186	64%	\$4.10	382	2,211	65%

AM Time	Monday 06/07/21				Tuesday 06/08/21				Wednesday 06/09/21				Thursday 06/10/21				Friday 06/11/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	421	1,312	39%	\$3.05	406	1,229	36%	\$3.05	421	1,311	39%	\$3.05	416	1,265	37%	\$3.05	335	1,100	32%
0500 - 0600	\$4.95	569	2,647	78%	\$4.95	614	2,629	77%	\$4.95	613	2,548	75%	\$4.95	584	2,544	75%	\$4.70	470	2,189	64%
0600 - 0700	\$5.15	407	2,561	75%	\$5.15	417	2,529	74%	\$5.15	435	2,614	77%	\$5.15	436	2,506	74%	\$4.95	385	2,312	68%
0700 - 0800	\$5.65	431	2,648	78%	\$5.65	413	2,448	72%	\$5.65	465	2,559	75%	\$5.65	427	2,629	77%	\$5.50	352	2,129	63%
0800 - 0900	\$5.15	301	2,215	65%	\$5.15	337	2,226	65%	\$5.15	341	2,422	71%	\$5.15	297	2,274	67%	\$4.95	370	2,218	65%
0900 - 1000	\$4.10	288	2,017	59%	\$4.10	299	2,240	66%	\$4.10	294	2,138	63%	\$4.10	395	2,250	66%	\$4.10	401	2,270	67%

AM Time	Monday 06/14/21				Tuesday 06/15/21				Wednesday 06/16/21				Thursday 06/17/21				Friday 06/18/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	403	1,302	38%	\$3.05	430	1,305	38%	\$3.05	431	1,324	39%	\$3.05	405	1,292	38%	\$3.05	354	1,082	32%
0500 - 0600	\$4.95	523	2,547	75%	\$4.95	558	2,500	74%	\$4.95	579	2,533	75%	\$4.95	564	2,501	74%	\$4.70	510	2,167	64%
0600 - 0700	\$5.15	404	2,528	74%	\$5.15	470	2,733	80%	\$5.15	443	2,642	78%	\$5.15	406	2,534	75%	\$4.95	416	2,271	67%
0700 - 0800	\$5.65	420	2,594	76%	\$5.65	426	2,642	78%	\$5.65	401	2,501	74%	\$5.65	399	2,530	74%	\$5.50	346	2,108	62%
0800 - 0900	\$5.15	310	2,287	67%	\$5.15	387	2,535	75%	\$5.15	296	2,168	64%	\$5.15	359	2,388	70%	\$4.95	362	2,179	64%
0900 - 1000	\$4.10	335	2,156	63%	\$4.10	370	2,418	71%	\$4.10	380	2,288	67%	\$4.10	378	2,288	67%	\$4.10	414	1,990	59%

AM Time	Monday 06/21/21				Tuesday 06/22/21				Wednesday 06/23/21				Thursday 06/24/21				Friday 06/25/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	402	1,272	37%	\$3.05	447	1,316	39%	\$3.05	430	1,332	39%	\$3.05	416	1,239	36%	\$3.05	348	1,097	32%
0500 - 0600	\$4.95	574	2,556	75%	\$4.95	585	2,541	75%	\$4.95	585	2,591	76%	\$4.95	598	2,537	75%	\$4.70	449	2,200	65%
0600 - 0700	\$5.15	436	2,511	74%	\$5.15	436	2,618	77%	\$5.15	397	2,520	74%	\$5.15	446	2,576	76%	\$4.95	393	2,320	68%
0700 - 0800	\$5.65	234	1,568	46%	\$5.65	412	2,541	75%	\$5.65	398	2,598	76%	\$5.65	389	2,471	73%	\$5.50	340	2,247	66%
0800 - 0900	\$5.15	310	2,094	62%	\$5.15	334	2,336	69%	\$5.15	364	2,472	73%	\$5.15	366	2,480	73%	\$4.95	352	2,242	66%
0900 - 1000	\$4.10	445	2,793	82%	\$4.10	357	2,470	73%	\$4.10	401	2,416	71%	\$4.10	354	2,390	70%	\$4.10	425	2,217	65%

AM Time	Monday 06/28/21				Tuesday 06/29/21				Wednesday 06/30/21				Thursday 07/01/21				Friday 07/02/21			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.05	431	1,291	38%	\$3.05	401	1,309	39%	\$3.05	427	1,283	38%								
0500 - 0600	\$4.95	546	2,474	73%	\$4.95	580	2,529	74%	\$4.95	564	2,542	75%								
0600 - 0700	\$5.15	368	2,465	73%	\$5.15	400	2,638	78%	\$5.15	427	2,551	75%								
0700 - 0800	\$5.65	366	2,513	74%	\$5.65	404	2,526	74%	\$5.65	443	2,567	76%								
0800 - 0900	\$5.15	351	2,184	64%	\$5.15	385	2,539	75%	\$5.15	412	2,595	76%								
0900 - 1000	\$4.10	388	2,197	65%	\$4.10	402	2,398	71%	\$4.10	423	2,424	71%								

OCTA OPERATIONAL HIGHLIGHTS

On-Road Operations

OCTA customer assistance specialists (CAS) responded to 125 calls during the month of June. Of those calls, 81 were to assist disabled vehicles and 32 calls to remove debris. The CAS provided assistance to 12 accidents in the Express Lanes with none of those accidents originating in the State Route 91 general purpose lanes.

91 Express Lanes Back-Office System (BOS) Development Update

In February, Cofiroute USA, LLC (CUSA) notified OCTA and the Riverside County Transportation Commission (RCTC) of a delay to the implementation of the new BOS for the 91 Express Lanes for both Orange and Riverside counties as a result of the COVID-19 pandemic. CUSA is the current operator of the 91 Express Lanes for both OCTA and RCTC and is the firm selected for the design, development, and implementation of the new BOS, as well as the customer service center operation, once the current contract expires on June 30, 2021.

In April 2021, OCTA and RCTC (Agencies) provide notice to CUSA that the Agencies will be exercising the first of the six one-month extension period, which will commence July 1, 2021 through July 31, 2021. The Agencies intend to exercise the one-month options until the Agencies transition to the new contract. Agencies' staff are continuing to work with CUSA to meet the revised anticipated go-live date in October 2021.

91 Express Lanes Toll Entrance Gantries Infrastructure Project Update

OCTA entered into an agreement with the California Department of Transportation (Caltrans) to provide construction and construction management services for the 91 Express Lanes Toll Entrance Gantries Infrastructure Project. This project entails constructing new toll gantries infrastructure at the three entrances of the OCTA 91 Express Lanes. Caltrans advertised and awarded the project in March 2021 and May 2021, respectively. In June, the contract was executed and construction is anticipated to begin in August. Upon completion of the infrastructure project, Kapsch TrafficCom USA, Inc., the toll lanes system integrator for the 91 Express Lanes, will install new Electronic Toll and Traffic Management system equipment onto the new gantries.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

Description	YTD as of : 6/30/2021		YTD Variance	
	Actual ⁽¹⁾⁽⁶⁾	Budget ⁽¹⁾	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 44,954,613.60	\$ 32,670,000.00	\$ 12,284,613.60	37.6
Fee Revenue	5,445,327.90	2,320,000.00	3,125,327.90	134.7
Total operating revenues	50,399,941.50	34,990,000.00	15,409,941.50	44.0
Operating expenses:				
Contracted Services	6,759,534.22	7,200,000.00	440,465.78	6.1
Administrative Fee	2,996,580.00	3,121,756.00	125,176.00	4.0
Other Professional Services	1,496,373.26	4,000,900.00	2,504,526.74	62.6
Credit Card Processing Fees	1,106,039.98	900,000.00	(206,039.98)	(22.9)
Toll Road Account Servicing	636,884.40	600,000.00	(36,884.40)	(6.1)
Other Insurance Expense	444,076.36	825,000.00	380,923.64	46.2
Toll Road Maintenance Supply Repairs	174,544.47	2,400,000.00	2,225,455.53	92.7
Patrol Services	805,514.88	1,060,000.00	254,485.12	24.0
Building Equipment Repairs and Maint	914,431.39	1,230,000.00	315,568.61	25.7
6C Transponders	-	250,000.00	250,000.00	100.0
Other Services ⁽⁵⁾	23,294.18	62,429.00	39,134.82	62.7
Utilities	44,604.65	115,000.00	70,395.35	61.2
Office Expense	14,745.52	98,000.00	83,254.48	85.0
Bad Debt Expense	149,461.04	-	(149,461.04)	N/A
Miscellaneous ⁽²⁾	46,053.91	161,670.00	115,616.09	71.5
Leases	480,925.79	485,000.00	4,074.21	0.8
Total operating expenses	16,093,064.05	22,509,755.00	6,416,690.95	28.5
Depreciation and Amortization ⁽³⁾	4,216,267.68	-	(4,216,267.68)	N/A
Operating income (loss)	30,090,609.77	12,480,245.00	17,610,364.77	141.1
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	875,192.41	1,250,000.00	(374,807.59)	(30.0)
Interest Income	3,344,818.33	1,471,495.00	1,873,323.33	127.3
Interest Expense	(4,280,324.68)	(4,400,700.00)	120,375.32	2.7
Other	11,462.08	-	11,462.08	N/A
Total nonoperating revenues (expenses)	(48,851.86)	(1,679,205.00)	1,630,353.14	97.1
Transfers In	-	-	-	N/A
Transfers Out ⁽⁴⁾	(11,566,156.36)	(41,711,150.00)	30,144,993.64	72.3
Net income (loss)	\$ 18,475,601.55	\$ (30,910,110.00)	\$ 49,385,711.55	(159.8)

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

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

³Depreciation and amortization are not budgeted items.

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

⁵Litigation settlement was accrued, the negative will be offset once the litigation payment is issued.

⁶Actuals are preliminary pre-closing amounts as of FY 2020-21. Final numbers will be shown in the audited financial statements.

Capital Asset Activity

During the twelve months ending June 30, 2021, capital asset activities included \$11,453 for the replacement of the air-conditioning units for the eastbound toll plaza, \$1,491,991 for the BOS replacement project, and \$2,491,662 for payment of 6C implementation costs for the Electronic Toll and Traffic Management system.

OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 Express Lanes for June 2021 was 1,445,027. This represents a daily average of 48,168 vehicles. This is a 60.2 percent increase in total traffic volume from the same period last year, which totaled 901,930 and was the fourth month of the COVID-19 stay-at-home order. Potential toll revenue for June was \$4,708,887, which represents an increase of 73.9 percent from the prior year's total of \$2,708,569. Carpool percentage for June was 21 percent as compared to the previous year's rate of 22.1 percent. As compared to June 2019, traffic volume increased by 20.5 percent and revenue increased by 0.7 percent. Traffic volumes have returned to pre-COVID-19 levels.

Month-to-date traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the Riverside County Transportation Commission (RCTC) 91 Express Lanes and associated potential revenue for the month of June 2021.

Current Month-to-Date as of June 30, 2021

Trips	JUN-21 MTD Actual	Stantec MTD Projected	# Variance	% Variance	JUN-20 MTD Actual	Yr 21-to-Yr 20 % Variance	Jun-19 MTD Actual	Yr 21-to-Yr 19 % Variance
Full Toll Lanes	1,140,850	1,035,600	105,250	10.2%	702,369	62.4%	878,365	29.9%
3+ Lanes	304,177	337,829	(33,652)	(10.0%)	199,561	52.4%	320,850	(5.2%)
Total Gross Trips	1,445,027	1,373,429	71,598	5.2%	901,930	60.2%	1,199,215	20.5%
Revenue								
Full Toll Lanes	\$4,663,860	\$4,588,114	\$75,746	1.7%	\$2,673,259	74.5%	\$4,632,609	0.7%
3+ Lanes	\$45,027	\$0	\$45,027		\$35,310	27.5%	\$42,682	5.5%
Total Gross Revenue	\$4,708,887	\$4,588,114	\$120,773	2.6%	\$2,708,569	73.9%	\$4,675,291	0.7%
Average Revenue per Trip								
Average Full Toll Lanes	\$4.09	\$4.43	(\$0.34)	(7.7%)	\$3.81	7.3%	\$5.27	(22.4%)
Average 3+ Lanes	\$0.15	\$0.00	\$0.15		\$0.18	(16.7%)	\$0.13	15.4%
Average Gross Revenue	\$3.26	\$3.34	(\$0.08)	(2.4%)	\$3.00	8.7%	\$3.90	(16.4%)

The 2021 fiscal year-to-date traffic volume decreased by 0.7 percent and potential toll revenue decreased by 19.1 percent, when compared with the same period last year. Year-to-date average revenue per-trip is \$3.36.

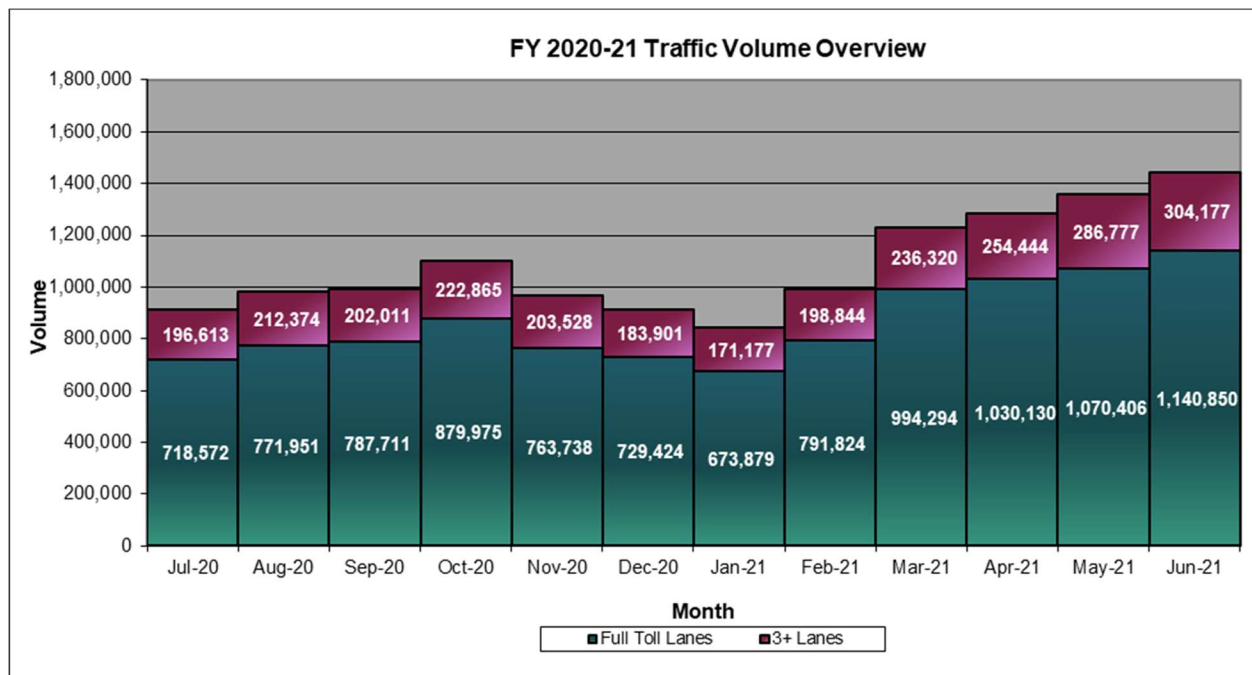
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 Express Lanes and associated potential revenue for the months of July 2020 through June 2021.

FY 2020-21 Year-to-Date as of June 30, 2021

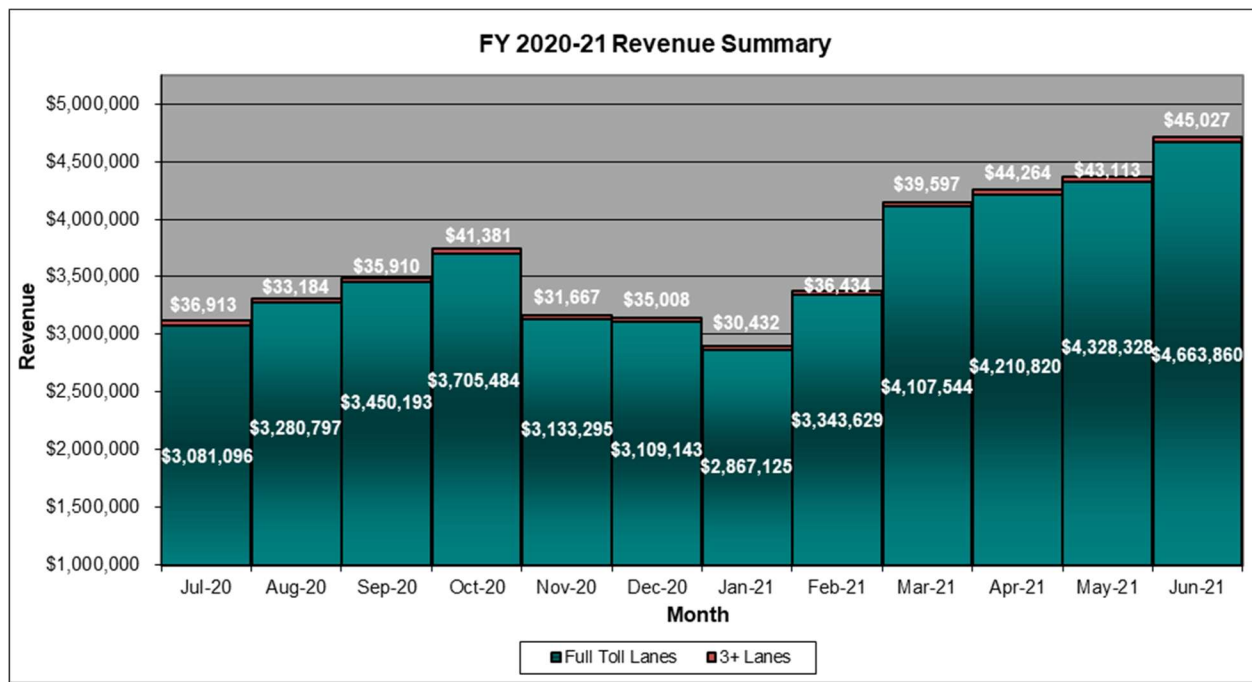
Trips	FY 2020-21 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2019-20 YTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	10,352,754	12,188,900	(1,836,146)	(15.1%)	10,044,914	3.1%
3+ Lanes	2,673,031	3,967,543	(1,294,512)	(32.6%)	3,074,209	(13.0%)
Total Gross Trips	13,025,785	16,156,443	(3,130,658)	(19.4%)	13,119,123	(0.7%)
Revenue						
Full Toll Lanes	\$43,281,313	\$52,698,686	(\$9,417,373)	(17.9%)	\$53,676,973	(19.4%)
3+ Lanes	\$452,929	\$0	\$452,929		\$381,477	18.7%
Total Gross Revenue	\$43,734,242	\$52,698,686	(\$8,964,443)	(17.0%)	\$54,058,450	(19.1%)
Average Revenue per Trip						
Average Full Toll Lanes	\$4.18	\$4.32	(\$0.14)	(3.2%)	\$5.34	(21.7%)
Average 3+ Lanes	\$0.17	\$0.00	\$0.17		\$0.12	41.7%
Average Gross Revenue	\$3.36	\$3.26	\$0.10	3.1%	\$4.12	(18.4%)

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between full toll lanes and HOV3+ lanes for FY 2020-21 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll lanes and HOV3+ lanes for FY 2020-21 on a monthly basis.



RCTC PEAK-HOUR VOLUMES

In June, there were no toll rates adjusted in response to traffic volumes. RCTC evaluates traffic volumes for peak period hours and increases or decreases rates according to the toll rate policy.

RCTC EASTBOUND PEAK-HOUR VOLUMES

Eastbound PM Peak - County Line to McKinley

PM Time	Monday 05/31/21					Tuesday 06/01/21					Wednesday 06/02/21					Thursday 06/03/21					Friday 06/04/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500						\$5.30	209	1055	1,264	E	\$8.95	212	1125	1,337	F	\$10.95	229	1,159	1,388	F	\$24.95	291	1,132	1,423	F
1500 - 1600						\$10.95	235	1065	1,300	E	\$13.95	224	971	1,195	D	\$16.95	157	719	876	C	\$24.95	299	991	1,290	E
1600 - 1700						\$6.95	172	935	1,107	D	\$6.95	177	958	1,135	D	\$8.95	188	944	1,132	D	\$14.95	294	1,018	1,312	F
1700 - 1800						\$5.30	176	975	1,151	D	\$5.30	176	981	1,157	D	\$5.30	270	1,198	1,468	F	\$7.95	244	974	1,218	E
1800 - 1900						\$4.20	228	798	1,026	D	\$5.30	242	895	1,137	D	\$5.30	211	1,007	1,218	E	\$5.30	266	926	1,192	D
1900 - 2000						\$2.25	155	543	698	B	\$2.25	207	666	873	C	\$2.25	237	858	1,095	D	\$2.25	247	709	956	C

PM Time	Monday 06/07/21					Tuesday 06/08/21					Wednesday 06/09/21					Thursday 06/10/21					Friday 06/11/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	217	1,107	1,324	F	\$5.30	213	1,054	1,267	E	\$8.95	194	1,005	1,199	D	\$10.95	237	1,173	1,410	F	\$24.95	352	1,066	1,418	F
1500 - 1600	\$8.95	211	1,032	1,243	E	\$10.95	220	990	1,210	E	\$13.95	210	978	1,188	D	\$16.95	226	966	1,192	D	\$24.95	287	895	1,182	D
1600 - 1700	\$6.95	192	999	1,191	D	\$6.95	177	921	1,098	D	\$6.95	178	1,009	1,187	D	\$8.95	211	1,019	1,230	E	\$14.95	288	989	1,277	E
1700 - 1800	\$5.30	165	913	1,078	D	\$5.30	177	956	1,133	D	\$5.30	193	1,008	1,201	E	\$5.30	199	879	1,078	D	\$7.95	271	955	1,226	E
1800 - 1900	\$4.20	207	812	1,019	D	\$4.20	222	852	1,074	D	\$5.30	211	934	1,145	D	\$5.30	245	956	1,201	E	\$5.30	256	1,021	1,277	E
1900 - 2000	\$2.25	177	443	620	B	\$2.25	180	692	872	C	\$2.25	178	660	838	C	\$2.25	236	911	1,147	D	\$2.25	272	797	1,069	D

PM Time	Monday 06/14/21					Tuesday 06/15/21					Wednesday 06/16/21					Thursday 06/17/21					Friday 06/18/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	236	1,123	1,359	F	\$5.30	239	1,105	1,344	F	\$8.95	216	1,048	1,264	E	\$10.95	240	1,161	1,401	F	\$24.95	300	1,000	1,300	E
1500 - 1600	\$8.95	219	972	1,191	D	\$10.95	236	993	1,229	E	\$13.95	254	975	1,229	E	\$16.95	256	964	1,220	E	\$24.95	319	901	1,220	E
1600 - 1700	\$6.95	210	997	1,207	E	\$6.95	191	980	1,171	D	\$6.95	214	1,048	1,262	E	\$8.95	260	1,025	1,285	E	\$14.95	288	905	1,193	D
1700 - 1800	\$5.30	167	944	1,111	D	\$5.30	189	957	1,146	D	\$5.30	218	1,009	1,227	E	\$5.30	222	1,002	1,224	E	\$7.95	243	899	1,142	D
1800 - 1900	\$4.20	206	876	1,082	D	\$4.20	258	929	1,187	D	\$5.30	280	955	1,235	E	\$5.30	244	997	1,241	E	\$5.30	288	840	1,128	D
1900 - 2000	\$2.25	200	491	691	B	\$2.25	242	931	1,173	D	\$2.25	253	749	1,002	D	\$2.25	240	925	1,165	D	\$2.25	283	820	1,103	D

PM Time	Monday 06/21/21					Tuesday 06/22/21					Wednesday 06/23/21					Thursday 06/24/21					Friday 06/25/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	209	1,111	1,320	F	\$5.30	219	1,100	1,319	F	\$8.95	233	1,106	1,339	F	\$10.95	241	1,128	1,369	F	\$24.95	280	1,090	1,370	F
1500 - 1600	\$8.95	212	852	1,064	D	\$10.95	246	1,002	1,248	E	\$13.95	240	938	1,178	D	\$16.95	247	952	1,199	D	\$24.95	294	1,067	1,361	F
1600 - 1700	\$6.95	239	975	1,214	E	\$6.95	198	933	1,131	D	\$6.95	221	986	1,207	E	\$8.95	204	832	1,036	D	\$14.95	286	956	1,242	E
1700 - 1800	\$5.30	224	907	1,131	D	\$5.30	199	912	1,111	D	\$5.30	202	981	1,183	D	\$5.30	201	936	1,137	D	\$7.95	245	921	1,166	D
1800 - 1900	\$4.20	265	853	1,118	D	\$4.20	271	988	1,259	E	\$5.30	267	935	1,202	E	\$5.30	248	986	1,234	E	\$5.30	281	930	1,211	E
1900 - 2000	\$2.25	187	591	778	B	\$2.25	208	668	876	C	\$2.25	228	893	1,121	D	\$2.25	308	963	1,271	E	\$2.25	235	811	1,046	D

PM Time	Monday 06/28/21					Tuesday 06/29/21					Wednesday 06/30/21					Thursday 07/01/21					Friday 07/02/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	253	1,088	1,341	F	\$5.30	210	1,003	1,213	E	\$8.95	230	1,095	1,325	F										
1500 - 1600	\$8.95	244	974	1,218	E	\$10.95	193	913	1,106	D	\$13.95	228	917	1,145	D										
1600 - 1700	\$6.95	236	983	1,219	E	\$6.95	189	967	1,156	D	\$6.95	201	985	1,186	D										
1700 - 1800	\$5.30	228	1,011	1,239	E	\$5.30	193	921	1,114	D	\$5.30	191	944	1,135	D										
1800 - 1900	\$4.20	311	814	1,125	D	\$4.20	245	904	1,149	D	\$5.30	253	874	1,127	D										
1900 - 2000	\$2.25	200	565	765	B	\$2.25	213	719	932	C	\$2.25	259	874	1,133	D										

Eastbound PM Peak - County Line to 15 SB Ontario

PM Time	Monday 05/31/21					Tuesday 06/01/21					Wednesday 06/02/21					Thursday 06/03/21					Friday 06/04/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500						\$5.30	101	739	840	C	\$5.30	119	776	895	C	\$5.30	121	774	895	C	\$5.30	127	679	806	C
1500 - 1600						\$5.30	111	769	880	C	\$5.30	124	775	899	C	\$5.30	75	485	560	B	\$5.30	140	626	766	B
1600 - 1700						\$5.30	89	671	760	B	\$5.30	101	655	756	B	\$5.30	91	595	686	B	\$2.95	135	558	693	B
1700 - 1800						\$2.95	95	687	782	B	\$2.95	92	670	762	B	\$5.30	104	786	890	C	\$2.95	147	657	804	C
1800 - 1900						\$2.95	117	671	788	B	\$2.95	119	659	778	B	\$2.95	128	668	796	B	\$2.95	141	590	731	B
1900 - 2000						\$1.95	100	457	557	B	\$2.95	97	447	544	B	\$2.95	143	602	745	B	\$2.95	153	488	641	B

PM Time	Monday 06/07/21					Tuesday 06/08/21					Wednesday 06/09/21					Thursday 06/10/21					Friday 06/11/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	121	733	854	C	\$5.30	122	750	872	C	\$5.30	109	698	807	C	\$5.30	109	706	815	C	\$5.30	170	671	841	C
1500 - 1600	\$5.30	132	732	864	C	\$5.30	128	726	854	C	\$5.30	123	713	836	C	\$5.30	122	660	782	B	\$5.30	151	569	720	B
1600 - 1700	\$2.95	96	669	765	B	\$5.30	99	677	776	B	\$5.30	90	691	781	B	\$5.30	101	633	734	B	\$2.95	145	597	742	B
1700 - 1800	\$2.95	84	645	729	B	\$2.95	79	614	693	B	\$2.95	91	670	761	B	\$5.30	104	573	677	B	\$2.95	132	644	776	B
1800 - 1900	\$2.95	120	575	695	B	\$2.95	125	670	795	B	\$2.95	109	706	815	C	\$2.95	119	648	767	B	\$2.95	145	624	769	B
1900 - 2000	\$1.95	95	346	441	B	\$1.95	119	523	642	B	\$2.95	115	480	595	B	\$2.95	152	600	752	B	\$2.95	150	536	686	B

PM Time	Monday 06/14/21					Tuesday 06/15/21					Wednesday 06/16/21					Thursday 06/17/21					Friday 06/18/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	123	621	744	B	\$5.30	138	782	920	C	\$5.30	144	806	950	C	\$5.30	130	754	884	C	\$5.30	133	573	706	B
1500 - 1600	\$5.30	133	720	853	C	\$5.30	109	678	787	B	\$5.30	110	695	805	C	\$5.30	110	693	803	C	\$5.30	158	601	759	B
1600 - 1700	\$2.95	108	648	756	B	\$5.30	110	623	733	B	\$5.30	108	677	785	B	\$5.30	122	679	801	C	\$2.95	132	599	731	B
1700 - 1800	\$2.95	91	640	731	B	\$2.95	108	628	736	B	\$2.95	115	654	769	B	\$5.30	113	598	711	B	\$2.95	109	563	672	B
1800 - 1900	\$2.95	110	636	746	B	\$2.95	131	641	772	B	\$2.95	135	688	823	C	\$2.95	119	710	829	C	\$2.95	174	548	722	B
1900 - 2000	\$1.95	116	350	466	B	\$1.95	156	615	771	B	\$2.95	139	539	678	B	\$2.95	149	579	728	B	\$2.95	169	494	663	B

PM Time	Monday 06/21/21					Tuesday 06/22/21					Wednesday 06/23/21					Thursday 06/24/21					Friday 06/25/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	119	710	829	C	\$5.30	137	775	912	C	\$5.30	124	798	922	C	\$5.30	139	714	853	C	\$5.30	127	654	781	B
1500 - 1600	\$5.30	97	548	645	B	\$5.30	125	703	828	C	\$5.30	121	690	811	C	\$5.30	125	682	807	C	\$5.30	115	601	716	B
1600 - 1700	\$2.95	120	668	788	B	\$5.30	93	674	767	B	\$5.30	109	605	714	B	\$5.30	104	568	672	B	\$2.95	175	574	749	B
1700 - 1800	\$2.95	100	638	738	B	\$2.95	90	596	686	B	\$2.95	103	642	745	B	\$5.30	87	556	643	B	\$2.95	118	615	733	B
1800 - 1900	\$2.95	146	634	780	B	\$2.95	120	667	787	B	\$2.95	133	637	770	B	\$2.95	131	635	766	B	\$2.95	132	594	726	B
1900 - 2000	\$1.95	102	419	521	B	\$1.95	125	545	670	B	\$2.95	123	610	733	B	\$2.95	138	655	793	B	\$2.95	158	523	681	B

PM Time	Monday 06/28/21					Tuesday 06/29/21					Wednesday 06/30/21					Thursday 07/01/21					Friday 07/02/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
1400 - 1500	\$5.30	115	657	772	B	\$5.30	124	794	918	C	\$5.30	129	730	859	C										
1500 - 1600	\$5.30	125	673	798	B	\$5.30	100	747	847	C	\$5.30	98	727	825	C										
1600 - 1700	\$2.95	126	608	734	B	\$5.30	102	658	760	B	\$5.30	119	627	746	B										
1700 - 1800	\$2.95	136	709	845	C	\$2.95	109	627	736	B	\$2.95	118	666	784	B										
1800 - 1900	\$2.95	126	592	718	B	\$2.95	135	701	836	C	\$2.95	137	629	766	B										
1900 - 2000	\$1.95	111	430	541	B	\$1.95	126	522	648	B	\$2.95	151	585	736	B										

RCTC WESTBOUND PEAK-HOUR VOLUMES

Westbound AM Peak - McKinley to County Line

AM Time	Monday 05/31/21					Tuesday 06/01/21					Wednesday 06/02/21					Thursday 06/03/21					Friday 06/04/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500						\$5.30	202	498	700	B	\$5.30	255	478	733	B	\$5.30	209	536	745	B	\$2.25	223	491	714	B
0500 - 0600						\$9.95	295	1309	1,604	F	\$9.95	376	1387	1,763	F	\$9.95	312	1,438	1,750	F	\$6.95	294	1,337	1,631	F
0600 - 0700						\$12.95	259	1377	1,636	F	\$12.95	222	1319	1,541	F	\$11.95	249	1,525	1,774	F	\$6.95	201	1,324	1,525	F
0700 - 0800						\$8.95	285	1545	1,830	F	\$8.95	276	1657	1,933	F	\$7.95	351	1,778	2,129	F	\$5.30	262	1,733	1,995	F
0800 - 0900						\$5.30	223	1569	1,792	F	\$5.30	208	1639	1,847	F	\$5.30	216	1,571	1,787	F	\$2.25	222	1,385	1,607	F
0900 - 1000						\$5.30	164	1151	1,315	E	\$5.30	177	1182	1,359	F	\$5.30	155	1,070	1,225	E	\$2.25	216	1,064	1,280	E

AM Time	Monday 06/07/21					Tuesday 06/08/21					Wednesday 06/09/21					Thursday 06/10/21					Friday 06/11/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	232	489	721	B	\$5.30	240	474	714	B	\$5.30	205	528	733	B	\$5.30	229	480	709	B	\$2.25	182	481	663	B
0500 - 0600	\$9.95	347	1,384	1,731	F	\$9.95	386	1,396	1,782	F	\$9.95	371	1,383	1,754	F	\$9.95	324	1,267	1,591	F	\$6.95	292	1,154	1,446	F
0600 - 0700	\$11.95	269	1,579	1,848	F	\$12.95	271	1,338	1,609	F	\$12.95	286	1,460	1,746	F	\$11.95	270	1,402	1,672	F	\$6.95	235	1,267	1,502	F
0700 - 0800	\$8.95	312	1,793	2,105	F	\$8.95	331	1,802	2,133	F	\$8.95	334	1,765	2,099	F	\$7.95	322	1,791	2,113	F	\$5.30	297	1,431	1,728	F
0800 - 0900	\$5.30	207	1,449	1,656	F	\$5.30	226	1,651	1,877	F	\$5.30	200	1,584	1,784	F	\$5.30	217	1,596	1,813	F	\$2.25	232	1,398	1,630	F
0900 - 1000	\$5.30	157	954	1,111	D	\$5.30	179	1,106	1,285	E	\$5.30	180	1,129	1,309	E	\$5.30	229	1,115	1,344	E	\$2.25	211	984	1,195	D

AM Time	Monday 06/14/21					Tuesday 06/15/21					Wednesday 06/16/21					Thursday 06/17/21					Friday 06/18/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	222	549	771	B	\$5.30	230	512	742	B	\$5.30	230	501	731	B	\$5.30	215	533	748	B	\$2.25	193	466	659	B
0500 - 0600	\$9.95	277	1,424	1,701	F	\$9.95	363	1,354	1,717	F	\$9.95	303	1,344	1,647	F	\$9.95	284	1,359	1,643	F	\$6.95	339	1,074	1,413	F
0600 - 0700	\$11.95	243	1,483	1,726	F	\$12.95	308	1,668	1,976	F	\$12.95	255	1,656	1,911	F	\$11.95	268	1,498	1,766	F	\$6.95	269	1,424	1,693	F
0700 - 0800	\$8.95	322	1,710	2,032	F	\$8.95	347	1,937	2,284	F	\$8.95	317	1,696	2,013	F	\$7.95	316	1,842	2,158	F	\$5.30	260	1,541	1,801	F
0800 - 0900	\$5.30	229	1,598	1,827	F	\$5.30	258	1,652	1,910	F	\$5.30	212	1,441	1,653	F	\$5.30	237	1,617	1,854	F	\$2.25	234	1,337	1,571	F
0900 - 1000	\$5.30	204	1,134	1,338	E	\$5.30	217	1,246	1,463	F	\$5.30	222	1,069	1,291	E	\$5.30	216	1,147	1,363	F	\$2.25	243	876	1,119	D

AM Time	Monday 06/21/21					Tuesday 06/22/21					Wednesday 06/23/21					Thursday 06/24/21					Friday 06/25/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	225	529	754	B	\$5.30	237	479	716	B	\$5.30	223	421	644	B	\$5.30	199	373	572	B	\$2.25	161	374	535	B
0500 - 0600	\$9.95	327	1,309	1,636	F	\$9.95	381	1,332	1,713	F	\$9.95	318	1,087	1,405	F	\$9.95	321	1,081	1,402	F	\$6.95	235	1,108	1,343	E
0600 - 0700	\$11.95	269	1,399	1,668	F	\$12.95	273	1,516	1,789	F	\$12.95	228	1,198	1,426	F	\$11.95	279	1,264	1,543	F	\$6.95	198	1,242	1,440	F
0700 - 0800	\$8.95	277	1,461	1,738	F	\$8.95	286	1,794	2,080	F	\$8.95	284	1,525	1,809	F	\$7.95	255	1,437	1,692	F	\$5.30	197	1,432	1,629	F
0800 - 0900	\$5.30	278	1,700	1,978	F	\$5.30	204	1,686	1,890	F	\$5.30	246	1,393	1,639	F	\$5.30	211	1,393	1,604	F	\$2.25	208	1,261	1,469	F
0900 - 1000	\$5.30	259	1,397	1,656	F	\$5.30	210	1,341	1,551	F	\$5.30	217	1,052	1,269	E	\$5.30	179	1,015	1,194	D	\$2.25	192	935	1,127	D

AM Time	Monday 06/28/21					Tuesday 06/29/21					Wednesday 06/30/21					Thursday 07/01/21					Friday 07/02/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$5.30	208	389	597	B	\$5.30	185	455	640	B	\$5.30	163	431	594	B										
0500 - 0600	\$9.95	288	1,113	1,401	F	\$9.95	336	1,128	1,464	F	\$9.95	252	1,121	1,373	F										
0600 - 0700	\$11.95	197	1,208	1,405	F	\$12.95	199	1,333	1,532	F	\$12.95	225	1,252	1,477	F										
0700 - 0800	\$8.95	277	1,544	1,821	F	\$8.95	271	1,524	1,795	F	\$8.95	281	1,461	1,742	F										
0800 - 0900	\$5.30	179	1,111	1,290	E	\$5.30	226	1,495	1,721	F	\$5.30	266	1,503	1,769	F										
0900 - 1000	\$5.30	230	956	1,186	D	\$5.30	195	1,090	1,285	E	\$5.30	208	1,084	1,292	E										

Westbound AM Peak - 15 North to County Line

AM Time	Monday 05/31/21					Tuesday 06/01/21					Wednesday 06/02/21					Thursday 06/03/21					Friday 06/04/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500						\$2.95	119	369	488	B	\$2.95	71	245	316	A	\$2.95	77	304	381	A	\$2.95	73	247	320	A
0500 - 0600						\$6.85	140	835	975	C	\$6.85	125	779	904	C	\$6.85	103	726	829	C	\$5.30	80	594	674	B
0600 - 0700						\$6.85	148	1005	1,153	D	\$6.85	121	1037	1,158	D	\$6.85	106	780	886	C	\$5.30	103	779	882	C
0700 - 0800						\$6.85	114	1061	1,175	D	\$6.85	106	866	972	C	\$6.85	96	762	858	C	\$2.95	71	625	696	B
0800 - 0900						\$2.95	95	936	1,031	D	\$2.95	86	783	869	C	\$2.95	82	823	905	C	\$2.95	77	649	726	B
0900 - 1000						\$2.95	68	699	767	B	\$2.95	77	583	660	B	\$2.95	67	631	698	B	\$2.95	78	432	510	B

AM Time	Monday 06/07/21					Tuesday 06/08/21					Wednesday 06/09/21					Thursday 06/10/21					Friday 06/11/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$2.95	112	326	438	B	\$2.95	83	296	379	A	\$2.95	76	350	426	B	\$2.95	97	298	395	A	\$2.95	80	288	368	A
0500 - 0600	\$6.85	106	730	836	C	\$6.85	152	759	911	C	\$6.85	109	716	825	C	\$6.85	128	821	949	C	\$5.30	99	651	750	B
0600 - 0700	\$6.85	105	725	830	C	\$6.85	115	836	951	C	\$6.85	116	896	1,012	D	\$6.85	120	841	961	C	\$5.30	110	793	903	C
0700 - 0800	\$6.85	97	799	896	C	\$6.85	138	903	1,041	D	\$6.85	142	873	1,015	D	\$6.85	133	913	1,046	D	\$2.95	110	743	853	C
0800 - 0900	\$2.95	83	691	774	B	\$2.95	96	677	773	B	\$2.95	115	801	916	C	\$2.95	92	647	739	B	\$2.95	102	602	704	B
0900 - 1000	\$2.95	91	591	682	B	\$2.95	91	642	733	B	\$2.95	83	633	716	B	\$2.95	104	576	680	B	\$2.95	114	631	745	B

AM Time	Monday 06/14/21					Tuesday 06/15/21					Wednesday 06/16/21					Thursday 06/17/21					Friday 06/18/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$2.95	87	326	413	B	\$2.95	95	340	435	B	\$2.95	92	342	434	B	\$2.95	59	336	395	A	\$2.95	84	269	353	A
0500 - 0600	\$6.85	106	782	888	C	\$6.85	142	715	857	C	\$6.85	124	791	915	C	\$6.85	112	761	873	C	\$5.30	125	641	766	B
0600 - 0700	\$6.85	97	825	922	C	\$6.85	98	782	880	C	\$6.85	105	846	951	C	\$6.85	113	907	1,020	D	\$5.30	88	645	733	B
0700 - 0800	\$6.85	131	904	1,035	D	\$6.85	111	730	841	C	\$6.85	139	900	1,039	D	\$6.85	107	795	902	C	\$2.95	79	672	751	B
0800 - 0900	\$2.95	67	655	722	B	\$2.95	94	871	965	C	\$2.95	77	632	709	B	\$2.95	120	812	932	C	\$2.95	83	535	618	B
0900 - 1000	\$2.95	90	574	664	B	\$2.95	89	628	717	B	\$2.95	107	701	808	C	\$2.95	108	613	721	B	\$2.95	120	488	608	B

AM Time	Monday 06/21/21					Tuesday 06/22/21					Wednesday 06/23/21					Thursday 06/24/21					Friday 06/25/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$2.95	87	313	400	A	\$2.95	107	353	460	B	\$2.95	113	405	518	B	\$2.95	109	390	499	B	\$2.95	95	365	460	B
0500 - 0600	\$6.85	136	815	951	C	\$6.85	124	738	862	C	\$6.85	164	937	1,101	D	\$6.85	192	974	1,166	D	\$5.30	112	844	956	C
0600 - 0700	\$6.85	127	887	1,014	D	\$6.85	109	937	1,046	D	\$6.85	150	1,176	1,326	E	\$6.85	167	1,137	1,304	E	\$5.30	119	999	1,118	D
0700 - 0800	\$6.85	86	713	799	B	\$6.85	123	910	1,033	D	\$6.85	170	1,256	1,426	F	\$6.85	161	1,163	1,324	E	\$2.95	124	961	1,085	D
0800 - 0900	\$2.95	32	173	205	A	\$2.95	83	748	831	C	\$2.95	144	1,026	1,170	D	\$2.95	139	1,060	1,199	D	\$2.95	110	869	979	C
0900 - 1000	\$2.95	91	594	685	B	\$2.95	109	680	789	B	\$2.95	149	832	981	C	\$2.95	125	761	886	C	\$2.95	149	715	864	C

AM Time	Monday 06/28/21					Tuesday 06/29/21					Wednesday 06/30/21					Thursday 07/01/21					Friday 07/02/21				
	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS	Price	HOV	SOV	Vol.	LOS
0400 - 0500	\$2.95	113	446	559	B	\$2.95	96	419	515	B	\$2.95	101	423	524	B										
0500 - 0600	\$6.85	159	949	1,108	D	\$6.85	163	982	1,145	D	\$6.85	150	1,001	1,151	D										
0600 - 0700	\$6.85	125	1,124	1,249	E	\$6.85	128	1,236	1,364	E	\$6.85	155	1,138	1,293	E										
0700 - 0800	\$6.85	138	1,114	1,252	E	\$6.85	154	1,177	1,331	E	\$6.85	163	1,241	1,404	F										
0800 - 0900	\$2.95	139	940	1,079	D	\$2.95	156	1,087	1,243	E	\$2.95	118	968	1,086	D										
0900 - 1000	\$2.95	152	686	838	C	\$2.95	127	804	931	C	\$2.95	144	823	967	C										

RCTC OPERATIONAL HIGHLIGHTS

On-Road Operations

RCTC Freeway Service Patrol responded to 98 calls during the month of June. Of those calls, 73 were to assist disabled vehicles, 11 calls to remove debris, and 14 were in response to accidents in the Express Lanes.

91 Express Lanes BOS Development Update

In February, CUSA notified OCTA and RCTC of a delay to the implementation of the new BOS for the 91 Express Lanes for both Orange and Riverside counties as a result of the COVID-19 pandemic. CUSA is the current operator of the 91 Express Lanes for both OCTA and RCTC and is the firm selected for the design, development, and implementation of the new BOS, as well as the customer service center operation, once the current contract expires on June 30, 2021.

In April 2021, OCTA and RCTC (Agencies) provide notice to CUSA that the Agencies will be exercising the first of the six one-month extension period, which will commence July 1, 2021 through July 31, 2021. The Agencies intend to exercise the one-month options until the Agencies transition to the new contract. Agencies' staff are continuing to work with CUSA to meet the revised anticipated go-live date in October 2021.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

Description	YTD as of : 6/30/2021		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 39,930,214.27	\$ 25,754,400.00	\$ 14,175,814.27	55.0
Fee Revenue	6,320,347.12	2,450,500.00	3,869,847.12	157.9
Total operating revenues	46,250,561.39	28,204,900.00	18,045,661.39	64.0
Operating expenses:				
Salaries and Benefits	611,942.17	675,500.00	63,557.83	9.4
Legal Services	110,513.98	350,000.00	239,486.02	68.4
Advisory Services	57,833.86	75,000.00	17,166.14	22.9
Audit and Accounting Fees	37,775.00	36,000.00	(1,775.00)	(4.9)
Service Fees	5,475.33	20,000.00	14,524.67	72.6
Other Professional Services	764,452.33	2,621,000.00	1,856,547.67	70.8
Lease Expense	258,155.49	490,200.00	232,044.51	47.3
Operations	2,127,972.41	2,987,000.00	859,027.59	28.8
Utilities	64,984.02	81,600.00	16,615.98	20.4
Supplies and Materials	4,909.00	30,000.00	25,091.00	83.6
Membership and Subscription Fees	28,281.50	30,000.00	1,718.50	5.7
Office Equipment & Furniture (Non-Capital)	5,383.88	15,000.00	9,616.12	64.1
Maintenance/Repairs	126,670.76	365,100.00	238,429.24	65.3
Training Seminars and Conferences	(720.00)	2,300.00	3,020.00	131.3
Transportation Expenses	-	4,000.00	4,000.00	100.0
Lodging	-	3,500.00	3,500.00	100.0
Meals	-	500.00	500.00	100.0
Other Staff Expenses	-	500.00	500.00	100.0
Advertising	4,611.25	275,000.00	270,388.75	98.3
Program Management	75,689.76	166,100.00	90,410.24	54.4
Program Operations	7,409,400.61	8,635,700.00	1,226,299.39	14.2
Litigation Settlement	-	-	-	N/A
Furniture & Equipment	-	305,000.00	305,000.00	100.0
Improvements	-	-	-	N/A
Bad Debt Expense	17,973.78	-	(17,973.78)	N/A
Total operating expenses	11,711,305.13	17,169,000.00	5,457,694.87	31.8
Operating income (loss)	34,539,256.26	11,035,900.00	23,503,356.26	213.0
Nonoperating revenues (expenses):				
Interest Revenue	529,601.68	691,900.00	(162,298.32)	23.5
Other Miscellaneous Revenue	944,155.83	100.00	944,055.83	(944,055.8)
Interest Expense	(29,687,116.56)	(7,119,900.00)	(22,567,216.56)	317.0
Total nonoperating revenues (expenses)	(28,213,359.05)	(6,427,900.00)	(21,785,459.05)	(338.9)
Transfers In	-	-	-	N/A
Transfers Out	(643,900.00)	(1,025,300.00)	381,400.00	(37.2)
Net income (loss)	\$ 5,681,997.21	\$ 3,582,700.00	\$ 2,099,297.21	58.6

¹ Unaudited

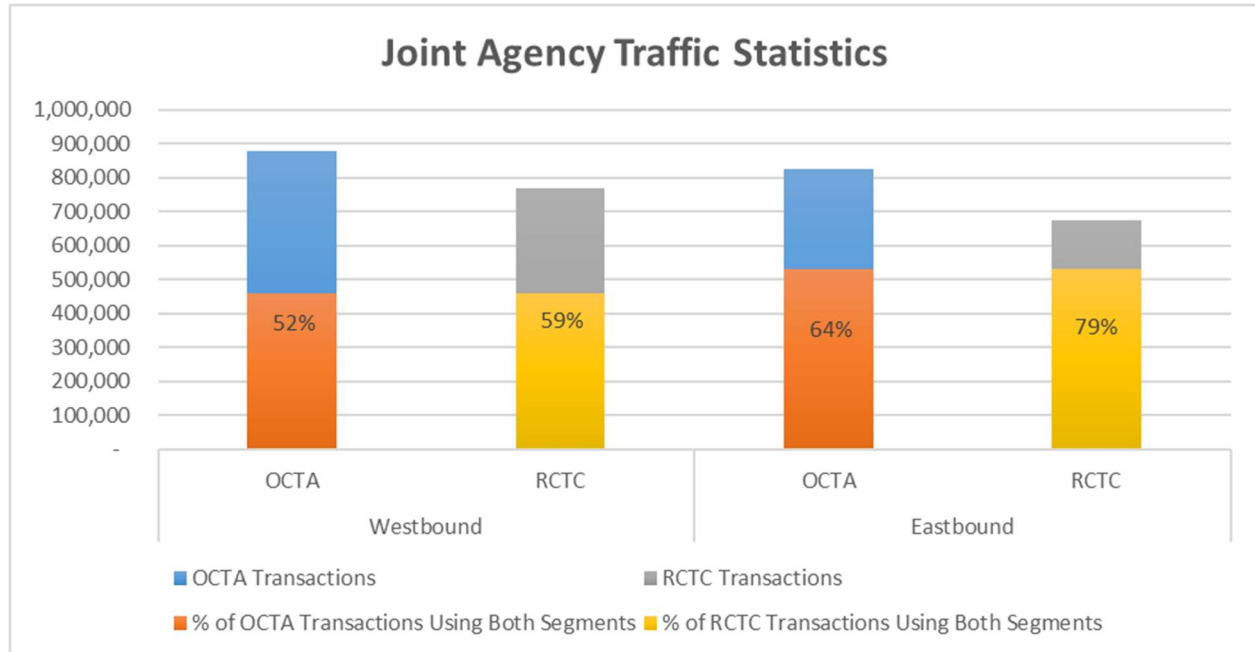
JOINT AGENCY TRIP AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING June 30, 2021

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	878,371	458,036	52%	\$2,339,539
RCTC	770,811	458,036	59%	\$2,534,675
I-15	274,149	244,866	89%	\$770,218
McKinley	496,662	213,170	43%	\$1,764,457
Eastbound				
OCTA	825,920	531,501	64%	\$2,739,329
RCTC	674,216	531,501	79%	\$2,174,212
I-15	257,131	211,763	82%	\$617,734
McKinley	417,085	319,738	77%	\$1,556,478

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	Reporting Period	PERFORMANCE STANDARD	Jun-21 Performance
CUSTOMER SERVICE			
Call Wait Time**	Monthly	Not to exceed 2 minutes	2:07
Abandon Rate	Monthly	No more than 4.0%	3.2%
Customer Satisfaction	Monthly	At least 75 outbound calls	76
VIOLATION PROCESSING			
Response Time	Monthly	Within 2 business days of receipt	0.7
CUSA Violation Collection Rate	Quarterly	70% or more	69%
CUSA Violation Collection Rate	Annually	74% or more	61%
TRAFFIC OPERATIONS			
Initial & Secondary Review s	Monthly	Equal to or less than 15 days	0.9
* Plate Misread Errors	Monthly	Equal to or less than 0.4%	0.02%
CAS Response Time	Monthly	0:20 (minutes) per call	0:19
ACCOUNTING			
OCTA Exceptions	Monthly	No more than 3	0
RCTC Exceptions	Monthly	No more than 3	0
INFORMATION TECHNOLOGY			
Back-office System Uptime	Monthly	99% Availability	100%
Netw ork Uptime	Monthly	99% Availability	100%

CUSA = Cofiroute USA; CAS = OCTA Customer Assistance Specialists

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

** Call Wait Time was not met in June 2021 as a result of decrease availability of staff due to the pandemic.

JOINT AGENCY TRANSPONDER DISTRIBUTION

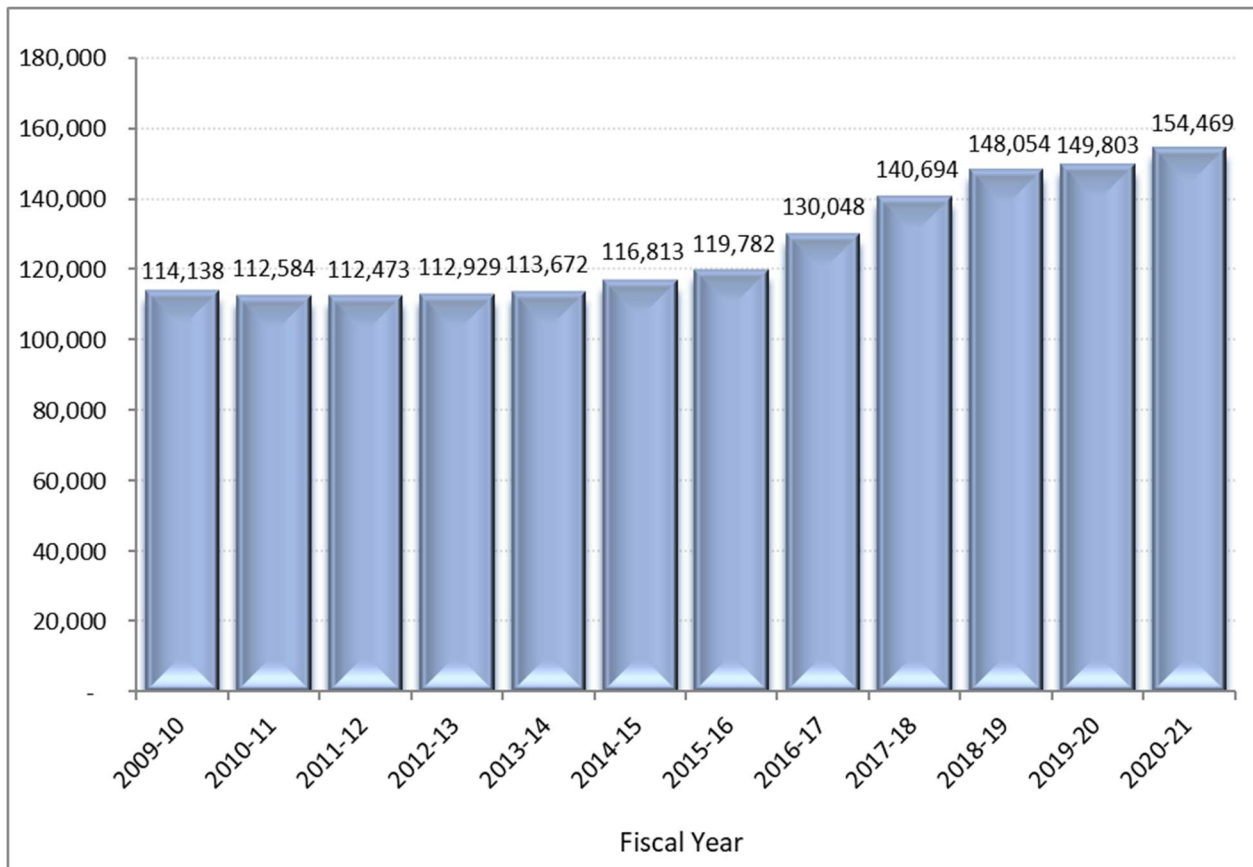
T21 TRANSPONDER DISTRIBUTION	June-21		May-21		FY 2020-21	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	295	81.0%	1,181	97.3%	798	96.5%
Additional Tags to Existing Accounts	7	1.9%	22	1.8%	15	1.8%
Replacement Transponders	62	17.0%	11	0.9%	14	1.7%
Total Issued	364		1,214		827	
Returned						
Account Closures					16	0.5%
Accounts Downsizing					4	0.1%
Defective Transponders	6,113	100.0%	1,785	100.0%	3,190	99.4%
Total Returned	6,113		1,785		3,210	

6C TRANSPONDER DISTRIBUTION		June-21		May-21		FY 2020-21	
		Tags	% of Total	Tags	% of Total	Average To-Date	
Issued							
To New Accounts	18,544	99.4%	35,117	99.8%	28,320	99.9%	
Additional Tags to Existing Accounts	116	0.6%	61	0.2%	38	0.1%	
Replacement Transponders			1	0.0%	1	0.0%	
Total Issued	18,660		35,179		28,359		
Returned							
Account Closures							
Accounts Down sizing							
Defective Transponders							
Total Returned							

At the end of June 2021, the 91 Express Lanes had 154,469 active customer accounts and 588,045 transponders classified as assigned.

Number of Accounts by FY

As of June 30, 2021



Incoming Email Activity

During June, the Anaheim Processing Center received 4,381 emails.

Operational Activity

Amid concerns about the spread of COVID-19 and following the State of California's guidance to help reduce its spread, the 91 Express Lanes Customer Walk-In Center was closed in March 2020 and will remain so until July 6, 2021. Operational activities in the Anaheim and Corona locations continued to function with a combination of remote workers and core staff located at the facilities. Core essential functions include aiding stranded motorists, providing incident management services, and dispatching emergency vehicles through the traffic operations center. The call center remains open to respond to customer service and violation calls.

AGENDA ITEM 6H

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 15, 2021
TO:	Riverside County Transportation Commission
FROM:	Toll Policy and Operations Committee Anthony Parada, Senior Management Analyst Jennifer Crosson, Toll Operations Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	15 Express Lanes Monthly Status Reports

TOLL POLICY AND OPERATIONS COMMITTEE AND STAFF RECOMMENDATION:

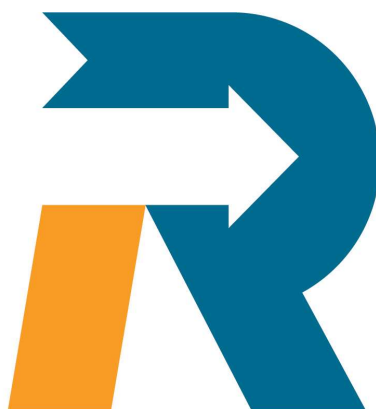
This item is for the Commission to receive and file the 15 Express Lanes Monthly Reports for the three months from April to June 2021.

BACKGROUND INFORMATION:

The monthly 15 Express Lanes reports for the three months from April to June 2021 are attached. The monthly reports provide information about 15 Express Lanes performance and activity.

Attachments:

- 1) 15 Express Lanes Status Report for April 2021
- 2) 15 Express Lanes Status Report for May 2021
- 3) 15 Express Lanes Status Report for June 2021



RiversideExpress
15 ExpressLanes

Status Report
April 30, 2021

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TRAFFIC AND REVENUE

Total toll transactions on the 15 Express Lanes for April 2021 was 813,822. This represents a daily average of 27,127 transactions. Potential toll revenue for April was \$957,207. Carpool percentage for April was 9.1%. The 15 Express Lanes opened on April 13, 2021.

The first partial month traffic and revenue data is summarized in the table below. The following transactions and revenue statistics tables represent all transactions on the 15 Express Lanes and associated potential revenue for the month of April 2021.

Current Month-to-Date as of April 30, 2021

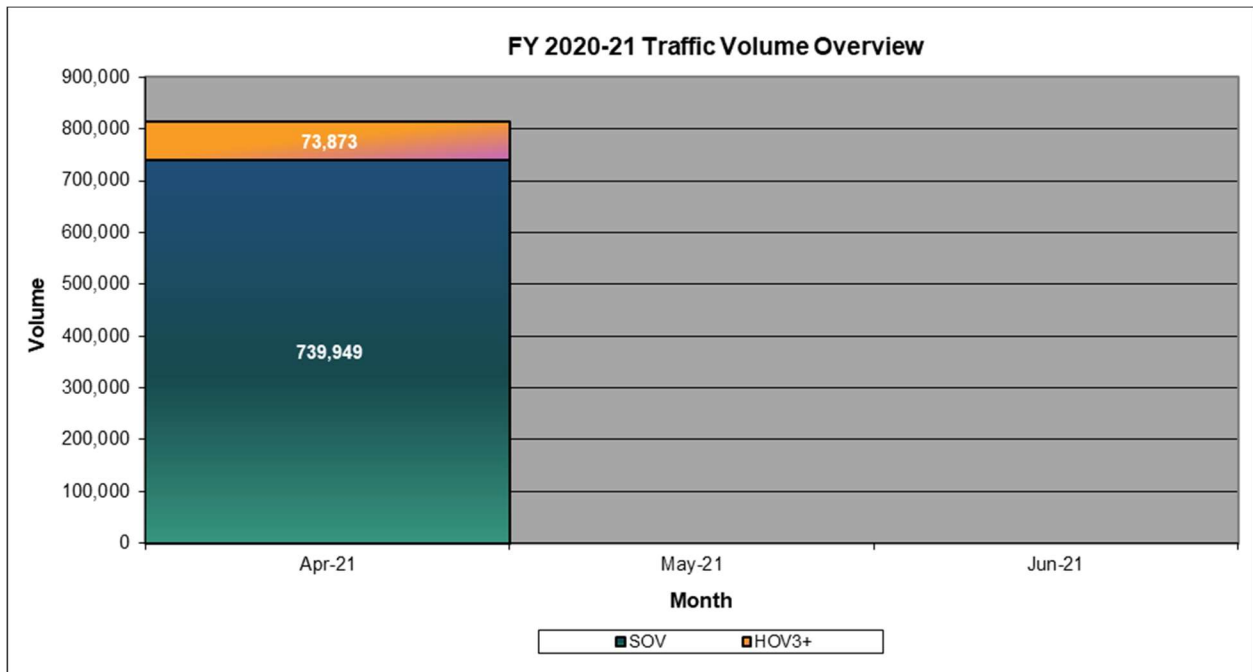
Transactions	APR-21 MTD	Stantec MTD Projected	# Variance	% Variance
SOV	739,949			
HOV3+	73,873			
Total Gross Transactions	813,822	1,318,800	(504,978)	(38.3%)
Revenue				
SOV	\$957,207			
HOV3+	\$0			
Total Gross Revenue	\$957,207	\$767,186	\$190,021	24.8%
Average Revenue per Transaction				
Average SOV	\$1.29			
Average HOV3+				
Average Gross Revenue	\$1.18	\$0.58	\$0.60	103.4%

Direction	SOV	HOV3+	Transactions	% Total Transactions	Expected Revenue	% Expected Revenue
Northbound	354,575	35,318	389,893	47.9%	\$241,356	25.2%
Southbound	385,374	38,555	423,929	52.1%	\$715,851	74.8%
Totals	739,949	73,873	813,822	100.0%	\$957,207	100.0%

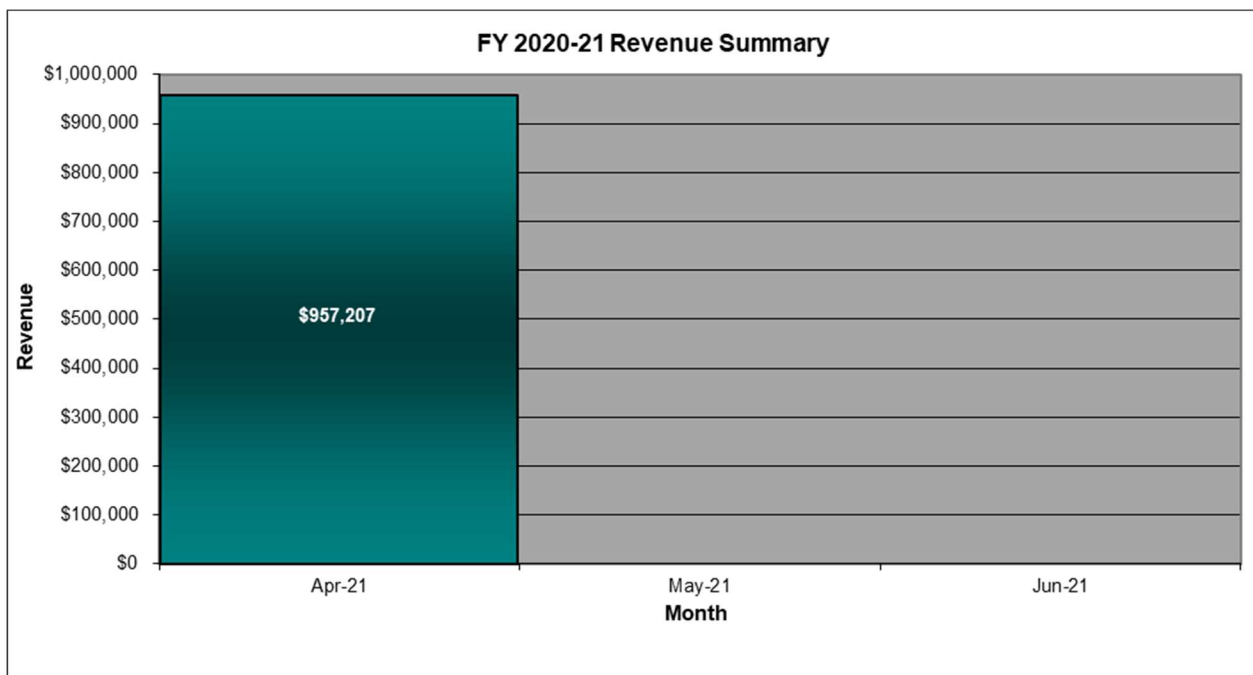
SOV: Single Occupancy Vehicle
HOV3+: High Occupancy Vehicle

TRAFFIC AND REVENUE SUMMARY

The chart below reflects the total transactions breakdown between SOV and HOV3+ for FY 2020-21 on a monthly basis.



The chart below reflects the gross potential revenue for FY 2020-21 on a monthly basis.



PEAK-HOUR VOLUMES

The 15 Express Lanes will feature dynamic pricing, which adjusts toll rates based on traffic volumes and to maintain a free-flowing trip. In April, tolls were manually adjusted while the dynamic pricing engine was calibrated.

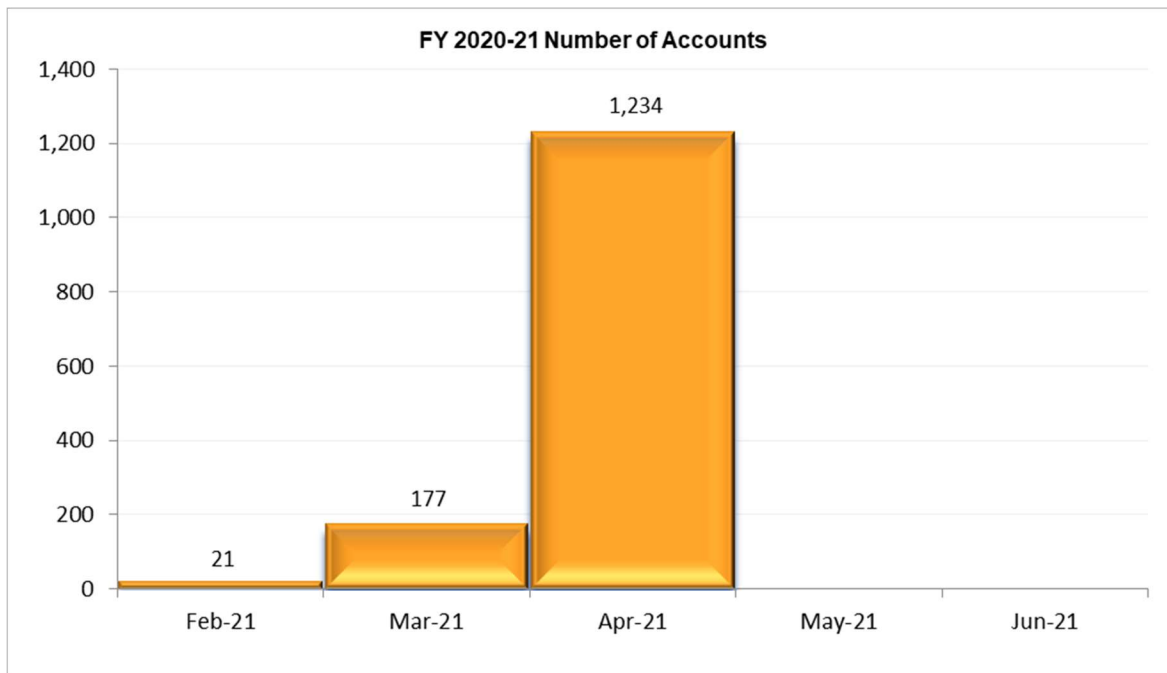
	Morning Peak Northbound 4:00 - 10:00 AM	Afternoon Peak Southbound 2:00 - 8:00 PM
HOV3+	7.8%	9.0%
Highest Toll	\$1.50	\$9.00
Highest Traffic Hour	5AM, 15N Cajalco /Magnolia 1,067 Transactions	2PM, 15S Magnolia/Cajalco 1,840 Transactions

CUSTOMER SERVICE

PERFORMANCE MEASURES

REPORTING REQUIREMENT	PERFORMANCE STANDARD	APRIL 2020 PERFORMANCE
CUSTOMER ACCOUNTS		
Transponder Fulfillment	100% within 3 business days	100% within 3 business days
Payment Posting	100% within 2 business days	100% on same business day
CUSTOMER CALLS		
Average Wait Time	No more than 240 seconds	2 seconds monthly avg wait time
Abandon Rate	Less than 5%	0.1% abandon rate
Customer Satisfaction	90% minimum satisfaction rate	98% satisfaction rate
CORRESPONDENCE		
Email Response	100% within 3 business days	100% within 2 business days
Mail Response	100% within 4 business days	100% within 1 business day

At the end of April 2021, Riverside Express opened 1,432 customer accounts and assigned 2,406 transponders.



CUSTOMER CONTACT ACTIVITY

During April, RiversideExpress.com was visited by 104,857 users.

OPERATIONAL HIGHLIGHTS

ON-ROAD OPERATIONS

Freeway Service Patrol responded to 68 calls during the month of April. Of those calls, 32 were to assist disabled vehicles, 25 calls to remove debris, and 11 were in response to accidents in the Express Lanes.

OPERATIONAL ACTIVITY

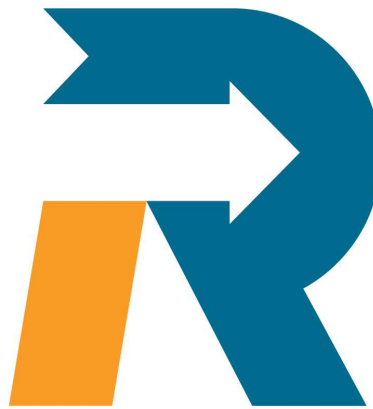
The Customer Service Center (CSC) is open and receiving customer calls regarding the 15 Express Lanes. Calls mostly consist of general inquiries about using the 15 Express Lanes and opening an account. The Walk-in Center is not open amid concerns about the spread of COVID-19. Operational activities on the roadway and in the CSC continue to function, including aiding stranded motorists, providing incident management services, dispatching emergency vehicles through the traffic operations center, and responding to customer service and violation calls.

FINANCIAL HIGHLIGHTS

RCTC 15 Express Lanes Operating Statement

Description	YTD as of : 4/30/2021		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 771,961.41	\$ 2,521,250.00	\$ (1,749,288.59)	(69.4)
Fee Revenue	15,554.00	310,666.67	(295,112.67)	(95.0)
Total operating revenues	787,515.41	2,831,916.67	(2,044,401.26)	(72.2)
Operating expenses:				
Salaries and Benefits	9,883.87	401,166.67	391,282.80	97.5
Legal Services	-	83,333.33	83,333.33	100.0
Advisory Services	-	20,833.33	20,833.33	100.0
Audit and Accounting Fees	-	24,000.00	24,000.00	100.0
Service Fees	-	6,916.67	6,916.67	100.0
Other Professional Services	-	547,666.67	547,666.67	100.0
Lease Expense	-	-	-	N/A
Operations	14,270.73	522,083.33	507,812.60	97.3
Utilities	-	93,333.33	93,333.33	100.0
Supplies and Materials	310.67	1,416.67	1,106.00	78.1
Membership and Subscription Fees	-	-	-	N/A
Office Equipment & Furniture (Non-Capital)	-	12,500.00	12,500.00	100.0
Maintenance/Repairs	-	155,000.00	155,000.00	100.0
Training Seminars and Conferences	-	166.67	166.67	100.0
Transportation Expenses	5.34	-	(5.34)	N/A
Lodging	-	-	-	N/A
Meals	-	-	-	N/A
Other Staff Expenses	-	-	-	N/A
Advertising	-	291,666.67	291,666.67	100.0
Program Management	-	-	-	N/A
Program Operations	466.86	2,952,000.00	2,951,533.14	100.0
Litigation Settlement	-	-	-	N/A
Furniture & Equipment	-	2,750.00	2,750.00	100.0
Improvements	-	-	-	N/A
Bad Debt Expense	13.10	-	(13.10)	N/A
Total operating expenses	24,950.57	5,114,833.33	5,089,882.76	99.5
Operating income (loss)	762,564.84	(2,282,916.67)	3,045,481.51	(133.4)
Nonoperating revenues (expenses):				
Interest Revenue	-	-	-	N/A
Other Miscellaneous Revenue	2,650.00	132,416.67	(129,766.67)	98.0
Interest Expense	-	-	-	N/A
Total nonoperating revenues (expenses)	2,650.00	132,416.67	(129,766.67)	98.0
Transfers In	-	2,229,500.00	(2,229,500.00)	100.0
Transfers Out	(1,300.00)	(95,833.33)	94,533.33	(98.6)
Net income (loss)	\$ 763,914.84	\$ (16,833.33)	\$ 780,748.17	(4,638.1)

¹ Unaudited



RiversideExpress
15 ExpressLanes

Status Report
May 31, 2021

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TRAFFIC AND REVENUE

Total toll transactions on the 15 Express Lanes for May 2021 was 1,550,832. This represents a daily average of 50,027 transactions. Potential toll revenue for May was \$1,970,181. Carpool percentage for May was 9.8%.

Month-to-date traffic and revenue data is summarized in the table below. The following transactions and revenue statistics tables represent all transactions on the 15 Express Lanes and associated potential revenue for the month of May 2021.

Current Month-to-Date as of May 31, 2021

Transactions	MAY-21 MTD	Stantec MTD Projected	# Variance	% Variance
SOV	1,398,718			
HOV3+	152,114			
Total Gross Transactions	1,550,832	1,926,371	(375,539)	(19.5%)
Revenue				
SOV	\$1,970,181			
HOV3+	\$0			
Total Gross Revenue	\$1,970,181	\$1,406,629	\$563,552	40.1%
Average Revenue per Transaction				
Average SOV	\$1.41			
Average HOV3+				
Average Gross Revenue	\$1.27	\$0.73	\$0.54	74.0%

Direction	SOV	HOV3+	Transactions	% Total Transactions	Expected Revenue	% Expected Revenue
Northbound	670,175	71,724	741,899	47.8%	\$422,613	21.5%
Southbound	728,543	80,390	808,933	52.2%	\$1,547,567	78.5%
Totals	1,398,718	152,114	1,550,832	100.0%	\$1,970,181	100.0%

SOV: Single Occupancy Vehicle
HOV3+: High Occupancy Vehicle

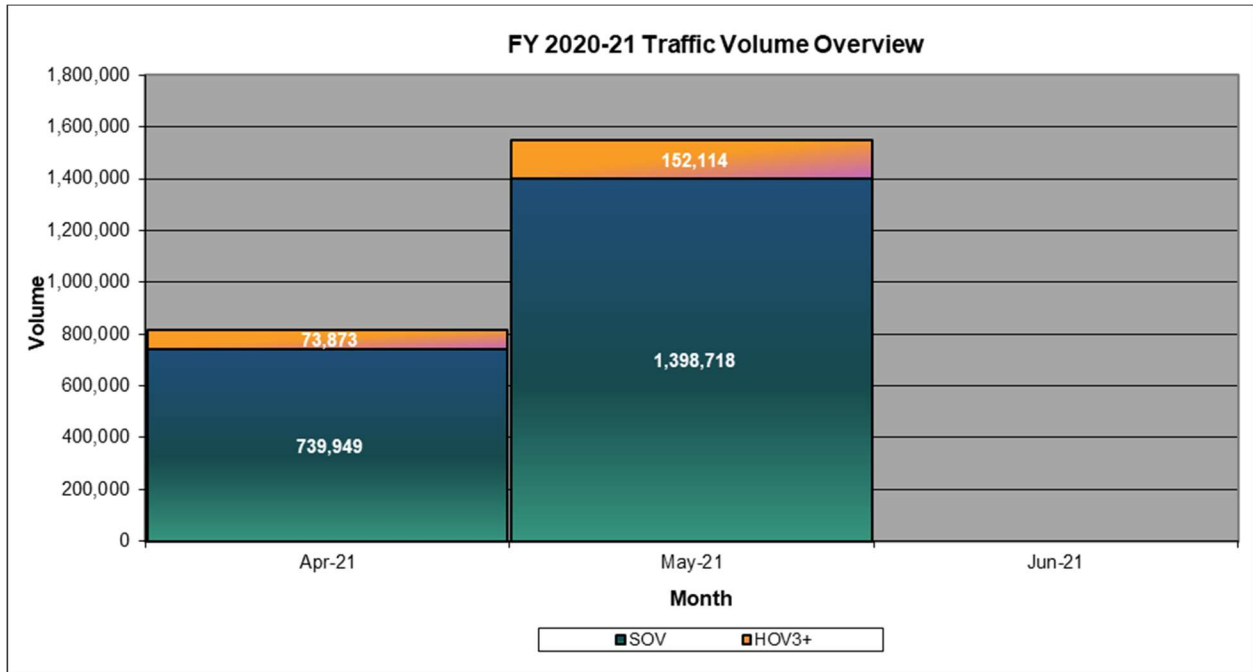
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following transaction and revenue statistics represent all transactions on the 15 Express Lanes and associated potential revenue for the months of April 2021 and May 2021. Year-to-date average revenue per-transaction is \$1.24.

FY 2020-21 Year-to-Date as of May 31, 2021

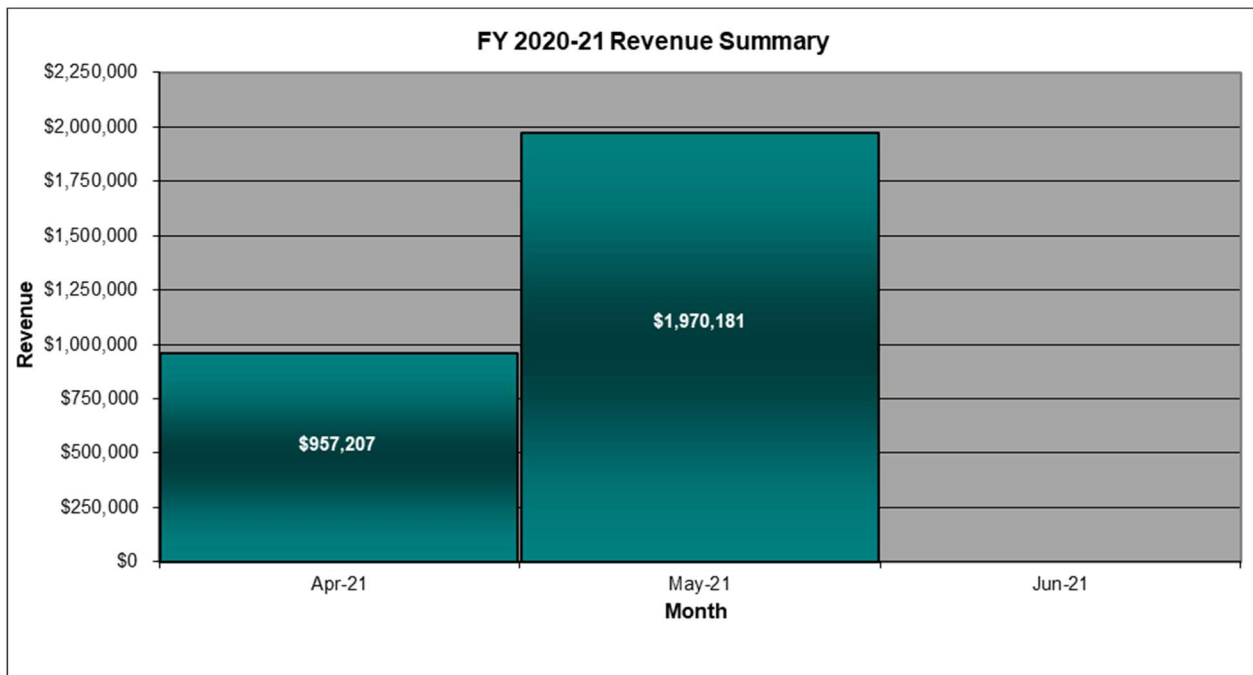
Transactions	FY 2020-21 YTD Actual	Stantec YTD Projected	# Variance	% Variance
SOV	2,138,667			
HOV3+	225,987			
Total Gross Transactions	2,364,654	3,245,171	(880,517)	(27.1%)
Revenue				
SOV	\$2,927,388			
HOV3+	\$0			
Total Gross Revenue	\$2,927,388	\$2,173,814	\$753,573	34.7%
Average Revenue per Transaction				
Average SOV	\$1.37			
Average HOV3+	\$0.00			
Average Gross Revenue	\$1.24	\$0.67	\$0.57	85.1%

TRAFFIC AND REVENUE SUMMARY

The chart below reflects the total transactions breakdown between SOV and HOV3+ for FY 2020-21 on a monthly basis.



The chart below reflects the gross potential revenue for FY 2020-21 on a monthly basis.



PEAK-HOUR VOLUMES

The 15 Express Lanes will feature dynamic pricing, which adjusts toll rates based on traffic volumes and to maintain a free-flowing trip. In May, tolls were manually adjusted while the dynamic pricing engine was calibrated.

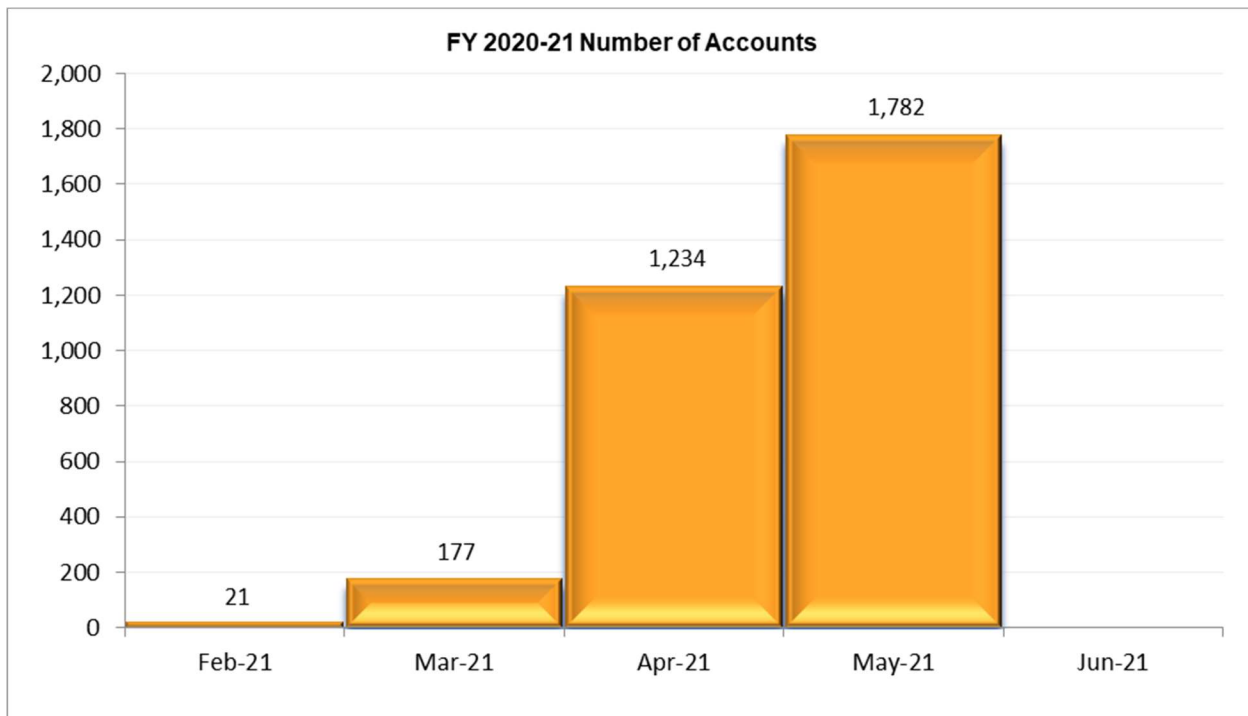
	Morning Peak Northbound 4:00 - 10:00 AM	Afternoon Peak Southbound 2:00 - 8:00 PM
HOV3+	8.2%	10.0%
Highest Toll	\$1.50	\$11.00
Highest Traffic Hour	5AM, 15N Cajalco /Magnolia 1,084 Transactions	2PM, 15S Magnolia/Cajalco 1,605 Transactions

CUSTOMER SERVICE

PERFORMANCE MEASURES

REPORTING REQUIREMENT	PERFORMANCE STANDARD	MAY 2020 PERFORMANCE
CUSTOMER ACCOUNTS		
Transponder Fulfillment	100% within 3 business days	100% within 3 business days
Payment Posting	100% within 2 business days	100% on same business day
CUSTOMER CALLS		
Average Wait Time	No more than 240 seconds	5 seconds monthly avg wait time
Abandon Rate	Less than 5%	0.2% abandon rate
Customer Satisfaction	90% minimum satisfaction rate	99% satisfaction rate
CORRESPONDENCE		
Email Response	100% within 3 business days	100% within 2 business days
Mail Response	100% within 4 business days	100% within 2 business day

At the end of May 2021, Riverside Express opened 3,214 customer accounts and assigned 5,460 transponders.



CUSTOMER CONTACT ACTIVITY

During May, RiversideExpress.com was visited by 96,893 users and the Customer Service Center processed 1,045 pieces of correspondence.

OPERATIONAL HIGHLIGHTS

ON-ROAD OPERATIONS

Freeway Service Patrol responded to 88 calls during the month of May. Of those calls, 48 were to assist disabled vehicles, 30 calls to remove debris, and 10 were in response to accidents in the Express Lanes.

OPERATIONAL ACTIVITY

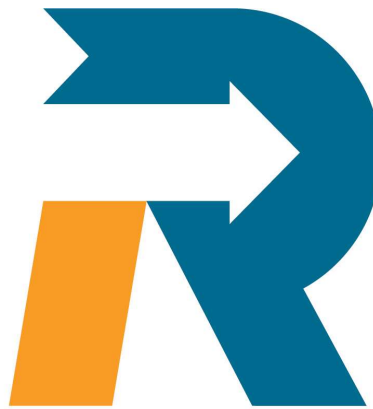
The Customer Service Center (CSC) is open and receiving customer calls regarding the 15 Express Lanes. Calls mostly consist of general inquiries about using the 15 Express Lanes and opening an account. The Walk-in Center is not open amid concerns about the spread of COVID-19. Operational activities on the roadway and in the CSC continue to function, including aiding stranded motorists, providing incident management services, dispatching emergency vehicles through the traffic operations center, and responding to customer service and violation calls.

FINANCIAL HIGHLIGHTS

RCTC 15 Express Lanes Operating Statement

Description	YTD as of : 5/31/2021		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 2,724,147.33	\$ 2,768,791.67	\$ (44,644.34)	(1.6)
Fee Revenue	209,850.03	452,008.33	(242,158.30)	(53.6)
Total operating revenues	2,933,997.36	3,220,800.00	(286,802.64)	(8.9)
Operating expenses:				
Salaries and Benefits	33,768.27	441,283.33	407,515.06	92.3
Legal Services	-	91,666.67	91,666.67	100.0
Advisory Services	-	22,916.67	22,916.67	100.0
Audit and Accounting Fees	-	26,400.00	26,400.00	100.0
Service Fees	-	7,608.33	7,608.33	100.0
Other Professional Services	22,475.31	602,433.33	579,958.02	96.3
Lease Expense	-	-	-	N/A
Operations	116,945.56	574,291.67	457,346.11	79.6
Utilities	1,111.68	102,666.67	101,554.99	98.9
Supplies and Materials	310.67	1,558.33	1,247.66	80.1
Membership and Subscription Fees	990.00	-	(990.00)	N/A
Office Equipment & Furniture (Non-Capital)	-	13,750.00	13,750.00	100.0
Maintenance/Repairs	2,942.00	170,500.00	167,558.00	98.3
Training Seminars and Conferences	-	183.33	183.33	100.0
Transportation Expenses	5.34	-	(5.34)	N/A
Lodging	-	-	-	N/A
Meals	-	-	-	N/A
Other Staff Expenses	-	-	-	N/A
Advertising	-	320,833.33	320,833.33	100.0
Program Management	-	-	-	N/A
Program Operations	29,465.02	3,247,200.00	3,217,734.98	99.1
Litigation Settlement	-	-	-	N/A
Furniture & Equipment	-	3,025.00	3,025.00	100.0
Improvements	-	-	-	N/A
Bad Debt Expense	51.35	-	(51.35)	N/A
Total operating expenses	208,065.20	5,626,316.67	5,418,251.47	96.3
Operating income (loss)	2,725,932.16	(2,405,516.67)	5,131,448.83	(213.3)
Nonoperating revenues (expenses):				
Interest Revenue	-	-	-	N/A
Other Miscellaneous Revenue	-	39,966.67	(39,966.67)	100.0
Interest Expense	-	-	-	N/A
Total nonoperating revenues (expenses)	-	39,966.67	(39,966.67)	100.0
Transfers In	-	2,452,450.00	(2,452,450.00)	100.0
Transfers Out	(128,697,140.00)	(105,416.67)	(128,591,723.33)	121,984.2
Net income (loss)	\$ (125,971,207.84)	\$ (18,516.67)	\$ (125,952,691.17)	680,212.6

¹ Unaudited



RiversideExpress
15 ExpressLanes

Status Report
June 30, 2021

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TRAFFIC AND REVENUE

Total toll transactions on the 15 Express Lanes for June 2021 was 1,807,372. This represents a daily average of 60,246 transactions. Potential toll revenue for June was \$2,434,136. Carpool percentage for June was 9.5%.

Month-to-date traffic and revenue data is summarized in the table below. The following transactions and revenue statistics tables represent all transactions on the 15 Express Lanes and associated potential revenue for the month of June 2021.

Current Month-to-Date as of June 30, 2021

Transactions	JUN-21 MTD	Stantec MTD Projected	# Variance	% Variance
SOV	1,636,043			
HOV3+	171,329			
Total Gross Transactions	1,807,372	1,776,500	30,872	1.7%
Revenue				
SOV	\$2,434,136			
HOV3+	\$0			
Total Gross Revenue	\$2,434,136	\$1,328,143	\$1,105,993	83.3%
Average Revenue per Transaction				
Average SOV	\$1.49			
Average HOV3+				
Average Gross Revenue	\$1.35	\$0.75	\$0.60	80.0%

Direction	SOV	HOV3+	Transactions	% Total Transactions	Expected Revenue	% Expected Revenue
Northbound	784,975	81,926	866,901	48.0%	\$499,938	20.5%
Southbound	851,068	89,403	940,471	52.0%	\$1,934,198	79.5%
Totals	1,636,043	171,329	1,807,372	100.0%	\$2,434,136	100.0%

SOV: Single Occupancy Vehicle
HOV3+: High Occupancy Vehicle

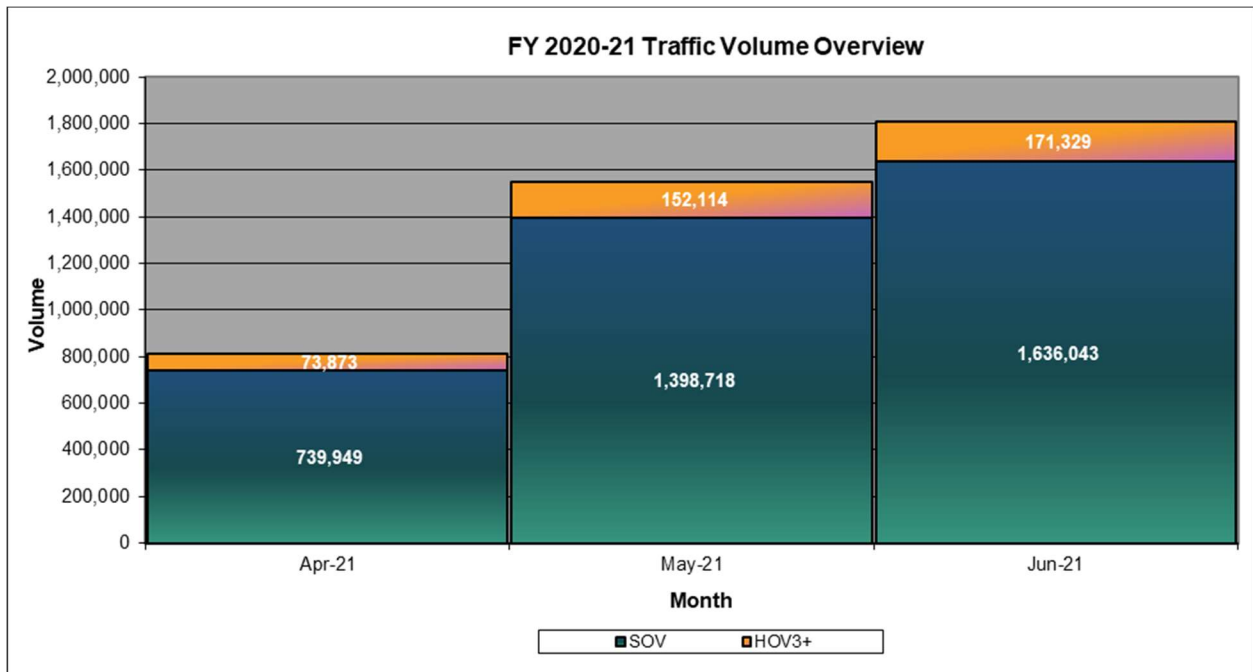
Fiscal year-to-date traffic and revenue data are summarized in the table below. The following transaction and revenue statistics represent all transactions on the 15 Express Lanes and associated potential revenue for the months of April 2021 through June 2021. Year-to-date average revenue per-transaction is \$1.29.

FY 2020-21 Year-to-Date as of June 30, 2021

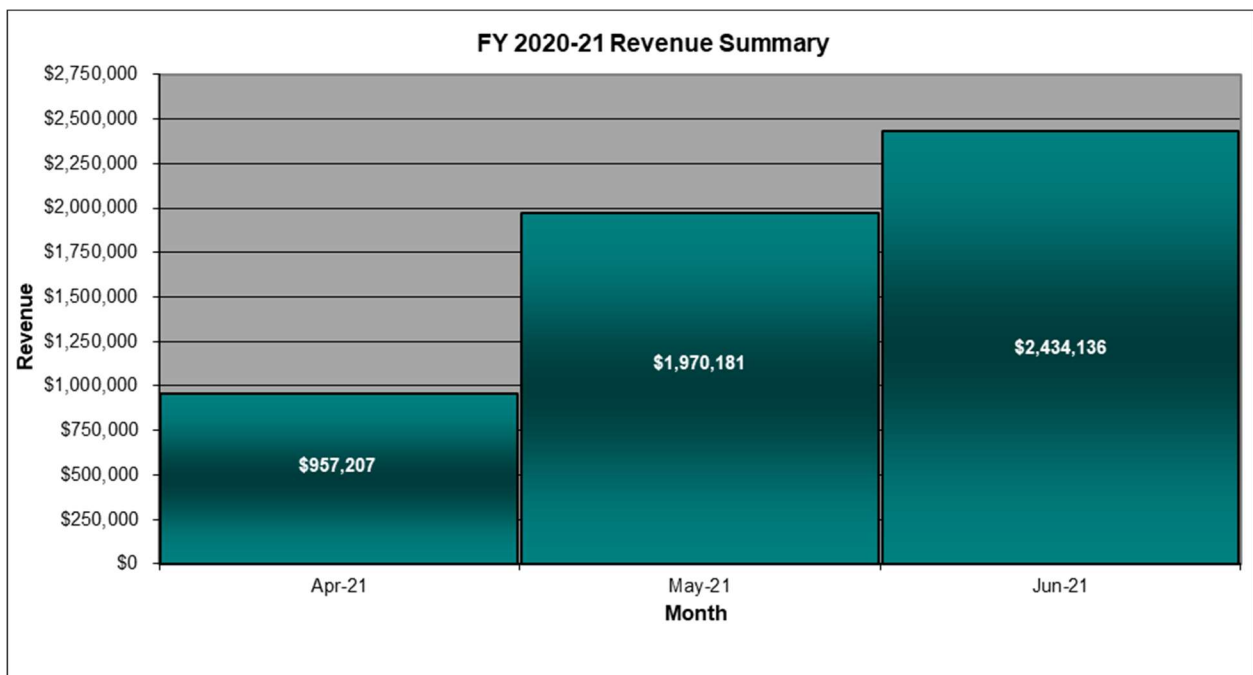
Transactions	FY 2020-21 YTD Actual	Stantec YTD Projected	# Variance	% Variance
SOV	3,774,710			
HOV3+	397,316			
Total Gross Transactions	4,172,026	5,021,671	(849,645)	(16.9%)
Revenue				
SOV	\$5,361,524			
HOV3+	\$0			
Total Gross Revenue	\$5,361,524	\$3,501,957	\$1,859,567	53.1%
Average Revenue per Transaction				
Average SOV	\$1.42			
Average HOV3+	\$0.00			
Average Gross Revenue	\$1.29	\$0.70	\$0.59	84.3%

TRAFFIC AND REVENUE SUMMARY

The chart below reflects the total transactions breakdown between SOV and HOV3+ for FY 2020-21 on a monthly basis.



The chart below reflects the gross potential revenue for FY 2020-21 on a monthly basis.



PEAK-HOUR VOLUMES

The 15 Express Lanes will feature dynamic pricing, which adjusts toll rates based on traffic volumes and to maintain a free-flowing trip. In June, tolls were manually adjusted while the dynamic pricing engine was calibrated.

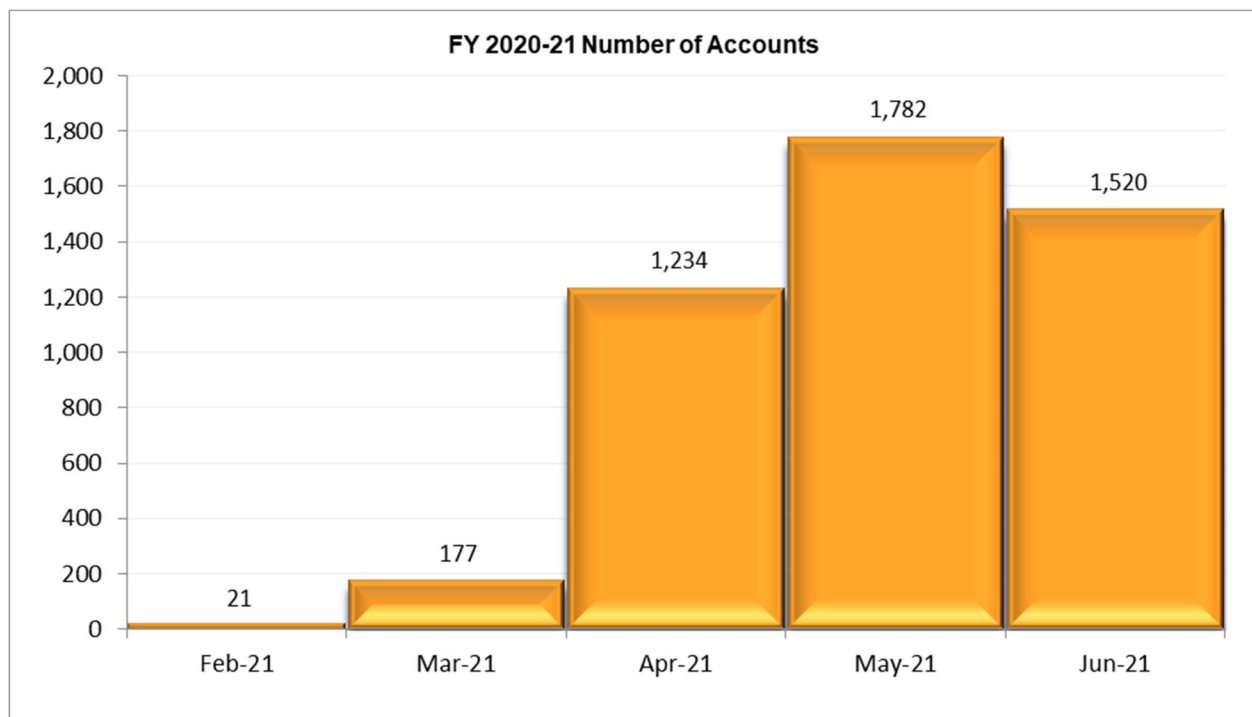
	Morning Peak Northbound 4:00 - 10:00 AM	Afternoon Peak Southbound 2:00 - 8:00 PM
HOV3+	8.2%	9.5%
Highest Toll	\$1.50	\$12.00
Highest Traffic Hour	5AM, 15N Cajalco /Magnolia 1,086 Transactions	2PM, 15S Magnolia/Cajalco 1,557 Transactions

CUSTOMER SERVICE

PERFORMANCE MEASURES

REPORTING REQUIREMENT	PERFORMANCE STANDARD	JUNE 2020 PERFORMANCE
CUSTOMER ACCOUNTS		
Transponder Fulfillment	100% within 3 business days	100% within 3 business days
Payment Posting	100% within 2 business days	100% on same business day
CUSTOMER CALLS		
Average Wait Time	No more than 240 seconds	5 seconds monthly avg wait time
Abandon Rate	Less than 5%	0.2% abandon rate
Customer Satisfaction	90% minimum satisfaction rate	99% satisfaction rate
CORRESPONDENCE		
Email Response	100% within 3 business days	100% within 3 business days
Mail Response	100% within 4 business days	100% within 4 business day

At the end of June 2021, Riverside Express opened 4,734 customer accounts and assigned 8,043 transponders.



CUSTOMER CONTACT ACTIVITY

During June, RiversideExpress.com was visited by 27,458 users and the Customer Service Center processed 1,757 pieces of correspondence.

OPERATIONAL HIGHLIGHTS

ON-ROAD OPERATIONS

Freeway Service Patrol responded to 90 calls during the month of June. Of those calls, 53 were to assist disabled vehicles, 25 calls to remove debris, and 12 were in response to accidents in the Express Lanes.

OPERATIONAL ACTIVITY

The Customer Service Center (CSC) is open and receiving customer calls regarding the 15 Express Lanes. Calls mostly consist of general inquiries about using the 15 Express Lanes and opening an account. The Walk-in Center is not open amid concerns about the spread of COVID-19. Operational activities on the roadway and in the CSC continue to function, including aiding stranded motorists, providing incident management services, dispatching emergency vehicles through the traffic operations center, and responding to customer service and violation calls.

FINANCIAL HIGHLIGHTS

RCTC 15 Express Lanes Operating Statement

Description	YTD as of : 6/30/2021		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 4,948,628.44	\$ 3,020,500.00	\$ 1,928,128.44	63.8
Fee Revenue	571,176.37	493,100.00	78,076.37	15.8
Total operating revenues	5,519,804.81	3,513,600.00	2,006,204.81	57.1
Operating expenses:				
Salaries and Benefits	77,079.46	481,400.00	404,320.54	84.0
Legal Services	3,564.75	100,000.00	96,435.25	96.4
Advisory Services	-	25,000.00	25,000.00	100.0
Audit and Accounting Fees	-	28,800.00	28,800.00	100.0
Service Fees	-	8,300.00	8,300.00	100.0
Other Professional Services	50,243.15	657,200.00	606,956.85	92.4
Lease Expense	-	-	-	N/A
Operations	191,777.29	626,500.00	434,722.71	69.4
Utilities	8,761.19	112,000.00	103,238.81	92.2
Supplies and Materials	530.11	1,700.00	1,169.89	68.8
Membership and Subscription Fees	990.00	-	(990.00)	N/A
Office Equipment & Furniture (Non-Capital)	294.28	15,000.00	14,705.72	98.0
Maintenance/Repairs	34,963.30	186,000.00	151,036.70	81.2
Training Seminars and Conferences	-	200.00	200.00	100.0
Transportation Expenses	5.34	-	(5.34)	N/A
Lodging	-	-	-	N/A
Meals	-	-	-	N/A
Other Staff Expenses	-	-	-	N/A
Advertising	10,082.60	350,000.00	339,917.40	97.1
Program Management	-	-	-	N/A
Program Operations	1,066,037.10	3,542,400.00	2,476,362.90	69.9
Litigation Settlement	-	-	-	N/A
Furniture & Equipment	-	3,300.00	3,300.00	100.0
Improvements	-	-	-	N/A
Bad Debt Expense	80.85	-	(80.85)	N/A
Total operating expenses	1,444,409.42	6,137,800.00	4,693,390.58	76.5
Operating income (loss)	4,075,395.39	(2,624,200.00)	6,699,595.39	(255.3)
Nonoperating revenues (expenses):				
Interest Revenue	0.03	-	0.03	N/A
Other Miscellaneous Revenue	24,343.74	43,600.00	(19,256.26)	44.2
Interest Expense	(84,806.29)	-	(84,806.29)	N/A
Total nonoperating revenues (expenses)	(60,462.52)	43,600.00	(104,062.52)	238.7
Transfers In	817,293.48	2,675,400.00	(1,858,106.52)	69.5
Transfers Out	(128,830,065.71)	(115,000.00)	(128,715,065.71)	111,926.1
Net income (loss)	\$ (123,997,839.36)	\$ (20,200.00)	\$ (123,977,639.36)	613,750.7

¹ Unaudited

AGENDA ITEM 6I

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 15, 2021
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Marlin Feenstra, Project Delivery Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Quarterly Reporting of Contract Change Orders for Construction Contracts

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to receive and file the Quarterly Report of Contract Change Orders for Construction Contracts for the past three months ended June 30, 2021.

BACKGROUND INFORMATION:

During the past quarter, April to June 2021, the Commission has had the following projects under construction:

1. Mid County Parkway (MCP) Placentia project
2. I-15 Railroad Canyon Interchange project
3. SR-91 Pachappa Underpass project
4. SR-60 Truck Lanes project
5. Downtown Riverside Station Layover Facility project
6. I-15 Express Lanes project
7. SR-91 Corridor Operations project (91 COP)
8. 15/91 Express Lanes Connector

DISCUSSION:

At the direction of the Executive Committee at its March 2021 meeting, a report will be filed each quarter listing the construction contract change orders that were issued in the previous quarter. The following table summarizes the Contract Change Orders that occurred in the last quarter (4th quarter of FY 2020/21).

Contractor Change Orders executed in the 2nd Quarter of CY 2021			
Project	CCO No.	Description	Amount
MCP Placentia Project	CCO 12	Treated wood waste	\$10,000.00
	CCO 13	Maintain existing edge drain system	25,000.00
I-15 Railroad Canyon Interchange Project	CCO 35	Abutment alignment adjustment	\$11,407.62
	CCO 39	Treated wood waste	10,000.00
	CCO 40	Gravel mulch spec change (Type 2)	0.00
SR-91 Pachappa Underpass Project	CCO 19	Remove existing retaining wall gutter	\$6,383.56
	CCO 12	Hydroseed & gravel mulch on Retaining Wall 335 slopes	(26,472.00)
	CCO 21	Remove shoofly abutment apron slabs	15,000.00
	CCO 20	Revised traffic arrangements for shoofly removal	0.00
	CCO 15s1	Water pollution control maintenance - additional funds	5,000.00
	CCO 17	Revise railroad related work at UPRR cutover	(102,322.16)
SR-60 Truck Lanes Project	CCO 01s3	Maintain traffic - additional funds	\$300,000.00
	CCO 08s2	In line crash cushions additional funds	50,000.00
	CCO 49	Stage 2 - RCB 735 paving conflict	75,191.96
	CCO 58	55 hour EB closure for Stage 4 W&E transitions	213,167.73
	CCO 59	Modifying electrical system	61,467.26
	CCO 60	Pavement repairs	280,000.00
	CCO 61	Drainage system 64 slope adjustment	(25,260.25)
Downtown Riverside Station Layover Facility Project	CCO 08s1	Sewer modification additional work	\$23,204.00
	CCO 10s1	Backflow preventer relocation additional work	1,487.00
	CCO 14	Fire repairs	4,788.00
	CCO 15	Various quantity increases	16,577.00
I-15 Express Lanes Project	CCO 67	DR-21 use existing electrical services - Ontario Ave	\$0.00
	CCO 78s1	Supplement 1 - deferred ELP striping and extended maintenance - traffic drum & barricades	121,235.00
	CCO 89s1	Supplement 1 to CCO 89 - differing site condition at 15-91 Sep Bridge Bent 2 CIDH	436,840.00
	CCO 94	Extended overhead costs until Final Acceptance	777,098.00
	CCO 96	Deferred ELP price sign VTMS NB 3	3,922.00
	CCO 97	TCS infrastructure deficiencies at NB-3	46,900.00
	CCO 98	Lane closure Liquidated Damages for 90% utilization for Dec 2020 - March 2021	(5,000.00)
	CCO 99	Grading and drainage installation improvements	6,469.00
	CCO 100	Grinding JPCP pavement	372,832.00
	CCO 101	Deferred express lanes striping	167,999.00
	CCO 102	Water meter charges at 868 E. Parkridge Ave	(8,027.00)
91 C.O.P	CCO 05	Modify traffic control on Green River Road	\$373,501.00
	CCO 06	Roadway ex and remove concrete pavement decrease quantities	(160,326.00)
	CCO 08	Misc electrical changes	69,885.00
	CCO 09	Modify mainline traffic handling plans	0.00
	CCO 11	Modify closure charts	0.00
	CCO 12	Additional cold plane	71,819.00
	CCO 13	High mast shields	12,000.00
15/91 Express Lanes Connector	CCO 07	Update TP Attachment 9-2 for BNSF Footing Easements and TCE	\$0.00
	CCO 08	Pavement Rehabilitation Project Coordination Changes	0.00
	CCO 09	Administrative Changes to Time Impact Analysis Language	0.00

FISCAL IMPACT:

The Contract Change Orders were executed using available contingency authorized with the construction contract for each project.

AGENDA ITEM 6J

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 15, 2021
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Martha Masters, Senior Management Analyst Jenny Chan, Planning and Programming Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Fiscal Year 2021/22 Annual Local Transportation Fund Planning Allocations to Western Riverside Council of Governments and Coachella Valley Association of Governments

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to approve an allocation of Local Transportation Fund (LTF) funds for planning in the amount of \$866,250 for Western Riverside Council of Governments (WRCOG) and \$472,500 for Coachella Valley Association of Governments (CVAG) for efforts identified in each agency's FY 2021/22 LTF Program Objectives/Work Plan (Work Plan) that supports transportation planning programs and functions that are consistent with regional and subregional plans, programs, and requirements.

BACKGROUND INFORMATION:

The LTF established in state law by the Transportation Development Act (TDA) is funded through a quarter of one cent of the state's 7.25 percent sales tax (based on point of sale and returned to source). LTF funds are used to fund transportation planning, operations, and capital projects. The action requested at this time is specifically to allocate the planning funds to the two councils of governments, WRCOG and CVAG. Other LTF allocations, such as those for transit and rail operations and capital projects, were approved by the Commission in June 2021. Bicycle and pedestrian facilities are also funded by LTF and are part of the biennial SB 821 Call for Projects.

The LTF funding is distributed by the California Department of Tax and Fee Administration to counties on a pro rata basis, pursuant to Section 99233.2 of the TDA, providing up to 3 percent of annual revenues to fund transportation planning and programming efforts. The Commission, as the regional transportation planning agency, is legally responsible for apportioning the LTF funds. Based on the projected FY 2021/22 revenues of \$105 million, 3 percent of the projected revenue, or \$3.15 million, is for planning and programming. By statute, the TDA also requires one half of these LTF funds, or \$1.575 million, be allocated for planning activities within the Western Riverside County and the Coachella Valley areas, as determined by the Commission. The distribution formula, as confirmed by the Commission in October 2014, is as follows:

Planning Agency	Percentage	Apportionment/Allocation
RCTC	15	\$236,250
WRCOG	55	866,250
CVAG	30	472,500
Total	100	\$1,575,000

WRCOG and CVAG submitted their respective FY 2021/22 Work Plans in accordance with existing guidelines.

WRCOG's Work Plan is divided into two program areas and includes the following activities:

- 1) Planning Programs – including, but not limited, to:
 - Riverside County Model Update
 - 2024 Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
 - SB 743 Implementation Assistance
 - Geographic Information System (GIS)/Modeling Services
 - Research on the impact of travel and technology on the transportation system
 - Transportation related climate change and climate adaptation analyses and planning for the WRCOG subregion
- 2) Regional Transportation Programs
 - Transportation Uniform Mitigation Fee (TUMF) Program
 - Riverside County Transportation Commission Programs

CVAG's Work Plan consists of ten main program areas:

- 1) Transportation Department Operations;
- 2) Project Management and Contract Administration;
- 3) CV Link Project Development;
- 4) CV Sync Project Development;
- 5) Riverside County Transportation Commission Programs;
- 6) Planning, Programming, and Monitoring Program;
- 7) Miscellaneous Programs including GIS Information Services, support for the countywide transportation model and Regional Arterial Traffic Count Program;
- 8) Congestion Management/Air Quality Programs;
- 9) TUMF Program; and
- 10) Governmental and Special Projects.

Staff reviewed the Work Plans and found them to be consistent with the Commission's overall transportation programming and planning objectives and recommends approval. In addition to the program areas and activities, the Work Plans also benefit the respective geographic regions and are consistent with subregional and regional plans, including SCAG's RTP/SCS. WRCOG and

CVAG, in conjunction with SCAG, are responsible for subregional planning efforts that implement and are in conformance with the RTP/SCS.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2021/22	Amount:	\$1,338,750
Source of Funds:	LTF			Budget Adjustment:	No
GL/Project Accounting No.:	106 65 86205				
Fiscal Procedures Approved:	<i>Theresa Trevino</i>			Date:	08/04/2021

Attachments:

- 1) WRCOG FY 2021/22 LTF Program Objectives/Work Plan
- 2) CVAG FY 2021/22 LTF Program Objectives/Work Plan

Approved by the Budget and Implementation Committee on August 23, 2021

In Favor: 13 Abstain: 0 No: 0

Western Riverside Council of Governments (WRCOG)

Fiscal Year 2021/2022 Local Transportation Funds Program Objectives

The Work Plan for FY 2021/2022 is divided into two Program areas: 1) Planning Programs and 2) Regional Transportation Programs.

1. Planning Programs

California Air Resources Board
South Coast Air Quality Management District (SCAQMD)
Southern California Associations of Governments (SCAG)
California Association of Councils of Governments (CALCOG)
Local Jurisdictions within WRCOG subregion

Planning:

This program includes staff time to develop and work on nine main projects/program areas. These are listed below and include a brief description.

A. Maintain and update the new Riverside County Transportation Analysis Model (RIVCOM)

RIVCOM is a new transportation analysis model that provides updated socio-economic forecasts to reflect SCAG's adopted growth forecasts, updated roadway network and utilizes data from SCAG's most recent Regional Travel Model to ensure consistency. This model will be utilized by jurisdictions and consultants to produce roadway forecasts and other units of measurements, such as Vehicle Miles Traveled, needed for analyses. WRCOG will ensure that the model is disseminated to the appropriate parties in a timely fashion. Updates to the model will also be conducted based on new data becoming available and feedback from the users to ensure the model accurately reflects existing and future conditions.

B. Support local jurisdictions on 2024 SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

Staff will provide support to local jurisdictions as development of the SCAG 2024 RTP/SCS commences. This will include support to local jurisdictions on socio-economic data (SED) forecasts, on an as-needed basis to incorporate into the RTP/SCS. The assistance provided will be to ensure that input from the WRCOG subregion will be included in the long-range vision plan that aims to balance future mobility and housing needs with economic, environmental and public health goals. The RTP/SCS is vital for the subregion as it allows Riverside County Transportation Commission (RCTC)

and its jurisdictions to qualify for federal funding towards transportation projects. The RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve state greenhouse gas emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry and utilize resources more efficiently.

C. Continue to assist jurisdictions with Senate Bill (SB) 743 Implementation

WRCOG conducted a SB 743 Implementation Study that assisted stakeholders to transition from utilizing level of service methodology for mitigation impacts to vehicle miles traveled. WRCOG will continue to assist jurisdictions, upon request, as VMT implementation progresses in identifying the necessary steps to implementing SB 743 and as jurisdictions begin to receive questions from stakeholders and work through the approval process for a development project with VMT as the transportation analysis metric.

D. GIS/Modeling Services

WRCOG will provide GIS and transportation modeling services to the member agencies of WRCOG. This service is meant to provide GIS/modeling capabilities and products to WRCOG member agencies on an as-needed basis, to enhance GIS/Transportation at agencies currently managing their own systems, and to provide quick, inexpensive services to members without need for additional staff, consultants, software licensing, hardware needs. Possible services include: General Plan amendments, traffic volume maps, traffic model scenarios for new development, project mapping, demographics, service area analysis, and SB-743 implementation.

E. Research on travel and technology and the impact on the transportation system

WRCOG will continue to conduct research on-behalf of jurisdictions in Western Riverside County, as requested, to help prepare and provide information on the various challenges faced in the subregion. Changes in demographics will have an effect on travel conditions. WRCOG will continue to conduct research on travel behavior, especially as it relates to coming out of the COVID-19 pandemic, travel pattern and automation in order to highlight potential challenges the subregion may face and the opportunities jurisdictions should strategically be in position to leverage. WRCOG will continue to work to ensure this information is disseminated to jurisdictions and stakeholders through its Committee structure and is presented at forums, conferences, and panels where suitable.

F. Research, agenda preparation, and staffing for WRCOG Planning Directors Committee

The research, agenda preparation, and staffing for the WRCOG Planning Directors Committee will support WRCOG member agencies to obtain information, access to research, and awareness of applicable grant opportunities, as well as foster discussions between WRCOG member

jurisdictions regarding the latest challenges and opportunities facing the WRCOG subregion, in order to achieve more cost effective and efficient solutions to planning-related matters on a monthly basis.

G. Research, agenda preparation, and staffing for WRCOG Public Works Committee

The research, agenda preparation, and staffing for the WRCOG Public Works Committee will support WRCOG member agencies to obtain information, access to research, and awareness of applicable grant opportunities, as well as foster discussions between WRCOG member jurisdictions regarding the latest challenges and opportunities facing the WRCOG subregion, in order to achieve more cost effective and efficient solutions to public works or engineering-related matters on a monthly basis.

H. Outreach for WRCOG Programs and activities and engagement with WRCOG members, partner agencies, and stakeholders

The outreach for WRCOG Programs and activities and partner agencies will include assisting local jurisdictions and education institutions on the various WRCOG Programs and subregional challenges faced. Housing challenges the subregion faces are topics discussed at the various WRCOG Committees so staff will focus on topics and issues related to housing. This focus will include conducting outreach to the subregion's legislatures and their staff to provide updates on the housing challenges that local jurisdictions and agencies are facing. Staff will continue to provide content for educational outreach on issues faced in the WRCOG subregion and WRCOG Programs through platforms, such as the "WRCOGCAST" and "Elevate". "Elevate" is a platform WRCOG initiated in response to the changing times that came with the COVID-19 pandemic in order to disseminate information to local jurisdictions and stakeholders with the hopes of providing substantive, meaningful, and up-to-date content. Outreach will continue for the WRCOG Public Service Fellowship, which encourages students to seek careers in public policy and local government by gaining meaningful, hands-on experience at WRCOG member agencies. In addition, staff will continue to promote and attend member jurisdiction/agency events throughout the year.

I. Staff time for the implementation of the subregional Climate Action Plan, climate-related hazards and climate adaptation analyses and planning for the WRCOG subregion.

The staff time for the subregional Climate Action Plan, climate-related hazards and climate adaptation efforts for the WRCOG subregion will be to continue overseeing studies and planning efforts to identify effects of climate change to the subregion and opportunities to mitigate these effects, particularly as it relates to transportation infrastructure. One specific effort that will be supported by LTF will be to conduct risk assessments on a sample of vulnerable transportation assets in the subregion and identify the needs of disadvantaged or vulnerable communities. This effort expands on the previous development of design guidelines to create climate reliant transportation infrastructure. These efforts are to assist jurisdictions better

plan for project prioritization and investment on the transportation system. All of these efforts will combine as a guidebook for WRCOG member agencies as they conduct climate adaptation/resiliency planning. Staff will also continue to participate in the Inland Southern California Climate Collaborative (ISC3). ISC3 is a diverse, cross-sectoral network of agencies, organizations, companies, and institutions working together to advance equitable solutions to create a resilient and thriving Inland Southern California in the face of climate related events.

Another specific effort that will be supported by LTF will be the implementation of the subregional Climate Action Plan (CAP) that will provide a framework for WRCOG jurisdictions that chose to participate and comply with state legislation and greenhouse gas emission (GHG) targets through collaborative planning. The CAP provides different strategies that participating jurisdictions can implement to reduce GHG emissions and improve overall health in the region. WRCOG has identified separate grant funding to conduct a programmatic Environmental Impact Report (EIR) that enables the CAP to succeed as a qualified greenhouse gas reduction plan. The State of California has instituted a series of legislative changes to environmental and land use law in an attempt to address the housing crises and remove barriers to housing production. One of the changes made was to include a provision in CEQA to simplify environmental documentation requirements for developers when development occurs in a community with an adopted qualified greenhouse reduction plan. Conducting the programmatic EIR enables those jurisdictions that so choose to participate the ability to remove a few barriers to housing production.

Both of these projects are partially funded through SB 1 Planning Funds.

2. Regional Transportation Programs

RCTC
Riverside Transit Agency
Caltrans
SCAG
CALCOG

This program includes staff time to develop and work on two main projects/program areas. These are listed below and include a brief description.

Transportation Uniform Mitigation Fee Program:

This Program includes staff time to administer the TUMF Program, which includes but is not limited to the following:

A. Program contract/agreement administration:

Review, coordinate, and finalize Reimbursement Agreements with member agencies for funding allocations based on five-year Zone Transportation Improvement Program (TIP).

B. Conduct TUMF Nexus Study

California Assembly Bill 1600 requires that all local agencies in California establish a nexus or reasonable relationship between the development impact fee's use and the type of project for which the fee is required. In accordance with this requirement, WRCOG plans to commence an analysis with the TUMF Program to ensure the adequacy of the developer impact fees and the projects included in the TUMF Network beginning in the Fall 2021.

C. Public outreach/information:

Prepare the TUMF Annual Report detailing collections for fiscal year and projects being funded with collections. Develop Press Releases for the TUMF Program highlighting major milestones, groundbreakings, ribbon cuttings. Filming of groundbreakings and ribbon cuttings for TUMF funded projects. Develop and purchase of signage for TUMF funded projects.

D. TUMF Zone Transportation Improvement Program (TIP):

Preparation and approval of five-year Zone TIPs with programmed funding for delivery of TUMF projects. Convene meetings of the Zone at the request of member agencies for funding additions and adjustments. Review funding requests to ensure that allocations are within limits of the Nexus Study.

E. Preparation of annual adjustment for construction costs:

Per the TUMF Administrative Plan, annual review of the construction cost index adjustment to the TUMF for consideration by the WRCOG Executive Committee. Preparation of the adjustment to the TUMF Network and develop documents for review by the WRCOG Committee structure. If approved by the WRCOG Executive Committee, prepare TUMF Ordinance/Resolution for member agency approval and assist local jurisdictions and stakeholders with fee adjustment implementation.

F. Maintain TUMF payment portal:

WRCOG is collecting TUMF on behalf of agencies that have approved a TUMF Ordinance Amendment with the option to delegate fee collection responsibility to WRCOG. To provide efficient and effective calculation and collection of TUMF, WRCOG developed a portal for member agency staff to submit calculation requests and for developers to make payments that will require maintenance and revisions.

G. Work with developers on credit and reimbursement agreements:

Coordinate with member agencies Credit Agreements with developers to ensure that all policies and procedures are in place prior to execution of agreements. If necessary, convene meetings with applicable stakeholders to memorialize eligible expenses, maximum allocations of the Nexus Study and reconciliation of projects costs.

- H. Review available data for request made by stakeholders regarding TUMF calculations:

At the request of a stakeholder, review available data specific to land uses that may generate trips that do not typically fall within the standard TUMF land uses.

RCTC Programs:

This Program includes staff time to administer and assist RCTC as it relates transportation planning and air quality programs, which includes but is not limited to the following:

- a) Participation in TUMF Program tasks as needed to assist RCTC in the implementation of the Regional TUMF Program.
- b) Participate in evaluation committees as requested; outreach assistance with RCTC's Programs and goals, and other planning related tasks as determined in consultation with the RCTC Executive Director.

TRANSPORTATION DEPARTMENT PROGRAM GOALS AND OBJECTIVES FISCAL YEAR 2021/22

The Work Plan for 2021/22 is separated into ten main program areas:

1) **Transportation Department Operations**

- Transportation Program Administration
- Implementation of Transportation Project Prioritization Study (TPPS), Regional Arterial Cost Estimate (RACE) and Active Transportation Program (ATP)
- Capital Improvement Program (CIP) Update
- Other Transportation Planning
- Operations Management and Administration

This program area performs primarily administrative functions which consist of general transportation program administrative activities and various transportation planning duties in support of the Transportation Department. Continued implementation of the 2016 TPPS, RACE and ATP Program and construction of the CV Link and CV Sync are the primary considerations this fiscal year, as well as a cash flow analysis that will help determine the timing of future transportation projects.

(Funded from Measure A, TUMF and Active Transportation Program Funds)

2) **Project Management and Contract Administration**

- Financial Cash Flow
- Project Status Tracking
- Preparation and Monitoring of Reimbursement Agreements

Includes staff time to conduct project oversight (design, environmental, construction and close-out), preparation of reimbursement agreements for regional arterial, interchange and bridge projects, review and approval of project billings in accordance with project scope of work and participation in project development team meetings and associated staff reports.

(Funded from Measure A, TUMF, LTF and Special Program Funds)

3) **CV Link Project Development (Phased)**

- Construction
- Project Development and Monitoring
- Cash Flow Tracking
- Grant Condition Monitoring

Includes construction of largest segment to date, staff time to conduct project oversight of services needed for future phases (environmental compliance, right-of-way and phased construction of later segments); review of project billings; participation in project development team meetings and preparation of associated

reports. Finalizing construction plans, specifications, and cost estimates for additional phases of the CV Link Project is also a consideration this fiscal year.

(Funded from Riverside County Regional Park and Open Space District Grant, Caltrans Environmental Justice Grant, California Strategic Growth Council Grant, PP&M, LTF, Sentinel Project AQMD Grant, Desert Healthcare District, CMAQ, STIP, ATP and Measure A)

4) CV Sync Project Development (Phased)

- Construction
- Project Development and Monitoring
- Cash Flow Tracking
- Grant Condition Monitoring

Includes construction of Phase 1 and first three corridors, staff time to conduct project oversight of consultant services (environmental compliance, right-of-way and phased construction plans); review of project billings; participation in project development team meetings and preparation of associated reports. Finalizing construction plans, specifications and cost estimates and starting construction of Phase 2 is also a consideration this fiscal year.

(Funded from CMAQ, STIP, and Measure A)

5) Riverside County Transportation Commission (RCTC) Programs

- Congestion Management Program/System (CMP/CMS)
- RCTC Technical Advisory Committee
- SB 821
- Coachella Valley Rail Program
- Local Streets & Roads

Includes staff time to support the Riverside County Congestion Management Program; analysis of traffic patterns through the traffic count program; provide RCTC staff regional transportation project information for the State Regional Transportation Improvement Program (RTIP); support the RCTC Technical Advisory Committee; support efforts for County-wide SB 821 and Local Streets & Roads funding; Coachella Valley Passenger Rail Service Development Plan.

(Funded from LTF, STA, Proposition 1B [one-time funds] and TUMF)

6) Planning, Programming and Monitoring Program

- Regional Transportation Improvement Program/State Transportation Improvement Program (RTIP/STIP)

This area includes staff time in support of the State Transportation Improvement Program (STIP) and Regional Transportation Improvement Program (RTIP), support in implementation of the CVAG Transportation Project Prioritization Study (TPPS), coordination of updates to the Capital Improvement Plan (CIP), and monitoring and examining impacts of implementing SB 45. TPPS activities support the regional project construction program which includes staff time to

develop an annual prioritized list of construction projects and required financial resources.

(Funded from PP&M, LTF and Measure A)

7) **Miscellaneous Programs**

- GIS Information Services
- Maintain Transportation Model
- Regional Arterial Traffic Count Program

This area involves support to multiple programs with a focus on key project areas. These areas include staff time and project management to maintain and provide input for GIS Information Services, the countywide transportation demand model, the regional arterial traffic count program, and transportation legislation review and analysis. GIS Information Services includes staff time to provide regional land use information to CVAG jurisdictions, developers, SCAG and Caltrans. The countywide transportation model involves support for the RIVCOM transportation model for forecasting projected transportation system needs to the year 2039.

(Funded from Measure A, TUMF, and Special Program Funds)

8) **Congestion Management /Air Quality Programs**

- CMAQ Programs
- Conformance with SIP requirements

Involves Transportation Department staff support to CMAQ program areas. Also includes implementation of State Implementation Plan (SIP) conformance to CVAG regional projects.

(Funded from CMAQ and Measure A)

9) **Transportation Uniform Mitigation Fee (TUMF) Program**

- TUMF Program Administration
- TUMF/GIS Interface
- TUMF Audits

Includes staff time in support of the TUMF program and TUMF/GIS Interface program. TUMF program activities include staff time to update the program, monitor the implementation of the TUMF program in member jurisdictions, to perform annual fiscal reviews of building permits and monthly TUMF collections, to research, analyze and prepare reports for TUMF appeals, to enter TUMF collections in the TUMF data base, to meet with developers on request to review potential TUMF assessments, and to perform special TUMF analysis on request. The TUMF/GIS Interface program requires support for continuing the development of integrating the TUMF collection process with electronic transmission of new development information for land use coverages. Continued coordination with RCTC on TUMF compliance by Coachella Valley jurisdictions. The TUMF program is a primary consideration this fiscal year.

(Funded from TUMF)

10) Governmental and Special Projects

- Southern California Association of Governments (SCAG)

The SCAG program includes staff time to coordinate the CVAG sub-region SCAG Program needs, develop annual growth projections, provide input to the Federal and Regional Transportation Improvement Plans (FTIP and RTIP), and assist SCAG with transportation modeling refinements. Additionally, staff performs specific transportation project work for SCAG.

(Funded from Special Program Funds)

- Special Projects

Some proposed projects may involve general fund money or special grants. Any project not already a part of the regular work programs, will be brought through the committee process for approval of the proposed work.

(Funded from Special Grant funds)

AGENDA ITEM 6K

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 15, 2021
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Eric DeHate, Transit Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Fiscal Year 2021/22 State of Good Repair Program Allocations

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve Resolution No. 21-016, *“Resolution of the Riverside County Transportation Commission Approving the FY 2021/22 Project List for the California State of Good Repair Program”*;
- 2) Approve an allocation of \$4,251,328 related to Fiscal Year 2021/22 State of Good Repair (SGR) program funds to eligible Riverside County transit operators;
- 3) Authorize staff to allocate increased State Controller Office (SCO) FY 2021/22 revenue estimates up to \$425,132, or 10 percent of the current estimate, to eligible Riverside County transit operators;
- 4) Approve an increase of \$46,928 in the FY 2021/22 budget for SGR revenues to reflect updated SCO estimates;
- 5) Authorize the Executive Director, or designee, to review, approve and submit projects to Caltrans which are consistent with SGR program guidelines and to execute and submit required documents for the SGR program, including the Authorized Agent Form; and
- 6) Authorize the Executive Director, or designee, to approve administrative amendments to the FY 2021/22 Short Range Transit Plans (SRTPs) for incorporation of the SGR funds, as necessary.

BACKGROUND INFORMATION:

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

for FY 2021/22 is \$4,251,328. Of this amount, \$3,653,334 is apportioned by population under PUC 99313, and will be sub-allocated by the Commission. PUC 99314 provides \$597,994 directly to the transit operators as determined by the SCO.

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

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

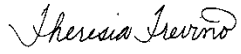
In order to receive funding for FY 2021/22, by September 1, the Commission is required to submit to Caltrans a resolution, which confirms the Commission is an eligible project sponsor and may receive, distribute, concur and approve the list of projects, which are to be funded under the SGR program. Revised SGR funding amounts were released on July 30, 2021. Due to the board meeting schedule, Caltrans approved the Commission's request to submit an approved resolution and project list by September 30.

Staff recommends approval of Resolution No. 21-016, which is included as Attachment 1 to the report. Sub-allocations for PUC 99313 are apportioned by the Commission based on need and the amounts allocated to each operator is presented in Attachment 2.

It is important to note that the funding allocation is an estimate provided by the SCO. Actual funds received are based on the Transportation Improvement Fee collected on vehicle registrations. Most funding sources the Commission oversees have a fund balance, which provides stability in changes to economic conditions and allows projects and programs to move forward even during economic uncertainty. Caltrans requires all SGR funds to be programmed and operators are encouraged to use these funds as expeditiously as possible. While Caltrans prefers this type of programming, it can leave little to no fund balance, which can affect project estimates.

Staff included the January 2021 estimates provided by the SCO for SGR funding allocations concurrently with the annual SRTP allocation process approved by the Commission in June. Staff did not include the resolution during that process anticipating a revised estimate in July from the SCO and subsequent board authorization. The July estimate provided by the SCO, shows an increase of 1.12 percent over the January estimate. Any increases in funding allocations to the transit operators require staff to return to the Commission for approval. Any decreases in funding allocations will be within the approved amount the Commission authorizes and can be amended administratively. Due to the fluctuations in funding and revisions to the quarterly estimates provided by the SCO, staff recommends authorization for an increase to the FY 2021/22 allocation for up to 10 percent of the current allocation in the event of an increased SCO estimate

and for the Executive Director, or designee, to approve administrative amendments to the FY 2021/22 SRTPs for incorporation of the SGR funds, as necessary.

Financial Information					
In Fiscal Year Budget:	Yes No	Year:	FY 2021/22 FY 2021/22	Amount:	\$ 4,204,400 \$ 46,928
Source of Funds:	SB1 State of Good Repair			Budget Adjustment:	No Yes
GL/Project Accounting No.:	00222X 401 4230X 0000 242 62 4230X (SGR revenues by various geographic area/project numbers)				
Fiscal Procedures Approved:				Date:	08/11/2021

Attachments:

- 1) Resolution No. 21-016
- 2) SGR FY 2021/22 Allocations by Operator

<i>Approved by the Budget and Implementation Committee on August 23, 2021</i>					
In Favor:	13	Abstain:	0	No:	0

RESOLUTION NO. 21-016
RESOLUTION OF THE
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
APPROVING THE FY 2021/22 PROJECT LIST
FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Riverside County Transportation Commission hereby approves the SB 1 SGR Project List for FY 2021/22; and

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

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

APPROVED AND ADOPTED this 15th day of September, 2021.

Jan C. Harnik, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

FY 2021/22 State of Good Repair (SGR) Funding Allocation

State Controller's Office

Transmittal Letter of July 30, 2021 (Revised Estimate)



	Western Riverside		Coachella Valley		Palo Verde Valley	Total
	Bus	Rail	Bus	Rail		
PUC 99313 Discretionary	1,488,447	1,226,421	889,279	0	49,187	3,653,334

City of Banning	22,754
City of Beaumont	56,715
City of Corona	98,000
City of Riverside	0
Riverside Transit Agency	1,310,978

PUC 99314 Non-Discretionary	203,946	273,579	118,656	0	1,813	597,994
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City of Banning	2,149
City of Beaumont	3,285
City of Corona	4,399
City of Riverside	5,091
Riverside Transit Agency	189,022

Total FY 21/22 SGR Funding	1,692,393	1,500,000	1,007,935	0	51,000	4,251,328
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Rev. 8/4/21

FY 21/22 SGR PROPOSED PROJECT LISTING					
Agency	PUC 99313	PUC 99314	Total SGR Allocation	Project Number	Proposed Project Description
City of Banning	22,754	2,149	\$24,903	22-TBD	Capitalized Preventative Maintenance
City of Beaumont	56,715	3,285	\$60,000	22-04	Mobile Lifts
City of Corona	98,000	4,399	\$102,399	22-02	Replacement of 2012 Buses
City of Riverside		5,091	\$5,091	22 -1	Facility Access System
Palo Verde Valley Transit Agency	49,187	1,813	\$51,000	23-TBD	Maintenance Infrastructure: SGR Equipment and Facility Upgrades.
RCTC	1,226,421	273,579	\$1,500,000	22-1	Rail Stations - Capital Rehabilitation
Riverside Transit Agency	1,310,978	189,022	\$1,500,000	23-TBD	Facility, Maintenance, Safety and Revenue/Support Vehicle Replacements, Enhancements and Upgrades
SunLine	681,344	118,656	\$800,000	23- TBD	Bus Refurbishments
SunLine	207,935		\$207,935	22-06	Microgrid to Hydrogen Phase III
Grand Totals	3,653,334	597,994	\$4,251,328		

AGENDA ITEM 6L

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 15, 2021
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Eric DeHate, Transit Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Fiscal Year 2021-2022 Caltrans Sustainable Transportation Planning Grant Acceptance

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve Resolution No. 21-014, *“Resolution of the Riverside County Transportation Commission Accepting Funds from the California Department of Transportation Sustainable Transportation Planning Grant Program”*; and
- 2) Authorize the Executive Director, or designee, pursuant to legal counsel review, to execute any required documents or amendments to the Fiscal Year (FY) 2021-2022 Sustainable Transportation Planning Grant.

BACKGROUND INFORMATION:

The California Air Resources Board (CARB) instituted the innovative clean transit (ICT) regulation in December 2018, requiring all public transit agencies to gradually transition to a 100-percent zero-emission fleet by 2040. CARB requires submission of zero-emission bus rollout plans for large public transit agencies by December 2020 and small public transit agencies by June 2023.

In November 2020, Commission staff was approached by agency staff from the smaller transit agencies in the County, which include the cities of Banning, Beaumont, Corona, and Riverside and the Palo Verde Valley Transit Agency, to conduct a zero-emission bus rollout plan on their behalf.

Staff applied for the California Department of Transportation (Caltrans) FY 2021-2022 Sustainable Transportation Planning Grant (STPG) program under the Sustainable Communities Competitive-Technical category and requested a total of \$271,380 to match \$202,420 in State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM) funds. The STPG program was established through Senate Bill 1 in April 2017 and is intended to maintain and integrate the state’s multi-modal transportation system by supporting and implementing Regional Transportation Plan /Sustainable Communities Strategies that help the state achieve its greenhouse gas reduction targets.

DISCUSSION:

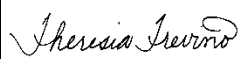
Staff was notified on June 22, 2021 that the Commission's application was selected for the award of \$271,380. One of the requirements to receive funding from the STPG program is to include a board resolution that includes the following four (4) elements:

- Title of the project
- Title and person authorized to enter a contract with Caltrans on behalf of the applicant
- Approved resolution that is less than one year old
- Signed resolution by applicant's board

Staff recommends approval of Resolution No. 21-014, which is included as Attachment 1 to the report. The resolution includes all of the necessary elements that Caltrans requires. Once the Commission approves the resolution and it is signed, staff will submit this to Caltrans fulfilling the remaining requirement for authorization of the grant.

Staff is poised to release the request for proposals in the fall for the development of the County's smaller public transit operators' zero-emission bus rollout plans in collaboration with the agency for submission to CARB by the June 2023 deadline.

FISCAL IMPACT:

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2021/22	Amount:	\$ 473,800
Source of Funds:	STPG and PPM Funds			Budget Adjustment:	No
GL/Project Accounting No.:	002225 401 41502 0000 242 62 41502 002225 401 41510 0000 242 62 41510				
Fiscal Procedures Approved:				Date:	08/11/2021

Attachment: Resolution No. 21-014

<i>Approved by the Budget and Implementation Committee on August 23, 2021</i>					
In Favor:	13	Abstain:	0	No:	0

RESOLUTION NO. 21-014

**RESOLUTION OF THE
RIVERSIDE COUNTY TRANSPORTATION COMMISSION ACCEPTING FUNDS FROM THE
CALIFORNIA DEPARTMENT OF TRANSPORTATION SUSTAINABLE TRANSPORTATION
PLANNING GRANT PROGRAM**

WHEREAS, the Riverside County Transportation Commission (“Commission”) is eligible to receive Federal and/or State funding for transportation planning related projects, through the State of California Department of Transportation (“Caltrans”); and

WHEREAS, Caltrans administers the Sustainable Transportation Planning Grant Program; and

WHEREAS, the Commission wishes to conduct a zero-emission bus rollout and implementation plan on behalf of the five (5) small public transit agencies in the County: cities of Banning, Beaumont, Corona, and Riverside; and the Palo Verde Valley Transit Agency; and

WHEREAS, the Commission has applied to Caltrans for the Fiscal Year (FY) 2021-2022 Sustainable Transportation Planning Grant Program for the project: *Riverside County Zero-Emission Bus Rollout and Implementation Plans*, and was awarded \$271,380 from this competitive call for projects; and

WHEREAS, a Restricted Grant Agreement is needed to be executed with Caltrans before such funds can be claimed; and

WHEREAS, the Commission authorizes the Executive Director, or designee, to execute any required documents and any amendments thereto.

NOW, THEREFORE BE IT RESOLVED that the Commission accepts the award from Caltrans for the FY 2021-2022 Sustainable Community Competitive Technical Transportation Planning Grants for the project: *Riverside County Zero-Emission Bus Rollout and Implementation Plans*.

NOW, THEREFORE BE IT RESOLVED that the Commission wishes to enter into a Restricted Grant Agreement with Caltrans.

NOW, THEREFORE BE IT RESOLVED that the Executive Director, or designee, be authorized to execute any required documents or amendments to the FY 2021-2022 Sustainable Transportation Planning Grant.

This resolution shall take effect immediately upon its passage.

APPROVED AND ADOPTED this 15th day of September, 2021.

Jan C. Harnik, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

AGENDA ITEM 7

COMMISSIONERS: PLEASE GIVE SPECIAL ATTENTION TO THE TWO BOLD *ITALICIZED* PARAGRAPHS AND ATTACHMENT 2 IN THIS AGENDA ITEM.

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 15, 2021
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Theresa Trevino, Chief Financial Officer Michele Cisneros, Deputy Director of Finance
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Refinancing of 91 Express Lanes Toll Debt

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file the presentation regarding the refinancing of the Commission's Toll Revenue Senior Lien Bonds, 2013 Series A (2013A Bonds) and 2013 Transportation Infrastructure Financing and Innovation Act (TIFIA) Loan (2013 TIFIA Loan) related to the State Route 91 Corridor Improvement Project (91 Project) with the issuance of taxable and tax-exempt senior lien and second lien toll revenue refunding bonds (2021 Refunding Toll Bonds) and cash defeasance of a portion of the Commission's Toll Revenue Senior Lien Bonds, 2013 Series B (2013B Bonds);
- 2) Approve the revised refinancing plan to issue the 2021 Refunding Toll Bonds to refund or purchase, including in connection with a tender offer or bond exchange, all or a portion of the 2013A Bonds, currently outstanding in the amount of approximately \$123.8 million, and prepay all or a portion of the 2013 TIFIA Loan, currently outstanding in the amount of approximately \$508 million;
- 3) Approve the cash defeasance of a portion of the Commission's 2013B Bonds, currently outstanding in the amount of approximately \$89.7 million, using funds on deposit in the Residual Fund (currently approximating \$27 million) and an amount not to exceed \$7.5 million of RCTC 91 Express Lanes (91 Express Lanes) toll revenues designated as surplus in accordance with the 2013 Toll Revenue Bonds Indenture or other legally available funds of the Commission;
- 4) Authorize the Executive Director to exceed the \$7.5 million contribution of 91 Express Lanes toll revenues designated as surplus under the condition that the primary refinancing objectives are met;
- 5) Adopt Resolution No. 21-015, *"Resolution Authorizing the Issuance and Sale of Not to Exceed \$725,000,000 Aggregate Principal Amount of Riverside County Transportation Commission Toll Revenue Refunding Bonds in One or More Series, the Refunding,*

Defeasance, and Purchase Through Tender Offer of Outstanding Bonds or Exchange Therefor, the Execution and Delivery of One or More Supplemental Indentures, One or More Purchase Contracts, One or More Official Statements, One or More Continuing Disclosure Agreements, One or More Escrow Agreements, One or More Dealer Manager Agreements, and One or More Invitations to Tender, and the Taking of All Other Actions Necessary in Connection Therewith”;

- 6) Approve the proposed form of the Preliminary Official Statement for the issuance of not to exceed \$725 million in 2021 Refunding Toll Bonds and authorize the Executive Director to approve and execute the printing and distribution of the final form of the Official Statement;
- 7) Ratify, confirm, and approve the proposed form of the Continuing Disclosure Agreement related to the 2021 Refunding Toll Bonds, by and between the Riverside County Transportation Commission and Digital Assurance Certification, L.L.C., as dissemination agent, and authorize the Executive Director to approve and execute the final form of the Continuing Disclosure Agreement;
- 8) Ratify, confirm, and approve the proposed forms of the Third Supplemental Indenture and Fourth Supplemental Indenture for the 2021 Refunding Toll Bonds, each by and between the Riverside County Transportation Commission and U.S. Bank National Association (US Bank), as Trustee, and authorize the Executive Director to approve and execute the final forms of the Third Supplemental Indenture and Fourth Supplemental Indenture;
- 9) Ratify, confirm, and approve the proposed form of the Bond Purchase Agreement(s), also referred to as Purchase Contract(s), between the Riverside County Transportation Commission and Bank of America Securities, Inc. (BofA), as Underwriter Representative acting on behalf of itself and Goldman, Sachs & Co. (Goldman), Wells Fargo Securities (Wells Fargo), J.P. Morgan (JPM), and Siebert Cisneros Shank & Co., LLC (Siebert), (collectively the Underwriters), for the 2021 Refunding Toll Bonds and authorize the Chief Financial Officer to approve and execute the final form of the Bond Purchase Agreement;
- 10) Approve the proposed form of the Dealer Manager Agreement related to the tender offer and/or bond exchange, by and between the Riverside County Transportation Commission and BofA and Goldman, as Dealer Managers, and authorize the Executive Director to approve and execute the final form of the Dealer Manager Agreement;
- 11) Approve the proposed form of the Invitation to Tender or Exchange Bonds made by the Commission and authorize the Executive Director to approve and execute the final form of the Invitation to Tender or Exchange Bonds;
- 12) Ratify, confirm, and approve the proposed form of the Escrow Agreement for the 2013A Bonds and the proposed form of the Escrow Agreement for the 2013B Bonds, each by and between the Commission and US Bank, as Escrow Agent, and authorize the Executive Director to approve and execute the final Escrow Agreement;
- 13) Approve the estimated costs of issuance, including estimated underwriter’s discount, of \$4,420,719 to be paid from the proceeds of the 2021 Refunding Toll Bonds;
- 14) Approve Agreement No. 05-19-510-18, Amendment No. 18 to Agreement No. 05-19-510-00, with Orrick, Herrington, & Sutcliffe LLP (Orrick) for bond counsel

- services related to the issuance of the 2021 Refunding Toll Bonds for an additional amount of \$45,000 and a total amount not to exceed \$3,375,000;
- 15) Approve Agreement No. 09-19-072-16, Amendment No. 16 to Agreement No. 09-19-072-00, with Norton Rose Fulbright US LLP (Norton Rose) for disclosure counsel services related to the issuance of the 2021 Refunding Toll Bonds for an additional amount of \$25,000 and a total amount not to exceed \$1,047,600; and
 - 16) Approve adjustments to the Fiscal Year 2021/22 budget in the amounts of \$10.7 million to increase bond proceeds, \$360,000 to increase costs of issuance, and \$37.6 million to increase debt service expenditures for the cash defeasance of a portion of the 2013B Bonds and prepayment of the 2013 TIFIA Loan.

BACKGROUND INFORMATION:

The Commission issued the 91 Express Lanes toll revenue debt, including the 2013 TIFIA Loan, in July 2013 to partially finance the 91 Project in Corona. Net toll revenues, including certain pledged reserve funds, represent the security for the toll revenue debt under the Master Indenture, First Supplemental Indenture, and Second Supplemental Indenture (collectively, Master Indenture). The original amounts of the toll revenue debt and the amounts outstanding as of August 31, 2021, are summarized in Table 1. The outstanding amounts for the Commission's 2013B Bonds and the 2013 TIFIA Loan reflect the addition of compounded (or accreted) interest¹.

Table 1 – Outstanding 91 Express Lanes Toll Revenue Bonds

Toll Revenue Bonds	Original Amount	Outstanding at August 31, 2021
Senior Lien Bonds:		
2013 Series A Bonds (Current Interest Bonds)	\$ 123,825,000	\$ 123,825,000
2013 Series B Bonds (Capital Appreciation Bonds)	52,829,602	89,708,073
Subordinate Lien Bonds:		
2013 TIFIA Loan	421,054,409	507,716,613
Total	\$ 597,709,011	\$ 721,249,686

In addition to requirements for TIFIA approvals, reporting and administration, the 2013 TIFIA Loan agreement requires the Commission to use 50 percent of any surplus toll revenues to prepay the 2013 TIFIA Loan starting in June 2022. This “revenue sharing” with TIFIA reduces the Commission's ability to use surplus toll revenues to fund additional SR-91 corridor projects. The 2013 TIFIA Loan agreement also imposes other conditions and restrictions on the Commission related to the financing and operation of the 91 Express Lanes. Since its opening in March 2017, the 91 Express Lanes reported strong financial results and generated surplus toll revenues to fund

¹ In the case of the 2013B Bonds, the maturity value of the bonds includes the accreted interest since there are no current interest payment requirements with respect to those obligations. For the 2013 TIFIA Loan, interest payments are deferred until December 2021; therefore, the compounded interest is added to the principal balance.

SR-91 corridor projects such as the 15/91 Express Lanes Connector and the SR-91 Corridor Operations Project.

As stewards of the Commission's local, state, and federal resources, staff is always seeking opportunities to advance more transportation projects in Riverside County (County) for the benefit of the traveling public and to get people working in the County and contributing to the local economy. Accordingly, at the March 11, 2020 meeting, the Commission approved a refinancing plan to issue refunding bonds to refund the 2013A Bonds and prepay the 2013 TIFIA Loan. The refinancing plan contemplated in 2020 was designed to accomplish several significant objectives of importance to the Commission:

- Achieve debt service savings;
- Refinance 2013 TIFIA Loan with toll revenue bonds—resulting in increased flexibility and ability, to the extent there are available surplus toll revenues, to fund and accelerate SR-91 corridor projects included in the 2019-2029 Western County Highway Delivery Plan approved by the Commission in July 2019;
- Eliminate 2013 TIFIA Loan covenants and administrative burden; and
- Put RCTC in greater control over the operation of the SR-91 corridor in Riverside County.

Within hours of that approval, the municipal market and other financial markets began to deteriorate amid COVID-19 fears. Municipal bond yields and credit spreads skyrocketed, investors began pulling back, and uncertainty took hold. Accordingly, many prospective new issues such as the Commission's refunding bonds were pulled until the municipal market and the economy stabilized. Staff, in consultation with its financial team, believes that the municipal market environment and economy have stabilized such that the Commission's refinancing plan can move forward and be completed.

Proposed Revised Refinancing Plan

The Commission successfully refinanced sales tax revenue bonds in October 2016, December 2017, and April 2018. Each transaction was a sound financial move for the Commission, and staff anticipates similar results with this proposed refinancing, which has been revised based on current market conditions and updated traffic and revenue projections based on COVID-19 impacts.

The proposed refinancing plan still includes the refunding of the outstanding 2013A Bonds with fixed rate taxable bonds and the current prepayment of the outstanding 2013 TIFIA Loan with fixed rate tax-exempt bonds issued as both senior and second lien bonds. These 2021 Refunding Toll Bonds have maturities currently projected through June 2048, which is three years earlier than the final maturity of the 2013 TIFIA Loan. A senior lien taxable series of the 2021 Refunding Toll Bonds will advance refund the tax-exempt 2013A Bonds; a senior lien and second lien tax-exempt series of the 2021 Refunding Toll Bonds will prepay on a current basis the 2013 TIFIA Loan.

While the municipal market has stabilized, the combination of current interest rates and COVID-19 impacts on the 91 Express Lanes traffic and revenues have necessitated additional financial engineering to achieve minimum debt service coverage levels required by the rating agencies. One of the financial tools available is a cash defeasance of certain outstanding bonds. In a cash defeasance, an issuer uses cash to purchase government securities for deposit in an escrow account held by a bank or trust company as escrow agent; such securities are irrevocably pledged to pay the outstanding bonds. The principal amount of such securities plus the interest earned is sufficient to pay the future debt service on the outstanding bonds. As a result, such bonds are deemed paid and no longer outstanding under the related indenture.

The proposed revised refinancing plan is anticipated to include the cash defeasance of selected maturities of the outstanding 2013B Bonds using amounts on deposit in the Residual Fund (a reserve fund currently approximating \$27 million) and approximately \$6.3 million of available 91 Express Lanes toll revenues designated as surplus. While the current financial model requires approximately \$33.3 million of cash to achieve the minimum debt service coverage ratios expected to be required by the rating agencies, to preserve maximum flexibility staff suggests that a maximum amount not to exceed \$7.5 million of toll revenues designated as surplus be available. While the financing team seeks to minimize the additional contribution, the amount may increase as interest rates increase up to the date of the bond sale. Accordingly, authorization for the Executive Director to exceed the \$7.5 million contribution may be needed under the condition that the primary refinancing objectives, listed earlier in this report, are met.

The issuance of refunding bonds such as sales tax revenue bonds is generally not considered a complex transaction requiring significant financial development and modeling. However, the proposed toll revenue bond refinancing requires additional modeling for the following reasons:

- Provide earlier access to potential surplus toll revenues;
- Preserve the Commission's current debt ratings of A/BBB+ (S&P Global Ratings/Fitch Ratings) on the 91 Express Lanes toll revenue bonds; and
- Maintain conservative debt service coverage levels.

The financial team prepared a cash flow analysis comparing the projected debt service on the existing outstanding toll revenue bonds, including the 2013 TIFIA Loan, to the issuance of the 2021 Refunding Toll Bonds and cash defeasance of a portion of the 2013B Bonds. While actual results will vary depending on the specific market conditions at the bond sale date, the projected refinancing results shown in the analysis are:

- An aggregate net present value savings of approximately \$70.6 million; and
- An aggregate net present value savings of 11.0 percent of the refunded debt.

The projected net present value savings percentage of this refunding meets the debt management policy threshold of 3 percent of the par value of the refunded bonds. Further, these savings are above the metrics anticipated in 2020.

The cash flow analysis does not currently contemplate obtaining a bond insurance policy to secure the timely payment of debt service on the 2021 Refunding Bonds or obtaining one or more reserve fund policies or sureties to fund one or more reserve funds related to the 2021 Refunding Bonds. Should a bond insurance policy or surety be economically advantageous to the Commission, Resolution 21-015 (Attachment 1) provides authorization for the Executive Director, with the advice of the municipal advisor, to negotiate to commit to purchase such policies and/or sureties, as appropriate.

Further, the refinancing provides the ability to amend provisions in the Master Indenture to provide the Commission with greater future flexibility, including but not limited to the following:

- Provide greater flexibility to manage major repair and rehabilitation expenditures;
- Remove the cap in permitted expenditures of the Capital Expenditures Fund and expand the definition of permitted expenditures to include SR-91 corridor projects; and
- Other changes in definitions and certain terms.

Such amendments require the consent of at least a majority of bondholders of the outstanding bonds following the issuance of the 2021 Refunding Toll Bonds. By their purchase of the 2021 Refunding Toll Bonds, the holders of the 2021 Refunding Toll Bonds representing more than a majority will have consented to the amendments.

Optional Enhancement to Tender and/or Exchange Bonds

The proposed revised refinancing plan includes the issuance of taxable and tax-exempt bonds. The tax-exempt bonds generally have lower interest costs; however, federal tax law enacted in December 2017 no longer allows the issuance of tax-exempt bonds to refund tax-exempt bonds more than 90 days before the refunded bonds can be called (i.e., an advanced refunding). Presently the proposed federal legislation does not include reinstatement of this authority. Consequently, in order to advance refund the tax-exempt 2013A Bonds, the Commission will issue taxable bonds as a replacement to these outstanding bonds at a lower interest rate. The interest earned by investors on the taxable refunding bonds is subject to federal taxation.

In 2020, staff and the financial team considered an opportunity to enhance the refunding of the 2013A Bonds through an offer to purchase from current bondholders outstanding tax-exempt bonds – a transaction that would permit the issuance of replacement tax-exempt bonds at a lower rate than would otherwise be achieved as a taxable advance refunding. This opportunity was not pursued in the refinancing plan proposed in March 2020, as few comparable transactions had been recently completed at that time and the potential for costs savings was unclear.

Since March 2020, staff has observed that several municipal issuers have successfully used the buyback option as part of their bond issuances and achieved greater savings. With these recent transactions, staff and the financial team believe that savings for the Commission's proposed refinancing may be enhanced through a buyback of outstanding bonds that permits the refunding bonds to be issued as tax-exempt bonds on a current refunding basis. This would be

accomplished through a tender and/or exchange offer to existing bondholders. The federal tax law changes in 2017 have resulted in a lack of supply of tax-exempt bonds in the municipal market, and staff believes the tender/exchange enhancement provides an opportunity for Commission bondholders to retain the tax advantages of holding RCTC tax-exempt bonds.

Although there are modest additional costs associated with the buyback, most of the costs are contingent on executing a successful buyback. Any bonds not purchased via the buyback would still be eligible for refunding with taxable bonds, preserving the Commission's flexibility. Staff and the financial team have analyzed and evaluated this optional enhancement; they concluded that the buyback is likely to produce financial benefits. Further, the additional savings realized from the buyback are expected to greatly exceed those costs.

Staff recommends approval of the proposed revised refinancing plan to:

- **Refund or purchase, including in connection with a tender offer or bond exchange, the 2013A bonds and prepay the 2013 TIFIA Loan through the issuance of the 2021 Refunding Toll Bonds;**
- **Defease with cash, from amounts in the Residual Fund and an amount not to exceed \$7.5 million from 91 Express Lanes toll revenues designated as surplus, selected maturities of the 2013B Bonds; and**
- **Authorize the Executive Director to exceed the \$7.5 million contribution of 91 Express Lanes toll revenues designated as surplus under the condition that the primary refinancing objectives are met.**

The proposed refinancing of the 91 Express Lanes toll revenue debt does not preclude future issuances of toll revenue bonds to fund eligible projects.

Refinancing Documents

Draft documents for the issuance of the 2021 Refunding Toll Bonds will be submitted to the rating agencies to obtain updated long-term debt ratings on the Commission's 91 Express Lanes toll revenue debt prior to the Commission meeting. The proposed documents for this transaction will continue to be reviewed and revised for any matters that arise as a result of Commissioner input, rating agency reviews, and other matters. The preliminary official statement is expected to be posted on the day of Commission approval, and the sale of bonds is currently scheduled for October 4-5. Closing of this financing transaction, including cancellation of the TIFIA Bond, is expected on or around October 14.

The drafts of the documents for the proposed 2021 Refunding Toll Bonds attached for the Commission's adoption, ratification, and/or approval consist of the following:

- Resolution No. 21-015 authorizing the issuance and sale of not to exceed \$725 million aggregate principal amount of Riverside County Transportation Commission Toll Revenue Refunding Bonds in one or more series; the refunding, defeasance and

purchase through tender offer of outstanding bonds or exchange therefor; the execution and delivery of one or more supplemental indentures, one or more purchase contracts, one or more official statements, one or more continuing disclosure agreements and one or more escrow agreements; one or more dealer manager agreements and one or more invitations to tender; and the taking of all other actions necessary in connection with this transaction (Attachment 1);

- Preliminary Official Statement (draft) for the 2021 Refunding Toll Bonds (Attachment 2);
- Continuing Disclosure Agreement (draft) between the Commission and the dissemination agent for the 2021 Refunding Toll Bonds (Attachment 3);
- Third Supplemental Indenture (draft) between the Commission and the trustee regarding the terms and conditions of the issuance of the senior lien 2021 Refunding Toll Bonds, including amendments to the Master Indenture (Attachment 4);
- Fourth Supplemental Indenture (draft) between the Commission and the trustee regarding the terms and conditions of the issuance of the second lien 2021 Refunding Toll Bonds (Attachment 5);
- Bond Purchase Agreement (draft) between the Commission and BofA on behalf of the Underwriters regarding the purchase of the 2021 Refunding Toll Bonds (Attachment 6);
- Dealer Manager Agreement (draft) between the Commission and BofA and Goldman regarding the purchase of 2013A Bonds in connection with a tender offer and/or bond exchange (Attachment 7);
- Invitation to Tender or Exchange Bonds (draft) made by the Commission related to a tender offer and/or bond exchange (Attachment 8); and
- Escrow Agreements (draft) between the Commission and US Bank, as the escrow agent for the refunding of the 2013A Bonds (Attachment 9) and the partial defeasance of the 2013B Bonds (Attachment 10).

Since the drafts of the Continuing Disclosure Agreement, Third Supplemental Indenture, Fourth Supplemental Indenture, Bond Purchase Agreement, and Escrow Agreements were approved in March 2020, Resolution No. 21-015 provides for ratification, confirmation, and approval of the forms of these documents, including certain updates.

Staff recommends adoption of Resolution No. 21-015; approval of the proposed form of the Official Statement, Continuing Disclosure Agreement, Third Supplemental Indenture, Fourth Supplemental Indenture, Bond Purchase Agreement, Dealer Manager Agreement, Invitation to Tender or Exchange Bonds, and Escrow Agreements; and authorization for the Executive Director to approve and execute the final forms of such documents.

As part of the action to authorize the issuance of the 2021 Refunding Toll Bonds, the Commission will approve the form of the Preliminary Official Statement and authorize its distribution in connection with the sale of the refunding bonds, as well as the preparation of a final Official Statement once the bonds have been priced. These offering documents are required under state and federal securities laws regulating the offer and sale of securities – such as the 2021 Refunding Toll Bonds – and requiring all matters that would be material to an

investor in the bonds to have been adequately disclosed with no omission of material facts. Furthermore, under rules of the Securities and Exchange Commission, the underwriters cannot purchase the bonds unless they have received a substantially final offering document, which discloses all material information that they reasonably believe to be true and correct.

The Commissioners serving on the Board as the governing body of the issuer of the 2021 Refunding Toll Bonds are expected to read and be familiar with the information described in the draft Preliminary Official Statement included with this staff report. The Commissioners may employ the services of experts to take the lead in the drafting and review of the Official Statement and to provide financial projections included in the Official Statement; however, the Commissioners have the duty to review the information and bring to the attention of those responsible for the preparation of the offering document any material misstatements or omissions in the draft and to ask questions if they are unclear about the information or their role. Some members of the financing team will be available at the meeting to respond to the identification of any misstatements or omissions or to such questions.

Refinancing Schedule

Staff and Fieldman have developed a financing schedule that calls for the tender/exchange invitation period end date to occur in late September, refunding bonds to be priced in early October, and for the transaction to close in mid-October. That schedule is driven in large part because of the attractive rates and market environment for issuers since COVID-19. Two main factors contribute to the current strong market for issuers – historically low nominal interest rates and cash inflows to municipal bond funds. Additionally, as many issuers are refunding bonds and are using taxable rather than tax-exempt refunding bonds to do so, tax-exempt funds have even more needs to reinvest.

Financing Team

Development of the proposed refinancing plan required various professional services and investment banking firms.

In December 2019, the Commission approved a pool of five investment banking firms to provide underwriting services to the Commission in connection with long-term debt financings. Finance staff, in consultation with Fieldman, selected BofA (bookrunner) and Goldman, as senior managers, and Wells, JPM, and Siebert, as co-managers, from this pool of qualified underwriters to participate in the negotiated debt sale process. BofA and Goldman served as senior managing underwriters in prior Commission financings and refundings. The other three firms (Wells, JPM, and Siebert) will serve as co-managers due to the size of the proposed transaction, as a larger group of underwriters yields additional benefits to the Commission in terms of selling the bonds.

The current estimated costs of issuance of \$4,420,719, including the underwriters' discount and tender/exchange buyback fees, are compared to the estimates approved by the Commission in March 2020 of \$3,723,592 and summarized in Table 2. The estimated costs of issuance include approximately \$358,000 of costs incurred and paid by the Commission through FY 2020/21; such

costs consist of staff, general counsel, municipal advisory, rating agency, and miscellaneous. The contingency of \$40,150, or 0.9 percent of total costs of issuance, relates to any costs related to financial and legal services, financial analysis, and other financing process matters that were not anticipated. The total estimated costs of issuance of \$4,420,719 represent approximately 0.66 percent of estimated bond proceeds of \$670.4 million. This is below the Commission's debt management policy threshold of 2 percent.

Table 2 – Total Estimated Costs of Issuance

Role/Purpose	Firm	March 2020	September 2021
Professional Services/Other:			
Bond counsel	Orrick	\$ 325,000	\$ 370,000
Disclosure counsel	Norton Rose	155,000	180,000
Issuer counsel	Best Best & Krieger LLP	40,000	30,000
Municipal advisor	Fieldman	100,000	110,000
Trustee/Escrow agent	US Bank	13,500	13,500
Rating agencies	S&P Global Ratings, Fitch Ratings	280,000	147,350
Dissemination agent	Digital Assurance Certification	2,500	2,500
Escrow verification agent	Causey, Demgen & Moore	1,950	5,000
Publication and printing	ImageMaster	5,000	7,500
Traffic and Revenue Consultant	Stantec Consulting Services, Inc.	-	90,000
Independent Engineer	Parsons Transportation Group, Inc.	-	30,000
Exchange/Tender (Buyback)	Various	-	79,000
Issuer	RCTC	-	380,000
Contingency	Various	80,609	40,150
Subtotal—Professional Fees/Other		1,003,559	1,485,000
Underwriters' discount	BofA (bookrunner) and Goldman, as senior managers; Wells Fargo, JPM, and Siebert, as co-managers	2,720,033	2,935,719
Total Estimated Costs of Issuance		\$ 3,723,592	\$ 4,420,719

At the Budget and Implementation Committee meeting, there was a discussion and request related to the nature and cost of bond counsel, disclosure counsel, and issuer counsel legal services. The Commission requires the specialized knowledge and legal services to ensure that the municipal securities issued by the Commission follow state and federal laws and regulations that protect the interests of market participants and the public. The federal laws and regulations include compliance with securities laws (anti-fraud and disclosure provisions) established by the Securities and Exchange Commission and with the Internal Revenue Code requirements imposed by the Internal Revenue Service. The various legal counsels assist the Commission in participating in working group calls to review structuring assumptions; complying with administrative tasks; interpreting tax law, agreements, or outstanding litigation on behalf of the Commission; and reviewing documents prepared by other counsels. As it relates to the refinancing transaction, specific responsibilities include:

- **Bond counsel** provides legal analysis in connection with the structuring of the transaction and a legal opinion on the bonds based on tax analysis of the refinancing structure; prepares the Board resolution, supplemental indentures, and escrow agreements; and

- participates in negotiations with TIFIA regarding prepayment of the TIFIA loan and prepares the related prepayment and termination acknowledgement;
- **Disclosure counsel** assists the Commission as the issuer in fairly disclosing all pertinent facts related to the refinancing; prepares the official statement and continuing disclosure agreement; prepares the materials related to and the invitation to tender and exchange bonds; and provides negative assurance to the underwriters; and
 - **Issuer counsel**, as the Commission's general counsel, provides an opinion on the Commission's authority to issue debt.

For the Commission's prior sales tax and project financings, these legal services have generally accounted for 37 to 57 percent of the costs of issuance, excluding the underwriters' discount, depending on the complexity of the financing. For this refinancing, these specialized legal services approximate 41 percent of the costs of issuance, excluding the underwriters' discount. Bond counsel and disclosure counsel fees are based on discounted rates charged to their public clients which range from 10 percent to 22 percent, depending on the staff level; such fees are higher than issuer counsel fees due to the highly specialized nature of their services. While bond counsel and disclosure counsel fees are contingent on the completion of the refinancing, issuer counsel fees are paid to avoid conflicts of interest.

The Commission engaged these three legal firms beginning in mid-2019 to advise the Commission regarding a refinancing of the 91 Express Lanes debt. Most hours were incurred through Commission approval in March 2020; however, additional time has been incurred to refresh documents following a long suspension and restart of the refinancing effort – including reengineering the refinancing structure due to current market conditions. Additionally, the optional enhancement for the tender and/or exchange was a recent development and not contemplated last year.

Legal services related to financings as well as past design-build procurements require a team of specialized legal advisors. Staff believes that it has negotiated fair and reasonable fees related to this refinancing effort.

In the following section, the estimated costs of issuance are disclosed as "Finance charge of the bonds" in accordance with state law. As the refinancing transaction and related process become more certain, the estimated costs used in the BofA analysis and the fee estimates will continue to be reconciled and adjusted as necessary in subsequent financial modeling iterations.

Staff recommends approval of the estimated costs of issuance of \$4,420,719 for the 2021 Refunding Toll Bonds. Additionally, staff recommends approval of amendments to the Orrick bond counsel agreement (Attachment 11) and Norton Rose disclosure counsel agreement (Attachment 12) for an increase of \$45,000 and \$25,000, respectively, due to revisions to the legal agreements and disclosure documents for the transaction. There is not sufficient capacity in the existing agreements for the additional fees; the other professional services agreements have sufficient capacity to absorb the above costs of issuance.

Required State Disclosures

For bonds with a term greater than 13 months, California Government Code (Code) Section 5852.1 requires the governing body to obtain and disclose certain information in a public meeting. The information needs to come from a good faith estimate from an underwriter, municipal advisor or private lender. The information required by Code Section 5852.1 is disclosed below and can be found in a good faith estimate summary (Attachment 13) provided by Fieldman, the Commission's municipal advisor, based on the cash flow analysis prepared by BofA on behalf of the Underwriters. The good faith estimate and cash flow analysis assume the 2021 Refunding Toll Bonds are sold at an estimated \$627.2 million principal amount of bonds issued based on market interest rates prevailing at the time of preparation of this information plus an anticipated original issuance premium of approximately \$51.0 million, generating total proceeds of \$678.2 million.

Required Information	Amount
True interest cost of the bonds	3.19%
Finance charge of the bonds (sum of all fees and charges paid to third parties)	\$4,312,488
Amount of bond proceeds received by Commission less the finance charge and any reserves or capitalized interest, excluding release of debt service reserve funds	\$624,079,539
Total payment amount (sum of all debt service payments through the final maturity plus any amount of the finance charge not paid from proceeds of the bonds)	\$1,272,954,764

Fiscal Impact

The proposed revised refinancing plan currently anticipates estimated net present value debt service savings of \$70.6 million, which is 11.0 percent of the par amount of the refunded bonds. This is above the minimum threshold of 3 percent per the Commission's debt policy. These savings do not include the potential savings from the optional enhancement related to the tender/exchange buyback. Finally, this plan eliminates the various 2013 TIFIA Loan requirements and allows RCTC to use toll revenues designated as surplus to fund more projects on the SR-91 corridor.

Staff included the proposed refinancing in the FY 2021/22 budget; however, the following amounts are not included in the budget:

- Additional bond proceeds anticipated in the current financial model of approximately \$10.7 million;
- \$360,000 related to costs of issuance;
- \$33,333,000 related to the cash defeasance of selected 2013B Bonds; and
- \$4,267,000 related to the estimated 2013 TIFIA Loan prepayment amount.

Accordingly, staff recommends adjustments to the FY 2021/22 budget in the amounts of \$10.7 million to increase bond proceeds, \$360,000 in increase costs of issuance, and \$37.6 million to increase debt service expenditures for the cash defeasance of a portion of the 2013B Bonds and 2013 TIFIA Loan prepayment.

Financial Information					
In Fiscal Year Budget:	Yes Yes No No	Year:	FY 2021/22 FY 2021/22 FY 2021/22 FY 2021/22	Amount:	\$667,578,000 (proceeds) \$651,080,500 (expenditures) \$10,700,000 (proceeds) \$37,960,000 (expenditures)
Source of Funds:	Toll revenue refunding bonds, debt reserves, and 91 Express Lanes toll revenues designated as surplus			Budget Adjustment:	No No Yes Yes
GL/Project Accounting No.:	591-31-59101 \$627,205,000 (refunding bond proceeds) 591-31-59103 \$51,073,000 (premium from bond proceeds) 591-31-96101 \$174,821,500 (payment to escrow agent for refunded bonds) 591-31-9XXXX \$509,798,000 (prepayment of 2013 TIFIA Loan) 591-31-96103 \$2,936,000 (costs of issuance related to underwriter's discount) 591-31-65XXX \$1,485,000 (costs of issuance related to professional services)				
Fiscal Procedures Approved:		<i>Theresa Trevino</i>			Date: 09/07/2021

Attachments: (Click on this Link to Access the Attachments)

- 1) Resolution No. 21-015
- 2) Official Statement (draft)
- 3) Continuing Disclosure Agreement (draft)
- 4) Third Supplemental Indenture (draft)
- 5) Fourth Supplemental Indenture (draft)
- 6) Bond Purchase Agreement (draft)
- 7) Dealer Manager Agreement (draft)
- 8) Invitation to Tender or Exchange Bonds (draft)
- 9) Escrow Agreement for 2013A Bonds (draft)
- 10) Escrow Agreement for 2013B Bonds (draft)
- 11) Orrick Agreement No. 05-19-510-18 (draft)
- 12) Norton Rose Agreement No. 09-19-072-16 (draft)

13) SB 450 Good Faith Estimate as of August 30, 2021

Approved by the Budget and Implementation Committee on August 23, 2021

In Favor: 13 Abstain: 0 No: 0

AGENDA ITEM 8

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 15, 2021
TO:	Riverside County Transportation Commission
FROM:	David Thomas, Toll Project Delivery Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Interstate 15 Interim Corridor Operations Project

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Authorize staff to implement all project development activities needed to complete construction of the I-15 Interim Corridor Operations Project (15 ICOP), including immediately commencing the environmental studies and final design work;
- 2) Authorize the Executive Director, or designee, to negotiate and execute a contract amendment to Agreement No. 15-31-001-00 with Parson Transportation Group (Parsons), as the I-15 Express Lanes Project (15 ELP) project and construction manager (PCM), to provide environmental studies, final design, and construction management services for the 15 ICOP for an amount as necessary to complete the work, currently estimated at \$1 million, as it is in the public interest and best interest of the Commission to conduct a non-competitive procurement;
- 3) Approve an adjustment to the Fiscal Year 2021/22 budget in the amount of \$4.5 million for project development and construction expenditures with total project funding of \$5 million in 2009 Measure A sales tax revenue bond proceeds projected to be available; and
- 4) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute all necessary agency agreements or amendments to existing agency agreements for all phases of project development for the 15 ICOP including cooperative and funding agreements with Caltrans, California Highway Patrol, and other agencies, as deemed necessary.

BACKGROUND INFORMATION:

Since opening of the 15 Express Lanes in April 2021, there has been increased congestion at the southbound terminus of the 15 Express lanes at Cajalco Road due to merging and weaving resulting in substantial queues and delays. During the afternoon weekday and weekend peak period, it can take up to 30 minutes to travel the five-mile stretch of southbound I-15 from State Route 91 to Cajalco Road.

The Commission, Caltrans, city of Corona and the County of Riverside have received numerous complaints from the public requesting immediate congestion relief in this localized area. As a result, an agency task force was convened in June 2021 and alternatives were evaluated to develop near term improvements that can be implemented to address the congestion.

I-15 Interim Corridor Operations Project Improvements

The 15 ICOP's purpose is to provide interim congestion relief by improving traffic operations in this localized area. The project will provide an additional lane from the Cajalco Road interchange to the Weirick Road southbound off-ramp. This new southbound lane is depicted in Figure 1 below.

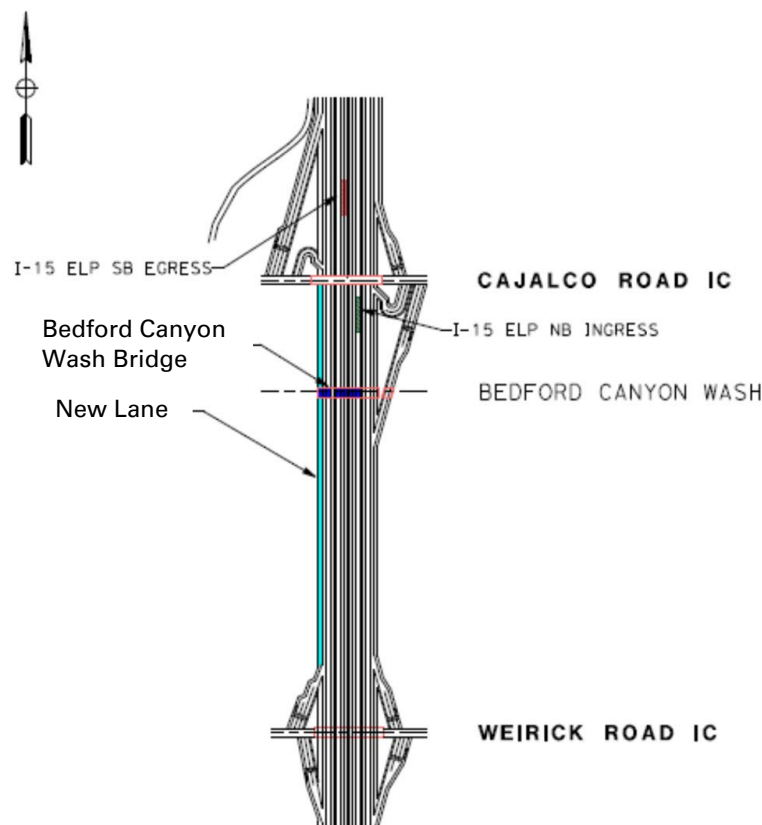


Figure 1 – 15 ICOP southbound lane

To add the new lane, the existing inside and outside shoulders would be upgraded to accommodate traffic. Upgrades to the shoulders would include removal of rumble strips by cold planning and asphalt overlays to strengthen the shoulder pavement to handle traffic loads for the interim period of three years until future permanent improvements on the I-15 are implemented with the I-15 Corridor Operations Project (15 COP). With this interim improvement, there would be three 11-foot wide lanes and one 12-foot wide lane to accommodate trucks with a varying 2-5 foot wide median shoulder and a varying 3-8 foot wide outside shoulder between Cajalco Road and Weirick Road interchanges.

Staff conferred with Caltrans on this project, and it has conceptually agreed with the traffic operations benefits and the non-standard features of the project. Staff also coordinated with California Highway Patrol regarding safety and identifying pull-over areas. Staff and Caltrans evaluated the environmental impacts of this project and proposed that a Categorical Exemption/Categorical Exclusion would be the best approach to meet environmental approval requirements and the expedited schedule.

Proposed Project Development Schedule

Staff proposes an aggressive project delivery schedule for the 15 ICOP by implementing a sole source contract amendment with Parsons to perform overlapping environmental studies and final design work, as well as construction management. Staff also proposes an aggressive construction procurement schedule and expects to return to the Commission in early 2022 with a recommended award of the construction contract. This approach will save time to allow this new lane to open sooner and achieve congestion relief as soon as possible.

Work Phase

Environmental Studies
Final Design
Construction Management
Construction

Open lane to traffic

Phase Timeframe

September 2021-December 2021
September 2021-December 2021
November 2021-September 2022
March 2021-August 2022

September 2022

Parsons has worked for the Commission as the Project and Construction Manager for the 15 ELP since 2016. Parsons has been involved in the review of the traffic operations with the opening of the 15 Express Lanes and developed alternatives to address congestion. As a result, Parsons is in a position to efficiently perform the environmental studies, final design and construction management for the 15 ICOP. A time efficiency will also be realized through the overlapping of the environmental studies work phase with the final design work phase and using the same consultant for both phases.

Staff recommends that the Commission authorize the Executive Director to negotiate an Environmental Studies/Final Design/Construction Management services contract amendment with Parsons, currently estimated at \$1 million, as it is in the public interest and best interest of the Commission to conduct a non-competitive procurement.

Estimated Project Costs and Funding Sources

The estimated project cost by work phase is detailed as follows:

Environmental Studies/Final Design/Construction Management	\$ 1,000,000
Support Costs (Staff, Bechtel, other)	200,000
Construction	<u>3,800,000</u>
Total	\$ 5,000,000

Since these costs were not included in the FY 2021/22 budget, staff recommends the Commission approve a budget adjustment of \$4.5 million to offset FY 2021/22 expenditures for the 15 ICOP. The remaining balance of \$500,000 will be budgeted in FY 2022/23. It is proposed that the project be funded with \$5 million of Measure A sales tax revenue bond proceeds anticipated to be available from the I-15 Express Lanes Project financing completed in July 2017.

Lastly, each work phase to implement the 15 ICOP may require cooperative agreements with Caltrans and other agencies that are typical for the project development process for work on the State Highway System. Staff recommends the Commission authorize the Chair or Executive Director, pursuant to legal counsel review, to execute all necessary agency agreements or amendments to existing agency agreements for all phases of 15 ICOP project development.

Financial Information					
In Fiscal Year Budget:	No N/A	Year:	FY 2021/22 FY 2022/23	Amount:	\$4,500,000 \$500,000
Source of Funds:	Measure A sales tax revenue bond proceeds			Budget Adjustment:	Yes N/A
GL/Project Accounting No.:	003052 81001 00000 0000 262 31 81001 003052 81102 00000 0000 262 31 81102 003052 81301 00000 0000 262 31 81301				
Fiscal Procedures Approved:	<i>Theresa A. Trevino</i>			Date:	08/31/2021