

Adopted Annual Budget

Fiscal
Year

2017
2018



San Bernardino County Transportation Authority



san bernardino county
transportation authority

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san bernardino
council of governments



GOVERNMENT FINANCE OFFICERS ASSOCIATION

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**San Bernardino Associated Governments
California**

For the Fiscal Year Beginning

July 1, 2016

Executive Director

San Bernardino County Transportation Authority



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino County Transportation Authority (SBCTA) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SBCTA will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996

Fiscal Year 2017/2018 Initiatives and Action Plan

Action Plan		Responsibility
Initiative #1: Transparent and Accountable Allocation Strategies		
Division Strategy: Finalize implementation of electronic financial records management system		
1A	Implement electronic accounts receivable system	Finance
Notes		
File structure has been created in Laserfiche. Finance needs to set up Connector between Laserfiche and EDEN. Finance has hired an additional full-time employee to process accounts receivable and is currently in training to implement agency wide.		
Division Strategy: Complete timely audits of Measure I and Transportation Development Act recipients		
1B	Manage and communicate with Audit firm to plan and complete annual audits	Finance
	Monitor progress of audits and inclusion of MOE calculation, use of senior and disabled funds, and schedule of DIF shares	Finance
	Inform Committees and SBCTA Board of status of audits	Finance
	Manage TDA triennial performance audits of SBCTA and transit operators	Fund Administration, Finance
Division Strategy: Test compliance with Measure I Ordinance and Expenditure Plan		
1C	Conduct agreed upon procedures from pool of audit firms to review expenditures for Measure I programs for Fiscal Years 2015/2016 and 2016/2017.	Finance
Notes		
Prior audit for Measure I programs was prepared by Conrad LLP and covered up to Fiscal Year 2014/2015. Goal is to conduct audit every two years.		
Division Strategy: Implement database for insurance certificates		
1D	Implement insurance certificate tracking in EXIGIS database and enable access agency wide.	Finance
Division Strategy: Expand Planet Bid program to include electronic scoring and evaluation		
1E	Implement electronic scoring and evaluation when soliciting proposals or bids by expanding use of the Planet Bid program.	Finance
Division Strategy: Use strategic programming to ensure that no funds are lost		
1F	Manage projects closely with Caltrans to ensure adequate resources are available when projects are ready	Fund Administration and Major Projects Delivery
Division Strategy: Protect San Bernardino County's equitable share of available state and federal funds		
1G	Develop funding strategies that maximize resources available and result in opportunities to seize additional state and federal funds	Fund Administration, Legislative and Public Affairs and Major Projects Delivery
Notes		
The need to accumulate federal apportionments for SBCTA's large delivery program in Fiscal Year 2018/2019 could result in apportionments expiring or loss of obligation authority. Staff will work closely with Caltrans and other regions to develop plans for extensions or funding loans as necessary.		
Division Strategy: Develop long-term bonding needs to help leverage other funds and deliver projects		
1H	Establish plan for 2018 sales tax revenue bond program	Fund Administration, Finance, Project Delivery, Transit and Planning
Division Strategy: Manage geographic equity in fund distribution across the County		
1I	Develop long-term strategy for ensuring geographic equity in fund distribution over the life of the Measure	Fund Administration and Planning
Division Strategy: Administer Transportation Development Act (TDA) funds in an efficient and transparent manner		
1J	Implement a TDA database for tracking allocations and disbursements	Fund Administration

Fiscal Year 2017/2018 Initiatives and Action Plan

Action Plan		Responsibility
Division Strategy: Manage SBCTA railroad right-of-way in an efficient and comprehensive fashion		
1K	Manage SBCTA railroad right-of-way in an efficient and comprehensive fashion.	Transit
Initiative #2: Engender Public Trust		
Division Strategy: Secure an unmodified opinion of comprehensive annual financial report (CAFR)		
2A	Plan meeting at interim field work with Executive Board officers and CPA firm	Finance
Notes		
Generally Accepted Auditing Standards require CPA firm to report directly to the Board and have access to the Board at all times. SBCTA staff schedules a meeting before or during the interim phase of the audit and at year-end. The meeting at interim is to present the timeline of the audit, discuss any issues of concern and confirm the scope of the audit and expected deliverables. At year end, the CPA firm will inform the Executive Board any significant items identified during the audit, present the opinion on the CAFR, single audit, TDA, GANN Limit, and any other reports issued.		
Division Strategy: Obtain Certificate of Achievement for Excellence in Financial Reporting		
2B	Apply for GFOA award for the CAFR	Finance
Division Strategy: Obtain Distinguished Budget Presentation Award		
2C	Apply for GFOA award for annual budget	Finance
Division Strategy: Complete development of a Comprehensive Quarterly Budget Report to Board		
2D	Complete necessary changes to the quarterly budget to actual report to Board by major Fund, by Program	Finance
Initiative #3: Focus on Creating and Strengthening Collaborative Partnerships with Governmental and Business Entities		
Division Strategy: Conduct regional forums to discuss issues of importance across our region		
3A	Develop opportunities for our staff and policy makers to meet with counterparts in neighboring regions for discussions of issues impacting the broader region	COG
Division Strategy: Enhance COG role		
3B	Work with the Board on the annual COG work plan and increase COG activities.	COG
Division Strategy: Enhance SBCOG's and the region's ability to compete for grant funding		
3C	Coordinate regional efforts to comment on state guidelines and rules for grants.	COG, Planning
3D	Host grant writing workshop for our members and other local government partners.	COG, Planning
Division Strategy: Assist local governments with environmental and efficiency initiatives		
3E	Provide leadership and assistance to our members in implementing energy conservation projects.	Air Quality and Mobility
3F	Assist local agencies and the region with tools and funding to encourage pollution reductions through alternative fueled vehicles and new advanced technologies.	Air Quality and Mobility
Initiative #4: Accelerate Delivery of Capital Projects		
Division Strategy: Implement Metrolink revenue service to the San Bernardino Transit Center		
4A	Complete construction of the Downtown San Bernardino Passenger Rail Service, implement Metrolink revenue service, and close-out the contract	Transit
Division Strategy: Deliver the Redlands Passenger Rail Project		
4B	Award contract for early utility relocation contract & advertise for bid for the mainline construction contract. In addition, award the vehicle procurement contract, and enter into operating and maintenance agreements with Omnitrans and Metrolink.	Transit

Fiscal Year 2017/2018 Initiatives and Action Plan

Action Plan		Responsibility
Division Strategy: Construct at-grade crossing improvements at Sierra Avenue, Juniper Avenue, and along the Shortway		
4C	Complete construction of the improvements at Sierra Avenue and Juniper Avenue. Enter into an agreement with Metrolink for the improvements along the Shortway and acquire the necessary right of way.	Transit
Division Strategy: Environmentally clear the West Valley Connector and proceed with final design.		
4D	Obtain environmental approval and commence the final design phase of the West Valley Connector BRT project.	Transit
Division Strategy: Complete preliminary design and environmentally approve the Metrolink – Double Track – Control Point (CP) Lilac to CP Rancho		
4E	Complete the preliminary design and environmental clearance of the CP Lilac to CP Rancho Double Track Project on the Metrolink San Bernardino Line.	Transit
Division Strategy: Complete an analysis of the operational parameters and capital improvements needed to extend hybrid-rail service from the Redlands Passenger Rail Corridor onto the Metrolink San Bernardino Line.		
4F	Complete a study, in partnership with the Los Angeles County Metropolitan Transportation Authority to analyze expanding hybrid-rail service onto the Metrolink San Bernardino Line.	Transit
Division Strategy: Delivery of Capital Projects		
4G	Project Study Report (PSR) and Project Approval and Environmental Document (PAED) Milestones	Major Projects Delivery
Division Strategy: Delivery of Capital Projects		
4H	Plans, Specifications and Estimate (PSE) Milestones	Major Projects Delivery
Division Strategy: Delivery of Capital Projects		
4I	Construction Milestones	Major Projects Delivery
Initiative #5: Maximize Funding Opportunities and Cost-Effectiveness of Investments		
Division Strategy: Conduct regional forums to discuss issues of importance across our region		
5A	Work with regional and statewide entities to ensure that funding structures and policies are in place that are consistent with SBCTA's goals and priorities.	Legislative and Public Affairs
	Advocate for policies and funding formulas at the state and federal levels that are favorable for SBCTA to construct and deliver transportation projects	Legislative and Public Affairs
Initiative #6: Awareness of SBCTA Programs, Services, and Transit Options		
Division Strategy: Build awareness of SANBAG programs and services		
6A	Highlight Measure I's contributions to the region's transportation system	Legislative and Public Affairs, Fund Administration
	Market San Bernardino County Transportation Authority (SBCTA) identity, promote awareness of programs and services	Legislative and Public Affairs
Division Strategy: Leverage and grow public outreach and communication services		
6B	Continue to enhance social media presence	Legislative and Public Affairs, Fund Administration and Transit
	Utilize On-Call Public Outreach Contracts, On-Call Graphic Design Services Contracts, Marketing and Branding Services Contract, and Redlands Passenger Rail Project Outreach Contract to utilize new tools and capitalize on communications opportunities throughout the region.	Legislative and Public Affairs, Fund Administration and Transit
	Utilize On-Call Graphic Design Services Contracts and Marketing and Branding Services Contract to support each Division in their efforts to communicate internally and externally.	Legislative and Public Affairs, Fund Administration and Transit
Division Strategy: Highlight transit options in San Bernardino County		
6C	In partnership with transit operators, highlight transit connectivity options in the region	Legislative and Public Affairs

Fiscal Year 2017/2018 Initiatives and Action Plan

Action Plan		Responsibility
Initiative #7: Long Range Strategic Planning		
Division Strategy: Analyze long range transit strategy in a financially constrained framework		
7A	Update Long Range Transit Plan	Planning, Transit, Fund Administration
Division Strategy: Conduct strategic planning of Measure I projects and update policies to be consistent with practice		
7B	Update Parts 1 and 2 of the Measure I 2010-2040 Strategic Plan	Planning, Transit, Fund Administration
Division Strategy: Provide current, quality planning data		
7C	Work with SBCTA departments and local jurisdictions to determine data needs and identify areas of potential assistance.	Planning
	Implement GIS Storymaps (SCAG grant)	Planning
7D	Upgrade GIS land use and demographic growth model	Planning
	Coordinate SBCTA and local jurisdiction input to initial SCAG growth forecasts for 2020 RTP/SCS	Planning
Division Strategy: Conduct subarea and modal studies		
7E	Conduct Customer-Based Ridesharing and Transit Interconnectivity Study (Caltrans grant)	Planning, Transit, Air Quality and Mobility and Fund Administration
	Mountain Area Transportation Study (MATS) -	Planning, Transit, Air Quality and Mobility and Fund Administration
Initiative #8: Environmental Stewardship and Sustainability		
Division Strategy: Monitor and Provide Input to State, Federal, and Regional Plans and Guidelines		
8A	Provide technical comments on draft reports, plans, and guidelines from Caltrans, CTC, OPR, CARB, CalSTA, and other state agencies	Planning, COG
Division Strategy: Assist jurisdictions, developers, and other stakeholders with area-wide habitat conservation planning		
8B	Conduct Habitat Preservation/Conservation Framework, Phase 2, including Regional Conservation Investment Strategy (RCIS)	Planning
Division Strategy: Prepare effective active transportation plans		
8C	Successfully complete Active Transportation Program grants: Points of Interest Pedestrian Plan (PIPP), Safe Routes to School (SRTS) Plan, Phase 2, and Rim-Of-The-World (ROTW) Active Transportation Plan.	Planning
	Update the Non-Motorized Transportation Plan to the 2017 Countywide Active Transportation Plan (CATP)	Planning
	Successfully complete Active Transportation grants under the SCAG Sustainability Program: Morongo Basin, Redlands Passenger Rail Project, and Safe Routes to School	Planning
Division Strategy: Implement components of ATP Metrolink Station Accessibility Grant		
8D	Construction of the Bicycle and Pedestrian improvements around the six Metrolink Stations as identified in the Transit Access Plan	Major Projects Delivery, Planning
Division Strategy: Develop and administer programs to improve the efficient use of our existing freeway network		
8E	Administer programs to reduce congestion and traffic delays.	Air Quality and Mobility

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San Bernardino Transit Center is a centralized location where you can transfer to other Omnitrans routes.

INTRODUCTORY SECTION

Date: June 7, 2017
To: SBCTA Board of Directors
From: Raymond Wolfe, Executive Director
Subject: SBCTA Fiscal Year 2017/2018 Budget

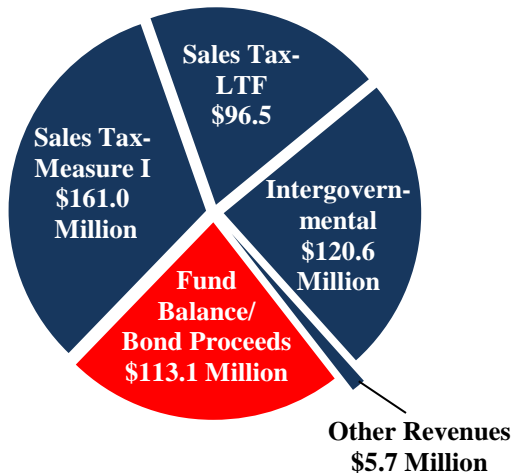
The Fiscal Year 2017/2018 budget transmitted under this cover letter details the financial roadmap leading to the successful completion of the various programs and projects committed to the voters in the renewal of Measure I. The Board-approved 10-Year Delivery Plan which was recently updated forms the basis on which this budget is formulated. This is the first budget under the new statutory entity legislation that modernized our organization, creating two entities, the San Bernardino County Transportation Authority (SBCTA) and the San Bernardino Council of Governments (SBCOG), from the five entities we served as a year ago.

In last year's budget cover letter, I highlighted the major accomplishments over the first six years since the renewal of Measure I in 2010. We have witnessed a few more successes since then, with the completion of the new interchange at Pepper Avenue on Interstate 10 (I-10), the South Milliken Grade Separation, the Baseline Interchange on Interstate 15 (I-15), and the Laurel Grade Separation. Several large projects will commence construction over the next two years; Redlands Passenger Rail, State Route 210 (SR-210) widening through Highland, US 395 widening through Adelanto and I-10 express lanes from the Los Angeles County line to I-15. Additionally, the Barton Road Interchange on Interstate 215 (I-215) is starting construction, as is the project to improve accessibility surrounding the six Metrolink stations on the San Bernardino line. We are working on the replacement of the Mount Vernon Viaduct in the City of San Bernardino spanning the Burlington Northern Santa Fe Railroad Intermodal Yard just north and west of our offices. Recognizing that design build authority would expedite delivery of this important north-south thoroughfare, we are seeking legislation to expand existing authority to include local streets and roads. The West Valley Connector Project, a proposed Bus Rapid Transit line operating in the West Valley servicing Ontario International Airport, is an exciting collaboration with Omnitrans, Ontario, Rancho Cucamonga, Fontana, Montclair and Pomona that we are now leading in the environmental phase. We are collaborating with Los Angeles Metropolitan Transportation Authority on a study contemplating replacement of Metrolink's heavy rail locomotive coach hauled trains with lighter and more efficient hybrid rail vehicles similar to those we plan to operate on Redlands Passenger Rail.

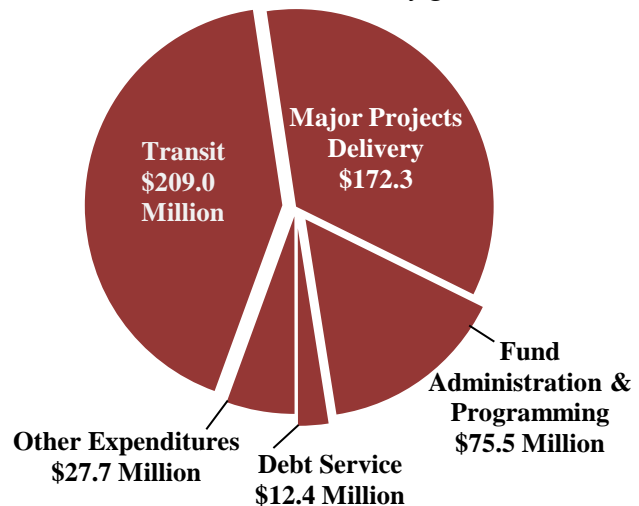
As noted in last year's message, our "self-help" status is crucial to advancement of local priorities. However, we remain reliant on funding from state and federal sources. While the federal government enacted the Fixing America's Surface Transportation Act (FAST) just over a year ago, the state continues to struggle with stabilizing its transportation revenue. Absent real reform and financial commitment on behalf of the state, our leveraging power continues to decline, putting at risk future project commitments. The \$754 million reduction in the State Transportation Improvement Plan (STIP) taken by the California Transportation Commission (CTC) last year due to lower than expected fuel excise tax revenue resulted in a \$64 million hit to San Bernardino County, the largest in the state. We continue to work closely with the CTC to ensure that if the revenue shortfall the state is experiencing is resolved through legislation, we will be made whole. The passage of recent Senate Bill 1 by the California Legislature will help rectify this situation, and infuse additional capital and operating funds for a variety of programs.

The proposed Fiscal Year 2017/2018 budget revenue sources (including the use of fund balances) and program uses of \$496.9 million are provided below.

Where does the money come from?



Where does the money go?



The largest portion of resources to finance the proposed Fiscal Year budget is Measure I sales tax, Local Transportation Funds and intergovernmental revenue. The latter includes federal, state and local funds and reimbursements for various programs and capital projects. Fund balance and bond proceeds account for the remaining proposed budget.

The total budget for Fiscal Year 2017/2018 is \$496.9 million, an increase from the prior year due to a number of large projects commencing construction. For the third consecutive year, transit expenditures outpace other programs at \$209.0 million, of this amount Pass-throughs of \$102 million were reclassified to the Transit program from the Fund Administration program beginning in Fiscal Year 2016/2017. Major Projects follows at \$172.3 million. New revenues are projected at \$383.8 million. Fund balance and debt proceeds from the 2014 bond issue will cover the variance between estimated revenues and appropriations of \$113.1 million.

Additional information on revenue sources and programs is provided in the revenue detail and program expenditure detail sections of the budget document.

The Fiscal Year 2017/2018 budget continues a long-standing history of delivering on the commitments made to the voters of San Bernardino County with the renewal of Measure I. Taking advantage of low interest financing through bonding is allowing us to advance many critical projects, thereby bringing congestion relief, improving air quality, and enhancing the overall quality of life through mobility choices for the residents, businesses, and recreationalists of our great County. Our continued success is derived through strong partnerships with the federal, state, local, and regional stakeholders. Most importantly, the continued leadership, guidance and support of the SBCTA Board are critical to our success.

Sincerely,

Raymond W. Wolfe
Executive Director

List of Principal Officials
Board of Directors

Name	Jurisdiction	Title
Robert Lovingood	County of San Bernardino	Board President Vice-Chair - General Policy Committee
Alan Wapner	City of Ontario	Board Vice-President Chair - General Policy Committee
Rich Kerr	City of Adelanto	
Curt Emick	Town of Apple Valley	
Julie McIntyre	City of Barstow	Vice-Chair - Mountain/Desert Committee
Bill Jahn	City of Big Bear Lake	Chair - Mountain/Desert Committee Vice-Chair - Transit Committee
Eunice Ulloa	City of Chino	
Ed Graham	City of Chino Hills	
Frank Navarro	City of Colton	Chair - Metro Valley Study Session
Acquanetta Warren	City of Fontana	
Darcy McNaboe	City of Grand Terrace	
Bill Holland	City of Hesperia	
Larry McCallon	City of Highland	
Rhodes Rigsby	City of Loma Linda	
Paul Eaton	City of Montclair	
Edward Paget	City of Needles	
L. Dennis Michael	City of Rancho Cucamonga	
Jon Harrison	City of Redlands	
Deborah Robertson	City of Rialto	
R. Carey Davis	City of San Bernardino	
Joel Klink	City of Twentynine Palms	
Debbie Stone	City of Upland	
Jim Kennedy	City of Victorville	
David Avila	City of Yucaipa	
Rick Denison	Town of Yucca Valley	
James Ramos	County of San Bernardino	Chair - Transit Committee
Janice Rutherford	County of San Bernardino	Vice-Chair - Metro Valley Study Session
Josie Gonzales	County of San Bernardino	
Curt Hagman	County of San Bernardino	

Senior Management

Raymond W. Wolfe, Executive Director*
Eileen Monaghan Teichert, General Counsel*
Vicki Watson, Clerk of the Board/Administrative Supervisor
Duane Baker, Deputy Executive Director
Hilda Flores, Chief Financial Officer
Otis Greer, Director of Legislative and Public Affairs
Steven Smith, Director of Planning
Carolyn Schindler, Director of Transit and Rail Programs
Paula Beauchamp, Director of Project Delivery
Andrea Zureick, Director of Fund Administration and Programming

*Appointed by the Board of Directors

Budget Schedule

Date	Activity
November 9, 2016	General Policy Committee Review and Discussion of 2017/2018 Budget Schedule.
December 7, 2016	Board Approval of 2017/2018 Budget Schedule.
February 9, 2017	Metro Valley Study Session General Overview by Region.
February 17, 2017	Mountain/Desert Committee General Overview by Region.
March 8, 2017	General Policy Committee Review of Tasks.
March 9, 2017	Metro Valley Study Session Review of Tasks.
March 9, 2017	Transit Committee Review of Tasks.
March 17, 2017	Mountain/Desert Committee Review of Tasks.
April 12, 2017	General Policy Committee Further Review of Tasks, if Required.
April 13, 2017	Metro Valley Study Session Further Review of Tasks, if Required.
April 13, 2017	Transit Committee Further Review of Tasks, if Required.
April 21, 2017	Mountain/Desert Committee Further Review of Tasks, if Required.
May 3, 2017	Budget Presentation and Workshop of the Proposed Budget in Conjunction with Board of Director's Meeting.
June 7, 2017	Board of Directors Adoption of the SBCTA Fiscal Year 2017/2018 Budget.

San Bernardino County Transportation Authority and the Community It Serves

The Organization and Its Responsibilities

San Bernardino County Transportation Authority (SBCTA) is the transportation planning agency in San Bernardino County. In addition, working as the San Bernardino Council of Governments (SBCOG), the organization fulfills the role as the council of governments in San Bernardino County. SBCTA serves the over 2.1 million residents of San Bernardino County and enjoys the membership of the County of San Bernardino and all cities within the county: Adelanto, Apple Valley, Barstow, Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Hesperia, Highland, Loma Linda, Montclair, Needles, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Twentynine Palms, Upland, Victorville, Yucaipa, and Yucca Valley.

San Bernardino Associated Governments (SANBAG), now known as SBCTA or SBCOG, was created in 1973 as a council of governments. Since that time, SBCTA has been designated, primarily by statute, to serve several additional roles primarily related to transportation. These roles are listed below:

County Transportation Commission responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.

County Transportation Authority responsible for administration of the voter-approved half-cent transportation transactions and use tax (known as Measure I) which is estimated to generate almost \$5.2 billion through 2040 for funding of major freeway construction, commuter rail service, local street and road improvements, special transit service for the elderly and disabled population, and traffic management and environmental enhancement efforts.

Service Authority for Freeway Emergencies responsible for operating a system of approximately 1,200 call boxes on freeways and highways within San Bernardino County.

Congestion Management Agency responsible for managing the performance level of the regional transportation system in a manner that considers the impacts from new development and promotes air quality improvements through implementation of strategies in the adopted air quality plans. Under the SBCTA nexus study, the Congestion Management Program identifies the fair share contribution due from new development for implementation of new arterial roadways and freeway interchange facilities.

Subregional Planning Agency responsible for representing the San Bernardino County subregion and assisting the Southern California Association of Governments (SCAG) in its role as the metropolitan planning organization. SBCTA performs studies and develops consensus relative to the regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.

In August 2016, the Governor signed Senate Bill 1305 (Morrell) which consolidated the five transportation related entities into a single entity that, effective on January 1, 2017, statutorily became the San Bernardino County Transportation Authority. In November 2016, the Board of Directors, in an effort to highlight the agency's council of governments efforts approved having SANBAG do business as the SBCOG.

The Community

San Bernardino County encompasses over 20,000 square miles and is geographically the largest county in the contiguous United States. San Bernardino County stretches from urbanized areas bordering the Los Angeles and Orange Counties in the west to the deserts along the Arizona and Nevada borders in the east.



- 20,053 square miles
- 24 incorporated Cities
- 81% Land area outside the control of San Bernardino County or City Governments
- 93% Land area within the San Bernardino County Desert Region

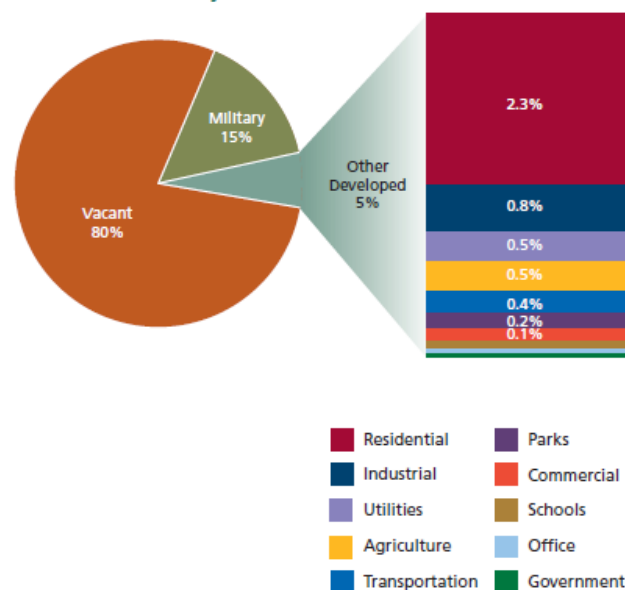
Source: County of San Bernardino

Land Use

- 6 Acres per 1,000 residents
- 80% Land Area is Vacant
- 2.5 Million Acres of recreational land
- 3 out of 4 residents live within one mile of a local park or within five miles of a regional, state, or national park.

Data Source: 2016 San Bernardino County Community Indicators Report

San Bernardino County Land Uses



Source: San Bernardino Associated Governments, April 2014

Population and Demographics

- 2,139,570 (population 2016)
- 32% Growth projected between 2015 and 2040
- 51% of San Bernardino County residents are Latino and will increase to 55% of the population over the next 25 years
- Asian and Pacific Islanders and people of two or more race are projected to grow
- Caucasian, Black/African American, and Native American are projected to remain the same or decrease
- 22% of residents were born outside of the United States
- 41% speak a language other than English at home
- 3.3 is the average household size
- 37% of households have children under 18
- 34% of families with children under 18 are led by a single parent
- 19% of residents over the age of 25 have a bachelor's degree (2014)
- 11.4% is the high school dropout rate (2014/2015)

Income

- Cost of Living is the lowest in Southern California
- Cost of Living compared to US Average is 19.5% Higher
- \$52,041 Median Household Income
- 1 in 5 Residents Living in Poverty
- 69.5% Children Eligible for Free or Reduced-Priced School Meals

Economy

Expect continued moderate growth for 2017. Assessed valuation for property is anticipated to grow by 5% to over \$212 billion. Retail sales are expected to grow by 2% – 3% and housing prices are expected to continue an upward trend.

- 5.3% Unemployment Rate for Inland Empire (February 2017)
- 73% Buyers who can afford an entry-level home (priced at 85% of median)
- 25% Child poverty rate for Inland Empire (2016)
- \$280,000 Median single-family existing home price (December 2016)
- 58% Home Ownership

Strategic Goals and Strategies Addressing Long-term Concerns and Issues

The SBCTA Budget is an annual undertaking intended to fulfill the goals and objectives found in three long-term guiding documents: 1) the Measure I 2010-2040 Ordinance and Expenditure Plan, 2) the Measure I Strategic Plan, and 3) the Measure I 10-Year Delivery Plan. The 10-Year Delivery Plan flows from the Measure I Strategic Plan, which in turn flows from the Measure I Ordinance and Expenditure Plan.

The SBCTA Budget has been developed in order to efficiently manage and allocate resources by prioritizing SBCTA objectives and policies; to provide a forecast of income and expenditures; to meet the legal requirements of the Measure I, Federal and State funds that flow through SBCTA; to establish spending authority; and, to monitor the performance of SBCTA in delivering its projects and services to accomplish long-term concerns and issues.

Measure I is the largest single source of annual transportation funding available to San Bernardino County. On November 4, 2004, the voters of San Bernardino County approved San Bernardino County Transportation Authority Ordinance 04-01, which extended the Measure I 1990-2010 half-cent sales tax for 30 years to March 31, 2040. Measure I is a retail transactions and use tax that is statutorily dedicated for transportation purposes only in San Bernardino County and cannot be used for other governmental purposes or programs. Measure I Ordinance 04-01 and its accompanying Transportation Expenditure Plan provide specific safeguards to ensure that funding is used in accordance with the specified voter-approved transportation project improvements and programs.

In April 2009, the SBCTA Board approved the Measure I 2010-2040 Strategic Plan, which establishes the policies, procedures and institutional processes needed to manage the implementation and on-going administration of the Measure I Ordinance and Expenditure Plan. The Strategic Plan is the official guide and reference for the allocation and administration of the combination of Measure I funds, State and Federal transportation revenues, and private fair-share contributions from new development to regional transportation facilities. The intention of the Strategic Plan is to structure the Measure I programs so that they fulfill commitments made to the voters; are financially feasible and scaled to the revenue projected to be available; are implemented with policies and procedures that provide financial accountability, treat each of SBCTA's member jurisdictions equitably, and provide predictable access to Measure I revenues; and can be managed with the resources available to SBCTA.

One of the key requirements of the Strategic Plan is the preparation of and regular update to a 10-Year Delivery Plan. The 10-Year Delivery Plan was first approved by the SBCTA Board in 2012. It is generally updated every two years to provide a transparent list of projects that will be developed during the next 10 years and to define the scope, schedule, and budget for these projects, given current information and assumptions. The 10-Year Delivery Plan establishes a common understanding among members of the SBCTA Board, staff, member agencies, and citizens of San Bernardino County; sets a baseline upon which future changes in revenues, costs, scopes, and schedules are measured; enables SBCTA to meet the requirements of bond rating agencies for the future sale of bonds; and serves as SBCTA's commitment to fund specific projects. The 2017 Update to the 10-Year Delivery Plan has provided the basis for the preparation of the SBCTA budget for capital projects.

Based on the three long-term guiding documents outlined above, the SBCTA Budget provides a detailed financial plan of operation for the Fiscal Year 2017/2018 which conforms with and provides for accomplishing the long-term goals and objectives set forth in the Measure I Ordinance and Expenditure Plan, the Measure I Strategic Plan, and the 10-Year Delivery Plan.

Federal and State Transportation Fund Allocation Responsibilities

One of the essential roles for SBCTA is the allocation of Federal and State funds to transportation projects within the county. Although some of these funds do not flow through the SBCTA budget, the authority to allocate these transportation funds has as much policy and program significance as the agency budget.

SBCTA allocates specific Federal and State transportation funds among priority projects in the county and designates a lead agency to administer implementation of the projects. Once the Board approves the allocation and a project is added to the appropriate programming document, the lead agency is responsible for applying for funds through SBCTA or Federal and State agencies and is responsible for meeting eligibility requirements.

With the exception of Transportation Development Act funds, Federal and State funds allocated by the Board are not reflected in the SBCTA budget unless SBCTA is the lead agency for project implementation.

In December 2015, Congress passed and the President signed into law the Fixing America's Surface Transportation (FAST) Act, a five-year authorization of highway, transit, safety and rail programs. The FAST Act provided much-needed certainty of federal funding levels for the five years authorized by the Act. In the prior federal authorization act, San Bernardino County agencies received approximately \$180 million in congressional authorizations. Total FAST Act funding begins at an equal level to Moving Ahead for Progress in the 21st Century Act (MAP-21), the previous Federal Transportation Act, and increases approximately 15% over five years.

The discussion of funding sources that follows is meant to provide background on typical annual apportionment levels and the current Board-approved uses of these funds. Allocations of funding sources to specific capital projects are contained in the 10-Year Delivery Plan or Board-approved allocations. It is typical that current expenditures rely on apportionment balances; therefore the funding levels reflected in this section should not be expected to relate to any revenue estimates or budgeted amounts found in later sections of the Budget.

FEDERAL FUNDING SOURCES

Surface Transportation Program (STP)/Surface Transportation Block Grant Program (STBG) – The FAST Act renamed the Surface Transportation Program as the Surface Transportation Block Grant Program; however, unexpended STP funds from prior years are still available for use. STP/STBG provides the most flexible federal funding that may be used for projects on any federal-aid highway, bridge projects on any public road, transit capital projects, and public bus terminals and facilities. The amount of STP/STBG funding apportioned to San Bernardino County under the FAST Act is estimated to remain at approximately \$25 million per year with slight increases over the life of the Act.

Transportation Alternatives Program (TAP)/Surface Transportation Block Grant (STBG) Set Aside Funds These set-aside funds may be used for a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity. Each State receives a share of the national total TAP funding. The FAST Act requires all TAP projects to be funded through a competitive process.

In California, legislation creating the Active Transportation Program (ATP) defines the distribution and administration of TAP funds. This is a competitive program that is administered at both the State and regional level, with Southern California Association of Governments (SCAG) being responsible for administering the regional program. Project sponsors can compete at both the State and regional level. SCAG has set programming targets for each county to ensure geographic equity in project selection. While SBCTA does not play a role in project selection, staff provides assistance to local agencies in accessing the funds through California Department of Transportation (Caltrans) and the California Transportation Commission (CTC). Additionally, the SBCTA Board has taken actions to provide matching funds to project sponsors to increase the competitiveness of projects in San Bernardino County, resulting in more awards of ATP funds.

Congestion Mitigation and Air Quality Funds (CMAQ) –CMAQ funds are authorized to fund transportation projects or programs that contribute to attainment or maintenance of ambient air quality standards. California implementing statutes authorize SBCTA to select and program CMAQ projects with input from SCAG, Caltrans, and air quality districts.

CMAQ is available to areas that do not meet the National Ambient Air Quality Standards (nonattainment areas), as well as former nonattainment areas. Funds are distributed based upon a formula that considers population by county and the severity of its ozone and carbon monoxide air quality problems within the nonattainment or maintenance area. CMAQ eligibility is conditional upon analyses showing that the project will reduce emissions of criteria pollutants. Activities typically eligible for funding by CMAQ include high occupancy vehicle (HOV) lanes, transit improvements, travel demand management strategies, traffic flow improvements such as signal synchronization, and public fleet conversions to cleaner fuels. The amount of CMAQ funding apportioned to San Bernardino County under the FAST Act is estimated to remain at approximately \$28 million per year with slight increases over the life of the Act.

National Highway Freight Program (NHFP) and National Highway Performance Program (NHPP) – NHFP and NHPP, two new freight-related initiatives created by the FAST Act, provide for the first time a dedicated source of Federal funding for freight projects. NHFP is a formula fund program that will fund projects that contribute to the movement of freight on the National Highway Freight Network. The projects will be identified in a freight investment plan of a State Freight Plan. NHPP is a discretionary grant program and its eligible projects include highway system bridges that are not on the National Highway System (NHS) and may pay subsidy and administrative costs for Transportation Infrastructure Finance and Innovation Act (TIFIA) projects. The anticipated amount of available funding to San Bernardino County is estimated to be \$20 million.

Federal Transit Administration (FTA) Formula Funds – Congress annually appropriates formula funds to urban areas and to the State for rural areas for providing transit operating and capital assistance as authorized by the FAST Act. Federal formula apportionments to urban areas (San Bernardino Valley and the Victor Valley) are authorized under Title 49 U.S.C. Section 5307 and to rural areas under Section 5311. Section 5310 funds are apportioned to states for support of transit services for seniors and persons with disabilities. As of the preparation of this budget Section 5307, Section 5311 and Section 5310 allocations for San Bernardino County have yet to be determined for federal transit programs, but it is anticipated that they will see modest increases based on increases to the total FTA FAST Act Program amounts. SBCTA must approve the use of the FTA funds through approval of each operator's biennial Short Range Transit Plan (SRTP) as well as ensure the approved projects are included the Federal Transportation Improvement Program (FTIP).

Federal Transit Administration (FTA) Capital Investment Funds – Under the FAST Act, Congress appropriates funds for transit capital investment under Section 5337 and Section 5339. Section 5337 State of Good Repair Program provides financial assistance to public transit agencies that operate rail fixed-guide way and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, along with the development and implementation of transit asset management plans. These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development. Section 5339 Bus and Bus Facilities Program provides funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles. As of the preparation of this budget Section 5337 and Section 5339 allocations for San Bernardino County have yet to be determined for FAST Act federal transit programs, but it is anticipated that they will see modest increases based on increases to the total FAST Act Program amounts.

STATE FUNDING SOURCES

In March 2010, the Governor signed legislation that eliminated the statewide sales tax on gasoline and increased the State gasoline excise tax with an inflation adjustment to maintain revenue neutrality. Given the dramatic drop in gas prices beginning in Fiscal Year 2014/2015, reduction in revenues has resulted in a fairly dramatic decrease in available funding for local agencies. Statewide advocacy organizations, state legislators and the governor are currently working to develop proposals to mitigate the impact of the pending drop in funding for local agencies and to develop long-term solutions for this funding shortfall.

SBCTA is authorized by statute to prioritize and allocate State funds as follows:

State Transportation Improvement Program (STIP) – One of the key roles played by SBCTA in funding of transportation improvements is its involvement in the development of the STIP. The STIP is a five-year program of transportation projects that is formally updated through the combined efforts of Regional Agencies, Caltrans, and the CTC every two years.

The STIP is the only state program providing funds to every County in the state to address a wide range of transportation needs. In 2016, following the significant drop in gasoline prices and diversion of diminishing price-based gas excise taxes to repay old transportation debt service, the CTC deleted over \$750 million and delayed an additional \$755 million previously committed in the STIP to highway, rail, transit, bicycle, and pedestrian projects. The STIP dropped 75% with only \$153 million available to the program in Fiscal Year

2016/2017, and CTC staff was required to develop criteria for eliminating \$239 million in proposed STIP programming. SBCTA developed a proposal to meet its deprogramming target of \$37 million and removed \$103 million of programming capacity from the first three years of the STIP. SBCTA's total deprogramming was approximately \$64 million, well over its share of the deprogramming target and almost 50% of its current programming. Other agencies were required by the CTC to reduce far less, resulting in a significant burden placed on SBCTA and resulting impact to project funding. SBCTA has and will continue to urge the CTC and the state legislature to prioritize making SBCTA's shortfall whole in the 2018 STIP.

Regional Improvement Program (RIP) – By State law, SBCTA is responsible for developing the list of projects to be funded in the County with RIP funds, which comprise 75% of the STIP funds available statewide. The CTC approves the program of projects developed by SBCTA. SBCTA is also permitted to allocate up to 5% for planning, programming, and monitoring activities.

While the STIP was historically prioritized as a means to fund highway capacity improvements, reference to Executive Order B-30-15 issued by the Governor requiring state agencies to implement measures to achieve reduction of greenhouse gas emissions to meet 2030 and 2050 emission reduction targets was included in the 2016 STIP Guidelines. SBCTA has developed a strategic approach to retain projects that demonstrate greenhouse gas reductions and sustainability to the extent alternative funding sources will allow.

Interregional Improvement Program (IIP) – The remaining 25% of STIP funding is programmed by Caltrans and similarly subject to approval by the CTC. SBCTA works with Caltrans District 8 to develop a list of projects for consideration. The CTC can fund an IIP project that is nominated by SBCTA rather than Caltrans but only if the project can be shown to be a more efficient use of resources. There are no IIP projects scheduled for allocation in Fiscal Year 2017/2018, although work is on-going on Caltrans' Interstate 15 (I-15) Widening project between Mojave Drive in Victorville and Stoddard Wells Road in Barstow, the State Route 58 Realignment and Widening project near Hinkley, and the State Route 138 Widening project west of I-15 to Los Angeles County.

Proposition 1B - The passage of Proposition 1B, the Highway, Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters in 2006, authorized \$19.925 billion in general obligation bond proceeds to be available for high-priority transportation corridor improvements, trade infrastructure and port security projects, school bus retrofit and replacement purposes, STIP augmentation, transit and passenger rail improvements, State-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, State highway safety and rehabilitation projects, and local street and road improvement, congestion relief, and traffic safety. Most of these programs were scheduled to have been fully allocated by the CTC by June 2013.

Trade Corridors Improvement Fund (TCIF) – Proposition 1B provides \$2 billion to the TCIF for infrastructure improvements along federally designated "Trade Corridors of National Significance" in this State or along other corridors within this State that have a high volume of freight movement. San Bernardino County received \$115.3 million in TCIF funding through application by SBCTA as part of the Los Angeles-Inland Empire Corridor Southern California Consensus Group. Any savings realized from these projects can be reallocated to eligible projects that can be ready for construction before December 2019.

Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) - Proposition 1B provides \$3.6 billion statewide to PTMISEA for formula distribution by the State Controller by Fiscal Year 2016/2017 using the State Transit Assistance Fund (STAF) distribution formula. SBCTA's total share of PTMISEA funding is about \$95 million, and the SBCTA Board approved the PTMISEA Expenditure Plan initially on February 3, 2010, and has approved subsequent amendments. The PTMISEA funds can only be used for capital projects that meet the requirements of the State General Obligation Bond Law. In Fiscal Year 2009/2010 SBCTA worked with public transit operators to swap carryover STAF to take the place of PTMISEA funds until the PTMISEA funds became available.

Transit System Safety, Security and Disaster Response Account (TSSSDRA) – Proposition 1B provides \$1 billion to the TSSSDRA for distribution by the Office of Homeland Security. Sixty percent of the funds are made available under the California Transit Security Grant Program – California Transit Assistance Fund (CTSGP-CTAF) using the same formula as used for the allocation of STAF, which resulted in about \$1.9 million annually for San Bernardino County through Fiscal Year 2016/2017.

Transportation Development Act (TDA) Funds – The Transportation Development Act authorizes two important revenue sources, the Local Transportation Fund and State Transit Assistance Fund, to support local transit service and investments, pedestrian and bicycle facilities, and local street improvement projects.

Local Transportation Fund (LTF) – SBCTA is responsible for administering LTF. LTF is derived from one-quarter cent of the sales tax collected within the County of San Bernardino. The adopted LTF apportionment for Fiscal Year 2017/2018 is \$115,927,601. Note that this apportionment includes prior year revenues in excess of estimates that had not previously been apportioned.

As the LTF administering agency, SBCTA receives funding from LTF for its administrative functions, including the fiscal and compliance audits of all recipients of LTF. SBCTA also receives up to 3% of the LTF for apportionment, or \$3,477,828, for planning and programming activities during the fiscal year. A portion of these funds is also allocated to the SCAG for its planning activities and to the San Bernardino County Auditor/Controller for performance of administrative functions. The LTF allocations are reported as revenue sources in the *Financial Section* of this report and flow through the SBCTA budget. As administrator of LTF, SBCTA also makes allocations to the following programs:

Pedestrian and Bicycle Facilities – Under Article 3 of the TDA, 2% of the annual LTF apportionment is designated to fund pedestrian and bicycle facilities, bicycle safety programs, bicycle trails, bicycle lockers, or racks and for the development of a comprehensive bicycle and pedestrian facilities plan. SBCTA conducts biennial “calls for projects” with 10% set aside for maintenance and 20% set aside for transit access improvements. This fund is also used by SBCTA to provide matching funds to local agencies for grant opportunities from the State’s Active Transportation Program.

Transit and Street Projects – After administration, planning, and pedestrian and bicycle apportionments have been determined, the balance of LTF is apportioned by SBCTA in accordance with California Public Utilities Code Section 99231 to areas/jurisdictions on a per capita basis to support transit and street projects. In Fiscal Year 2017/2018, 72% of the remaining balance or \$78,945,225, has been apportioned to the San Bernardino Valley and will be used exclusively for public transportation operations and capital improvements for Omnitrans, Metrolink, and other rail and bus projects. The remaining 28%, or \$30,046,992, is apportioned to the Mountain/Desert jurisdictions. If a finding is made that all transit needs are being reasonably met, LTF not expended for transit purposes can be expended for street and road projects in certain areas as defined in statute.

State Transit Assistance Fund (STAF) – STAF revenue had historically been derived from a portion of the sales tax on gasoline and diesel. In March 2010, the Governor signed ABx 86 and ABx 89. These bills eliminated the statewide sales tax on gasoline, increased the excise tax on gasoline by 17.3 cents and increased the sales tax on diesel fuel by 1.75%. From this act, \$400 million was appropriated to transit operators to help them fund operations in Fiscal Year 2009/2010 and Fiscal Year 2010/2011. Since the adoption of the gas tax swap, STAF funding has started to stabilize, although the decreasing gas prices are causing the revenue to decrease. The revenue estimate provided to SBCTA by the State Controller’s Office for Fiscal Year 2017/2018 is \$9,791,716 when combined with prior year unapportioned revenues. Of this, \$5,763,109 is distributed to the Valley and Mountain/Desert areas on a population basis and \$1,785,419 is apportioned by the State to individual operators based on qualifying revenues.

Low Carbon Transit Operations Program (LCTOP) – LCTOP is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. LCTOP was created to provide transit operating and capital assistance to eligible project sponsors in an effort to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This program is funded by auction proceeds from the California Air Resources Board (CARB) Cap-and-Trade Program where proceeds are deposited into the Greenhouse Gas Reduction Fund (GGRF). The revenue estimate provided to SBCTA by the State Controller’s Office for Fiscal Year 2016/2017 is \$943,613. These funds are distributed to the Valley and Mountain/Desert areas on a population basis with \$683,459 available to the Valley in Fiscal Year 2016/2017 and \$260,154 available to the Mountain/Desert.

BUDGET OVERVIEW SECTION

Budget Process

Budget Process Summary

SBCTA and SBCOG account for its funds using governmental accounting standards. Governmental funds use the modified accrual basis of accounting. Revenues are considered to be available when they are collected within the current period or soon enough thereafter to pay liability of the current period. Revenues are considered to be available if they are collected within 180 days of the end of the current fiscal period. Expenditures are recorded when a liability is incurred, as under accrual accounting. However, debt service expenditures, as well as expenditures related to compensated absences, are recorded only when payment is due.

Enterprise funds use the full accrual basis of accounting.

The budget includes information for the General Fund, Special Revenue Funds, Capital Projects Funds and an Enterprise Fund. No separate budget is presented for the Internal Service Fund which accounts for the costs related to the upkeep of the present facility. Those costs are included in the *Indirect Cost Allocations pg. 255*. The Debt Service fund is a non-budgeted fund as the resources for payment of the debt are budgeted in Special Revenue Funds. Information on debt financing is included on *Debt Summary pg. 17*.

Additional information on funding sources is provided in the *Revenue Overview pg. 50*.

The budget contains projections, program overviews, and the task level detail within each program. Each program overview provides a description, goals and objectives to be accomplished in the forthcoming fiscal year, and performance/workload indicators. Each task provides purpose, accomplishments and other related detail information. The budget document is intended to provide an understanding of each program. This strategy results in a budget document that is useful and meaningful as a benchmark against which to evaluate the entity's accomplishments or challenges, and to assess performance with fiscal accountability.

Review of Short Term Direction

The budget process begins with a review of the direction the Board of Directors provides relating to short-term and long-term goals and objectives. Workshops are scheduled periodically to assist the policy makers in evaluating and determining the goals of the entity. This information is used to assess actual results for the current fiscal year and to discuss changes in strategy for the ensuing fiscal year.

Assessment of Needs

Simultaneous with the review of short-term direction, staff evaluates which tasks need to be accomplished, taking into consideration both long-term and short-term Board direction. Tasks identified in long-term strategic plans have priority for the associated revenues. New tasks or old tasks are added or deleted based on direction from the Board of Directors.

Evaluation of Resources

The second phase of the budget process begins in January and involves an analysis of funding sources. Identification of available resources occurs during the fiscal year, but estimates for the coming year are forecast during the budget development process. Areas of focus include what funds are to be carried over from the current fiscal year, new revenue sources, and growth rates for continuing revenues. As part of the long-term strategic process, bonds issuance is considered.

Development and Review

The entity has a fiscal year beginning July 1 and ending June 30. The budget process is structured to provide for the maximum level of input from each policy committee and the general public. The policy committees are composed of members of the SBCTA and SBCOG Board of Directors and serve as the initial review body of budgeted tasks. Each budgeted task is reviewed by at least one of the policy committees: General Policy Committee; Transit Committee; Mountain/Desert Policy Committee; and the Board of Directors Metro Valley Study Session.

Each policy committee reviews the tasks that relate to functional areas of committee oversight. Committees may also request a full budget briefing. A notice of public hearing is published, and there is at least one public hearing relative to the adoption of the budget. Additionally, a Board workshop is held to provide a better understanding of the proposed budget. Staff develops the budget based on the long-term strategic direction of the SBCTA and

SBCOG Board of Directors. Ongoing reviews of the budget allow for timely responsiveness to any significant political, legislative, or economic developments that may occur.

Budget Adoption

The budget is presented to the Board of Directors at its June meeting for adoption. However, since SBCOG bylaws require adoption by May of each year, the SBCOG Fiscal Year 2017/2018 budget was adopted by the Board in May.

Budget Roles and Responsibilities

Upon adoption of the fiscal year budget, staff is charged with the on-going responsibility of monitoring actual revenues and expenditures. As deviations to the budget occur, staff revises assumptions and/or requests budget amendments as necessary. Reports are presented to the Board of Directors to communicate compliance with fiscal authority.

Budget involvement includes key SBCTA staff members. Finance staff prepares revenue projections, the indirect budget, and completes set up of the budget system for the new fiscal year. Task managers develop the detailed line item budgets and submit them to the Chief Financial Officer by the last day of February. Finance staff then compiles the draft budget documents and presents the information to management staff for review. The Executive Director reviews the entire budget for overall consistency with both the short and long-term strategic direction of the Board of Directors, the appropriateness of funding sources for the identified tasks, and any recommended staffing changes. Finance staff assists in the review and preparation of documents and submits them to the Executive Director, the Chief Financial Officer and the Chief of Fiscal Resources for review.

Budget Amendments

When it becomes necessary to modify the adopted budget, the amendment procedure depends on the type of change that is needed.

1. Administrative Budget Amendments

There are four types of administrative budget amendments that do not result in an increase to the overall program budgets. The first one requires approval of the program/task manager. The second and third require approval of the Chief Financial Officer. The fourth one requires approval of the Executive Director or designee. The four types include:

- i. Transfers from one line item to another within a task and same fund, or changes between tasks within the same program and fund.
- ii. Reallocation of budgeted salary costs and revenues from one program to another within the same fund.
- iii. Change of sales tax revenue which affects the Measure I Pass-Through allocation to the various participating agencies.
- iv. Substitution of one approved funding source/grant for another approved funding source/grant within a program, not to exceed \$1 million.

2. Board Approved Amendments

A Board approved budget amendment brings about a change in the total expenditures or revenue source for a program. Examples of these changes include, but are not limited to, the following:

- i. The acceptance of additional grant monies.
- ii. The inclusion of expenditures that are projected to exceed budgeted amounts within the fund.
- iii. The re-appropriation of monies/expenditures (excluding SBCTA staff salary costs) from one program or fund to another.

These changes require budget authorization and a formal agenda item to be reviewed by the appropriate policy committee and forwarded to the Board of Directors for final approval. If the budget amendment is time sensitive, the authorization request may be submitted to the Board of Directors without policy committee review. The agenda items requesting budget amendments will define the expected funding source and will adhere to the balanced budget requirements. All budget amendments are documented by the Finance Department and are tracked in SBCTA's electronic financial system.

Financial Overview

The following narrative provides definition of the factors instrumental in developing the foundation for Fiscal Year 2017/2018 Budget.

Financial Policies

The financial policies, compiled below, set the basic framework for the overall fiscal management of the organization. Operating independently of changing circumstances and conditions, these policies assist the decision-making process of the Board of Directors and administration.

Most of the policies represent long-standing principles and practices that have guided SBCTA and SBCOG in the past and have helped maintain financial stability. They are reviewed annually through the auditing process.

Operating Budget Policies

The Board of Directors approves a fiscal year budget containing new revenues and expenditures. The budget amounts for Fiscal Year 2017/2018 include prior year Board approved appropriations to be expended in Fiscal Year 2017/2018.

1. The operating budget process is decentralized, whereby all task managers participate.
2. The budget is balanced with total anticipated revenues plus beginning undesignated/unreserved fund balances and available revenue from bond proceeds.
3. Encumbrance accounting related to purchase orders is an element of control in the formal budgetary integration.
4. No new or expanded contracts will be authorized without implementing adjustments of expenses or revenues at the same time.
5. Costs of administration will be budgeted at whatever is reasonable and necessary, but no more than one percent of Measure I transactions and use tax revenues will be used for salary and benefit expenditures for administration.
6. Contracts will be budgeted by fiscal year for multi-year projects based on best estimates with the understanding that to the extent actual expenditures vary from estimates, and the project is ongoing, adjustments will be made in the mid-year budget process.

Revenue Policies

1. SBCOG establishes general assessment dues amounts for all member jurisdictions. The total dues assessment amount is set at \$200,187 for the Fiscal Year 2017/2018 budget. This includes a general assessment of \$111,242 which is based on jurisdictions population and net assessed property value. This was approved by the General Policy Committee on December 14, 2016 and by the Board on January 4, 2017. Additional information on the general assessment dues amounts can be located on ***General Assessment Dues Calculation pg. 257*** of the Supplemental Information Section. The Board of Directors also approved an additional \$88,945 in dues on January 4, 2017 for additional council of governments' activities.
2. The agency will aggressively seek additional federal, state and local funding/grants.
3. Sales tax revenue projections will be monitored and reviewed to ensure use of current and relevant data. Annual amounts may be adjusted by staff to reflect the most current economic trends.

Cash Management Policies

1. Funds are deposited in a timely manner and at an average minimum no less than once a week.
2. Measure I funds are electronically transferred to SBCTA's account with the Trustee, to reduce any delays in depositing the funds. When possible, additional sources of revenue will also be electronically transferred.
3. Cash disbursements to local jurisdictions and vendors/consultants will be done in an expeditious and timely manner.
4. Idle funds will be invested in accordance with established investment policy emphasizing in order of priority – safety, liquidity, diversification, and a reasonable market rate of return.

Debt Policies

1. SBCTA will comply with debt policy 20300 and will judiciously issue bonds for capital improvements after careful study and analysis of revenue and expenditure projections and accumulated debt burden.
2. All bond or note issues will be in accordance with the Strategic Plan and 10-Year Delivery Plan approved by the Board of Directors.
3. SBCTA will publish and distribute an official statement for each bond issue.
4. SBCTA will meet all disclosure requirements.
5. SBCTA will maintain at a minimum, 2.0 debt coverage ratio on all senior lien debt.
6. SBCOG will issue debt in accordance with the debt policy 20400.

Investment Policies

1. SBCTA will instruct financial institutions to make investments in accordance with the original indenture and investment policy.
2. SBCTA has engaged the services of an investment advisor who will continue to provide on-going advice on portfolio performance, advice on current investment strategies, cash management, and cash flow projections.
3. SBCTA will present a monthly investment status report to the Board of Directors.

Auditing Policies

1. An independent audit, by a recognized Certified Public Accountant (CPA) firm, will be performed annually.
2. Annual financial statements will be produced in accordance with Generally Accepted Accounting Principles (GAAP) as outlined by the Governmental Accounting Standards Board.
3. Completeness and reliability of the information contained in the financial statements is based upon a comprehensive framework of internal controls that is established for this purpose.

Debt Summary

Debt Financing

SBCTA's debt program exists to support Measure I project completion. Within Measure I, debt has been issued to finance rail projects and capital projects rather than other planning and programming activities. SBCTA's authority to use debt was embodied within the Measure I 2010-2040 Ordinance No. 04-01.

SBCTA has adopted a Strategic Plan for the Measure I 2010-2040 freeway, interchange and other major projects of the Measure I Program. The related Measure I 10-Year Delivery Plan and cash flow plan receives continuing policy review. Additional oversight is provided by staff and SBCTA's financial advisor that includes analysis of revenues. SBCTA's investment advisor also provides direction for investment of bond proceeds as it relates to safety, liquidity, diversification, and a reasonable market ratio of return. Acceleration of the major project delivery program and the scheduled advanced construction of various highways, interchanges and transit improvements cannot be completely offset by current revenues.

In March 2012, SBCTA issued \$91.88 million of sales tax revenue bonds to defease the 2009A sales tax revenue note and provide financing for various grade separations and interchange projects. In addition, SBCTA issued \$110.13 million of sales tax revenue bonds in March 2014 for various interchange, grade separation, and transit and rail projects. The following is the outstanding balances for the 2012A and 2014A sales tax revenue bonds:

Debt Service Schedule

Year	Principal	Interest	Total
2018	3,365,000	9,016,300	12,381,300
2019	3,860,000	8,893,650	12,753,650
2020	4,150,000	8,739,250	12,889,250
2021	4,460,000	8,563,200	13,023,200
2022	4,795,000	8,360,250	13,155,250
2023-2027	29,860,000	38,092,503	67,952,503
2028-2032	42,305,000	29,543,003	71,848,003
2033-2037	58,410,000	17,798,340	76,208,340
2038-2040	44,065,000	3,954,883	48,019,883
	195,270,000	132,961,379	328,231,379

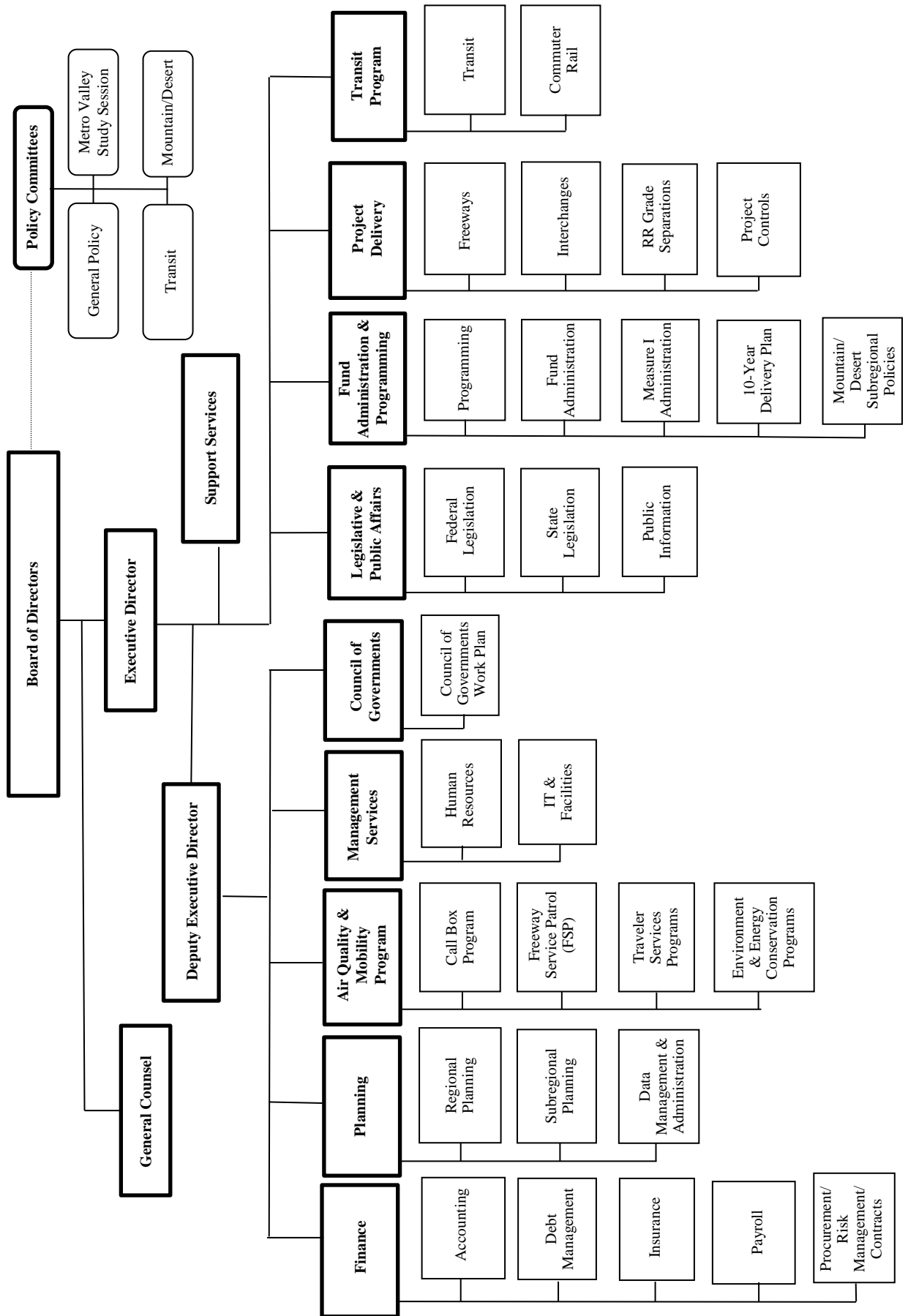
Debt Capacity Analysis

SBCTA issues senior debt with minimum of 2.0 times coverage. The primary objective in debt management is to keep the level of indebtedness within available resources. Measure I is a fluctuating revenue stream. However, budgeted expenditures are based on a conservative anticipated revenue growth rate and available bonding capacity. Currently, SBCTA's debt is limited to the 2012A and 2014A sales tax revenue bonds. Should SBCTA determine the need to issue a new bond, the coverage would be reviewed to ensure that it would not be less than 2.0 for all senior debt, per policy 20300, and that it meets the agency requirements in terms of safety, liquidity, diversification, and a reasonable market rate of return.

Cash Flow Borrowing

The Measure I 2010-2040 program provides for short-term cash flow borrowing for various projects on a year to year basis. This reduces short-term financing and issuance costs to SBCTA. Advances from one Measure I program can be made to another program on a need basis. Repayment of the advances is from future program revenues or bond issuance. The dollar amount of the advances is determined during the budget preparation process. The Fiscal Year 2017/2018 budget includes cash borrowing of \$162,329 from the Measure I Freeway program to fund a Toll Financial Administrator responsible for financial reporting and operations of the Interstate 10 Express Lanes Corridor Project.

**San Bernardino County Transportation Authority
Organization Chart**



Staffing Overview

This section of the SBCTA budget provides information relative to human resource requirements for Fiscal Year 2017/2018. SBCTA is a small organization relative to its budget. Relying on a small staff to carry out SBCTA's varied work program makes the recruitment and retention of quality employees critical. This budget provides funding for a total of 64 regular employees and two student interns (*Table of Regular Positions pg. 21*). This is an increase of one regular position from the prior year.

Staff Organization Structure

SBCTA has a Deputy Executive Director and six director level staff leading small units of employees to carry out an array of programs under the general direction of SBCTA's Executive Director. In addition, SBCTA's General Counsel provides legal guidance, review and advice to the Board of Directors and the staff. The very nature of SBCTA's tasks requires that the director level work independently and that they frequently engage in project development and implementation activities at the regional and statewide level.

SBCTA has built an executive team of staff who work in a highly collaborative manner to address SBCTA management and policy issues. They are accountable for objectives established annually within the SBCTA budget. A graphic representation of the staff organization structure is depicted in the *SBCTA Organization Chart pg. 18*.

Staffing

The SBCTA workforce proposed in this budget is comprised of the Executive Director, General Counsel, Deputy Executive Director, Assistant General Counsel and 6 director level positions, 38 professional/administrative positions, and 16 support positions. This is a net increase of one position over what was approved by the Board of Directors in Fiscal Year 2016/2017. The staffing changes proposed for this budget includes the elimination of one position in Fund Administration and Programming, one additional position in Finance and one additional position in Support Services. The budget also proposes the reclassification of three positions, one in Transit, one in Fund Administration and Programming, and one in the General Counsel's Office, to reflect increased duties and responsibilities.

A Transportation Programming Technician position is proposed to be eliminated from the Fund Administration and Programming Department. This position became vacant due to a retirement and management has evaluated the tasks performed and determined that they can be performed by existing staff due to increased efficiencies from technology and improved procedures.

The additional position for Finance is to add a Toll Financial Administrator. This position will be needed in the second part of the fiscal year to assist in establishing the necessary policies, procedures and other tasks associated with establishing best practices for financial and audit matters related to the express lanes.

The additional position in Support Services is to add an Assistant to the Clerk of the Board. The addition of this position will allow the Clerk of the Board to allocate the necessary resources to prepare and implement a records management program.

This budget also recommends that a Management Analyst II in Transit be reclassified to a Management Analyst III. This position will be utilized to help administer our right-of-way, especially related to rail. This requires a certain level of specialization and expertise and the reclassification will help in recruiting to fill a current vacancy.

It is recommended that a Management Analyst II in Fund Administration and Programming be reclassified to a Management Analyst III. The level and complexity of the work being performed by this position has changed over the last two years. This reclassification recognizes that the work being performed falls within the classification for Management Analyst III.

It is also recommended in this budget that a Legal Assistant position be reclassified to a Management Analyst III. The level and complexity of work being performed required of this position falls within the classification for Management Analyst III.

Contractors - SBCTA also makes substantial use of contractors to provide numerous services critical to attaining the goals of the organization. These contractors fall into two distinct categories:

Supplemental Expertise Contractors. SBCTA retains a number of professional services contractors who provide on-going support in specific areas of expertise. Current contractors in this category have particular expertise in the areas of legal services, project management, social service oriented transportation, computer network administration, financial and investment management. Each holds unique qualifications in specialized areas of expertise relative to SBCTA programs. These contractors render on-going advice and assistance in their specialized field and provide critical support to the on-going programmatic functions performed at SBCTA.

Project Specific Contractors. A number of consultants are retained to perform specific, identifiable projects. These contractors are retained to perform specific tasks within specified time frames. Under these contracts, consultants perform such work as traffic and facility studies, environmental review, transportation planning studies, and project engineering and design work. The use of these contractors provides for a fluctuating work force, based upon the agency requirements, and is of particular importance to the major freeway and rail construction projects which are the largest component of the SBCTA Measure I transactions and use tax program.

Utilization of professional services contractors is an integral part of the management strategy and an essential component of the agency resources required to meet organizational goals. It is a strategy which has dividends both organizationally and fiscally to meet the changing human resources demands of the organization.

Salaries and Benefits

The *Salaries and Benefits Schedule pg. 23* contained in this budget illustrates the total estimated costs for salaries and benefits during the Fiscal Year 2017/2018 budget, as estimated in March 2017. The total salary and benefit cost in the adopted budget is \$10,348,479 which represents 2.08% of the total budgeted new expenditures. This budget includes a \$1,170/year increase, from \$2,675/year to \$3,845/year, to the medical premium subsidy for employees that get their medical and dental insurance through SBCTA. There are no other changes to salary or benefits being requested with this budget.

Staff Utilization

SBCTA budgets costs related to regular and temporary employees by allocation of their total hours to specific tasks. The pie chart entitled *Hourly Staff Utilization by Program pg. 26* provides a visual display of staff hours distributed by program. Also provided in this chapter is a table entitled Staff Utilization Report that depicts hours allocated by senior management, administrative/professional, and support employees to each task in the budget.

The *Staff Utilization Report pg. 25* displays the distribution of resources among the various SBCTA tasks and programs, reflecting the amount of management and support staff hours necessary to perform tasks contained in the budget. Each full-time employee is budgeted for a total of 2,080 hours annually. In addition to hours worked, this total includes vacation, holiday, administrative, and sick leave. The hours worked by each employee are assigned directly to tasks approved in the annual budget, normally based on 1,850 hours worked.

For development of the annual budget, SBCTA employees allocate their total work hours among tasks based on their estimation of time necessary to accomplish work elements in the identified tasks. However, as work is performed throughout the year, hours are charged in accordance with actual time spent. As might be expected, the actual hours to accomplish tasks may vary from the original estimates included in the budget. SBCTA staff is authorized to reallocate budgeted salary costs from one program to another administratively as such adjustments may become necessary. This authority provides for accurate recordation of costs associated with budgeted tasks and provides important base information for future budgeting estimates.

Table of Regular Positions
Fiscal Year 2017/2018

Support Group	FY 14/15	FY 15/16	FY 16/17	FY 17/18
Accountant	1.5	.5	1	1
Accounting Assistant	1	2	4	4
Accounting Assistant, Senior	1	1	1	1
Administrative Assistant	2	2	2	2
Administrative Assistant, Senior	4	4	4	4
Assistant to the Clerk of the Board	0	0	0	1
Deputy Clerk of the Board	1	1	1	1
Legal Assistant	0	1	1	0
Office Assistant	1	1	1	1
Receptionist	1	1	1	1
Transportation Programming Technician	1	1	1	0
Total Support Group	13.5	14.5	17	16
Administrative/Professional Group				
Accounting Supervisor	0	0	1	1
Air Quality/Mobility Specialist*	2	0	0	0
Chief of Air Quality & Mobility Programs	1	1	1	1
Chief of Fiscal Resources	1	1	1	1
Chief of Fund Administration & Programming	1	1	1	1
Chief of Legislative and Public Affairs	1	1	1	1
Chief of Planning	1	1	1	1
Chief of Transit and Rail Programs	1	1	1	1
Clerk of the Board/Administrative Supervisor	1	1	1	1
Council of Governments Administrator	0	0	1	1
Construction Manager	1	1	1	1
GIS Administrator	1	1	1	1
GIS Analyst	1	1	1	1
Human Resources/Information Services Administrator	1	1	1	1
Legislative Analyst*	1	0	0	0
Management Services Specialist*	1	0	0	0
Management Analyst I	0	3	4	4
Management Analyst II	0	8	8	6
Management Analyst III	0	3	3	6
Procurement Analyst	2	2	2	2
Procurement Manager	1	1	1	1
Program Manager	0	0	1	1
Project Delivery Manager	2	2	2	2
Public Information Analyst*	1	0	0	0
Senior Planner	0	1	1	1
Senior Accountant	0	1	1	1
Toll Financial Administrator	0	0	0	1
Transit Analyst*	2	0	0	0
Transit Specialist*	1	0	0	0
Transportation Planning Analyst*	2	0	0	0
Transportation Programming Analyst*	2	0	0	0
Transportation Programming Analyst, Senior*	1	0	0	0
Transportation Planning Specialist*	1	0	0	0
Total Administrative/Professional Group	30	32	36	38

Senior Management Group				
Assistant General Counsel	0	0	1	1
Chief Financial Officer	1	1	1	1
Deputy Executive Director	0	1	1	1
Director of Fund Administration & Programming	1	1	1	1
Director of Legislative and Public Affairs	1	1	1	1
Director of Management Services	1	0	0	0
Director of Planning	1	1	1	1
Director of Project Delivery	1	1	1	1
Director of Transit & Rail Programs	1	1	1	1
Executive Director	1	1	1	1
General Counsel	1	1	1	1
Total Senior Management Group	9	9	10	10
TOTAL REGULAR POSITIONS	52.5	55.5	63	64

** In December 2014, the Board approved renaming a broad category of specialists and analysts throughout the organization into one series of Management Analysts I, II, or III.*

[illegible]

	<u>Employer Provided Benefits:</u>	<u>Mandatory Benefits:</u>
* Unemployment Insurance	Retirement	\$2,481,799
	Deferred Compensation	464,264
** Includes Short Term Disability, Long Term Disability, Survivors Benefits, FMLA, 50k Life and Vision	Flexible Benefit Plan	692,984
	Contracted County Supplemental Benefits	69,239
	Auto Allowance	108,360
	Medical Retirement Trust	18,023
	Total	\$3,834,670
		Total
		\$326,820

Category	2019	2020	2021
*** Includes Short Term Disability, Long Term Disability, Survivor's Benefits, FMLA, 50k Life and Vision			
Deferred Compensation	464,264		
Flexible Benefit Plan	692,984		
Contracted County Supplemental Benefits	69,239		
Auto Allowance	108,360		
Medical Retirement Trust	18,023		
Total	\$3,834,670		
Medicare			96,465
Unemployment Insurance			17,188
Total			\$326,820

San Bernardino County Transportation Authority Annual Pay Schedule by Class Title Fiscal Year 2017/2018					
Class Title	Salary Range	Minimum*	Mid-Point*	Maximum*	Top of Range Merit **
Receptionist	13	\$31,304	\$39,130	\$46,956	\$51,652
Office Assistant	15	\$34,513	\$43,141	\$51,770	\$56,947
Accounting Assistant	18	\$39,952	\$49,941	\$59,292	\$65,221
Administrative Assistant	18	\$39,952	\$49,941	\$59,292	\$65,221
Accounting Assistant, Senior	21	\$46,250	\$57,812	\$69,375	\$76,313
Administrative Assistant, Senior	21	\$46,250	\$57,812	\$69,375	\$76,313
Accountant	23	\$50,990	\$63,737	\$76,485	\$84,134
Assistant to the Clerk of the Board	23	\$50,990	\$63,737	\$76,485	\$84,134
Management Analyst I	23	\$50,990	\$63,737	\$76,485	\$84,134
GIS Analyst	26	\$59,027	\$73,784	\$88,541	\$97,395
Management Analyst II	26	\$59,027	\$73,784	\$88,541	\$97,395
Procurement Analyst	26	\$59,027	\$73,784	\$88,541	\$97,395
Senior Accountant	26	\$59,027	\$73,784	\$88,541	\$97,395
Accounting Supervisor	29	\$68,332	\$85,415	\$102,498	\$112,748
Deputy Clerk of the Board	29	\$68,332	\$85,415	\$102,498	\$112,748
GIS Administrator	29	\$68,332	\$85,415	\$102,498	\$112,748
Management Analyst III	29	\$68,332	\$85,415	\$102,498	\$112,748
Senior Planner	29	\$68,332	\$85,415	\$102,498	\$112,748
Clerk of the Board/Administrative Supervisor	33	\$83,059	\$103,823	\$124,588	\$137,047
Council of Governments Administrator	33	\$83,059	\$103,823	\$124,588	\$137,047
Human Resources/Information Services Administrator	33	\$83,059	\$103,823	\$124,588	\$137,047
Procurement Manager	33	\$83,059	\$103,823	\$124,588	\$137,047
Toll Financial Administrator	33	\$83,059	\$103,823	\$124,588	\$137,047
Program Manager	35	\$91,572	\$114,464	\$137,357	\$151,093
Chief of Air Quality & Mobility Programs	36	\$96,149	\$120,187	\$144,224	\$158,646
Chief of Fiscal Resources	36	\$96,149	\$120,187	\$144,224	\$158,646
Chief of Fund Administration & Programming	36	\$96,149	\$120,187	\$144,224	\$158,646
Chief of Legislative and Public Affairs	36	\$96,149	\$120,187	\$144,224	\$158,646
Chief of Planning	36	\$96,149	\$120,187	\$144,224	\$158,646
Chief of Transit & Rail Programs	36	\$96,149	\$120,187	\$144,224	\$158,646
Construction Manager	36	\$96,149	\$120,187	\$144,224	\$158,646
Project Delivery Manager	36	\$96,149	\$120,187	\$144,224	\$158,646
Assistant General Counsel	40	\$116,871	\$146,088	\$175,306	\$192,837
Chief Financial Officer	40	\$116,871	\$146,088	\$175,306	\$192,837
Director of Fund Administration & Programming	40	\$116,871	\$146,088	\$175,306	\$192,837
Director of Legislative and Public Affairs	40	\$116,871	\$146,088	\$175,306	\$192,837
Director of Planning	40	\$116,871	\$146,088	\$175,306	\$192,837
Director of Project Delivery	40	\$116,871	\$146,088	\$175,306	\$192,837
Director of Transit & Rail Programs	40	\$116,871	\$146,088	\$175,306	\$192,837
Deputy Executive Director	43	\$135,293	\$169,116	\$202,939	\$223,233

General Counsel	Employment Agreement	\$235,070
Executive Director	Employment Agreement	\$275,000

* Salary Ranges may be adjusted, as approved, by the Board of Directors

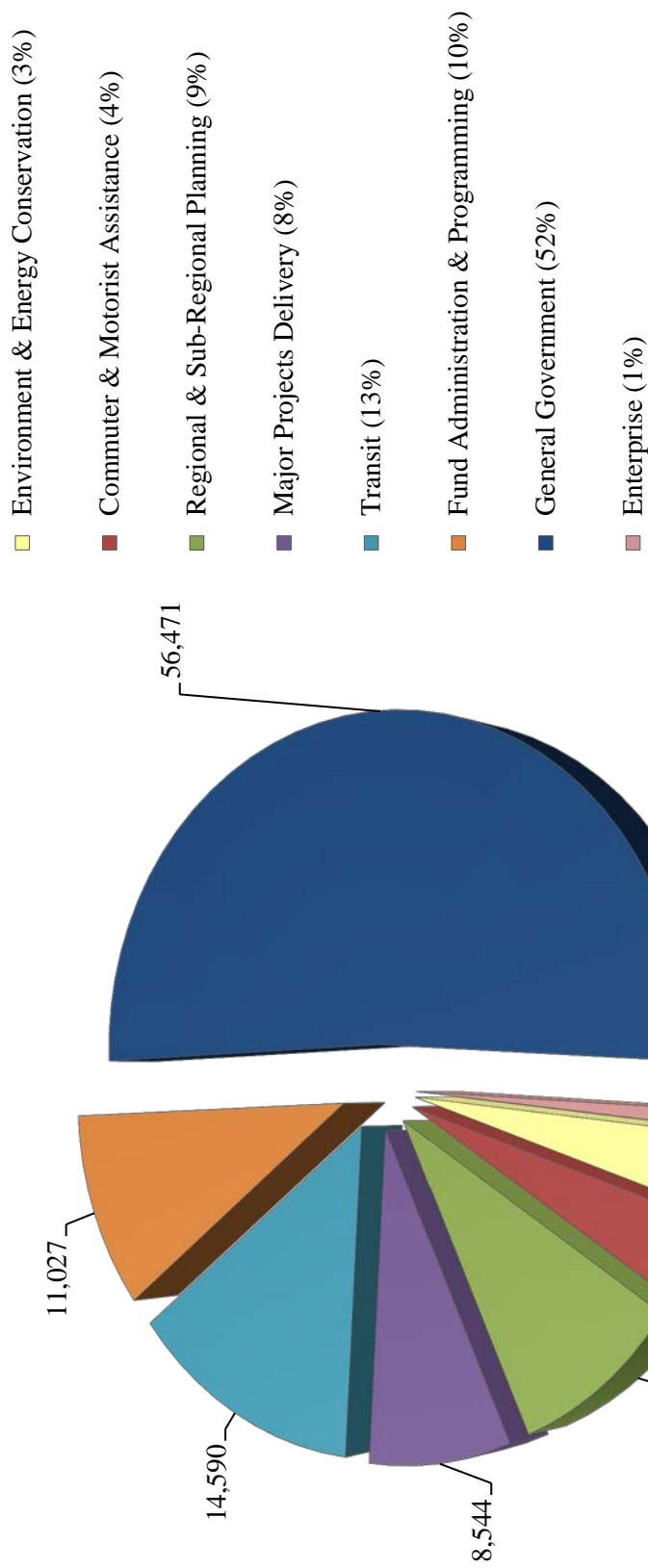
** Policy 10107 outlines authority of the Executive Director to approve Top of Range advancement. At no time shall advancement exceed more than 10% above the maximum of the employee's assigned class title salary range.

San Bernardino County Transportation Authority
Staff Utilization Report
Fiscal Year 2017/2018

	Executive Director	Deputy Executive Director	SBCTA Counsel	Chief Financial Officer	Director of Project Delivery	Director of Fund Administration & Programming	Director of Transit & Rail	Director of Planning	Director of Legislative & Public Affairs	OTHER STAFF *	TOTAL
GENERAL GOVERNMENT											
0100 Board of Directors	-	-	-	-	-	-	-	-	-	-	-
0200 Clerk of Board/Support Services	276	33	66	33	44	83	33	39	-	11,399	12,006
0300 Intergovernmental - County Transportation Authority	350	-	-	-	-	-	-	-	450	1,390	2,190
0350 General Counsel	-	-	1,694	-	-	-	-	-	-	3,660	5,354
0400 Financial Management	-	-	-	1,727	-	-	-	-	-	20,600	22,327
0450 Management Services	-	250	-	-	-	-	-	-	-	2,440	2,690
0470 Human Resources	-	270	-	-	-	-	-	-	-	1,000	1,270
0501 Intergovernmental Relations	260	400	-	-	-	-	-	-	200	5,824	6,684
0503 Legislation	-	-	-	-	-	-	-	-	340	1,320	1,660
0605 Publications and Outreach	-	-	-	-	-	-	-	-	320	1,240	1,560
0805 Building Operation	-	30	-	-	-	-	-	-	-	700	730
TOTAL GENERAL GOVERNMENT	886	983	1,760	1,760	44	83	33	39	1,310	49,573	56,471
ENVIRONMENT AND ENERGY CONSERVATION											
0101 Environment	-	100	-	-	-	-	-	-	-	1,500	1,600
0111 Energy Conservation	-	457	-	-	-	-	-	-	-	17,300	2,187
TOTAL ENVIRONMENT AND ENERGY CONSERVATION	-	557	-	-	-	-	-	-	-	3,230	3,787
COMMUTER AND MOTORIST ASSISTANCE											
0383 Vanpool Program	-	20	-	-	-	-	-	-	-	700	720
0406 Traveler Services	-	20	-	-	-	-	-	-	-	1,210	1,230
0702 Call Box System	-	50	-	-	-	-	-	-	-	905	955
0704 Freeway Patrol Service/State	-	50	-	-	-	-	-	-	-	1,347	1,397
TOTAL COMMUTER AND MOTORIST ASSISTANCE	-	140	-	-	-	-	-	-	-	4,162	4,302
REGIONAL AND SUB-REGIONAL PLANNING											
0110 Regional Planning	-	-	-	-	-	-	-	601	-	2,250	2,851
0203 Congestion Management	-	-	-	-	-	-	-	120	-	390	510
0404 Subregional Planning	-	-	-	-	-	-	-	630	-	5,626	6,256
0941 Mt.Desert Planning and Project Development	-	-	-	-	-	-	-	170	-	134	304
TOTAL REGIONAL AND SUB-REGIONAL PLANNING	-	-	-	-	-	-	-	1,521	-	8,400	9,921
TRANSIT											
0309 Transit Operator Support	-	-	-	-	-	540	-	-	-	3,010	3,550
0310 Transit Allocations/Pass Throughs	-	-	-	-	-	-	-	-	-	-	-
0312 General Transit	460	-	-	-	-	-	867	-	150	2,624	4,101
0313 Transit Right of Way Management	-	-	-	-	-	-	-	-	-	1,150	1,150
0314 Transit Operations	-	-	-	-	-	-	300	-	-	740	1,040
0315 Transit Capital	-	-	-	-	-	-	520	-	-	4,229	4,749
TOTAL TRANSIT	460	-	-	-	-	540	1,687	-	150	11,753	14,590
MAJOR PROJECTS DELIVERY PROGRAM											
0815 Measure I Program Management	334	-	-	-	1,676	-	-	80	260	6,194	8,544
0820 Freeway Projects	-	-	-	-	-	-	-	-	-	-	-
0830 Interchange Projects	-	-	-	-	-	-	-	-	-	-	-
0840 Grade Separation Projects	-	-	-	-	-	-	-	-	-	-	-
0860 Arterial Projects	-	-	-	-	-	-	-	-	-	-	-
TOTAL MAJOR PROJECTS DELIVERY PROGRAM	334	-	-	-	1,676	-	-	80	260	6,194	8,544
FUND ADMINISTRATION AND PROGRAMMING											
0500 Transportation Improvement Program	-	-	-	-	-	1,097	-	120	-	9,810	11,027
0550 Measure I Local Pass-Through	-	-	-	-	-	-	-	-	-	-	-
TOTAL FUND ADMINISTRATION AND PROGRAMMING	-	-	-	-	-	1,097	-	120	-	9,810	11,027
ENTERPRISE											
0750 Express Lane Operation	-	-	-	-	-	-	-	-	-	880	880
TOTAL ENTERPRISE	-	-	-	-	-	-	-	-	-	880	880
FRINGE											
FRINGE Fringe	400	400	320	400	360	360	400	360	360	17,448	20,808
TOTAL FRINGE	400	400	320	400	360	360	400	360	360	17,448	20,808
GRAND TOTALS	2,080	2,080	2,080	2,160	2,080	2,080	2,120	2,120	2,080	111,450	130,330

* OTHER STAFF comprised of (64) FULL-TIME PROFESSIONAL STAFF; (3) PART-TIME.

San Bernardino County Transportation Authority Hourly Staff Utilization by ProgramFiscal Year 2017/2018 - 109,522 Hours

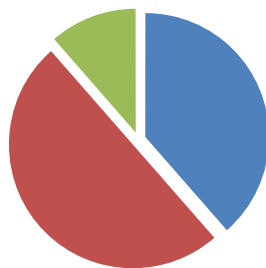


NOTE: 38,583 hours of General Government are indirect hours and are included in the indirect cost allocation to other programs.

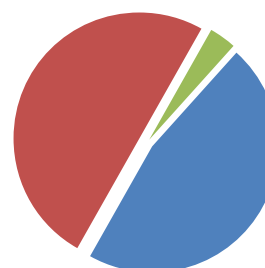
Budget Summary by Organization Type

	County Transportation Authority	Council of Governments	Total
Revenues			
Sales Tax-MSI	160,975,000	-	160,975,000
Sales Tax-LTF	96,519,059	-	96,519,059
Intergovernmental	120,468,796	103,467	120,572,263
Charges for Services	445,000	-	445,000
Special Assessments	-	200,187	200,187
Investment Earnings	2,092,284	-	2,092,284
Miscellaneous	217,430	2,809,229	3,026,659
Total Revenues	<u>380,717,569</u>	<u>3,112,883</u>	<u>383,830,452</u>
Expenditures			
General Government	5,485,943	1,444,847	6,930,790
Environment and Energy Conservation	5,233,947	1,880,359	7,114,306
Commuter and Motorist Assistance	8,822,729	-	8,822,729
Regional & Subregional Planning Program	4,649,091	20,376	4,669,467
Transit	209,043,278	-	209,043,278
Major Projects Delivery	172,269,690	-	172,269,690
Fund Administration and Programming	75,489,040	-	75,489,040
Debt Service	12,397,301	-	12,397,301
Enterprise	162,329	-	162,329
Total Expenditures	<u>493,553,348</u>	<u>3,345,582</u>	<u>496,898,930</u>
Revenues Over (Under) Expenditures	(112,835,779)	(232,699)	(113,068,478)
Fund Balances at Beginning of Year	<u>493,221,090</u>	<u>3,511,992</u>	<u>496,733,082</u>
Fund Balances at End of Year	<u>380,385,311</u>	<u>3,279,293</u>	<u>383,664,604</u>

County Transportation Authority



Council of Governments

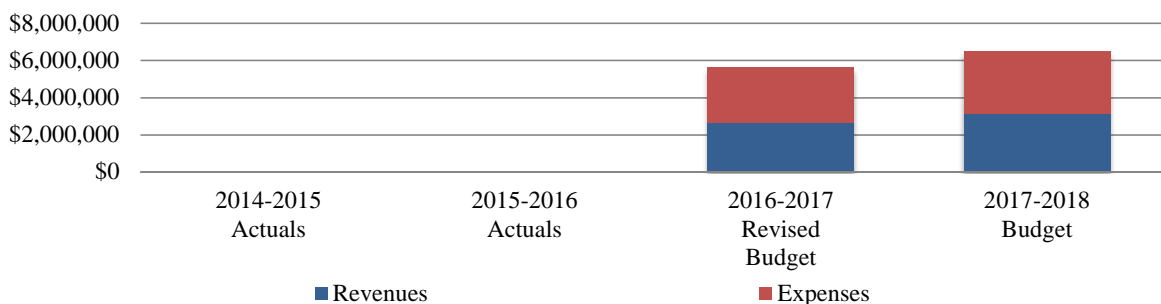


■ Revenues ■ Expenditures ■ Use of Fund Balance

Note: Council of Governments (COG) is reported as a blended component unit of the San Bernardino County Transportation Authority (SBCTA) per Generally Accepted Accounting Principles. Therefore COG programs and activities are blended in the overall SBCTA budget.

Budget Summary - Council of Governments

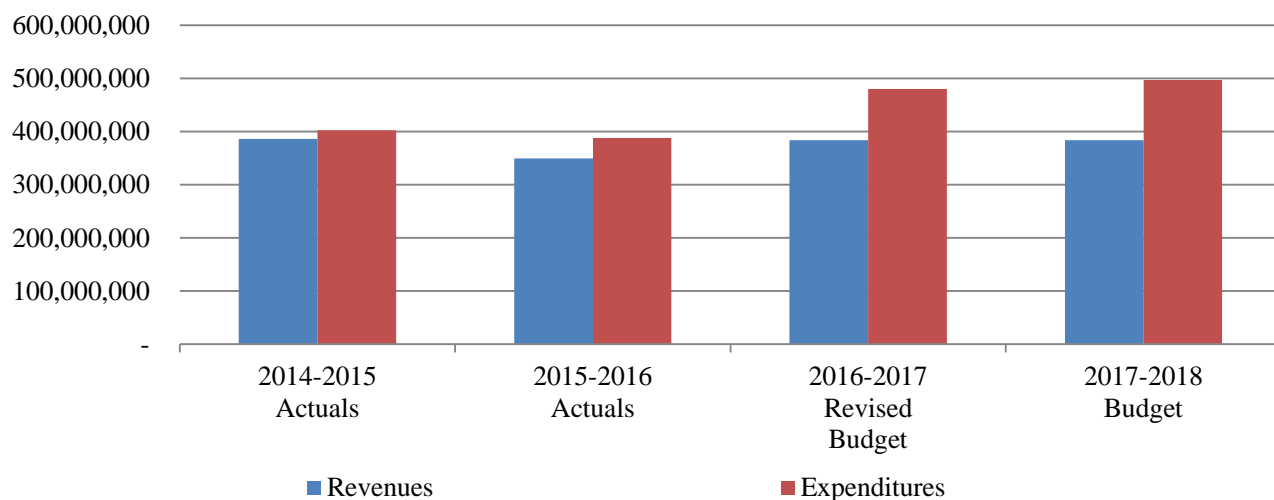
	2014-2015	2015-2016	2016-2017	2017-2018
	Actual	Actual	Revised Budget	Budget
Revenues				
Intergovernmental				
Rancho Cucamonga Fire Protection District	-	-	-	31,400
San Bernardino County Forest Service	-	-	-	72,067
Total Intergovernmental	-	-	-	103,467
Special Assessments				
General Assessment Dues	-	-	153,807	200,187
Total Special Assessments	-	-	153,807	200,187
Miscellaneous				
Fees for PACE Program	-	-	2,236,930	2,226,750
COG Fund	-	-	212,000	582,479
Total Miscellaneous	-	-	2,448,930	2,809,229
Total Revenues	-	-	2,602,737	3,112,883
Expenditures				
General Government				
Executive Administration and Support	-	-	58,561	5,000
General Counsel	-	-	-	41,767
Financial Management	-	-	11,218	-
Intergovernmental Relations	-	-	1,029,979	1,398,080
Legislation	-	-	660	-
Public Affairs	-	-	600	-
Building Operation	-	-	215,000	-
Total General Government	-	-	1,316,018	1,444,847
Environment and Energy Conservation				
Environment	-	-	100,000	-
Energy Conservation	-	-	1,527,144	1,880,359
Total Environment and Energy Conservation	-	-	1,627,144	1,880,359
Regional & Subregional Planning				
Subregional Planning	-	-	20,376	20,376
Total Regional & Subregional Planning	-	-	20,376	20,376
Total Expenditures	-	-	2,963,538	3,345,582
Revenues Over (Under) Expenditures	-	-	(360,801)	(232,699)
Beginning Fund Balances	-	-	3,872,793	3,511,992
Ending Fund Balances	-	-	3,511,992	3,279,293



Note: Revenues from the Rancho Cucamonga Fire Protection District and the San Bernardino County Forest Service are for the forest service management plan. Miscellaneous COG fund revenues are from agreements with Southern California Edison and Southern California Gas Company for the regional energy partnership.

Budget Summary - All Governmental Funds

	2014-2015	2015-2016	2016-2017	2017-2018
	Actuals	Actuals	Revised Budget	Budget
Revenues				
Sales Tax-MSI	152,342,401	160,848,015	160,000,000	160,975,000
Sales Tax-LTF	85,531,625	97,002,998	97,485,058	96,519,059
Intergovernmental	143,867,243	84,298,858	122,309,189	120,572,263
Charges for Services	473,282	425,936	460,000	445,000
Special Assessments	118,705	113,886	153,807	200,187
Investment Earnings	1,900,627	4,869,745	594,505	2,092,284
Miscellaneous	1,977,411	2,178,257	2,950,930	3,026,659
Total Revenues	386,211,294	349,737,695	383,953,489	383,830,452
Expenditures				
General Government	1,336,746	4,129,647	6,098,095	6,930,790
Environment and Energy Conservation	1,224,584	1,359,673	2,185,539	7,114,306
Commuter and Motorist Assistance	4,135,129	5,329,651	8,649,056	8,822,729
Regional & Subregional Planning	1,888,398	2,302,398	5,298,335	4,669,467
Transit	149,281,993	187,333,020	210,071,359	209,043,278
Major Projects Delivery	168,323,641	107,304,689	152,309,469	172,269,690
Fund Administration and Programming	65,463,135	68,744,418	83,479,920	75,489,040
Debt Service	10,771,244	11,216,716	11,981,550	12,397,301
Enterprise	-	-	-	162,329
Total Expenditures	402,424,870	387,720,212	480,073,323	496,898,930
Other Financing Sources				
Transfers in	-	-	-	162,329 *
Transfers out	-	-	-	(162,329) *
Total Other Financing Sources	-	-	-	-
Revenues Over (Under) Expenditures	(16,213,576)	(37,982,517)	(96,119,834)	(113,068,478)



* Short term borrowing from Measure I Freeway program to the Enterprise fund to fund Fiscal Year 2017/2018 budget.

Budget Summary Changes in Fund Balances - Funding Sources

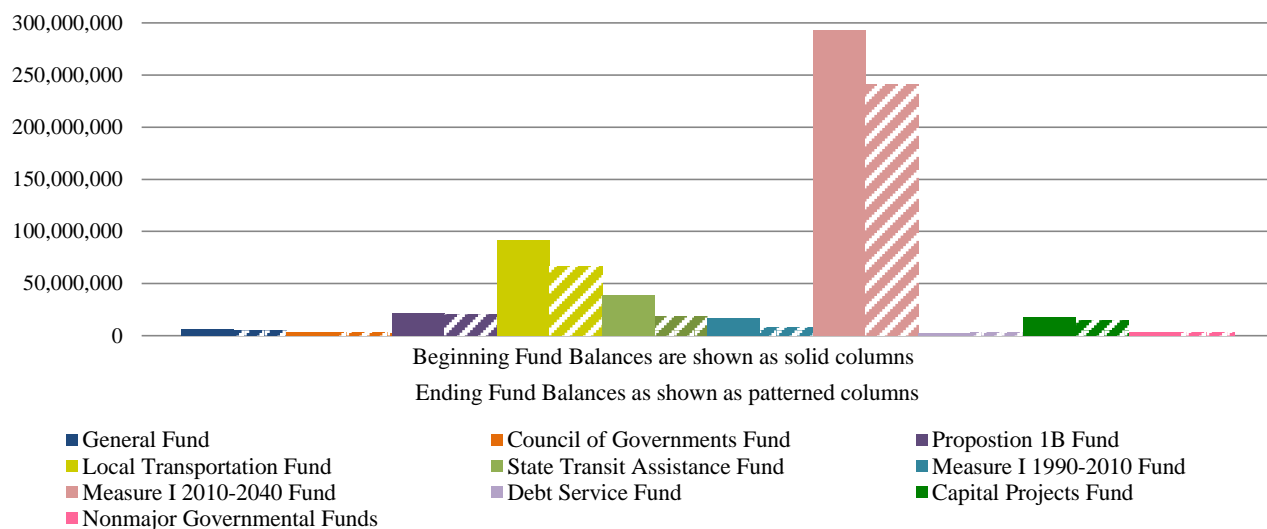
	Beginning Fund Balances	Revenues	Expenditures	Operating Transfers	Ending Fund Balances
General Fund					
MSI Valley Admin	1,883,221	1,609,750	2,042,627	-	1,450,344
Local Transportation Fund - Admin	671,778	330,000	853,922	-	147,856
Local Transportation Fund - Planning	2,116,606	3,477,828	4,150,116	-	1,444,318
Local Transportation Article 3 - Bicycle/Pedestrian	-	2,260,131	2,260,131	-	-
Local Transportation Fund - Rail	-	28,355,548	28,355,548	-	-
State Transit Assistance Fund - Rail	-	-	15,489,928	15,489,928	-
Rail Assets	1,879,100	445,000	411,869	-	1,912,231
Amtrak	-	12,000	12,000	-	-
Congestion Management Program	40,923	-	40,923	-	-
Modeling Fees	11,170	5,932	17,102	-	-
Loan Admin Fee	2,750	-	-	-	2,750
Total General Fund	<u>6,605,548</u>	<u>36,496,189</u>	<u>53,634,166</u>	<u>15,489,928</u>	<u>4,957,499</u>
Council Of Governments (COG)					
COG Capital Projects	-	685,946	685,946	-	-
General Assessment Dues	763,685	200,187	756,720	-	207,152
Property Assessed Clean Energy Fund	2,727,931	2,226,750	1,882,540	-	3,072,141
Greenhouse Gas Fund	20,376	-	20,376	-	-
Total Council of Governments Fund	<u>3,511,992</u>	<u>3,112,883</u>	<u>3,345,582</u>	<u>-</u>	<u>3,279,293</u>
Federal Highway Fund					
Surface Transportation Program	-	32,117,906	32,117,906	-	-
Congestion Mitigation & Air Quality	-	5,820,176	5,820,176	-	-
Project National & Regional Significance	-	20,525,700	20,525,700	-	-
Demonstration High Priority Program	-	2,993,428	2,993,428	-	-
Interstate Maintenance Discretionary	-	142,968	142,968	-	-
Active Transportation Program - Federal	-	4,207,391	4,207,391	-	-
Highway Bridge Program	-	3,098,550	3,098,550	-	-
Total Federal Highway Fund	<u>-</u>	<u>68,906,119</u>	<u>68,906,119</u>	<u>-</u>	<u>-</u>
Federal Transit Administration Fund					
Federal Transit Administration 5307	-	610,000	610,000	-	-
Federal Transit Administration 5307 - CMAQ	-	1,634,300	1,634,300	-	-
Total Federal Transit Administration Fund	<u>-</u>	<u>2,244,300</u>	<u>2,244,300</u>	<u>-</u>	<u>-</u>
State Highway Fund					
Regional Improvement Program	-	4,615,000	4,615,000	-	-
Planning, Programming & Monitoring	-	1,270,000	1,270,000	-	-
Total State Highway Fund	<u>-</u>	<u>5,885,000</u>	<u>5,885,000</u>	<u>-</u>	<u>-</u>
Proposition 1B Fund					
Trade Corridor Improvement Fund-P1B	-	2,181,837	2,181,837	-	-
State Local Partnership Program-P1B	-	50,000	50,000	-	-
Public Trans Modern,Improve&Svc Enhance-P1B	19,518,948	-	800,000	-	18,718,948
Transit Sys Safety Sec Disaster Recovery-P1B	2,423,598	-	204,837	-	2,218,761
Total Proposition 1B Fund	<u>21,942,546</u>	<u>2,231,837</u>	<u>3,236,674</u>	<u>-</u>	<u>20,937,709</u>
Local Transportation Fund					
Local Transportation Fund - Pass Through	<u>91,352,066</u>	<u>62,095,552</u>	<u>86,700,000</u>	<u>-</u>	<u>66,747,618</u>
Total Local Transportation Fund	<u>91,352,066</u>	<u>62,095,552</u>	<u>86,700,000</u>	<u>-</u>	<u>66,747,618</u>

Budget Summary Changes in Fund Balances - Funding Sources

	Beginning Fund Balances	Revenues	Expenditures	Operating Transfers	Ending Fund Balances
State Transit Assistance Fund					
State Transit Assistance Fund - Pass Through	39,309,505	9,791,716	15,607,550	(15,489,928)	18,003,743
Total State Transit Assistance Fund	39,309,505	9,791,716	15,607,550	(15,489,928)	18,003,743
Measure I 1990-2010 Fund					
MSI 1990-Valley Fund-Major Projects	13,699,303	20,000	8,284,125	-	5,435,178
MSI 1990-Valley Fund-TMEE	3,219,237	10,000	530,000	-	2,699,237
Total Measure I 1990-2010 Fund	16,918,540	30,000	8,814,125	-	8,134,415
Measure I 2010-2040 Fund					
MSI Valley Fund-Freeway Projects	102,024,975	38,256,750	49,281,439	(162,329)	90,837,957
MSI Valley Fund-Fwy Interchange	42,893,619	14,544,000	15,840,078	(1,263,093)	40,334,448
MSI Valley Fund-Major Streets:					
Grade Separations	2,691,690	5,148,784	3,090,172	(4,750,302)	-
Arterials	50,238,180	10,754,076	10,284,751	-	50,707,505
Project Adv Agreements	(9,347,030)	10,367,240	1,020,210	-	-
MSI Valley Fund-Local Street	-	26,119,292	26,119,292	-	-
MSI Valley Fund-Metrolink/Rail Service	29,294,272	10,407,300	30,026,428	(1,420,979)	8,254,165
MSI Valley Fund-Express Bus//Rapid Trans	8,269,474	2,645,800	10,829,820	-	85,454
MSI Valley Fund-Senior/Disabled	14,957,116	10,459,300	8,711,935	-	16,704,481
MSI Valley Fund-Traffic Mgmt Sys	8,809,520	2,649,300	4,812,234	-	6,646,586
MSI Victor Valley Fund-Major Local Hwy	19,013,602	4,146,800	10,591,879	(1,623,368)	10,945,155
MSI Victor Valley Fund-Local Street	-	10,992,290	10,992,290	-	-
MSI Victor Valley Fund-Senior/Disabled	-	812,258	812,258	-	-
MSI Victor Valley Fund-Traffic Mgmt Sys	677,982	328,903	631,829	-	375,056
MSI North Desert Fund-Major Local Hwy	8,989,952	1,223,100	6,131,462	-	4,081,590
MSI North Desert Fund-Local Street	-	3,199,720	3,199,720	-	-
MSI North Desert Fund-Senior/Disabled	224,159	237,364	461,523	-	-
MSI North Desert Fund-Traffic Mgmt Sys	870,261	99,606	17,909	-	951,958
MSI Colorado River Fund-Major Local High	196,024	63,000	226,306	-	32,718
MSI Colorado River Fund-Local Street	-	168,980	168,980	-	-
MSI Colorado River Fund-Senior/Disabled	-	12,496	12,496	-	-
MSI Colorado River Fund-Traffic Mgmt Sys	29,524	5,138	3,304	-	31,358
MSI Morongo Basin Fund-Major Local Hwy	1,261,061	541,700	1,480,318	-	322,443
MSI Morongo Basin Fund-Local Street	-	1,477,580	1,477,580	-	-
MSI Morongo Basin Fund-Senior/Disabled	-	109,116	109,116	-	-
MSI Morongo Basin Fund-Traffic Mgmt Sys	201,945	44,126	19,672	-	226,399
MSI Mountain Fund-Major Local Highway	824,048	510,400	510,445	-	824,003
MSI Mountain Fund-Local Street	-	1,392,140	1,392,140	-	-
MSI Mountain Fund-Senior/Disabled	2,536	102,868	105,404	-	-
MSI Mountain Fund-Traffic Mgmt Sys	132,614	41,607	49,044	-	125,177
MSI Cajon Pass Fund	10,595,607	4,566,500	2,235,000	(3,339,559)	9,587,548
Total Measure I 2010-2040 Fund	292,851,131	161,427,534	200,645,034	(12,559,630)	241,074,001

Budget Summary Changes in Fund Balances - Funding Sources

	Beginning Fund Balances	Revenues	Expenditures	Operating Transfers	Ending Fund Balances
Debt Service Fund					
Sales Tax Revenue Notes 2012A Fund	2,028,727	-	6,081,838	6,081,838	2,028,727
Sales Tax Revenue Notes 2014A Fund	887,179	-	6,315,463	6,315,463	887,179
Total Debt Service Fund	<u>2,915,906</u>	<u>-</u>	<u>12,397,301</u>	<u>12,397,301</u>	<u>2,915,906</u>
Capital Projects Fund					
Local Projects Fund	-	15,564,914	15,564,914	-	-
Transit Center Project Fund	-	308,000	308,000	-	-
Redlands Passenger Rail Project Fund	-	2,767,713	2,767,713	-	-
San Gabriel Subdivision Line Project Fund	-	615,378	615,378	-	-
CALTRANS Local Reimbursement	-	600,000	600,000	-	-
Valley Fwy Interchange Bond Fund	2,575,293	-	1,773,047	-	802,246
Valley Major Street Bond Fund	11,641,678	-	176,736	-	11,464,942
Victor Valley Major Local Hwy Bond Fund	640,354	-	640,354	-	-
Cajon Pass Bond Fund	3,026,363	-	1,030,766	-	1,995,597
Total Capital Projects Fund	<u>17,883,688</u>	<u>19,856,005</u>	<u>23,476,908</u>	<u>-</u>	<u>14,262,785</u>
Nonmajor Governmental Funds					
Active Transportation Program - State	-	360,904	360,904	-	-
Low Carbon Transit Operations Program	-	1,091,282	1,091,282	-	-
Low Carbon Transportation Fund	-	4,500,000	4,500,000	-	-
SCAQMD/Mobile Source Review Comm.	-	2,515,960	2,515,960	-	-
SAFE-Vehicle Registration Fees	3,442,160	1,756,129	1,846,654	-	3,351,635
SAFE Reimbursement	-	121,425	121,425	-	-
Freeway Service Patrol	-	1,407,617	1,407,617	-	-
Total Nonmajor Governmental Funds	<u>3,442,160</u>	<u>11,753,317</u>	<u>11,843,842</u>	<u>-</u>	<u>3,351,635</u>
Enterprise Fund					
I-10 Express Lanes	-	-	162,329	162,329	-
Total Enterprise Fund	<u>-</u>	<u>-</u>	<u>162,329</u>	<u>162,329</u>	<u>-</u>
Total Changes in Fund Balance	<u>496,733,082</u>	<u>383,830,452</u>	<u>496,898,930</u>	<u>-</u>	<u>383,664,604</u>



Note: Federal Highway, Federal Transit and State Highway Funds have no Beginning or Ending Fund Balances

Explanation for Fund Balances changes over 10%

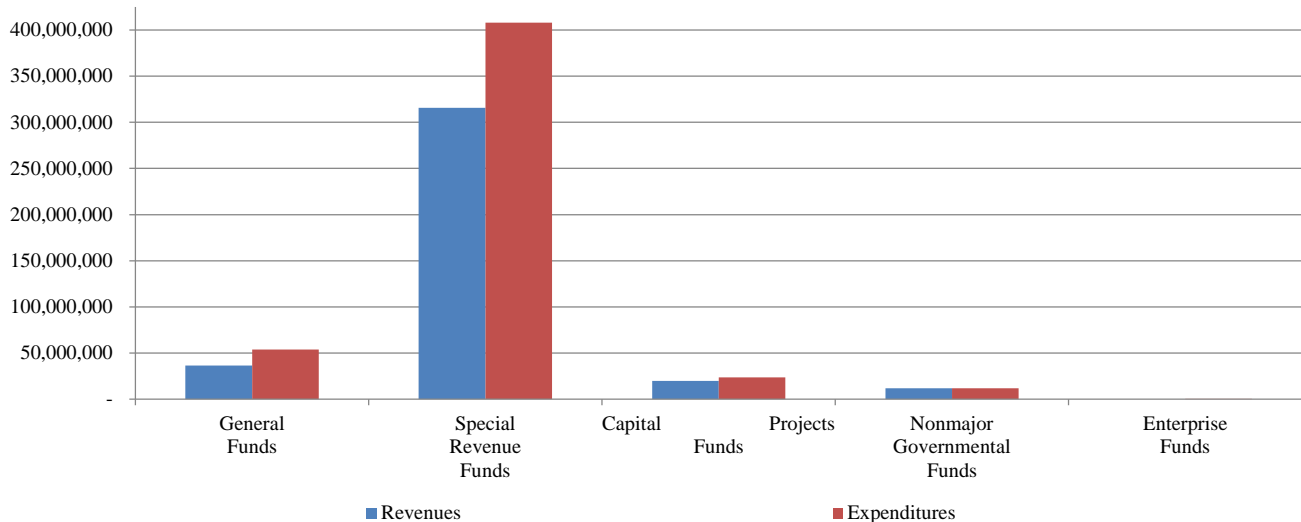
	Beginning Fund Balances	Ending Fund Balances	Difference Between Beginning and Ending	Percent of Change	Explanation for change in Fund Balance over 10%
General Fund					
MSI Valley Admin	1,883,221	1,450,344	(432,877)	-22.99%	Appropriations exceed estimated revenues to fund administrative costs for Measure I projects; thus reduction of fund balance. Appropriations are less than FY 2017 budget by \$129 thousand.
Local Transportation Fund - Admin	671,778	147,856	(523,922)	-77.99%	Estimated revenues \$330 thousand to use fund balance for LTF administration. Appropriations exceed estimated revenues; thus reduction of fund balance.
Local Transportation Fund - Planning	2,116,606	1,444,318	(672,288)	-31.76%	\$995 thousand additional expenditures is mainly due to new tasks charged to this fund: General transit, general transit-regional representation, and intergovernmental-CTA.
Congestion Management Program	40,923	-	(40,923)	-100.00%	No estimated revenues, appropriations will deplete fund balance to \$0 to close out this fund.
Modeling Fees	11,170	-	(11,170)	-100.00%	Appropriations exceed estimated revenues; to reduce of fund balance to \$0.
Council Of Governments (COG)					
General Assessment Dues	763,685	207,152	(556,533)	-72.87%	Per Board direction, added more staff for COG activities. Appropriation increase of over \$550 thousand from prior year's budget.
Property Assessed Clean Energy Fund	2,727,931	3,072,141	344,210	12.62%	Estimated revenues exceed appropriations by \$344 thousand, creating an increase in fund balance of 12.62%.
Greenhouse Gas Fund	20,376	-	(20,376)	-100.00%	No estimated revenues, appropriations will deplete fund balance to \$0 to close out this fund.
Local Transportation Fund					
Local Transportation Fund - Pass Through	91,352,066	66,747,618	(24,604,448)	-26.93%	Pass-through payments increase \$21.2 million from prior year's budget; thus reducing fund balance.
State Transit Assistance Fund					
State Transit Assistance Fund - Pass Through	39,309,505	18,003,743	(21,305,762)	-54.20%	Pass-through expenditures estimated to exceed revenues; thus reducing fund balance.
Measure I 1990-2010 Fund					
MSI 1990-Valley Fund-Major Projects	13,699,303	5,435,178	(8,264,125)	-60.33%	Estimated revenues is for interest, and appropriations for Freeway and Interchange projects.
MSI 1990-Valley Fund-TMEE	3,219,237	2,699,237	(520,000)	-16.15%	Estimated revenues is for interest, and appropriations for Freeway projects.

Explanation for Fund Balances changes over 10%

	Beginning Fund Balances	Ending Fund Balances	Difference Between Beginning and Ending	Percent of Change	Explanation for change in Fund Balance over 10%
Measure I 2010-2040 Fund					
MSI Valley Fund-Freeway Projects	102,024,975	90,837,957	(11,187,018)	-10.96%	Appropriations exceed estimated revenues by \$11.1 million, reducing fund balance by 10.96%.
Grade Separations	2,691,690	-	(2,691,690)	-100.00%	Appropriations exceed estimated revenues by \$2.6 million, use of fund balance reduces it to \$0.
Project Adv Agreements	(9,347,030)	-	9,347,030	-100.00%	Appropriations exceed estimated revenues by \$2.6 million, use of fund balance reduces it to \$0. Program is expected to end in FY 2018.
MSI Valley Fund-Metrolink/Rail Service	29,294,272	8,254,165	(21,040,107)	-71.82%	Appropriations exceed estimated revenues by \$21 million mainly due to the projects: Downtown San Bernardino Passenger Rail, Redlands Passenger Rail, and Goldline Extension to Montclair.
MSI Valley Fund-Express Bus/Rapid Trans	8,269,474	85,454	(8,184,020)	-98.97%	Appropriations exceed estimated revenues by \$8.1 million for the West Valley Connector project.
MSI Valley Fund-Senior/Disabled	14,957,116	16,704,481	1,747,365	11.68%	Estimated revenues exceed appropriations by \$1.7 million. Pass-through are budgeted to CTSA, Omnitrans.
MSI Valley Fund-Traffic Mgmt Sys	8,809,520	6,646,586	(2,162,934)	-24.55%	Appropriations exceed estimated revenues by \$2.1 million mainly due to Air Quality Activities and Call Box System.
MSI Victor Valley Fund-Major Local Hwy	19,013,602	10,945,155	(8,068,447)	-42.44%	Appropriations exceed estimated revenues by \$8 million due to allocations to Victor Valley area.
MSI Victor Valley Fund-Traffic Mgmt Sys	677,982	375,056	(302,926)	-44.68%	Appropriations exceed estimated revenues by over \$300 thousand for traveler services.
MSI North Desert Fund-Major Local Hwy	8,989,952	4,081,590	(4,908,362)	-54.60%	Appropriations exceed estimated revenues by \$8 million due to allocations to North Desert area.
MSI North Desert Fund-Senior/Disabled	224,159	-	(224,159)	-100.00%	Appropriations exceed estimated revenues by \$224 thousand, use of fund balance reduces it to \$0.
MSI Colorado River Fund-Major Local High	196,024	32,718	(163,306)	-83.31%	Appropriations exceed estimated revenues by \$163 thousand due to allocations to Colorado River area.
MSI Morongo Basin Fund-Major Local Hwy	1,261,061	322,443	(938,618)	-74.43%	Appropriations exceed estimated revenues by \$938 thousand due to allocations to Morongo Basin area.
MSI Morongo Basin Fund-Traffic Mgmt Sys	201,945	226,399	24,454	12.11%	Estimated revenues exceed appropriations by \$24 thousand; thus increase in fund balance.
MSI Mountain Fund-Senior/Disabled	2,536	-	(2,536)	-100.00%	Appropriations exceed estimated revenues by \$7 thousand, use of fund balance reduces it to \$0.
Capital Projects Fund					
Valley Fwy Interchange Bond Fund	2,575,293	802,246	(1,773,047)	-68.85%	Estimated revenues is for interest, and appropriations for use of bond proceeds for Freeway Interchange projects.
Victor Valley Major Local Hwy Bond Fund	640,354	-	(640,354)	-100.00%	Estimated revenues is for interest, and appropriations for use of bond proceeds for Victor Valley projects.
Cajon Pass Bond Fund	3,026,363	1,995,597	(1,030,766)	-34.06%	Estimated revenues is for interest, and appropriations for use of bond proceeds for Cajon Pass.

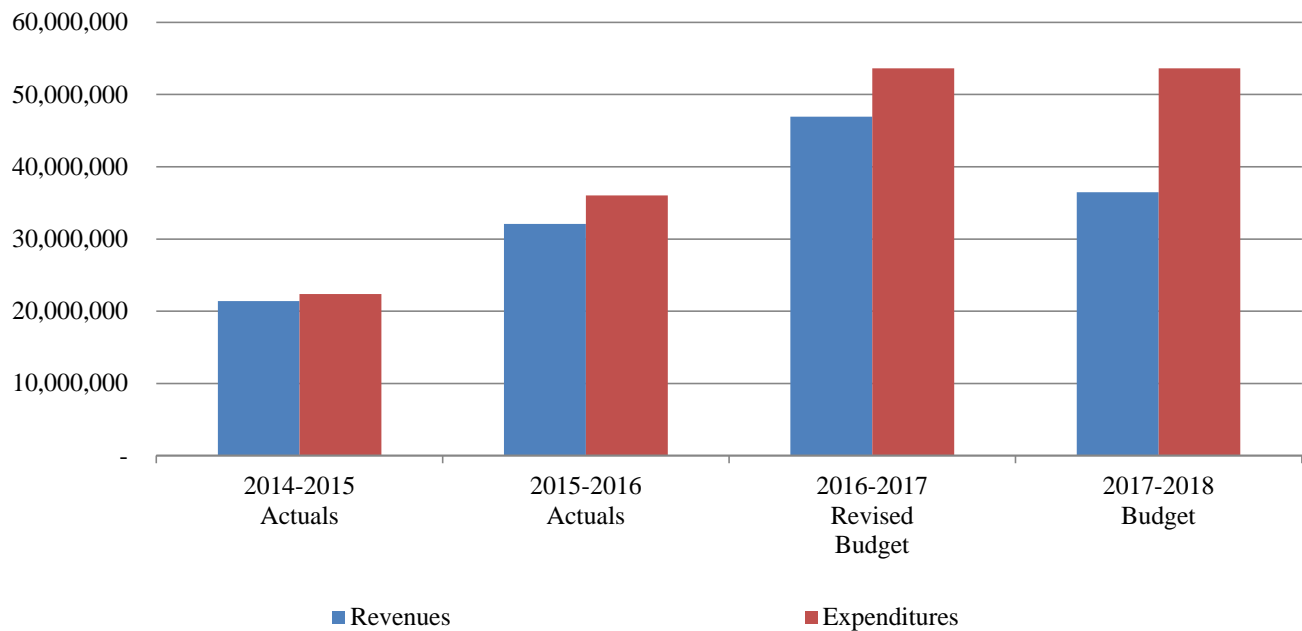
Budget Summary by Fund Type

	General Funds	Special Revenue Funds	Capital Projects Funds	Nonmajor Governmental Funds	Enterprise Funds	Total
Revenues						
Sales Tax-MSI	1,609,750	159,365,250	-	-	-	160,975,000
Sales Tax-LTF	34,423,507	62,095,552	-	-	-	96,519,059
Intergovernmental	-	89,162,439	19,777,932	11,631,892	-	120,572,263
Charges for Services	445,000	-	-	-	-	445,000
Special Assessments	-	200,187	-	-	-	200,187
Investment Earnings	-	2,092,284	-	-	-	2,092,284
Miscellaneous	17,932	2,809,229	78,073	121,425	-	3,026,659
Total Revenues	36,496,189	315,724,941	19,856,005	11,753,317	-	383,830,452
Expenditures						
General Government	3,278,643	3,092,190	-	559,957	-	6,930,790
Environment and Energy Conservation	-	2,614,306	-	4,500,000	-	7,114,306
Commuter and Motorist Assistance	-	4,754,347	600,000	3,468,382	-	8,822,729
Regional & Subregional Planning	1,393,665	1,364,898	225,000	1,685,904	-	4,669,467
Transit	48,349,339	154,709,222	5,355,118	629,599	-	209,043,278
Major Projects Delivery	144,415	153,978,485	17,146,790	1,000,000	-	172,269,690
Fund Administration and Programming	468,104	74,870,936	150,000	-	-	75,489,040
Debt Service	-	12,397,301	-	-	-	12,397,301
Enterprise	-	-	-	-	162,329	162,329
Total Expenditures	53,634,166	407,781,685	23,476,908	11,843,842	162,329	496,898,930
Other Financing Sources						
Transfers in	-	-	-	-	162,329	162,329
Transfers out	-	(162,329)	-	-	-	(162,329)
Total Other Financing Sources	-	(162,329)	-	-	162,329	-
Revenues Over (Under) Expenditures	(17,137,977)	(92,219,073)	(3,620,903)	(90,525)	-	(113,068,478)



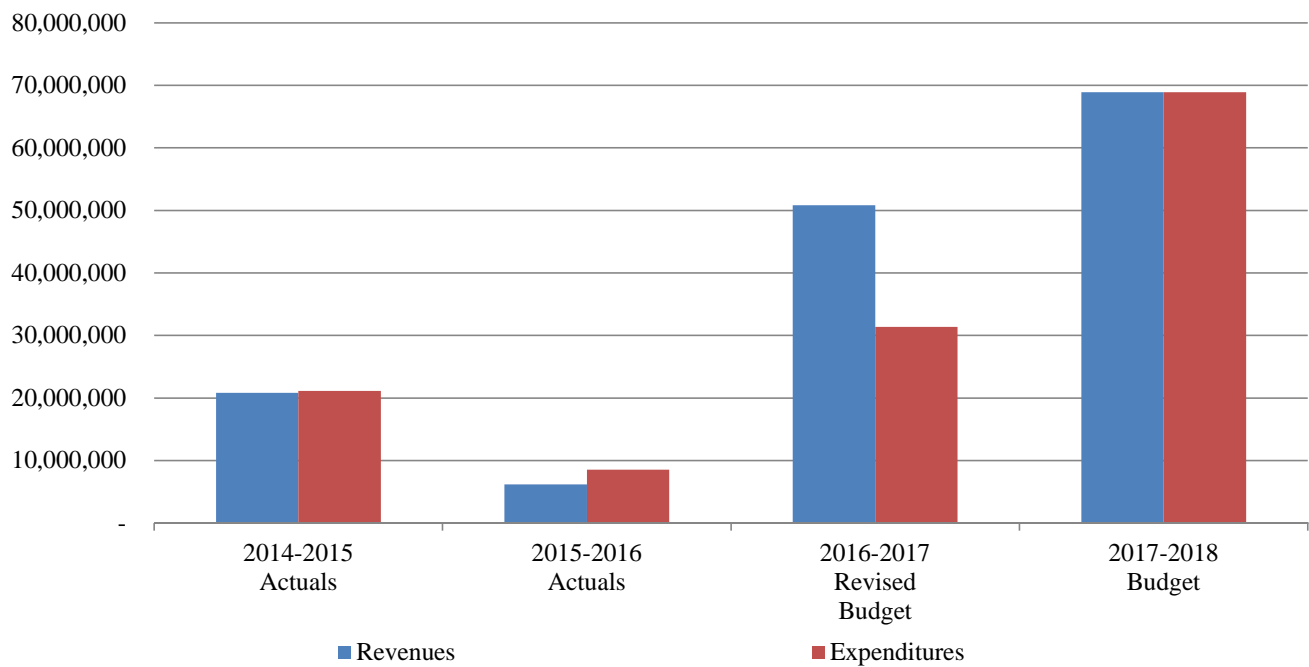
Budget Summary by Fund

	2014-2015	2015-2016	2016-2017	2017-2018
	Actuals	Actuals	Revised Budget	Budget
GENERAL FUND				
Revenues				
Sales Tax-MSI	1,523,424	1,608,480	1,600,000	1,609,750
Sales Tax-LTF	19,337,645	26,421,971	39,822,971	34,423,507
Intergovernmental	-	3,484,088	5,054,629	-
Charges for Services	473,282	425,936	460,000	445,000
Special Assessments	-	8,940	-	-
Investment Earnings	63,816	135,610	-	-
Miscellaneous	4,800	18,638	12,000	17,932
Total Revenues	21,402,967	32,103,663	46,949,600	36,496,189
Expenditures				
General Government	294,339	2,163,710	2,587,062	3,278,643
Environment and Energy Conservation	3,326	1,924	-	-
Regional & Subregional Planning	633,776	895,226	1,070,265	1,393,665
Transit	20,481,664	32,050,264	49,204,155	48,349,339
Major Projects Delivery	70,116	-	102,611	144,415
Fund Administration and Programming	898,385	918,643	654,083	468,104
Total Expenditures	22,381,606	36,029,767	53,618,176	53,634,166
Revenues Over (Under) Expenditures	(978,639)	(3,926,104)	(6,668,576)	(17,137,977)



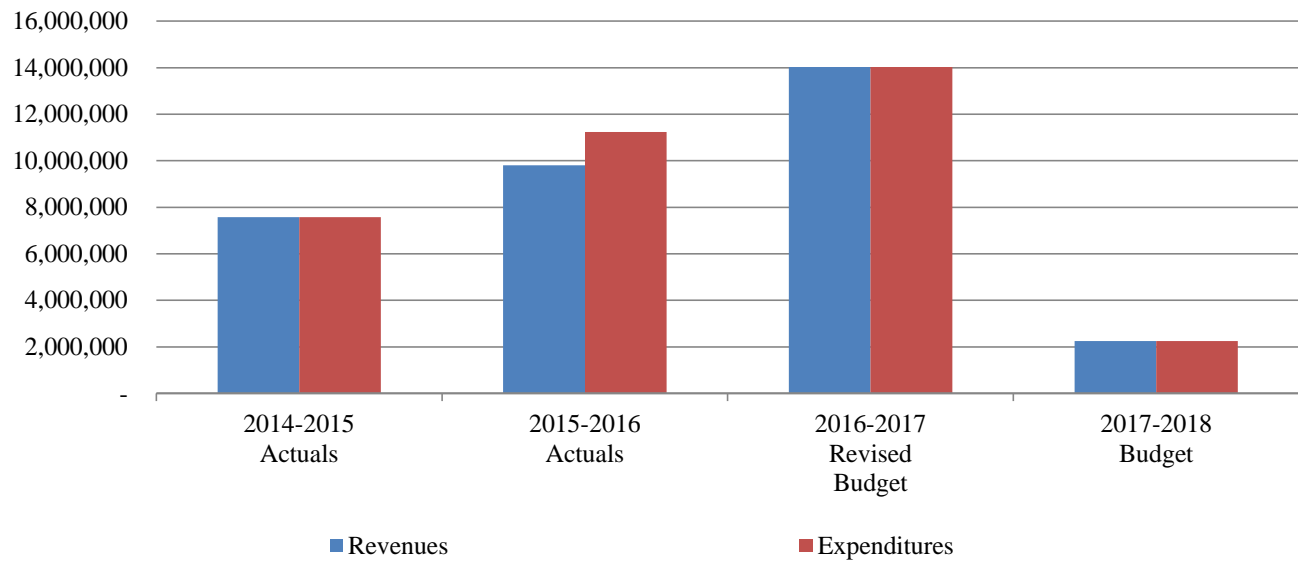
Budget Summary by Fund

	2014-2015 Actuals	2015-2016 Actuals	2016-2017 Revised Budget	2017-2018 Budget
FEDERAL HIGHWAY FUND				
Revenues				
Intergovernmental	20,823,115	6,164,687	50,833,615	68,906,119
Investment Earnings	337	99	-	-
Total Revenues	<u>20,823,452</u>	<u>6,164,786</u>	<u>50,833,615</u>	<u>68,906,119</u>
Expenditures				
Commuter and Motorist Assistance	757,727	1,276,913	1,620,176	1,420,176
Major Projects Delivery	20,370,061	7,262,086	29,758,742	67,485,943
Total Expenditures	<u>21,127,788</u>	<u>8,538,999</u>	<u>31,378,918</u>	<u>68,906,119</u>
Revenues Over (Under) Expenditures	<u>(304,336)</u>	<u>(2,374,213)</u>	<u>19,454,697</u>	<u>-</u>



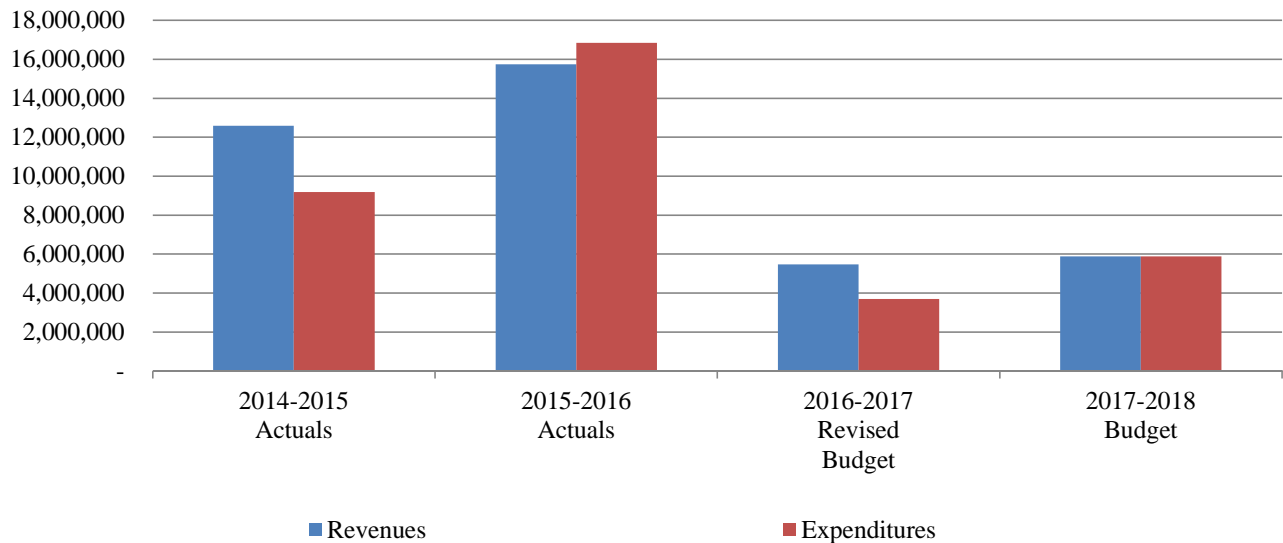
Budget Summary by Fund

	2014-2015	2015-2016	2016-2017	2017-2018
	Actuals	Actuals	Revised Budget	Budget
FEDERAL TRANSIT ADMINISTRATION FUND				
Revenues				
Intergovernmental	7,579,892	9,804,715	14,021,242	2,244,300
Total Revenues	7,579,892	9,804,715	14,021,242	2,244,300
Expenditures				
Commuter and Motorist Assistance	-	47,682	1,704,300	1,634,300
Transit	7,579,892	11,189,473	12,316,942	610,000
Total Expenditures	7,579,892	11,237,155	14,021,242	2,244,300
Revenues Over (Under) Expenditures	-	(1,432,440)	-	-



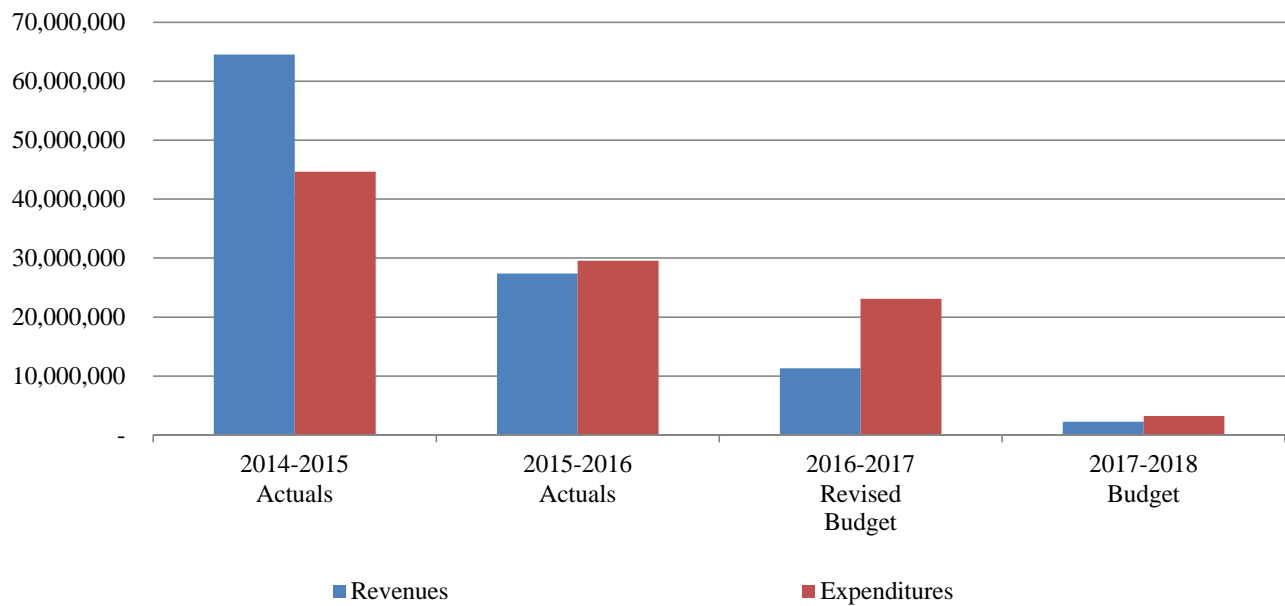
Budget Summary by Fund

	2014-2015 Actuals	2015-2016 Actuals	2016-2017 Revised Budget	2017-2018 Budget
STATE HIGHWAY FUND				
Revenues				
Intergovernmental	12,587,535	15,734,553	5,478,319	5,885,000
Investment Earnings	-	10,759	-	-
Total Revenues	12,587,535	15,745,312	5,478,319	5,885,000
Expenditures				
General Government	-	15,626	10,371	-
Regional & Subregional Planning	291,333	106,733	16,075	-
Transit	69,761	-	-	-
Major Projects Delivery	8,093,092	15,649,543	2,422,419	4,615,000
Fund Administration and Programming	727,312	1,077,641	1,243,554	1,270,000
Total Expenditures	9,181,498	16,849,543	3,692,419	5,885,000
Revenues Over (Under) Expenditures	3,406,037	(1,104,231)	1,785,900	-



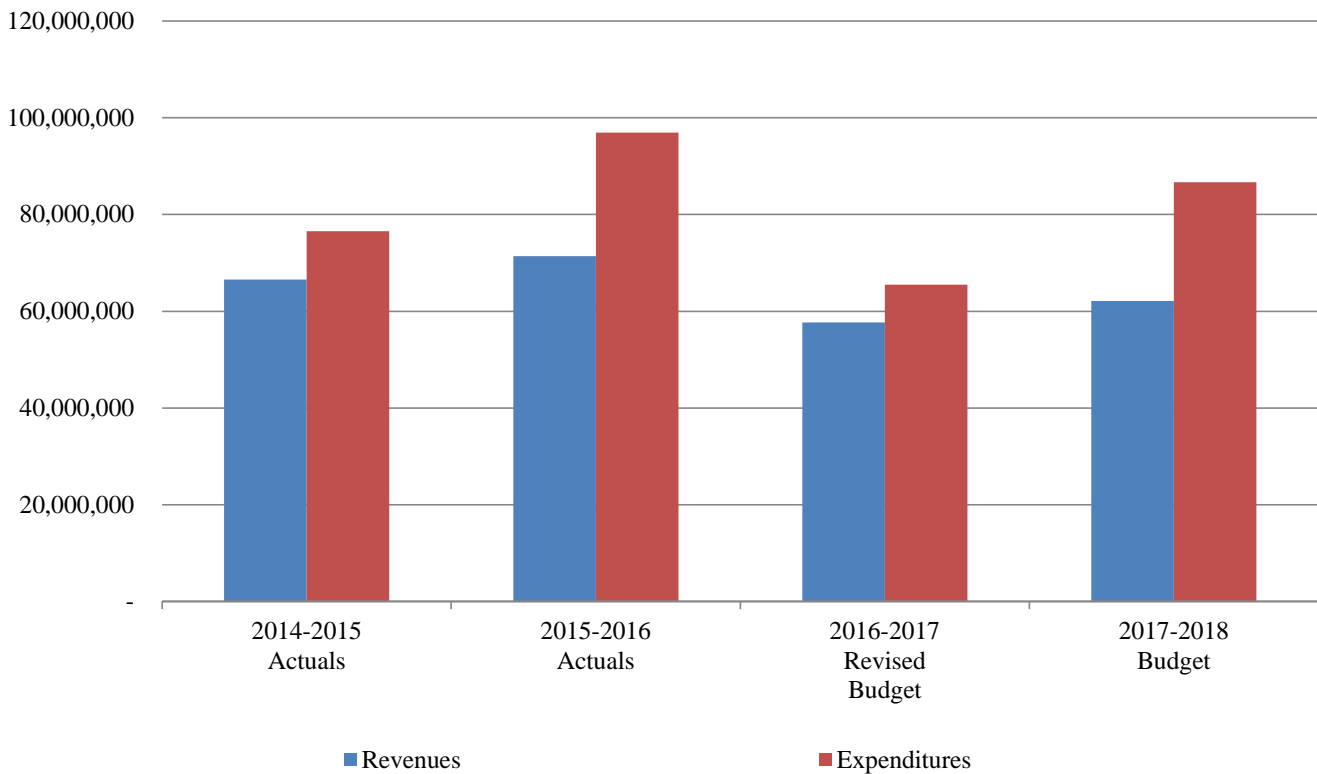
Budget Summary by Fund

	2014-2015 Actuals	2015-2016 Actuals	2016-2017 Revised Budget	2017-2018 Budget
PROPOSITION 1B FUND				
Revenues				
Intergovernmental	64,328,853	27,043,734	11,222,593	2,231,837
Investment Earnings	203,267	355,519	120,000	-
Total Revenues	<u>64,532,120</u>	<u>27,399,253</u>	<u>11,342,593</u>	<u>2,231,837</u>
Expenditures				
Transit	10,645,764	7,537,888	16,176,517	1,004,837
Major Projects Delivery	34,004,217	22,020,666	6,920,530	2,231,837
Total Expenditures	<u>44,649,981</u>	<u>29,558,554</u>	<u>23,097,047</u>	<u>3,236,674</u>
Revenues Over (Under) Expenditures	<u>19,882,139</u>	<u>(2,159,301)</u>	<u>(11,754,454)</u>	<u>(1,004,837)</u>



Budget Summary by Fund

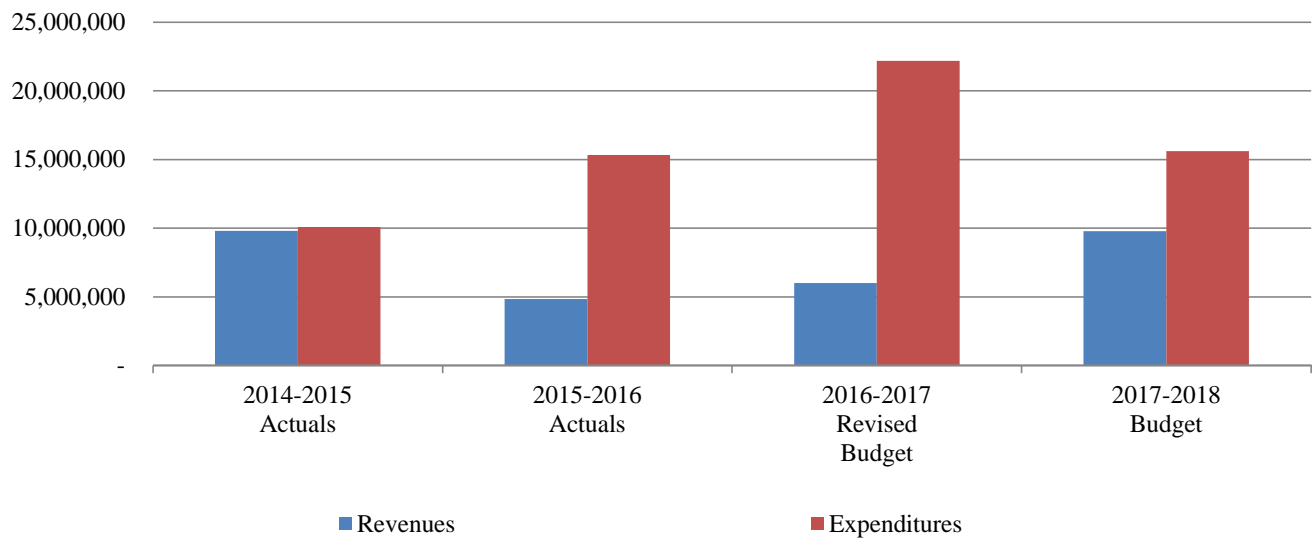
	2014-2015	2015-2016	2016-2017	2017-2018
	Actuals	Actuals	Revised Budget	Budget
LOCAL TRANSPORTATION FUND				
Revenues				
Sales Tax-LTF	66,193,980	70,581,027	57,662,087	62,095,552
Investment Earnings	393,551	762,453	-	-
Miscellaneous	949	26,849	-	-
Total Revenues	<u>66,588,480</u>	<u>71,370,329</u>	<u>57,662,087</u>	<u>62,095,552</u>
Expenditures				
Transit	<u>76,534,677</u>	<u>96,950,328</u>	<u>65,500,000</u>	<u>86,700,000</u>
Total Expenditures	<u>76,534,677</u>	<u>96,950,328</u>	<u>65,500,000</u>	<u>86,700,000</u>
Revenues Over (Under) Expenditures	<u>(9,946,197)</u>	<u>(25,579,999)</u>	<u>(7,837,913)</u>	<u>(24,604,448)</u>



Note: Sales Tax - LTF is net of the amount allocated to SBCTA and accounted for in the General Fund.

Budget Summary by Fund

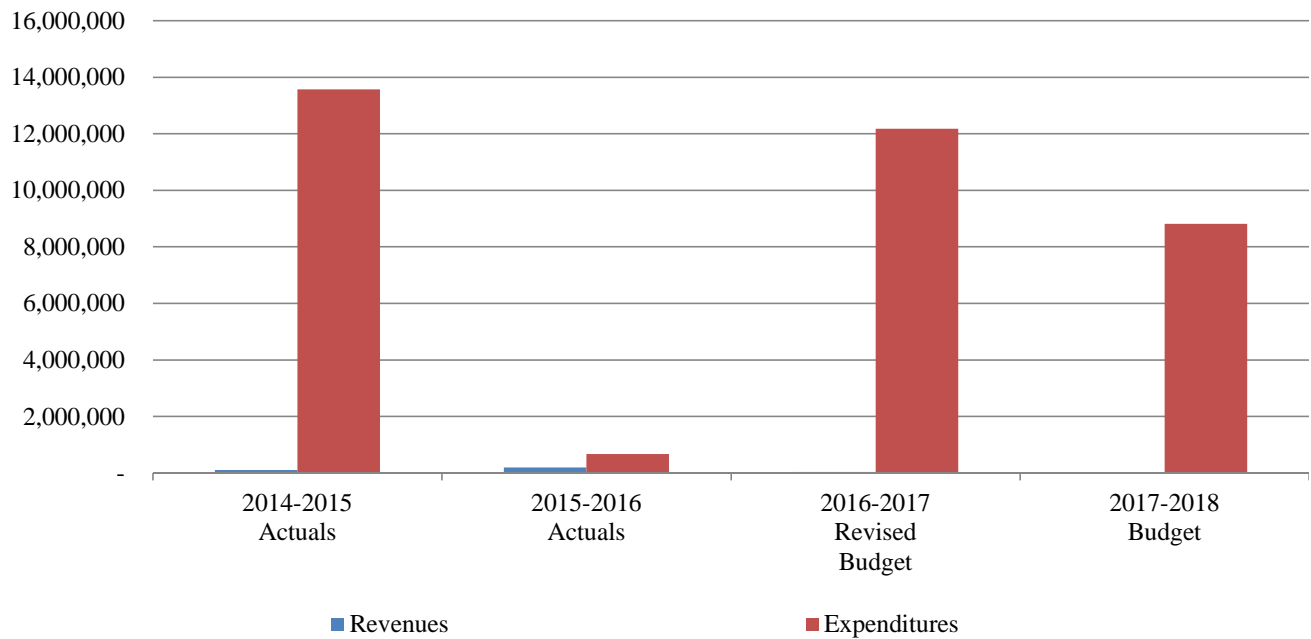
	2014-2015 Actuals	2015-2016 Actuals	2016-2017 Revised Budget	2017-2018 Budget
STATE TRANSIT ASSISTANCE FUND				
Revenues				
Intergovernmental	9,564,536	4,411,385	6,012,508	9,791,716
Investment Earnings	247,017	435,375	-	-
Total Revenues	9,811,553	4,846,760	6,012,508	9,791,716
Expenditures				
Transit	10,087,220	15,319,706	22,176,420	15,607,550
Total Expenditures	10,087,220	15,319,706	22,176,420	15,607,550
Revenues Over (Under) Expenditures	(275,667)	(10,472,946)	(16,163,912)	(5,815,834)



Note: Intergovernmental revenue (from State Transit Assistance) is net of the amount allotted to SBCTA and accounted for in the General Fund.

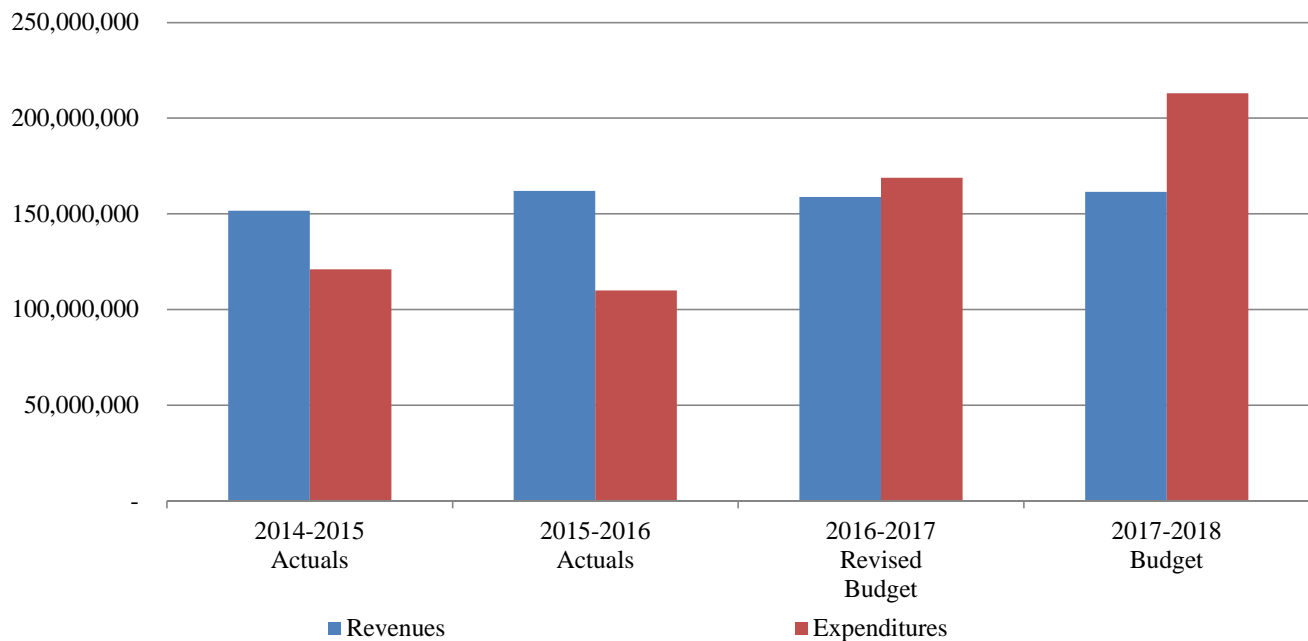
Budget Summary by Fund

	2014-2015	2015-2016	2016-2017	2017-2018
	Actuals	Actuals	Revised Budget	Budget
MEASURE I 1990-2010 FUND				
Revenues				
Investment Earnings	109,543	200,794	42,460	30,000
Miscellaneous	915	-	-	-
Total Revenues	110,458	200,794	42,460	30,000
Expenditures				
General Government	28,870	51,032	-	-
Environment and Energy Conservation	830	17,497	281,000	-
Commuter and Motorist Assistance	-	584,809	680,000	-
Regional & Subregional Planning	(10,359)	-	-	-
Transit	-	433,785	1,946,985	-
Major Projects Delivery	13,549,172	(417,096)	9,267,425	8,814,125
Total Expenditures	13,568,513	670,027	12,175,410	8,814,125
Revenues Over (Under) Expenditures	(13,458,055)	(469,233)	(12,132,950)	(8,784,125)



Budget Summary by Fund

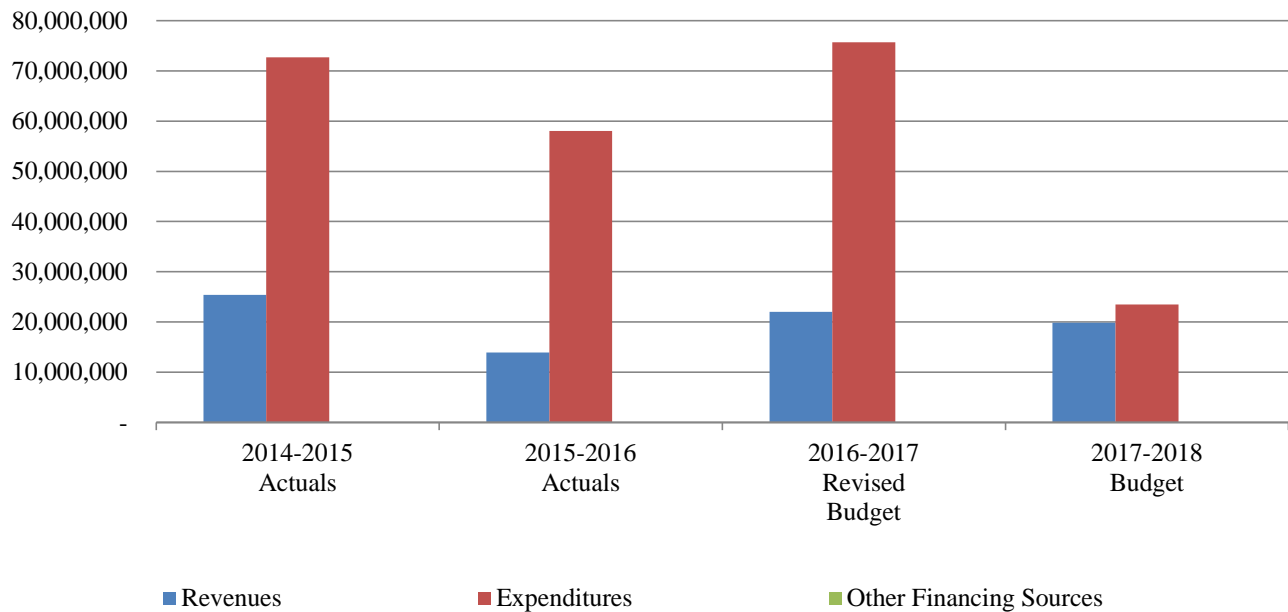
	2014-2015	2015-2016	2016-2017	2017-2018
	Actuals	Actuals	Revised Budget	Budget
MEASURE I 2010-2040 FUND				
Revenues				
Sales Tax-MSI	150,818,977	159,239,535	158,400,000	159,365,250
Investment Earnings	805,250	2,805,067	432,045	2,062,284
Total Revenues	151,624,227	162,044,602	158,832,045	161,427,534
Expenditures				
General Government	949,702	1,507,251	1,853,054	1,647,343
Environment and Energy Conservation	137,620	253,958	277,395	733,947
Commuter and Motorist Assistance	736,676	367,631	700,466	1,699,871
Regional & Subregional Planning	973,503	917,563	1,941,537	1,344,522
Transit	10,954,080	11,882,425	28,140,452	50,786,835
Major Projects Delivery	40,074,844	22,071,117	44,367,418	70,831,580
Fund Administration and Programming	56,410,337	61,801,539	79,592,347	73,600,936
Debt Service	10,771,244	11,216,716	11,981,550	12,397,301
Total Expenditures	121,008,006	110,018,200	168,854,219	213,042,335
Other Financing Sources				
Transfers out	-	-	-	(162,329)
Total Other Financing Sources	-	-	-	(162,329)
Revenues Over (Under) Expenditures	30,616,221	52,026,402	(10,022,174)	(51,452,472)



Note: Sales Tax - MSI is net of the 1% for Measure I Administration and accounted for in the General Fund.

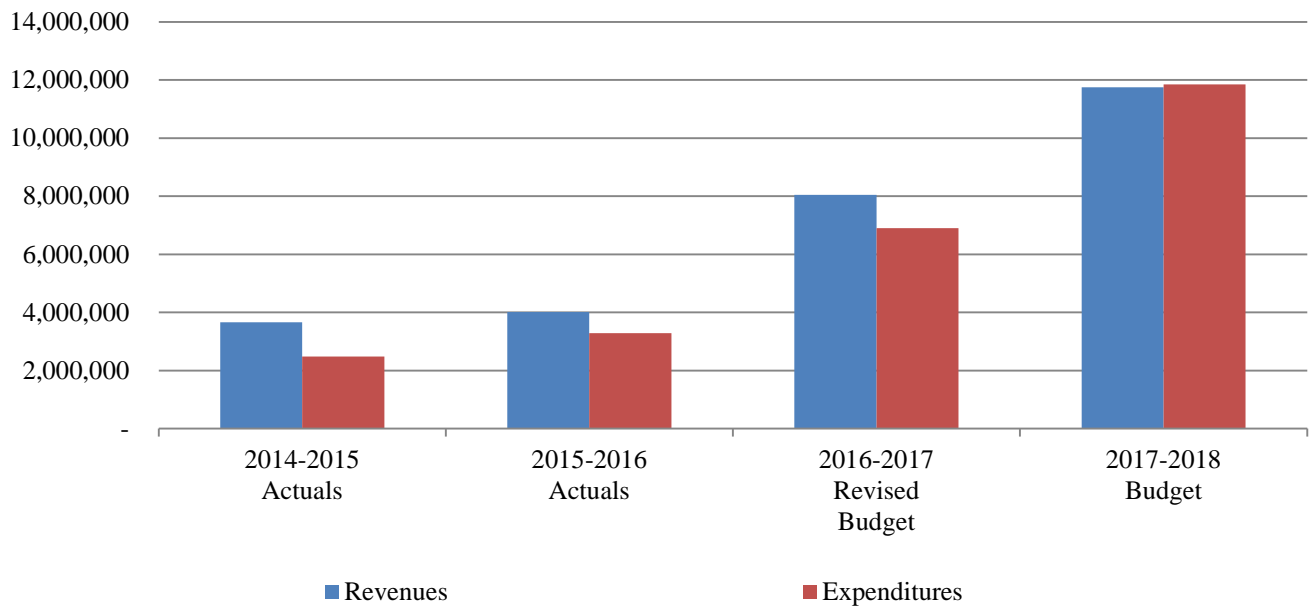
Budget Summary by Fund

	2014-2015	2015-2016	2016-2017	2017-2018
	Actuals	Actuals	Revised Budget	Budget
CAPITAL PROJECTS FUND				
Revenues				
Intergovernmental	25,335,824	13,808,720	21,660,312	19,777,932
Investment Earnings	68,257	131,222	-	-
Miscellaneous	-	-	360,000	78,073
Total Revenues	25,404,081	13,939,942	22,020,312	19,856,005
Expenditures				
General Government	-	153,797	175,499	-
Commuter and Motorist Assistance	170,366	225,420	600,000	600,000
Regional & Subregional Planning	-	11,118	275,000	225,000
Transit	12,928,935	11,969,151	13,930,289	5,355,118
Major Projects Delivery	52,162,139	40,718,373	58,720,324	17,146,790
Fund Administration and Programming	7,427,101	4,946,595	1,989,936	150,000
Total Expenditures	72,688,541	58,024,454	75,691,048	23,476,908
Revenues Over (Under) Expenditures	(47,284,460)	(44,084,512)	(53,670,736)	(3,620,903)



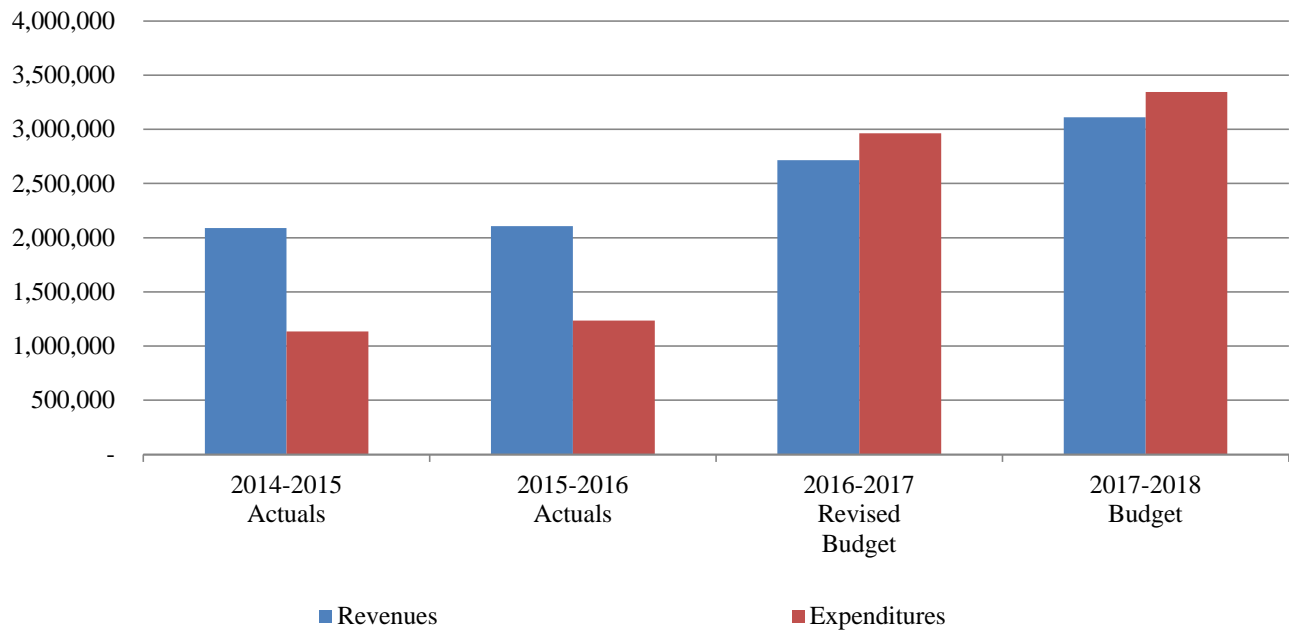
Budget Summary by Fund

	2014-2015	2015-2016	2016-2017	2017-2018
	Actuals	Actuals	Revised Budget	Budget
NONMAJOR GOVERNMENTAL FUNDS				
Revenues				
Intergovernmental	3,647,488	3,846,976	7,913,304	11,631,892
Investment Earnings	9,589	32,847	-	-
Miscellaneous	-	129,618	130,000	121,425
Total Revenues	<u>3,657,077</u>	<u>4,009,441</u>	<u>8,043,304</u>	<u>11,753,317</u>
Expenditures				
General Government	11,178	88,935	156,091	559,957
Environment and Energy Conservation	-	-	-	4,500,000
Commuter and Motorist Assistance	2,470,360	2,827,196	3,344,114	3,468,382
Regional & Subregional Planning	145	371,758	1,975,082	1,685,904
Transit	-	-	679,599	629,599
Major Projects Delivery	-	-	750,000	1,000,000
Total Expenditures	<u>2,481,683</u>	<u>3,287,889</u>	<u>6,904,886</u>	<u>11,843,842</u>
Revenues Over (Under) Expenditures	<u>1,175,394</u>	<u>721,552</u>	<u>1,138,418</u>	<u>(90,525)</u>



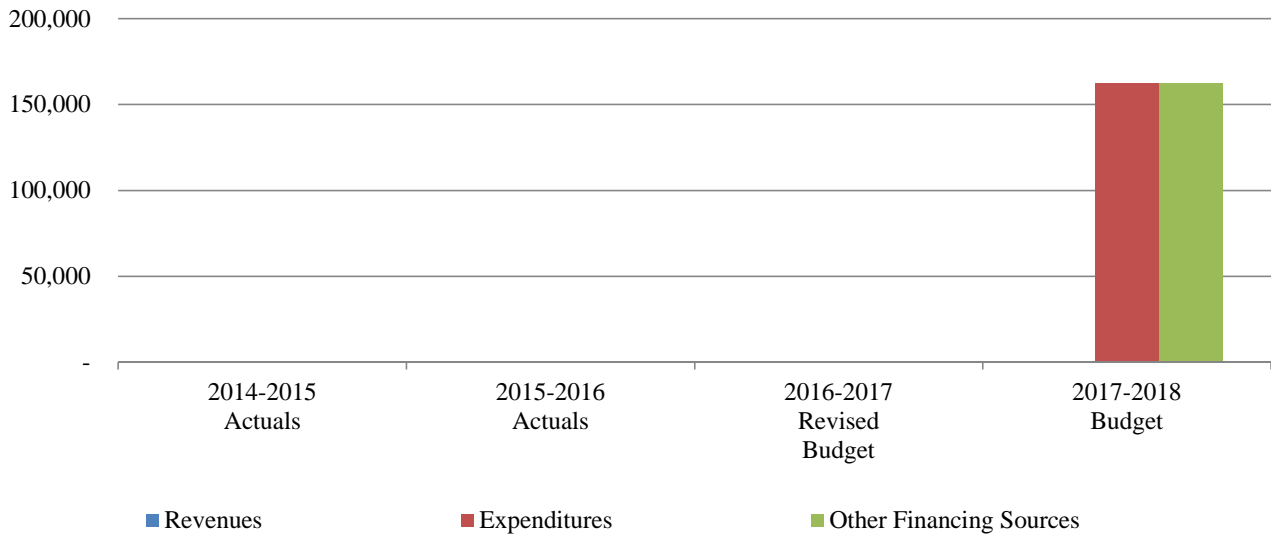
Budget Summary by Fund

	2014-2015 Actuals	2015-2016 Actuals	2016-2017 Revised Budget	2017-2018 Budget
COUNCIL OF GOVERNMENTS FUND				
Revenues				
Intergovernmental	-	-	112,667	103,467
Special Assessments	118,705	104,946	153,807	200,187
Miscellaneous	1,970,747	2,003,152	2,448,930	2,809,229
Total Revenues	2,089,452	2,108,098	2,715,404	3,112,883
Expenditures				
General Government	52,657	149,296	1,316,018	1,444,847
Environment and Energy Conservation	1,082,808	1,086,294	1,627,144	1,880,359
Regional & Subregional Planning	-	-	20,376	20,376
Total Expenditures	1,135,465	1,235,590	2,963,538	3,345,582
Revenues Over (Under) Expenditures	953,987	872,508	(248,134)	(232,699)



Budget Summary by Fund

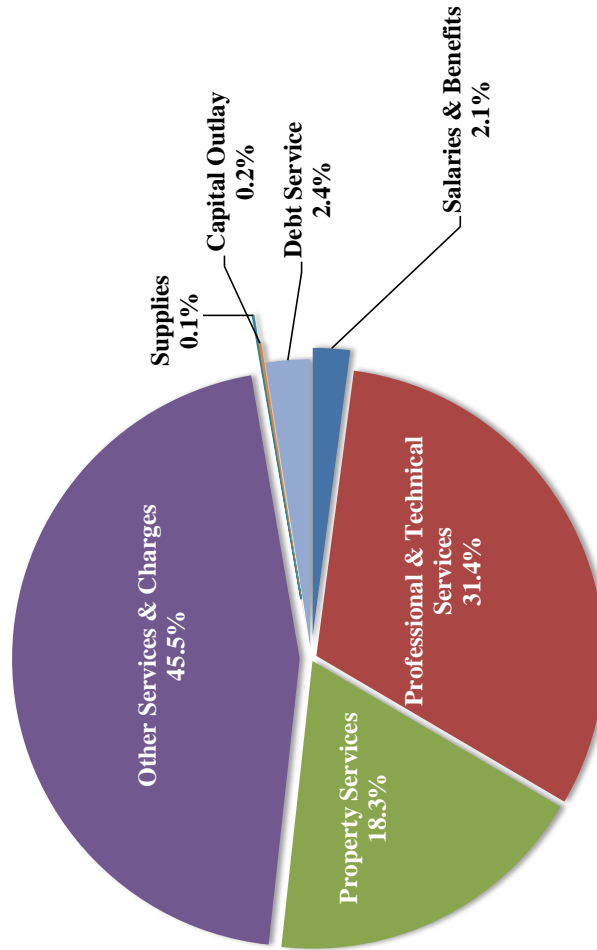
	2014-2015 Actuals	2015-2016 Actuals	2016-2017 Revised Budget	2017-2018 Budget
ENTERPRISE FUND				
Revenues				
Toll Revenues	-	-	-	-
Total Revenues	-	-	-	-
Expenditures				
Enterprise	-	-	-	162,329
Total Expenditures	-	-	-	162,329
Other Financing Sources				
Transfers in	-	-	-	162,329
Total Other Financing Sources	-	-	-	162,329
Revenues Over (Under) Expenditures	-	-	-	-



Budget Summary by Major Object Expenditures

	Salaries & Benefits	Professional & Technical Services	Property Services	Other Services & Charges	Supplies	Capital Outlay	Debt Service	Total
General Government	1,568,089	2,993,185	79,053	713,380	130,750	25,000	-	5,509,457
Environment & Energy Conservation	306,328	5,913,700	-	633,850	8,075	-	-	6,861,953
Commuter & Motorist Assistance	368,551	6,961,424	920,720	254,220	14,200	-	-	8,519,115
Regional & Subregional Planning Program	940,307	984,434	-	1,962,500	1,600	6,000	-	3,894,841
Transit	1,733,201	38,249,034	19,120,018	148,604,279	7,100	-	-	207,713,632
Major Project Delivery	1,121,180	98,889,013	69,752,557	41,802	2,247	6,500	-	169,813,299
Fund Administration & Programming	1,100,348	10,100	-	73,470,775	1,350	-	-	74,582,573
Debt Service	-	-	-	-	-	-	12,397,301	12,397,301
Enterprise	89,006	-	-	-	-	-	-	89,006
Indirect Cost Allocation	3,121,469	1,900,240	913,000	756,359	85,000	741,685	-	7,517,753
Total Expenditures	10,348,479	155,901,130	90,785,348	226,437,165	250,322	779,185	12,397,301	496,898,930

Major Object



Note: Indirect cost allocation is allocated to the various programs. Indirect cost allocation includes program management costs allocated based on project management hours to various tasks under Major Project Delivery and Transit Programs.

Revenue Overview

The revenue for Fiscal Year 2017/2018 is projected at \$383,830,452. Within the General Fund, the funding sources include Measure I administration, Local Transportation Fund (LTF)-administration, LTF-planning, LTF-Article 3 Bicycle and Pedestrian, LTF-rail, State Transit Assistance Fund-rail, rail assets and Amtrak.

Special Revenue Funds include general assessment dues, greenhouse gas, joint solar power, Property Assessed Clean Energy (PACE) program, federal highway, federal transit administration, state highway, Proposition 1B, Local Transportation Fund, State Transit Assistance Fund, Measure I 1990-2010, Measure I 2010-2040 and Nonmajor governmental funds. The majority of the revenue received is classified as special revenue.

Capital Projects Funds identified in the budget include local projects reimbursements and bond funds.

Enterprise Fund includes the Express Lane Operation Fund.

Measure I Sales Tax

In November 2004, San Bernardino County voters approved an extension of Measure I authorizing the San Bernardino County Transportation Authority to impose half-cent retail transactions and use tax applicable in the incorporated and unincorporated territory of the County of San Bernardino for a period of thirty years. SBCTA is authorized to administer the programs as described in the Measure.

Measure I identifies six separate subareas of the county for the purpose of revenue allocation: Colorado River, Morongo Basin, Mountain, North Desert, Victor Valley, and San Bernardino Valley. The San Bernardino Valley Subarea includes not only allocations for local jurisdictions, but also allocations for Freeway Projects, Freeway Interchange Projects, Major Street Projects, Metrolink/Rail, Express Bus/Bus Rapid Transit, Senior and Disabled Transit, and Traffic Management. The Mountain/Desert Subareas include allocations for Major Local Highways, Local Streets, Senior and Disabled Transit, and Traffic Management. Three percent of the revenue generated in the San Bernardino Valley and the Victor Valley subarea will be reserved in advance of other allocations specified in the plan for funding of the Interstate 15 (I-15)/Interstate 215 (I-215) Interchange in Devore Road, I-15 widening through Cajon Pass, and truck lane development. Revenue generated in each subarea is returned to that subarea for projects identified in expenditure plans. Revenue from the tax can only be used for transportation improvement and traffic management programs as authorized in the Measure and the Expenditure Plan as set forth in Ordinance No. 04-01.

Proper planning calls for continual assessment of the status of projects managed by SBCTA. Revenues determine what can be completed and when. SBCTA has made it a practice to regularly update its revenue projections. SBCTA engages the services of an investment advisor and a financial advisor. Measure I collections are estimated to be approximately \$161 million for Fiscal Year 2017/2018 in comparison to \$160 million for Fiscal Year 2016/2017.

SBCTA has opted to remain conservative in the budgeting of Measure I Funds/Revenue. This strategy should provide a hedge against the current fluctuations in the transactions and use tax. Projects could be delayed to offset any projected deficits, but this usually is not in the best interest of the agency. Delays in construction and purchase of right of way can be costly. SBCTA continuously searches for additional funding sources to supplement the program. Staff has successfully reduced overall costs of the program by monitoring the status of the projects closely. Additionally, Measure I revenue is eligible to be pledged against bond proceeds.

Measure I pass through revenue and expenditure budget will be adjusted based on actual sales tax revenues received to comply with Ordinance 04-01.

Additional information of fund revenues is included in the Revenue Detail Section of the budget document.

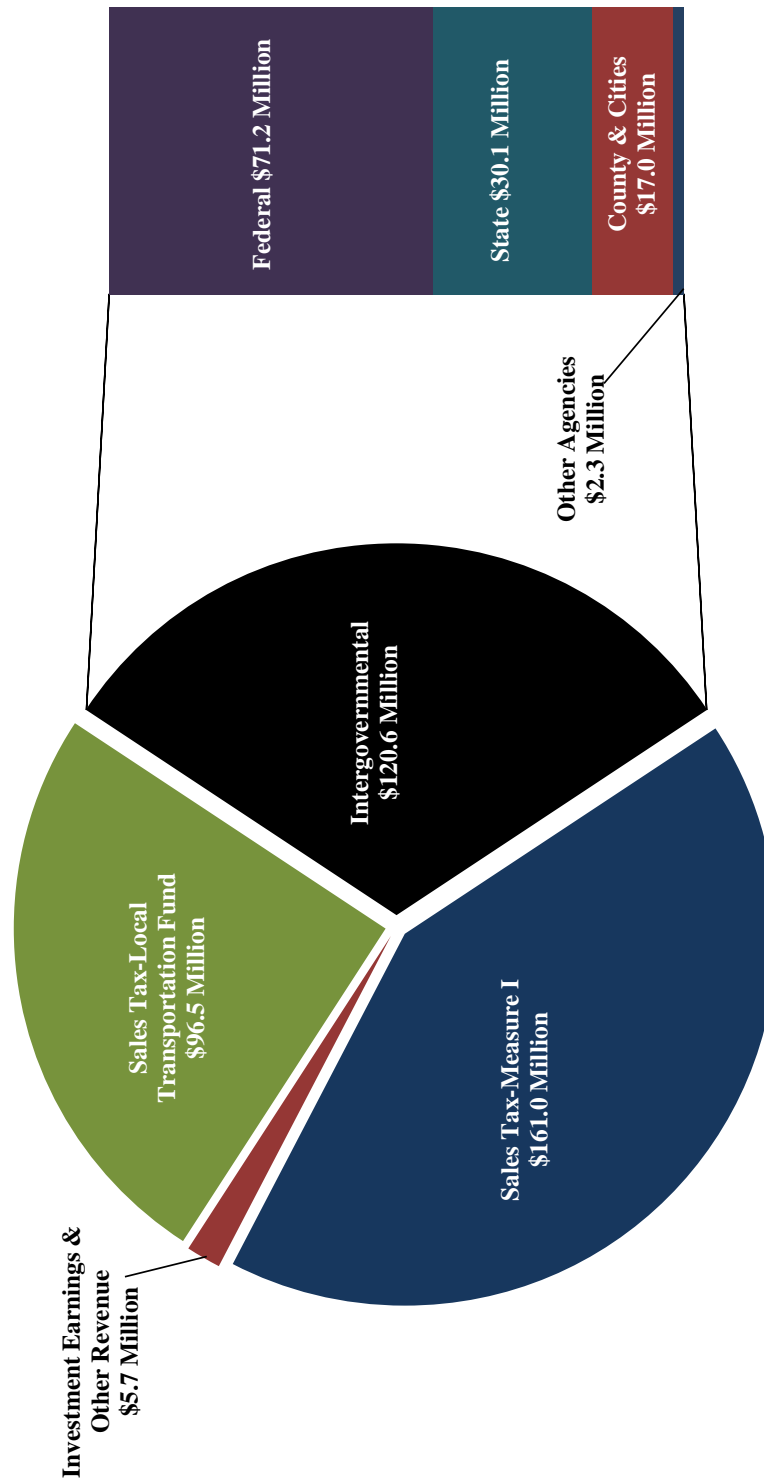
Estimated Revenue Summary

	2014-2015	2015-2016	2016-2017	2017-2018
	Actuals	Actuals	Revised Budget	Budget
Taxes				
Sales Tax-MSI	152,342,401	160,848,015	160,000,000	160,975,000
Sales Tax-LTF	85,531,625	97,002,998	97,485,058	96,519,059
Total Taxes	<u>237,874,026</u>	<u>257,851,013</u>	<u>257,485,058</u>	<u>257,494,059</u>
Intergovernmental				
Surface Transportation Program	10,929,465	1,704,178	21,545,243	32,117,906
Congestion Mitigation & Air Quality	964,517	965,921	2,620,176	5,820,176
Transportation Enhancement Activities	172,624	-	-	-
Project National & Regional Significance	6,742,204	(3,710,383)	12,920,865	20,525,700
Demonstration Priority Project	2,014,305	7,204,971	9,679,550	2,993,428
Interstate Maintenance Discretionary	1,166,972	36,870	785,881	142,968
Active Transportation Program-Federal	-	-	626,000	4,207,391
Federal Transit Administration	7,579,892	9,804,715	14,021,242	2,244,300
Highway Bridge Program	-	-	2,655,900	3,098,550
Traffic Congestion Relief Program	4,444	-	101,419	-
Regional Improvement Program	10,216,119	14,497,683	3,825,900	4,615,000
Low Carbon Transit Operations Program	679,599	461,683	461,683	1,091,282
Low Carbon Transportation Fund	-	-	1,220,800	4,500,000
State Highway Oper & Protection Program	-	-	281,000	-
Planning, Programming & Monitoring	1,200,000	1,200,000	1,270,000	1,270,000
Corridor Mobility Improvement	5,905,968	217,844	-	-
Trade Corridor Improvement	22,392,852	17,264,771	6,457,038	2,181,837
State Local Partnership Program-P1b	7,728,599	4,246,987	50,000	50,000
Public Trans Modern,Improve&Svc Enhance	20,259,700	-	2,619,732	-
Transit Sys Safety Sec Disaster Recovery	3,084,990	154,560	1,632,331	-
Caltrans	83,681	225,419	600,000	600,000
Vehicle Registration Fees	1,810,110	1,788,831	1,717,405	1,756,129
Freeway Service Patrol	1,157,633	1,254,705	1,442,331	1,407,617
SCAQMD/Mobile Source Review Committee	-	-	2,354,040	2,515,960
Public Utilities Commission	4,956,744	5,159,572	463,492	-
Active Transportation Program-State	146	341,757	717,045	360,904
State Development Act	9,564,536	7,895,473	11,067,137	9,791,716
San Bernardino County	3,744,464	280,550	563,956	331,117
Barstow	(492,100)	42,109	11,250	-
Chino	14,025	323,976	579,964	695,954
Colton	1,029,862	1,415,487	1,543,192	126,620
Fontana	2,265,896	217,612	861,413	849,686
Hesperia	-	879,364	-	-
Highland	126,400	173,705	1,410,681	990,078
Loma Linda	-	16,671	212,000	999,905
Montclair	-	107,608	649,995	7,385,138
Ontario	(330,431)	412,334	956,080	1,716,552
Rancho Cucamonga	10,919,162	13,394,016	9,412,075	266,379
Redlands	38,558	87,266	436,277	937,766
Rialto	232,721	78,054	132,500	102,500
San Bernardino	58,391	257,738	683,419	2,332,048
Upland	-	-	-	248,143
Victorville	66,067	(6,441,786)	-	-
Other Governmental Units	3,676,536	2,143,079	2,929,977	1,256,032
Metro Transportation Authority	-	-	-	290,481

Estimated Revenue Summary

	2014-2015	2015-2016	2016-2017	2017-2018
	Actuals	Actuals	Revised Budget	Budget
Inland Valley Development Agency	9,600	16,672	-	120,000
SCAG	-	11,118	50,000	-
Omnitrans	3,892,992	167,728	740,200	633,000
Total Intergovernmental	<u>143,867,243</u>	<u>84,298,858</u>	<u>122,309,189</u>	<u>120,572,263</u>
Charges For Services				
Rail Asset General Revenue	433,931	378,546	460,000	445,000
Application Fee	26,226	20,070	-	-
Administration Fee	1,200	2,400	-	-
Amendment or Extension Fee	1,680	560	-	-
Use Fee - Transverse Crossings	1,845	14,160	-	-
Use Fee - Lease Fees/Rents	2,400	10,200	-	-
Total Charges For Services	<u>467,282</u>	<u>425,936</u>	<u>460,000</u>	<u>445,000</u>
Special Assessments				
General Assessment Dues	118,705	104,946	153,807	200,187
Congestion Management Program	-	8,940	-	-
Total Special Assessments	<u>118,705</u>	<u>113,886</u>	<u>153,807</u>	<u>200,187</u>
Investment Earnings				
Unrealized Gain (Loss) on Investments	70,565	443,687	-	-
Investment Earnings	1,830,062	4,426,058	594,505	2,092,284
Total Investment Earnings	<u>1,900,627</u>	<u>4,869,745</u>	<u>594,505</u>	<u>2,092,284</u>
Miscellaneous				
Southern California Edison	-	-	100,000	288,085
Southern California Gas Co.	-	-	112,000	294,394
Inland Empire 66ers	-	-	10,000	-
Esri	-	-	350,000	78,073
AMTRAK	6,000	6,000	12,000	12,000
Fees for PACE Program	1,970,747	2,003,152	2,236,930	2,226,750
Modeling Fees	4,800	6,450	-	5,932
Callbox Knockdown Recovery	-	129,618	130,000	121,425
Other Miscellaneous Revenues	-	6,188	-	-
Refund of Disbursed Funds-Rail	1,864	26,849	-	-
Total Miscellaneous	<u>1,983,411</u>	<u>2,178,257</u>	<u>2,950,930</u>	<u>3,026,659</u>
Total Revenues	<u><u>386,211,294</u></u>	<u><u>349,737,695</u></u>	<u><u>383,953,489</u></u>	<u><u>383,830,452</u></u>

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
Estimated Revenues of \$383.8 Million
Fiscal Year 2017/2018



**Sales Tax Measure I
Revenue Summary**

	2014-2015	2015-2016	2016-2017	2017-2018
	Actual	Actual	Revised Budget	Budget
Measure I Administration				
Administration	1,523,424	1,608,480	1,600,000	1,609,750
Total Measure I Administration	1,523,424	1,608,480	1,600,000	1,609,750
Measure I Valley				
Freeway Projects	35,084,440	36,298,625	35,761,464	37,581,350
Fwy Interchange	13,307,891	13,768,444	13,564,693	14,255,000
Major Street	24,196,165	25,033,535	24,663,080	25,918,100
Local Street	24,196,165	25,033,534	24,663,079	25,918,100
Metrolink/Rail Service	9,678,466	10,013,414	9,865,232	10,367,300
Express Bus//Rapid Trans	2,419,617	2,503,353	2,466,308	2,591,800
Senior/Disabled	9,678,466	10,013,414	9,865,232	10,367,300
Traffic Mgmt Sys	2,419,617	2,503,353	2,466,308	2,591,800
Total Measure I Valley	120,980,827	125,167,672	123,315,396	129,590,750
Measure I Victor Valley				
Major Local Hwy	4,114,725	4,056,271	4,227,198	4,029,800
Local Street	11,131,455	11,033,057	11,497,982	10,961,000
Senior/Disabled	883,541	811,254	845,440	806,000
Traffic Mgmt Sys	329,178	324,502	338,176	322,400
Total Measure I Victor Valley	16,458,899	16,225,084	16,908,796	16,119,200
Measure I North Desert				
Major Local Hwy	1,227,654	2,311,830	2,403,159	1,173,100
Local Street	3,339,218	6,288,178	6,536,593	3,190,900
Senior/Disabled	245,531	462,366	480,632	234,600
Traffic Mgmt Sys	98,212	184,947	192,253	93,900
Total Measure I North Desert	4,910,615	9,247,321	9,612,637	4,692,500
Measure I Colorado River				
Major Local High	55,139	56,779	67,322	62,000
Local Street	149,979	154,439	183,116	168,500
Senior/Disabled	11,028	11,356	13,464	12,400
Traffic Mgmt Sys	4,411	4,542	5,386	5,000
Total Measure I Colorado River	220,557	227,116	269,288	247,900
Measure I Morongo Basin				
Major Local Hwy	528,336	536,185	525,552	541,700
Local Street	1,437,073	1,458,422	1,429,501	1,473,500
Senior/Disabled	105,667	107,237	105,110	108,300
Traffic Mgmt Sys	42,267	42,895	42,044	43,300
Total Measure I Morongo Basin	2,113,343	2,144,739	2,102,207	2,166,800
Measure I Mountain				
Major Local Highway	471,006	463,658	463,711	510,400
Local Street	1,281,136	1,261,149	1,261,295	1,388,300
Senior/Disabled	94,201	92,731	92,742	102,100
Traffic Mgmt Sys	37,680	37,093	37,097	40,800
Total Measure I Mountain	1,884,023	1,854,631	1,854,845	2,041,600
Measure I Cajon Pass				
Cajon Pass	4,250,713	4,372,972	4,336,831	4,506,500
Total Measure I Cajon Pass	4,250,713	4,372,972	4,336,831	4,506,500
Total Sales Tax Measure I	152,342,401	160,848,015	160,000,000	160,975,000

**Measure I Reserve
Fiscal Year 2017/2018**

Valley:

Freeway	\$7,516,270
Interchange	2,851,000
Major Street - Grade Separations	1,026,357
Major Street - Arterials	2,083,815
Metrolink/Rail	2,073,460
Express Bus/Bus Rapid Transit	518,360
Traffic Management	518,360
Total Valley	<u>\$16,069,262</u>

Mountain/Desert:

Major Local Highway	
Victor Valley	\$805,960
North Desert	234,620
Colorado River	12,400
Morongo Basin	108,340
Mountain	102,080
Total Mountain/Desert	<u>\$1,263,400</u>
Total Reserve	<u><u>\$17,332,662</u></u>

The Measure I strategic plan establishes a reserve of 20% for the Freeway, Freeway Interchange, Major Street, Traffic Management Systems, Metrolink/Rail, and Express Bus/BRT programs for the Valley area and Major Local Highway programs for all the Mountain/Desert areas. The reserve is adjusted annually to remain proportional to the growth in annual Measure I revenue. The reserve may be used to advance federal or state funds that require reimbursement, manage cash flow for non pass-through programs, cover overruns or unforeseen expenses associated with projects that received allocation of Measure I funds, and to leverage federal or state funds that otherwise SBCTA may lose access. The reserve will be replenished upon use with sales tax revenues received in subsequent years.

Program Overview

The Fiscal Year 2017/2018 SBCTA budget is organized into nine distinct program areas with budget requirements of \$496,898,930. Within these nine program areas, thirty-six specific tasks and one hundred thirty-one sub-tasks are budgeted. The table below lists the nine programs contained in the SBCTA budget which direct the financial and human resource expenditures of the agency for the Fiscal Year 2017/2018 budget year. The Fiscal Year 2017/2018 budget request includes prior year Board approved appropriations to be expended in Fiscal Year 2017/2018.

SBCTA Budget Summary by Program Expenditures

	2014-2015	2015-2016	2016-2017	2017-2018
	Actuals	Actuals	Revised Budget	Budget
General Government	1,336,746	4,129,647	6,098,095	6,930,790
Environment & Energy Conservation	1,224,584	1,359,673	2,185,539	7,114,306
Commuter & Motorist Assistance	4,135,129	5,329,651	8,649,056	8,822,729
Regional & Subregional Planning	1,888,398	2,302,398	5,298,335	4,669,467
Transit	149,281,993	187,333,020	210,071,359	209,043,278
Major Projects Delivery	168,323,641	107,304,689	152,309,469	172,269,690
Fund Administration & Programming	65,463,135	68,744,418	83,479,920	75,489,040
Debt Service	10,771,244	11,216,716	11,981,550	12,397,301
Enterprise	-	-	-	162,329
Total Expenditures	<u>402,424,870</u>	<u>387,720,212</u>	<u>480,073,323</u>	<u>496,898,930</u>

It should be noted that 92% of the total expenditures will fall into the Transit, Major Projects Delivery, and Fund Administration and Programming Programs. These three programs include the substantial investments by SBCTA in transit capital and operations, highway construction, and pass-through funds for transit and local street improvements within San Bernardino County.

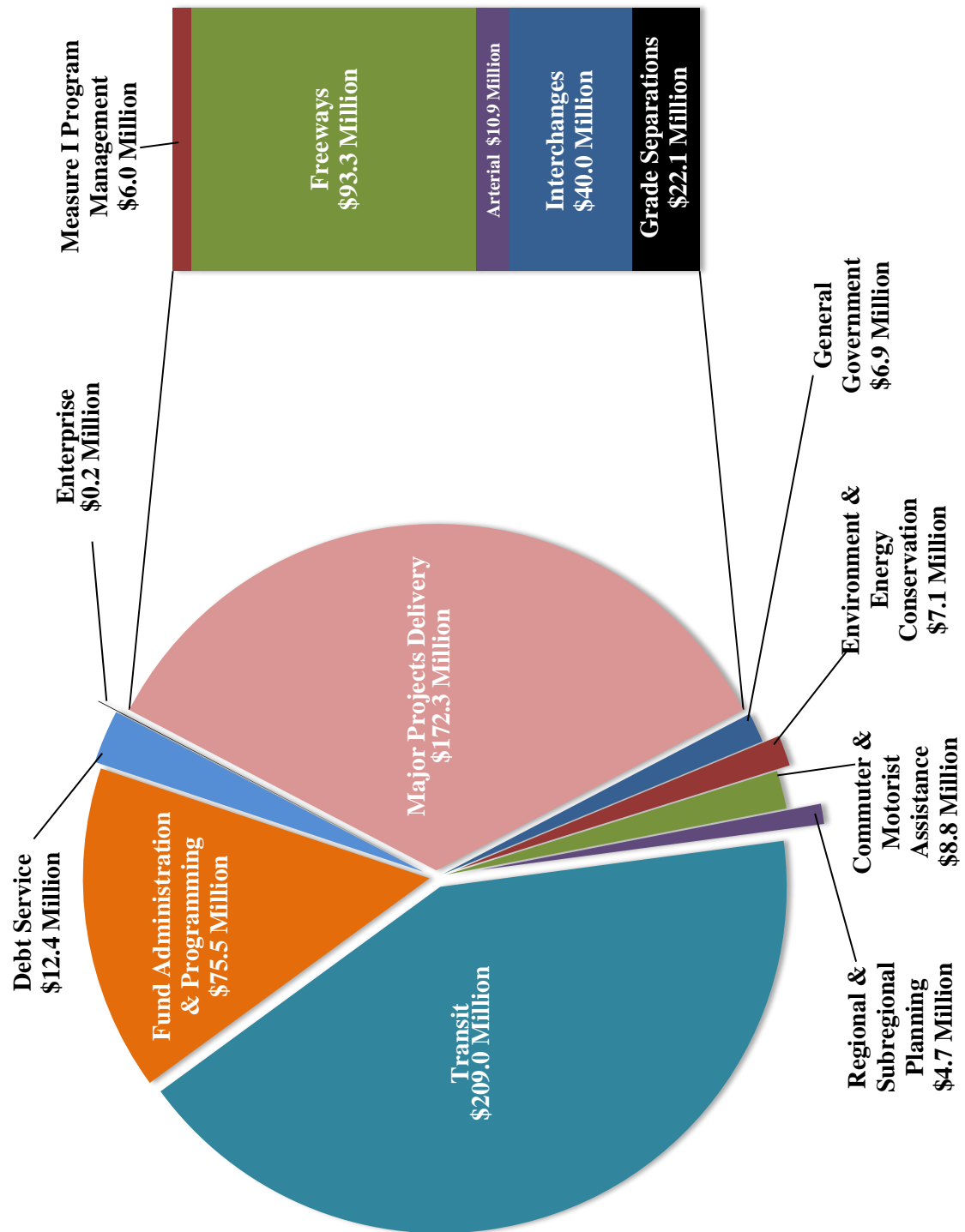
A complete listing of the tasks contained in the nine programs is included in the Supplemental Information Section of the budget document on the table entitled *Task Listing Fiscal Year 2017/2018 pg. 260* and the *Sub-Task Listing Fiscal Year 2017/2018 pg. 261*. Please refer to each program in the Program Expenditure Section for detailed information on funding sources and expenditures.

Budgetary increase in environment and energy conservation is mainly due to the California Air Resources Board (CARB) Zero Emission Truck Projects.

Increase in the Fiscal Year 2017/2018 budget from prior year for Major Projects Delivery is attributed to increase in construction phases of several interchange and grade separation projects.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY **Budgeted Expenditures of \$496.9 Million**

Fiscal Year 2017/2018



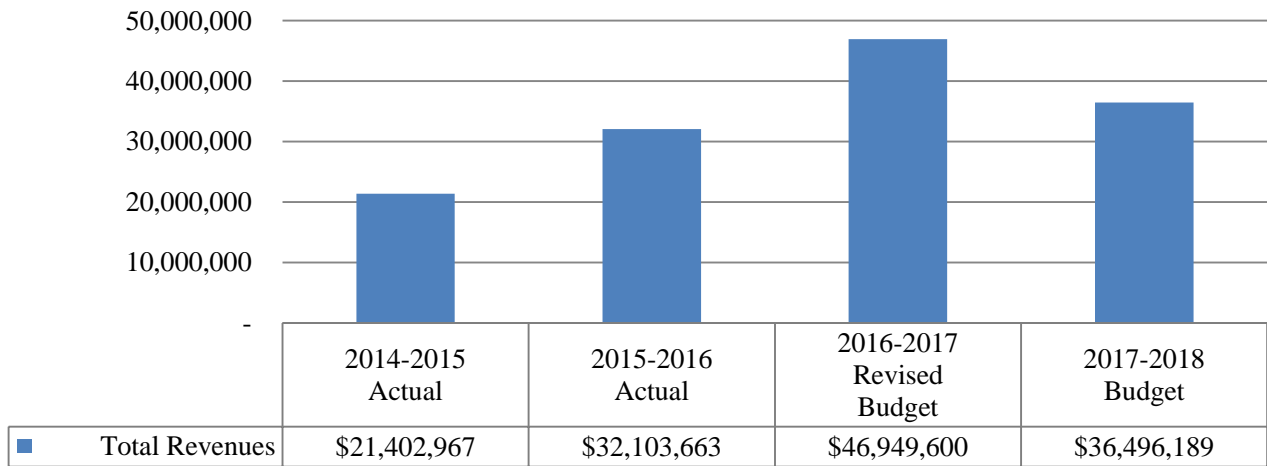


Riders connecting at the San Bernardino Transit Center have access to bus and rail info for the valley.

REVENUE DETAIL

General Fund Revenue Information

General fund revenues are used to carryout administrative activities and certain planning and transit activities. This fund accounts for all financial transactions not properly accounted for in other funds.



General fund revenues for Fiscal Year 2017/2018 are estimated to be \$36.5 million, a decrease of \$10.4 million from prior year. Revenue recorded in the general fund is mainly derived from the following sources:

- Taxes
- Charges for Services
- Miscellaneous

Taxes

Fiscal Year 2017/2018 taxes of \$36.0 million represent 98.7% of the estimated general fund revenue. The two major sources of tax revenue are: sales tax-Measure I and sales tax-Local Transportation Fund.

Sales Tax-Measure I

Sales tax-Measure I revenue of \$1.6 million represents 1% of the Measure I revenues generated from the ½ cent sales tax for administration. The money is used to support the administration of the Measure I tax such as San Bernardino County Transportation Authority, administration and financial management, intergovernmental relations, legislation and fund administration and represents 4.4% of the estimated general fund revenue.

Sales Tax-Local Transportation Fund

Transportation Development Act funds include Local Transportation Funds derived from sales tax collected within the County. An allocation of \$34.4 million is programmed to SBCTA for administration of the program, planning, Article 3 Bicycle and Pedestrian, and for certain transit projects and represents 94.3% of the estimated general fund revenue.

Charges for Services

Charges for services include \$445 thousand of rail asset revenue generated from railroad right of way lease revenue, application fees and user fees. The money is used for the Santa Fe Depot operation and right of way management activities which represents 1.2% of the estimated general fund revenue.

Miscellaneous

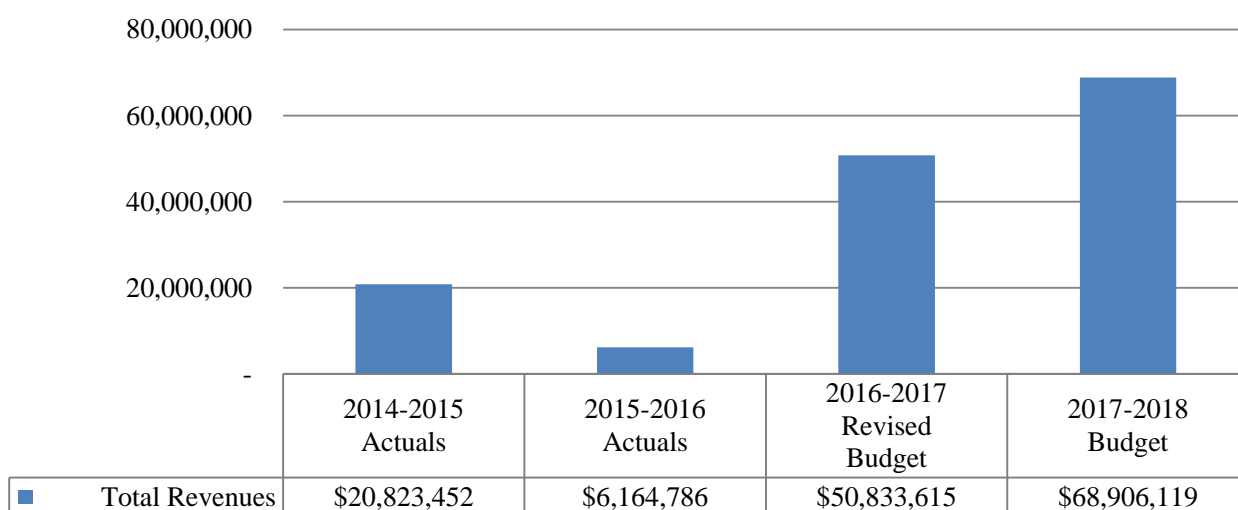
Miscellaneous include \$18 thousand related to modeling fees and reimbursements from AMTRAK for station host program, represents .1% of the estimated general fund revenue.

**General Fund
Revenue Information**

	2014-2015	2015-2016	2016-2017	2017-2018
	Actual	Actual	Revised Budget	Budget
Taxes				
Sales Tax-MSI	1,523,424	1,608,480	1,600,000	1,609,750
Sales Tax-LTF	19,337,645	26,421,971	39,822,971	34,423,507
Total Taxes	<u>20,861,069</u>	<u>28,030,451</u>	<u>41,422,971</u>	<u>36,033,257</u>
Intergovernmental				
State Development Act	-	3,484,088	5,054,629	-
Total Intergovernmental	<u>-</u>	<u>3,484,088</u>	<u>5,054,629</u>	<u>-</u>
Charges For Services				
AMTRAK.NPRC C08100 Lobby	6,000	-	-	-
Rail Asset General Revenue	433,931	378,546	460,000	445,000
Application Fee	26,226	20,070	-	-
Administration and Extension Fees	2,880	2,960	-	-
Use Fee	4,245	24,360	-	-
Total Charges For Services	<u>473,282</u>	<u>425,936</u>	<u>460,000</u>	<u>445,000</u>
Special Assessments				
Congestion Management Program	-	8,940	-	-
Total Special Assessments	<u>-</u>	<u>8,940</u>	<u>-</u>	<u>-</u>
Investment Earnings				
Investment Earnings	63,816	135,610	-	-
Total Investment Earnings	<u>63,816</u>	<u>135,610</u>	<u>-</u>	<u>-</u>
Miscellaneous				
AMTRAK.NPRC C08100 Lobby	-	6,000	12,000	12,000
Modeling Fees	4,800	6,450	-	5,932
Other Miscellaneous Revenues	-	6,188	-	-
Total Miscellaneous	<u>4,800</u>	<u>18,638</u>	<u>12,000</u>	<u>17,932</u>
Total Revenues	<u>21,402,967</u>	<u>32,103,663</u>	<u>46,949,600</u>	<u>36,496,189</u>

Federal Highway Fund Revenue Information

Federal highway fund accounts for various federal grants and reimbursements administered by the Federal Highway Administration.



Federal highway fund revenues for Fiscal Year 2017/2018 are estimated to be \$68.9 million in comparison to \$50.8 million of the previous year. Revenue budgeted in the federal highway fund is mainly derived from the following sources:

Intergovernmental

- Surface Transportation Program
- Congestion Mitigation & Air Quality
- Project National & Regional Significance
- Demonstration Priority Project
- Interstate Maintenance Discretionary
- Active Transportation Program – Federal
- Highway Bridge Program

Surface Transportation Program

Fiscal Year 2017/2018 Surface Transportation Program revenue of \$32.1 million represents 46.6% of the estimated federal highway fund revenue. The money will finance \$20.5 million and \$11.6 million in various freeway projects and interchange projects respectively of the major projects program.

Congestion Mitigation & Air Quality

Congestion Mitigation & Air Quality Fiscal Year 2017/2018 estimated revenue of \$5.8 million represents 8.5% of the total fund revenue. This federal money is used for traveler services of the commuter and motorist assistance program and freeway projects of the major projects delivery program.

Projects of National & Regional Significance

Projects of National & Regional Significance estimated revenue of \$20.5 million represents 29.8% of the total revenue. The revenue will provide \$7.8 million and \$12.7 million for freeway projects and grade separation projects respectively of the major projects program.

Demonstration Priority Project

Demonstration Priority Project federal reimbursements of \$3.0 million represent 4.3% of the Fiscal Year 2017/2018 federal highway revenue. The money will provide funding for major projects delivery program freeway and interchange projects.

Interstate Maintenance Discretionary

Interstate Maintenance Discretionary Fiscal Year 2017/2018 estimated revenue of \$143 thousand represents .2% of the total fund revenue. This Federal money is used for interchange projects of the major projects delivery program.

Active Transportation Program – Federal

Active Transportation Program – Federal Fiscal Year 2017/2018 estimated revenue of \$4.2 million represents 6.1% of the total fund revenue. This Federal money is used for major projects delivery program.

Highway Bridge Program

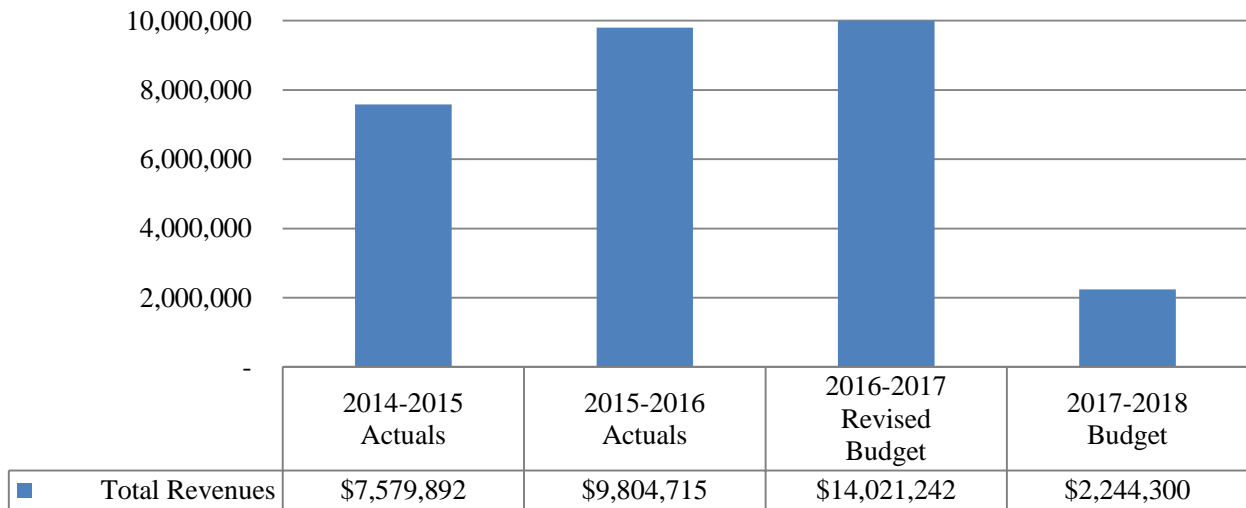
Highway Bridge Program Fiscal Year 2017/2018 estimated revenue of \$3.1 million represents 4.5% of the total fund revenue. This Federal money is used for arterial projects of the major projects delivery program.

	2014-2015	2015-2016	2016-2017	2017-2018
	Actuals	Actuals	Revised Budget	Budget
Intergovernmental				
Surface Transportation Program	10,929,465	1,704,178	21,545,243	32,117,906
Congestion Mitigation & Air Quality	964,517	965,921	2,620,176	5,820,176
Transportation Enhancement Activities	172,624	-	-	-
Project of National & Regional Significance	6,742,204	(3,710,383)	12,920,865	20,525,700
Demonstration Priority Project	2,014,305	7,204,971	9,679,550	2,993,428
Interstate Maintenance Discretionary	-	-	785,881	142,968
Active Transportation Program-Federal	-	-	626,000	4,207,391
Highway Bridge Program	-	-	2,655,900	3,098,550
Total Intergovernmental	<u>20,823,115</u>	<u>6,164,687</u>	<u>50,833,615</u>	<u>68,906,119</u>
Investment Earnings				
Investment Earnings	<u>337</u>	<u>99</u>	<u>-</u>	<u>-</u>
Total Investment Earnings	<u>337</u>	<u>99</u>	<u>-</u>	<u>-</u>
Total Revenues	<u>20,823,452</u>	<u>6,164,786</u>	<u>50,833,615</u>	<u>68,906,119</u>

Note: Interstate Maintenance Discretionary funds reclassified as Federal Highway Fund for Fiscal Year 2016/2017.

Federal Transit Administration Fund Revenue Information

Federal transit administration fund accounts for various federal funds administered by the Federal Transit Administration.



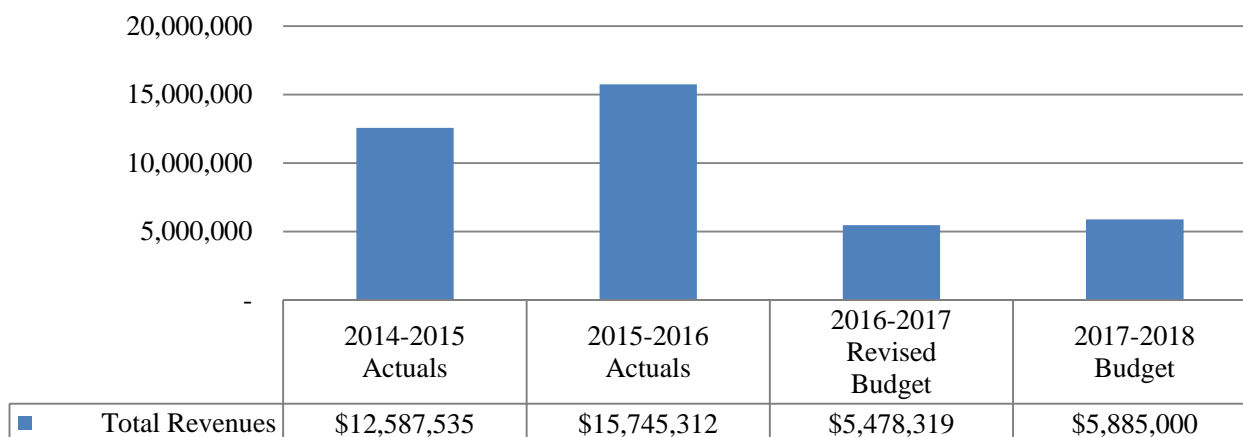
Federal Transit Administration Fund

Federal transit administration fund revenues for Fiscal Year 2017/2018 are estimated to be \$2.2 million in comparison to \$14 million of the previous year. The revenues, under transit administration section 5307, are used to fund various transit capital projects.

	2014-2015 Actuals	2015-2016 Actuals	2016-2017 Revised Budget	2017-2018 Budget
Intergovernmental				
Federal Transit Administration	7,579,892	9,804,715	14,021,242	2,244,300
Total Intergovernmental	7,579,892	9,804,715	14,021,242	2,244,300
Total Revenues	7,579,892	9,804,715	14,021,242	2,244,300

State Highway Fund Revenue Information

State highway fund accounts for various state and federal grants and reimbursements administered by the State highway traffic congestion relief; regional improvement; interregional improvement; longer life pavement; state highway operations and protection; planning, programming and monitoring; and public transportation account programs.



State fund revenues for Fiscal Year 2017/2018 are estimated to be \$5.9 million in comparison to \$5.5 million of the previous year. Revenue recorded in the state highway fund is mainly derived from the following sources:

Intergovernmental

- Regional Improvement Program
- Planning, Programming, & Monitoring

Regional Improvement Program

Regional improvement program Fiscal Year 2017/2018 estimated revenue of \$4.6 million represents 78.4% of the total fund revenue. This State money is used for freeway projects of the major projects delivery program.

Planning, Programming, & Monitoring

Planning, programming, and monitoring state reimbursements of \$1.3 million represent 21.6% of the Fiscal Year 2017/2018 state highway revenue. The money will provide funding for administration costs in the fund administration and programming programs.

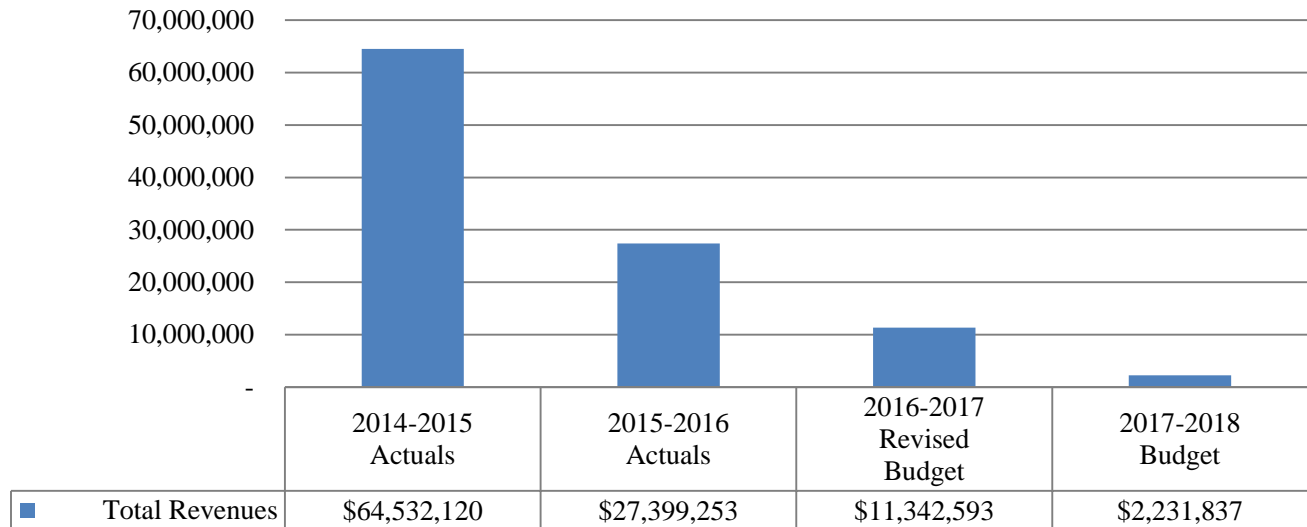
**State Highway Fund
Revenue Information**

	2014-2015	2015-2016	2016-2017	2017-2018
	Actuals	Actuals	Revised Budget	Budget
Intergovernmental				
Regional Improvement Program	10,216,119	14,497,683	3,825,900	4,615,000
Interstate Maintenance Discretionary	1,166,972	36,870	-	-
Traffic Congestion Relief Program	4,444	-	101,419	-
State Highway Oper & Protection Program	-	-	281,000	-
Planning, Programming & Monitoring	<u>1,200,000</u>	<u>1,200,000</u>	<u>1,270,000</u>	<u>1,270,000</u>
Total Intergovernmental	<u>12,587,535</u>	<u>15,734,553</u>	<u>5,478,319</u>	<u>5,885,000</u>
Investment Earnings				
Investment Earnings	<u>-</u>	<u>10,759</u>	<u>-</u>	<u>-</u>
Total Investment Earnings	<u>-</u>	<u>10,759</u>	<u>-</u>	<u>-</u>
Total Revenues	<u>12,587,535</u>	<u>15,745,312</u>	<u>5,478,319</u>	<u>5,885,000</u>

Note: Interstate Maintenance Discretionary funds reclassified as Federal Highway Fund for Fiscal Year 2016/2017.

Proposition 1B Fund Revenue Information

Proposition 1B fund accounts for various state grants and reimbursements administered by the state corridor mobility improvement; trade corridor improvement, public transportation modernization, improvements and services enhancement account, traffic light synchronization, state and local partnership, and transit systems safety security disaster recovery programs.



State fund revenues for Fiscal Year 2017/2018 are estimated to be \$2.2 million in comparison to \$11.3 million of the previous year. Revenue recorded in the Proposition 1B fund is mainly derived from the following sources:

Intergovernmental

- Trade Corridor Improvement Fund
- State & Local Partnership Program

Trade Corridor Improvement Fund

Fiscal Year 2017/2018 Trade Corridor Improvement Fund revenue of \$2.2 million represents 97.8% of the estimated Proposition 1B fund revenue. The money will finance various freeway interchange and grade separation projects of the major projects program.

State & Local Partnership Program

State & Local Partnership program Fiscal Year 2017/2018 estimated revenue of \$50 thousand represents 2.2% of the estimated Proposition 1B revenue. This State money is used for freeway interchange projects of the major projects delivery program.

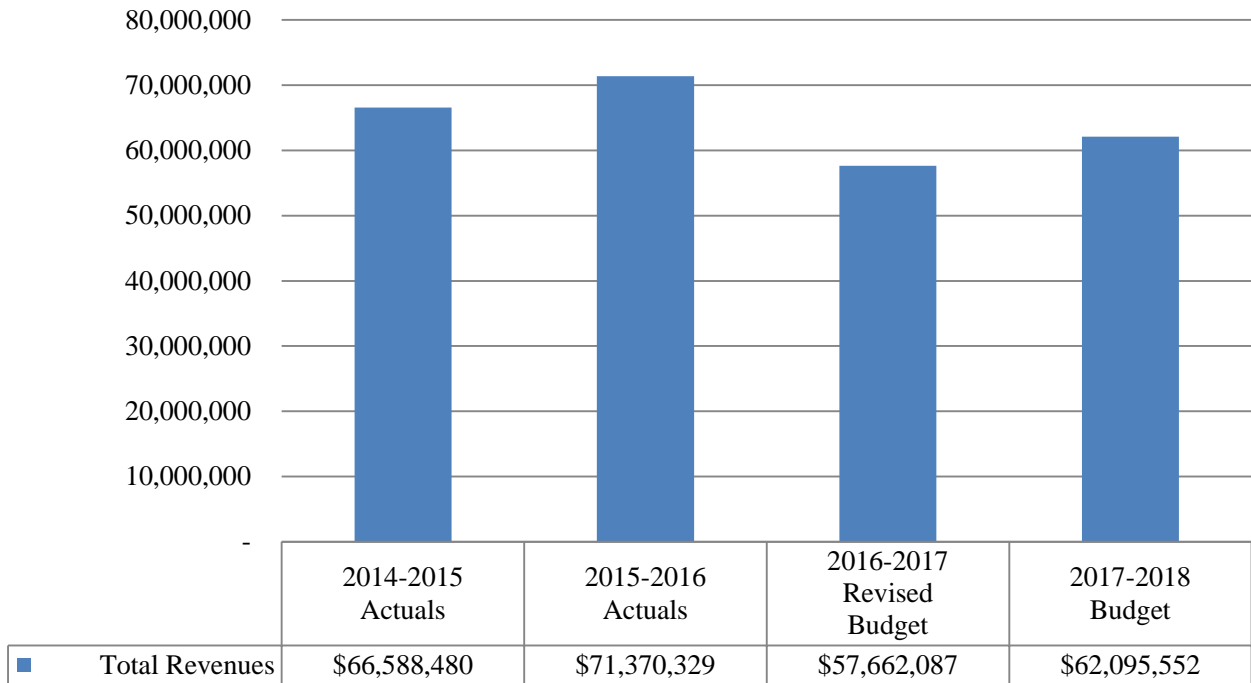
**Proposition 1B Fund
Revenue Information**

	2014-2015	2015-2016	2016-2017	2017-2018
	Actuals	Actuals	Revised Budget	Budget
Intergovernmental				
Corridor Mobility Improvement	5,905,968	217,844	-	-
Trade Corridor Improvement	22,392,852	17,264,771	6,457,038	2,181,837
State Local Partnership Program-P1b	7,728,599	4,246,987	50,000	50,000
Public Trans Modern,Improve&Svc Enhance	20,259,700	-	2,619,732	-
Transit Sys Safety Sec Disaster Recovery	3,084,990	154,560	1,632,331	-
Public Utilities Commission	4,956,744	5,159,572	463,492	-
Total Intergovernmental	<u>64,328,853</u>	<u>27,043,734</u>	<u>11,222,593</u>	<u>2,231,837</u>
Investment Earnings				
Investment Earnings	<u>203,267</u>	<u>355,519</u>	<u>120,000</u>	<u>-</u>
Total Investment Earnings	<u>203,267</u>	<u>355,519</u>	<u>120,000</u>	<u>-</u>
Total Revenues	<u>64,532,120</u>	<u>27,399,253</u>	<u>11,342,593</u>	<u>2,231,837</u>

Local Transportation Fund Revenue Information

The Transportation Development Act (TDA) authorizes the creation of a Local Transportation Fund (LTF) in each county for the transportation purposes specified in the TDA. LTF is derived from the quarter cent of the retail sales tax collected countywide. The quarter cent is returned by the State Board of Equalization to each county according to the amount of tax collected in that county.

SBCTA is a recipient of LTF for fund administration, planning, Article 3 bicycle and pedestrian, and rail programs which is accounted for in the general fund. Allocation of the remaining funds is distributed to local jurisdictions and transit agencies based on annual apportionments and Board allocations.



LTF sales tax revenues (exclusive of SBCTA's general fund allocation) for Fiscal Year 2017/2018 are estimated to be \$62.1 million in comparison to \$57.7 million of the previous year.

Sales Tax-Local Transportation Fund

Current sales tax revenue and existing fund balance will provide \$86.7 million of transit allocations and pass-throughs to local jurisdictions and agencies in the transit program for Fiscal Year 2017/2018.

**Local Transportation Fund
Revenue Information**

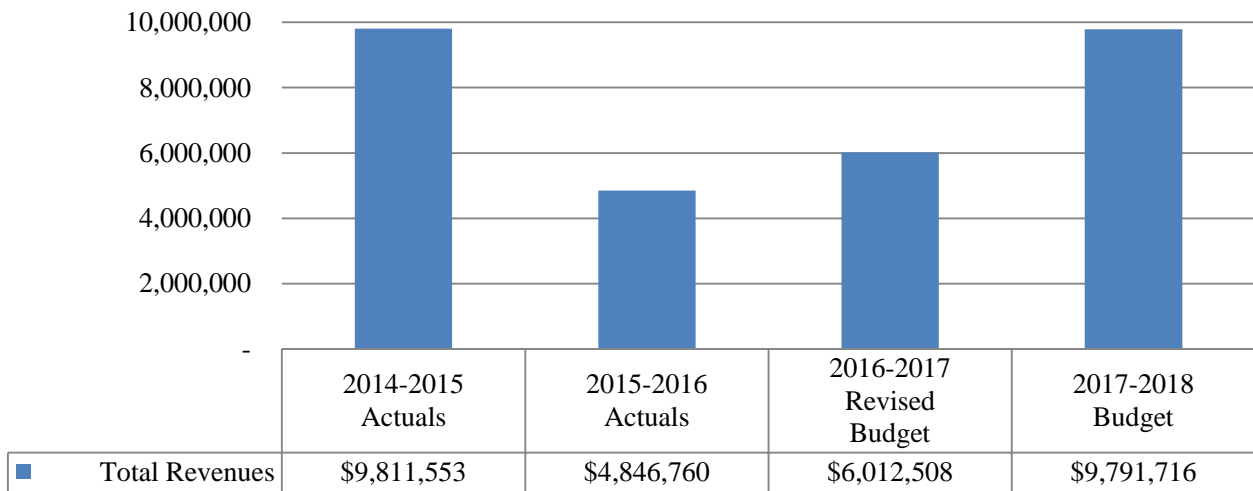
	2014-2015	2015-2016	2016-2017	2017-2018
	Actuals	Actuals	Revised Budget	Budget
Taxes				
Sales Tax-LTF	<u>66,193,980</u>	<u>70,581,027</u>	<u>57,662,087</u>	<u>62,095,552</u>
Total Taxes	<u>66,193,980</u>	<u>70,581,027</u>	<u>57,662,087</u>	<u>62,095,552</u>
Investment Earnings				
Investment Earnings	<u>393,551</u>	<u>762,453</u>	<u>-</u>	<u>-</u>
Total Investment Earnings	<u>393,551</u>	<u>762,453</u>	<u>-</u>	<u>-</u>
Miscellaneous				
Miscellaneous	<u>949</u>	<u>26,849</u>	<u>-</u>	<u>-</u>
Total Miscellaneous	<u>949</u>	<u>26,849</u>	<u>-</u>	<u>-</u>
Total Revenues	<u><u>66,588,480</u></u>	<u><u>71,370,329</u></u>	<u><u>57,662,087</u></u>	<u><u>62,095,552</u></u>

Note: Sales Tax - LTF is net of the amount allocated to SBCTA and accounted for in the General Fund.

State Transit Assistance Fund Revenue Information

This fund serves as the depository for the State Transit Assistance Fund of the Transportation Development Act (STA). The revenues are derived from the portion of the sales tax applied to the purchase of diesel and are appropriated annually by the State Legislature.

SBCTA is allocated a portion of the revenue for certain transit activities and projects accounted for in the general fund. Allocation of the remaining funds is distributed to local jurisdictions and agencies based on annual apportionments



Fund revenues for Fiscal Year 2017/2018 are estimated to be \$9.8 million in comparison to \$6.0 million of the previous year.

Intergovernmental

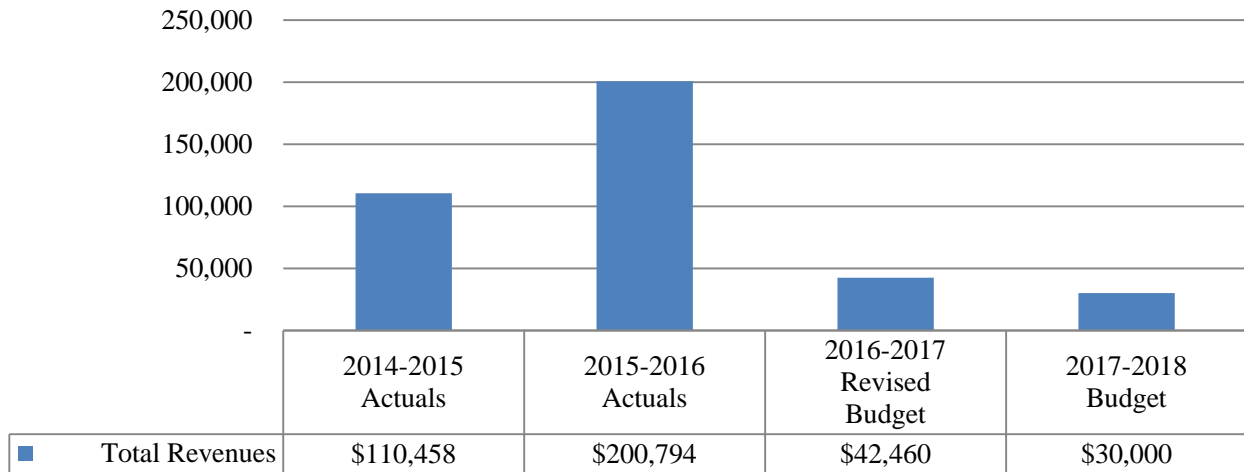
Current STA revenue and existing fund balance will provide \$15.6 million of transit allocations and pass-throughs for transit agencies and \$15.5 million for SBCTA transit activities in Fiscal Year 2017/2018.

	2014-2015 Actuals	2015-2016 Actuals	2016-2017 Revised Budget	2017-2018 Budget
Intergovernmental				
State Development Act	9,564,536	4,411,385	6,012,508	9,791,716
Total Intergovernmental	9,564,536	4,411,385	6,012,508	9,791,716
Investment Earnings				
Investment Earnings	247,017	435,375	-	-
Total Investment Earnings	247,017	435,375	-	-
Total Revenues	9,811,553	4,846,760	6,012,508	9,791,716

Note: Intergovernmental revenue (from State Transit Assistance) is net of the amount allocated to SBCTA and accounted for in the General Fund.

Measure I 1990-2010 Fund Revenue Information

The Measure I 1990-2010 fund accounts for the ½ cent Measure I sales tax approved by the voters of San Bernardino County in November 1989. Ordinance 89-1 established the expenditure plan for distribution of tax revenues. The sales tax expired in 2010 and the remaining fund balance will be used for eligible activities and projects.



Fund revenues for Fiscal Year 2017/2018 are estimated to be \$30 thousand from interest earnings.

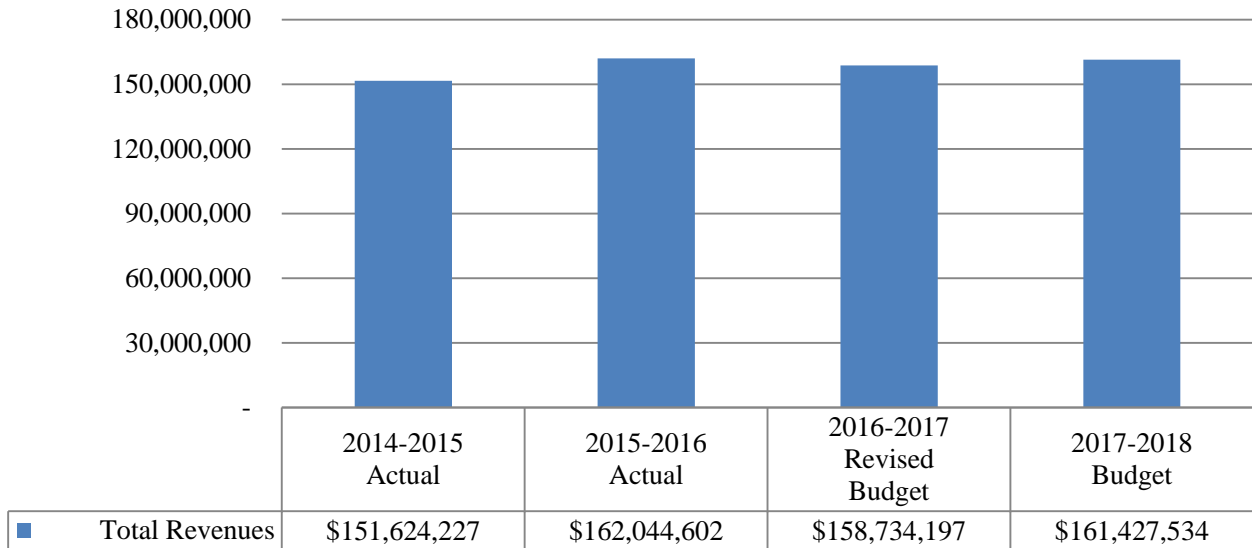
Investment Earnings

Investment earnings and existing fund balance will provide financing for certain freeway and interchange project activities.

	2014-2015 Actuals	2015-2016 Actuals	2016-2017 Revised Budget	2017-2018 Budget
Investment Earnings				
Investment Earnings	109,543	200,794	42,460	30,000
Total Investment Earnings	109,543	200,794	42,460	30,000
Miscellaneous				
Miscellaneous	915	-	-	-
Total Miscellaneous	915	-	-	-
Total Revenues	110,458	200,794	42,460	30,000

Measure I 2010-2040 Fund Revenue Information

Measure I 2010-2040 fund accounts for the extension of the ½ cent Measure I sales tax approved by the voters of San Bernardino County in November 2004. Ordinance 04-01 established the expenditure plan for the distribution of tax revenues to the subareas of the county.



Measure I sales tax

Measure I 2010-2040 revenues for Fiscal Year 2017/2018 are estimated to be \$161.4 million in comparison to \$158.7 million of the previous year. Revenue budgeted is allocated among all Measure I programs.

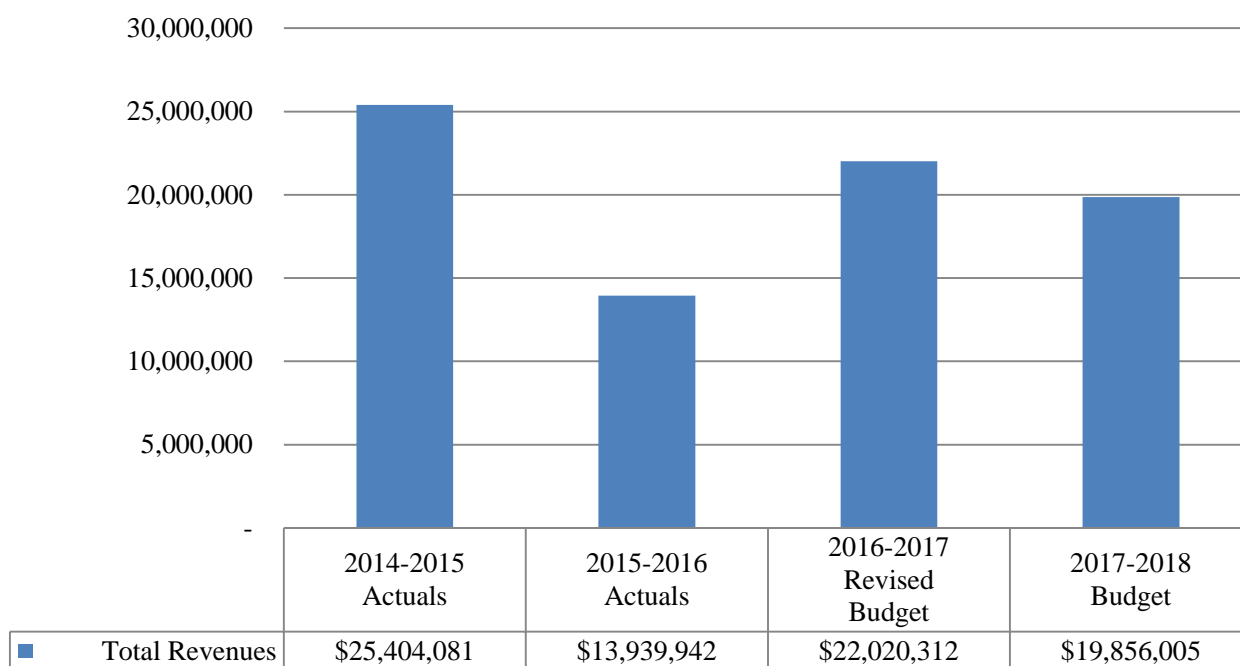
Investment Earnings

Investment earnings are generated from investing in idle cash. The investment earnings are distributed based on average monthly cash balances for each Measure I program.

	2014-2015 Actual	2015-2016 Actual	2016-2017 Revised Budget	2017-2018 Budget
Taxes				
Sales Tax-MSI	150,818,977	159,239,535	158,400,000	159,365,250
Total Taxes	150,818,977	159,239,535	158,400,000	159,365,250
Investment Earnings				
Investment Earnings	805,250	2,805,067	432,045	2,062,284
Total Investment Earnings	805,250	2,805,067	432,045	2,062,284
Total Revenues	151,624,227	162,044,602	158,832,045	161,427,534

Capital Projects Fund Revenue Information

Capital projects fund accounts for local reimbursements and contributions and sales tax revenue bond proceeds for transportation and transit improvement projects. The revenue is recorded in the general government, environment and energy conservation, commuter and motorist assistance, regional & subregional planning, transit, major projects delivery, and fund administration and programming programs.



Capital project revenues for Fiscal Year 2017/2018 are estimated to be \$19.9 million in comparison to \$22.0 million of the previous year. Revenue budgeted includes programs from the following source:

Intergovernmental

Intergovernmental revenues of 19.8 million include County of San Bernardino, Cities, and other governmental agencies and represent 99.6% of the Capital Projects Fund estimated revenue.

Miscellaneous

Miscellaneous revenues of \$78 thousand account for a reimbursement agreement to fund a portion of a capital project, which represent .4% of the Capital Projects Fund estimated revenue.

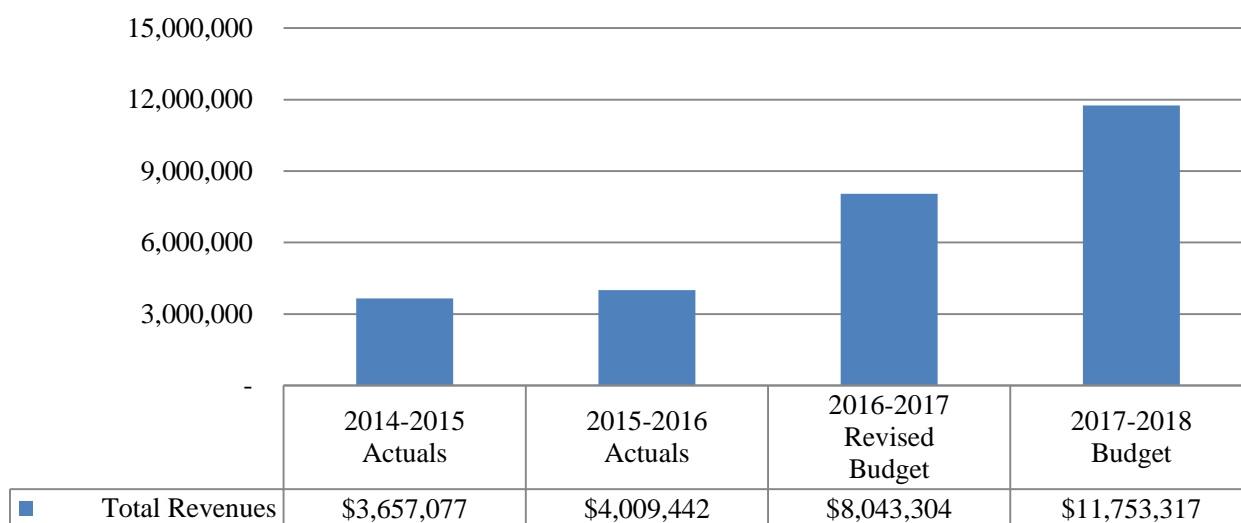
**Capital Projects Fund
Revenue Information**

	2014-2015	2015-2016	2016-2017	2017-2018
	Actuals	Actuals	Revised Budget	Budget
Intergovernmental				
San Bernardino County	3,744,464	280,550	487,289	259,050
Barstow	(492,100)	42,109	11,250	-
Chino	14,025	323,976	579,964	695,954
Colton	1,029,862	1,415,487	1,543,192	126,620
Fontana	2,265,896	217,612	861,413	849,686
Hesperia	-	879,364	-	-
Highland	126,400	173,705	1,410,681	990,078
Loma Linda	-	16,671	212,000	999,905
Montclair	-	107,608	649,995	7,385,138
Ontario	(330,431)	412,334	956,080	1,716,552
Rancho Cucamonga	10,919,162	13,394,016	9,376,075	234,979
Redlands	38,558	87,266	436,277	937,766
Rialto	232,721	78,054	132,500	102,500
San Bernardino	58,391	257,738	683,419	2,332,048
Upland	-	-	-	248,143
Victorville	66,067	(6,441,786)*	-	-
Inland Valley Development Agency	9,600	16,672	-	120,000
SCAG	-	11,118	50,000	-
Other Governmental Units	7,653,209	2,536,226	4,270,177	2,779,513
Total Intergovernmental	<u>25,335,824</u>	<u>13,808,720</u>	<u>21,660,312</u>	<u>19,777,932</u>
Investment Earnings				
Investment Earnings	<u>68,257</u>	<u>131,222</u>	<u>-</u>	<u>-</u>
Total Investment Earnings	<u>68,257</u>	<u>131,222</u>	<u>-</u>	<u>-</u>
Miscellaneous				
Inland Empire 66ers	-	-	10,000	-
Esri	<u>-</u>	<u>-</u>	<u>350,000</u>	<u>78,073</u>
Total Miscellaneous	<u>-</u>	<u>-</u>	<u>360,000</u>	<u>78,073</u>
 Total Revenues	 <u><u>25,404,081</u></u>	 <u><u>13,939,942</u></u>	 <u><u>22,020,312</u></u>	 <u><u>19,856,005</u></u>

* Credit amount is due to reversing expenditure to recognize the loan receivable from the City of Victorville for the La Mesa Nisqualli project.

Nonmajor Governmental Funds Revenue Information

Nonmajor governmental funds account for service authority for freeway emergencies, freeway service patrol, low carbon transit operations program, low carbon transportation fund, Mobile Source Air Pollution Reduction Review Committee, and the active transportation program. The revenue is recorded in the general government, commuter and motorist assistance, regional & subregional planning, transit, and major projects delivery programs.



Nonmajor governmental revenues for Fiscal Year 2017/2018 are estimated to be \$11.8 million in comparison to \$8.0 million of the previous year. Revenue budgeted is from the following sources:

Intergovernmental

- Service Authority for Freeway Emergencies
- Freeway Service Patrol Program
- South Coast Air Quality Management District (SCAQMD)/Mobile Source Air Pollution Reduction Review Committee
- Low Carbon Transit Operations Program
- Low Carbon Transportation Fund
- Active Transportation Program

Service Authority for Freeway Emergencies

Fiscal Year 2017/2018 Service Authority for Freeway Emergencies revenue of \$1.8 million represents 14.9% of nonmajor revenue. Revenues are vehicle registration fees received from the Department of Motor Vehicles for emergency call boxes to assist motorists.

Freeway Service Patrol

Fiscal Year 2017/2018 Freeway Service Patrol program revenue of \$1.4 million represents 12% of nonmajor revenue. The Freeway Service Patrol program revenue covers eight beats operating along sixty-five centerline miles of highway in the Valley area. The funds are used for technical communications, California Highway Patrol, and various tow agreements.

SCAQMD/Mobile Source Air Pollution Reduction Review Committee

Fiscal Year 2017/2018 SCAQMD/Mobile Source Air Pollution Reduction Review Committee revenue of \$2.5 million represents 21.4% of nonmajor revenue. The SCAQMD/Mobile Source Air Pollution Reduction Review Committee revenue accounts for state funding for projects that demonstrate improvement in air quality.

Low Carbon Transit Operations Program

Fiscal Year 2017/2018 Low Carbon Transit Operations Program revenue of \$1.1 million represents 9.3% of nonmajor revenue. The Low Carbon Transit Operations Program revenue accounts for state funding to reduce carbon for various transit programs.

Low Carbon Transportation Fund

Fiscal Year 2017/2018 Low Carbon Transportation Fund revenue of \$4.5 million represents 38.3% of nonmajor revenue. The Low Carbon Transportation Fund revenue accounts for state funding to reduce carbon for various transportation programs.

Active Transportation Program

Fiscal Year 2017/2018 Active Transportation Program – State revenue of \$360.9 thousand represents 3.1% of nonmajor revenue. The Active Transportation Program – State revenue accounts for state funding for points of interests pedestrian plan and safe route to school program.

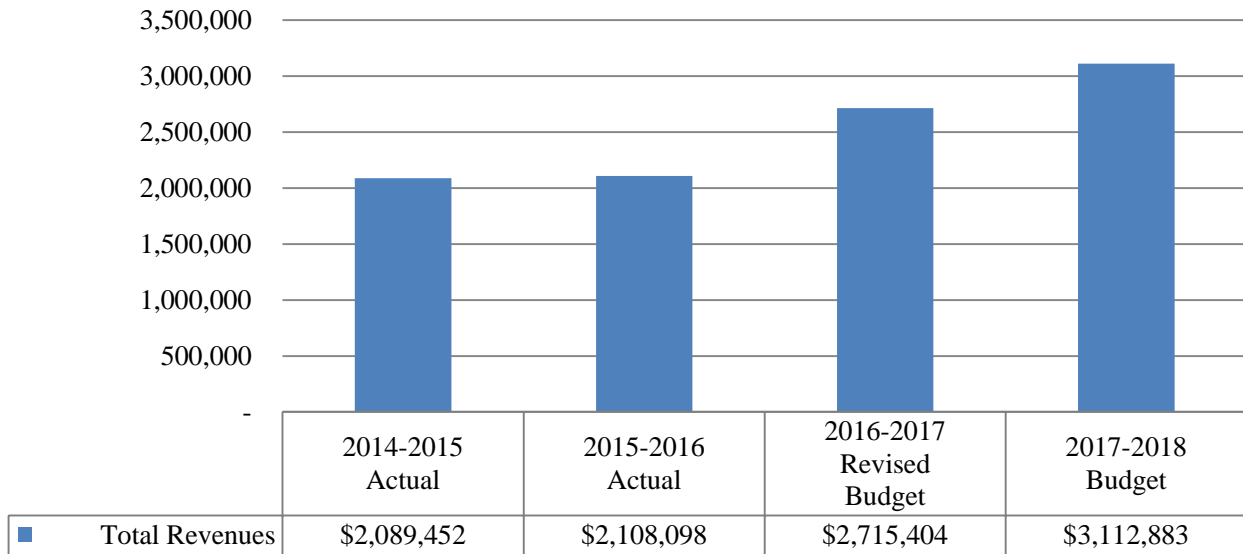
Miscellaneous

Fiscal Year 2017/2018 Miscellaneous revenue of \$121 thousand represents 1% of nonmajor revenue. The Miscellaneous revenues are reimbursements from local agencies for the call box system program.

	2014-2015	2015-2016	2016-2017	2017-2018
	Actuals	Actuals	Revised Budget	Budget
Intergovernmental				
Vehicle Registration Fees	1,810,110	1,788,831	1,717,405	1,756,129
Freeway Service Patrol	1,157,633	1,254,705	1,442,331	1,407,617
SCAQMD/Mobile Source Review Committee	-	-	2,354,040	2,515,960
Low Carbon Transit Operations Program	679,599	461,683	461,683	1,091,282
Low Carbon Transportation Fund	-	-	1,220,800	4,500,000
Active Transportation Program-State	146	341,757	717,045	360,904
Total Intergovernmental	3,647,488	3,846,976	7,913,304	11,631,892
Investment Earnings				
Investment Earnings	9,589	32,847	-	-
Total Investment Earnings	9,589	32,847	-	-
Miscellaneous				
Miscellaneous	-	129,618	130,000	121,425
Total Miscellaneous	-	129,618	130,000	121,425
Total Revenues	3,657,077	4,009,441	8,043,304	11,753,317

Council of Governments Fund Revenue Information

Council of Governments (COG) fund revenues are used to carryout administrative and program activities that support the goals of improving cooperative regional planning, intergovernmental collaboration and facilitation. The revenue is recorded in the general government, environment and energy conservation, and regional & subregional planning programs.



COG fund revenues for Fiscal Year 2017/2018 are estimated to be \$3.1 million, a decrease of \$397 thousand from prior year. Revenue recorded in the COG fund is mainly derived from the following sources:

- Intergovernmental
- Special Assessments
- Miscellaneous

Intergovernmental

Intergovernmental revenues of \$103 thousand represent 3.3% of the COG revenues and it is composed of two agreements with local governments to fund the development of a Forest Management Plan.

Special Assessments

SBCTA annually collects dues from its member jurisdictions, as authorized in the joint powers agreement, that are intended to fund SBCTA activities related to issues of mutual concern to the general membership. Dues are levied by a formula whereby one-half of the assessment is based on population and the other one-half is based on the assessed valuation of each member jurisdiction. The total amount of the general dues assessment is \$111,242 and is utilized to support intergovernmental relations. The Board of Directors approved an additional \$88,945 in dues for Council of Government activities. General Assessment Dues of \$200,187 represents 6.4% of the estimated COG revenue.

Miscellaneous

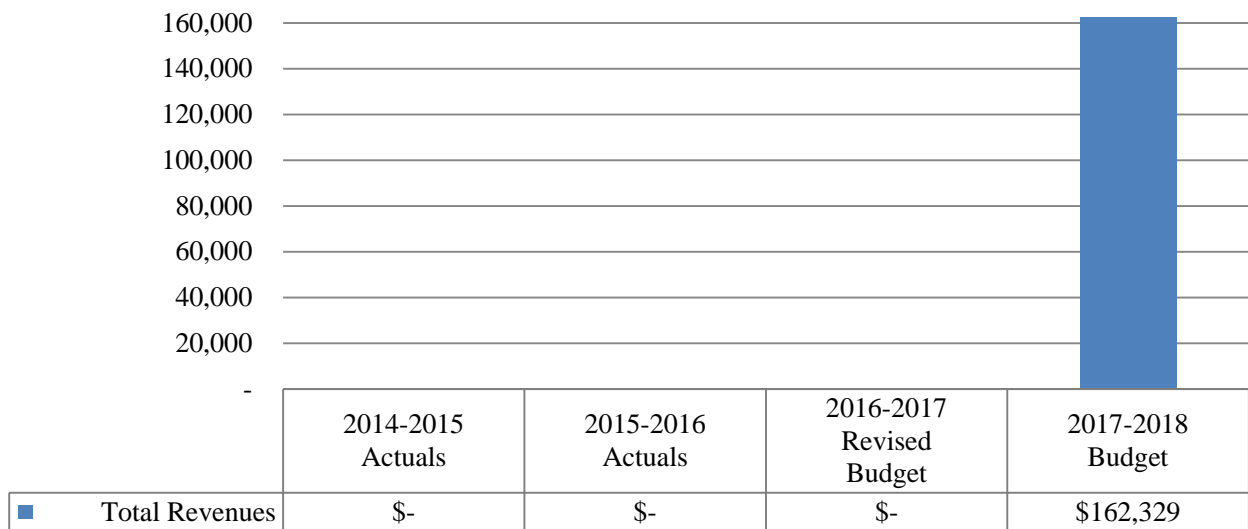
Miscellaneous revenue of \$2.8 million represents 90.3% of the COG revenues. It includes fees collected from the Home Energy Retrofit Opportunity (HERO) program for Property Assessed Clean Energy (PACE) activities and from local agreements from two energy companies to help fund activities related to the San Bernardino Regional Energy Partnership.

**Council of Governments Fund
Revenue Information**

	2014-2015	2015-2016	2016-2017	2017-2018
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
Rancho Cucamonga Fire Protection District	-	-	36,000	31,400
San Bernardino County Forest Service	-	-	76,667	72,067
Total Intergovernmental	-	-	112,667	103,467
Special Assessments				
General Assessment Dues	118,705	104,946	153,807	200,187
Total Special Assessments	118,705	104,946	153,807	200,187
Miscellaneous				
Fees for PACE Program	1,970,747	2,003,152	2,236,930	2,226,750
Southern California Edison	-	-	100,000	288,085
Southern California Gas Company	-	-	112,000	294,394
Total Miscellaneous	1,970,747	2,003,152	2,448,930	2,809,229
Total Revenues	2,089,452	2,108,098	2,715,404	3,112,883

Enterprise Fund Revenue Information

Enterprise fund accounts for the management of the Toll Services resulting from the freeway express lanes.



Enterprise fund revenues for Fiscal Year 2017/2018 are estimated to be \$162 thousand. Revenue budgeted in the enterprise fund is cash borrowing from Measure I.

	2014-2015 Actuals	2015-2016 Actuals	2016-2017 Revised Budget	2017-2018 Budget
Other Financing Sources				
Transfers in	-	-	-	162,329
Total Other Financing Sources	-	-	-	162,329
Total Revenues	-	-	-	162,329

Note: This fund is new in Fiscal Year 2017/2018 to account for operating activities relating to the Interstate 10 (I-10) Express Lanes.



Recent improvements at La Mesa/Nisqualli and Ranchero Road serve as a gateway to the High Desert.

PROGRAM EXPENDITURE DETAIL SECTION

GENERAL GOVERNMENT

General Government Program Budget

Description

The General Government Support Program provides general services and support to all of SBCTA and SBCOG. The program includes the following activities:

Board of Directors

The policy-making body of SBCTA and SBCOG includes elected representatives of all San Bernardino County cities and the Board of Supervisors.

Executive Administration and Support

This task provides administration and support services to the Board of Directors and management staff.

General Counsel

General Counsel is the legal representative and advisor of SBCTA and SBCOG and reports directly to the Board of Directors.

Financial Management

The Financial Management task provides for the strong fiscal stewardship necessary in administering the funds entrusted to SBCTA and SBCOG to carry out its work.

Management Services

Management Services is responsible for the information technology, records management and telecommunications of the organization.

Human Resources

This task is responsible for the overall personnel function of SBCTA. It includes recruitment, employee development, benefits administration, and special studies.

Intergovernmental

This task represents a large part of the Council of Governments function of SBCTA and SBCOG which includes regional collaboration with agencies throughout the County.

Legislation

Legislation advocates for policies, funding, legislation and regulatory actions to advance the transportation and council of governments priorities of the Board of Directors.

Public Affairs

This task maintains a comprehensive public communications program to engage member agencies, private partners, and the community on SBCTA and SBCOG programs and projects.

Building Operation

Building Operation manages and maintains the operation of the Santa Fe Depot.

General Government Program Budget

Goals and Objectives

Board of Directors

1. Maintain project delivery focus.
2. Nurture external relationships.

Executive Administration and Support

1. Continue development of records retention/destruction schedules and policies.
2. Continue to improve electronic record storage and access.

General Counsel

1. Oversee transition to consolidated statutory entity.
2. Update contracts, policies, legal documents to be consistent with SBCTA legislation.
3. Continue providing proactive strategic advice regarding risk mitigation.
4. Revise SBCOG Bylaws for compatibility with SBCTA legislation.

Financial Management

1. Implement electronic accounts receivable records system.
2. Provide comprehensive quarterly budget to actual reports.
3. Develop financing plan for Interstate 10 corridor including Transportation Infrastructure Finance and Innovation Act (TIFIA), and procurement for design/build contract.

Management Services

1. Manage building improvements on first floor of the Depot for possible new tenants.
2. Upgrade network servers.
3. Continue to integrate Laserfiche into business processes.
4. Award contract and begin work with new Technology Support and Network Administrator Services contractor.

Human Resources

1. Conduct recruitments to keep SBCTA fully staffed.
2. Evaluate benefits for potential cost saving opportunities.
3. Automate application and employee evaluation processes.

Intergovernmental

1. Cooperate with Ontario International Airport Authority (OIAA) on regional approaches to help Ontario succeed and maximize its potential as an economic driver of the region.
2. Organize joint meeting with neighboring Council of Governments (COG) to discuss regional issues.
3. Collaborate with Western Riverside Council of Governments, Riverside and San Bernardino Counties on health and wellness initiative.
4. Participate with County and U.S. Forest Services on forest management plan.
5. Work with regional public safety communications agencies on grant funding for new technology.
6. Work with stakeholders on local ways to address problems associated with opioid abuse.

General Government Program Budget

Legislation

1. Effectively advocate maintaining historic funding levels provided by state and federal sources, as well as represent SBCTA's interests as new funding sources and methodologies are considered in a special session/budget funding package or as funds are further distributed through Cap and Trade programs.
2. Build upon SBCTA's relationships with local, regional, state and federal policymakers and stakeholders, business and community leaders, the media, and the public.
3. Advocate to advance the state and federal legislative priorities of the Board of Directors including, but not limited to, promoting the inclusion of regional corridors in goods movement policies and plans at the state and federal level; supporting funding for freight priorities; working with statewide and regional partners on streamlining initiatives and expanded/extended authorities for alternative project delivery methods; and securing approval for SBCTA's sponsor legislation at the state level.
4. Support implementation of the Fixing America's Surface Transportation (FAST) Act in a manner that advances project streamlining initiatives and enhanced project delivery authority, prioritizes SBCTA projects and programs in funding decisions, and protects SBCTA's traditional funding and project selection roles and responsibilities.

Public Affairs

1. Continue to grow SBCTA's and SBCOG's online and traditional media presence and evaluate new tools that would further facilitate the understanding of and engagement in projects, programs, and services.
2. Build upon existing outreach and communication programs where possible, including enhancing graphic design services to develop a more comprehensive, uniform look for SBCTA and SBCOG materials.
3. Look for opportunities to partner with other agencies to build awareness of transit options, Measure I, and other SBCTA projects, programs, and services.
4. Partner with internal and external stakeholders to implement the agency-wide marketing and communications strategy, which serves as a toolbox and guidebook to promote effective communications policies within and outside the organization.
5. Seek opportunities to participate in community events, as appropriate, throughout the county to promote SBCTA and SBCOG programs and services and further engage with the public.

Building Operation

1. Complete improvements to Harvey House space for use by Local Agency Formation Commission (LAFCO).
2. Attract a new food/coffee tenant for the Depot lobby.
3. Evaluate building for possible efficiency improvements.

General Government Program Budget

Performance/Workload Indicators

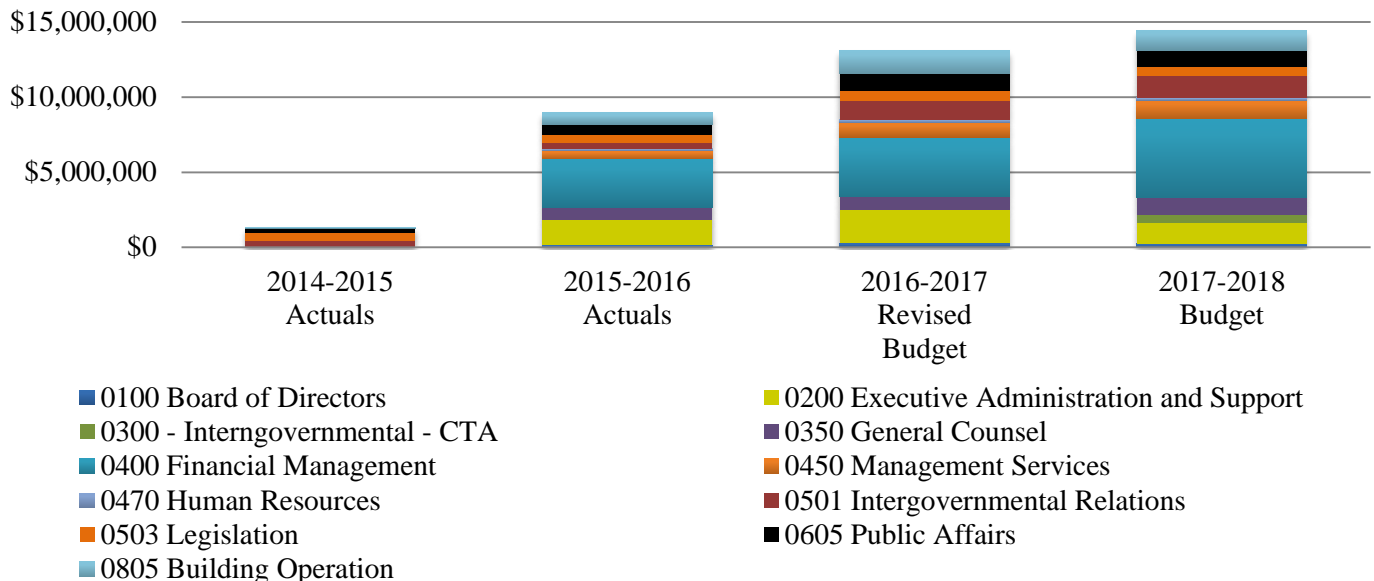
	2014-2015 Actual	2015-2016 Actual	2016-2017 Revised Budget	2017-2018 Budget
Realized yield on operating investments	1.2%	1.2%	1.3%	1.2%
Sales tax revenue note/bond rating (S&P/Fitch)	AAA/AA+	AAA/AA+	AAA/AA+	AAA/AA+
Measure I sales tax revenue forecast	N/A	YES	N/A	N/A
Capital budget cash flow bond needs analysis	N/A	YES	N/A	N/A
Long-term/short-term financing	N/A	YES	YES	YES
City/County Conference	YES	YES	YES	YES
Countywide Vision Element Presentations to Board of Directors and Community	12	8	6	6
State and Federal Advocates achieve an overall rating of “Very Good” or “Excellent”	YES	YES	YES	YES
Grow social media and online presence	850	1,850	2,200	3,000
Maintain constitutional protections for existing state funds	YES	YES	YES	YES
Percentage of bill positions resulting in desired outcomes	86%	75%	80%	80%
Conduct series of regional forums	3	2	3	3
Programs and projects are able to proceed without major delays due to state or federal actions	YES	YES	YES	YES
Build awareness of SBCTA and SBCOG programs and services, Measure I and transit opportunities	YES	YES	YES	YES

**General Government Support
Program Summary**

Tasks	2014-2015	2015-2016	2016-2017	2017-2018
	Actuals	Actuals	Revised Budget	Budget
0100 Board of Directors	-	137,977	255,462	215,060
0200 Executive Administration and Support	-	1,704,078	2,256,551	1,426,161
0300 Intergovernmental - CTA	-	-	-	526,233
0350 General Counsel	-	826,515	895,431	1,148,020
0400 Financial Management	-	3,212,774	3,926,417	5,250,646
0450 Management Services	-	560,612	969,942	1,217,152
0470 Human Resources	-	145,249	217,243	200,681
0501 Intergovernmental - COG	405,430	361,106	1,216,634	1,430,580
0503 Legislation	576,574	514,029	702,986	581,027
0605 Public Affairs	297,978	720,087	1,136,062	1,129,600
0805 Building Operation	56,764	765,518	1,534,829	1,323,383
Total Tasks	1,336,746	8,947,945	13,111,557	14,448,543

Less Indirect Costs:

0200 Executive Administration and Support	(1,416,083)	(1,088,145)
0350 General Counsel	(895,431)	(649,030)
0400 Financial Management	(2,203,749)	(2,900,347)
0450 Management Services	(969,942)	(1,217,152)
0470 Human Resources	(217,243)	(200,681)
0503 Legislation	(92,228)	(153,968)
0605 Public Affairs	(187,900)	(162,400)
0805 Building Operation	(1,030,886)	(1,146,030)
Total Tasks Excluding Indirect Costs	6,098,095	6,930,790



General Government

Task 0100 Board of Directors

Purpose

The Board of Directors (Board) membership is comprised of the Mayor or a Council Member from each of the 24 cities within San Bernardino County and the 5 members of the County Board of Supervisors. The Board serves as the governing body of the County Transportation Authority and Council of Governments. The Board membership of the County Transportation Authority includes an ex-officio member appointed by the Governor of California. The Board is responsible for setting policies to enhance the quality of life of residents within the County, promote cooperative regional planning, strengthen economic development efforts, exert leadership in creative problem solving and establishing priorities for the expenditure of funds in the most efficient and beneficial way to deliver projects and services.

Accomplishments

The effective leadership and advocacy of the Board on behalf of the residents of San Bernardino County is essential. The policy guidance provided by the Board ensures the effective use of precious tax dollars and advances the delivery of critical programs and projects. Through these efforts, we have become a recognized voice in both the state and national discussion of freight movement, an area that directly impacts the quality of life of our residents. Additionally, in collaboration with the South Coast Air Quality Management District (SCAQMD), we have spurred a national discussion regarding the impacts of mobile pollution sources directly affecting our region's air quality. This led to the Environmental Protection Agency (EPA) agreeing to consider ultra-low NOx regulations on heavy-duty trucks traversing our nation's highways. As these vehicles are a primary factor preventing us from achieving the 2023 NOx threshold required by EPA, triggering a two-year period wherein SCAQMD is required to show conformance or the Federal Highway Administration must withhold federal transportation dollars from the region, it is critical that the federal government regulate this source. The Board's leadership also ensured the passage of Senate Bill 1305 (Morrell), modernizing our organization and simplifying procurement activities. Lastly, we ushered in the new calendar year with a fresh brand, signaling a renewed commitment to engage regionally and nationally on issues important to our community.

Work Elements

1. Establishing policy guidelines to advance key initiatives, programs and projects across the County.
2. Participation on SBCTA and SBCOG Policy Committees, Ad Hoc Committees and Study Sessions.
3. Participation on regional boards.
4. Legislative advocacy in Sacramento and Washington, D.C.

Product

Policy direction and goal setting for the agency.

Manager

Vicki Watson, Clerk of the Board/Administrative Supervisor

General Government

Task 0100 Board of Directors

			2016-2017	
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Professional Services	-	-	800	5,000
Attendance Fees	-	93,583	138,982	115,000
Security	-	8,487	20,470	23,260
Dues & Subscriptions	-	-	400	1,000
Training/Membership	-	1,425	1,000	6,000
Postage	-	450	200	7,300
Travel Expense - Non-Employee	-	13,985	31,500	11,500
Travel Expense-Mileage-Non-Employee	-	18,418	18,000	17,000
Meeting Expense	-	1,629	5,518	7,000
Office Equipment/Software-Inventorial	-	-	38,592	22,000
Total Expenditures	-	137,977	255,462	215,060
Funding Sources				
Local Transportation Fund - Admin				10,000
Local Transportation Fund - Planning				35,760
MSI Admin				143,800
MSI Valley Fund-Freeway Projects				6,000
MSI Valley Fund-Fwy Interchange				2,000
SAFE-Vehicle Registration Fees				17,500
Total Funding Sources				215,060

NOTE: New task created in Fiscal Year 2015/2016 budget. It does not include prior year history.

General Government

Task 0200 Executive Administration and Support

Purpose

Provide leadership and direction to implement Board of Directors (Board) policies and priorities. The Executive Administration and Support task provides for the overall administration of the agency and support services to the Board, management staff and internal/external customers. This includes preparation of agendas and minutes for the Board, Policy Committee and Technical Advisory Committee meetings.

Accomplishments

1. Using Laserfiche, automated processing of Public Records Requests.
2. Enhanced electronic records storage and access.
3. Engaged with Mobility 21, Inland Action, California Air Resources Board (CARB), South Coast Air Quality Management District (SCAQMD) on advocacy regarding the federal 2023 emissions threshold and potential impacts to federal funding in the SCAQMD Basin.
4. Partnered with Self Help Counties Coalition, Inland Action, Southern California Association of Governments (SCAG) and other stakeholders regarding the Federal Aviation Administration (FAA) reinterpretation of existing law related to tax revenue generated from the sale of aviation fuel on airport properties. The financial impact may be insignificant to our county, but the potential precedent is enormous. Overall, the State of California stands to lose control of more than \$100 million in special assessment revenue from local transportation taxes such as Measure I and other special district assessments.
5. Continued coordination with California Department of Transportation (Caltrans), the State Transportation Agency, and key stakeholders related to freight issues in the state. This dialogue in part led to a joint application for the second round of Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grants with Los Angeles County Metropolitan Transportation Authority (LACMTA) and Riverside County Transportation Commission (RCTC), which rose to top priority status from Caltrans, a key in elevating chances to receive funding from United States Department of Transportation (USDOT). Our Interstate 10 (I-10) Express Lanes project is coupled with improvements to the State Route (SR) 57/60 Junction and SR 71 widening in Los Angeles County, as well as the Interstate 15 (I-15) Express Lanes project in Riverside County.

Work Elements

This task provides for the following:

1. Executive Director oversight and management to implement Board priorities and managing the executive staff.
2. Executive Director participation on conference panels as necessary to maintain agency presence and participation in issues of regional significance.
3. Executive Director advocacy in Sacramento and Washington, D.C.
4. Preparation of agendas and minutes.
5. Maintenance of all official records and documents.
6. Monitoring Political Reform Act and Conflict of Interest Code filings.
7. Certify documents pertaining to SBCTA and SBCOG affairs.
8. Administrative Support for agency wide functions within the agency.

Budgetary changes in this task are the result of administrative support allocation to specific tasks where appropriate.

Product

Executive leadership and oversight to ensure that Board priorities are met. Administrative support included in this task support overall agency functions and posting of agendas and preparation of minutes to document agency actions. Compliance with applicable laws and state requirements.

Contract Information

- a. New Contracts
 - i. RFP, Assist with development of Records Retention and Document Destruction Schedule, Amount Budgeted \$120,000, Total Estimated Contract Amount \$120,000.

Manager

Vicki Watson, Clerk of the Board/Administrative Supervisor

General Government

Task 0200 Executive Administration and Support

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	-	643,507	678,976	398,490
Overtime	-	6,285	12,100	7,500
Fringe Allocation-General	-	612,800	731,887	416,747
Professional Services	-	18,497	61,000	61,000
Consulting Services	-	-	120,000	120,000
Maintenance-Office Equipment	-	866	5,000	5,000
Rentals-Office Equipment	-	43,074	76,900	57,500
Dues & Subscriptions	-	360	2,500	2,500
Training/Membership	-	2,515	6,000	10,000
Postage	-	9,596	27,000	30,000
Travel Expense - Employee	-	6,914	5,000	12,000
Travel Expense-Mileage-Employee	-	916	1,000	1,500
Printing - External	-	2,407	5,000	10,000
Printing - Internal	-	10,206	42,000	64,000
Record/Equipment Storage	-	18,236	29,000	29,000
Office Expense	-	30,207	58,800	65,000
Meeting Expense	-	2,408	4,800	4,800
Office Equipment/Software-Inventorial	-	-	-	20,000
Indirect Allocation-General	-	295,284	389,588	111,124
Total Expenditures	-	1,704,078	2,256,551	1,426,161

Funding Sources

Local Transportation Fund - Planning	73,485
MSI Admin	195,895
MSI Valley Fund-Freeway Projects	26,500
MSI Valley Fund-Fwy Interchange	5,500
MSI Valley Fund-Grade Separations	5,500
MSI Valley Fund-Traffic Mgmt Sys	9,239
Property Assessed Clean Energy Fund	5,000
SAFE-Vehicle Registration Fees	16,897
Indirect Cost Allocation Fund-General	1,088,145
Total Funding Sources	1,426,161

NOTE: New account structure implemented for the Fiscal Year 2015/2016 budget. It does not include prior year history.

General Government

Task 0300 Intergovernmental – County Transportation Authority

Purpose

To foster involvement in a broad range of local, regional, state, and federal transportation settings. This task also provides for participation with the California Transportation Commission (CTC) and regional participation with other transportation agencies.

Accomplishments

This is a new task.

Work Elements

1. Monthly meetings with the Executive Officers of transportation agencies.
2. Membership and participation with the Self-Help Counties Coalition.
3. Membership and participation with Mobility 21.
4. Membership and participation with Inland Action.

Product

This task supports participation with regional, state and federal level to advocate for transportation projects and funding within our County.

Manager

Vicki Watson, Clerk of the Board/Administrative Supervisor

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	-	-	-	132,831
Fringe Allocation-General	-	-	-	136,350
Training/Membership	-	-	-	28,900
Travel Expense - Employee	-	-	-	5,500
Travel Expense-Mileage-Non-Employee	-	-	-	900
Indirect Allocation-General	-	-	-	221,752
Total Expenditures	-	-	-	526,233

Funding Sources

Local Transportation Fund - Planning	247,980
MSI Admin	243,050
MSI Valley Fund-Traffic Mgmt Sys	35,203
Total Funding Sources	526,233

NOTE: New task created in Fiscal Year 2017/2018 budget. It does not include prior year history.

General Government

Task 0350 General Counsel

Purpose

General Counsel is the chief legal advisor for SBCTA and SBCOG. The General Counsel, under the authority of the Board of Directors (Board), renders legal advice and provides legal representation for SBCTA and SBCOG regarding matters relating to or arising from projects, programs and policies.

Accomplishments

1. Senate Bill (SB) 1305, drafted by General Counsel, was enacted by the legislature and effective January 1, 2017.
2. Reviewed and revised SBCTA's policies for compliance with SB 1305.
3. Reinstated Bylaws Ad Hoc Committee to make changes necessitated by SB 1305 and to update.
4. Provided comprehensive quarterly litigation and claims updates for the Board.
5. Continued improving contract templates and policies to simplify contract drafting and approval.

Work Elements

1. Provides legal advice to staff and the Board.
2. Oversees outside counsel representing SBCTA and SBCOG in litigation and right of way matters.
3. Reviews, drafts or provides advice regarding hundreds of contracts and related agenda items annually.
4. Updates and advises the Board regarding major legal issues and litigation matters.
5. Provides risk mitigation legal strategies and advice.
6. Aids SBCTA and SBCOG in attaining legal compliance in all activities.

Product

With the addition of an Assistant General Counsel position, law office management software and implementation services may be needed to organize and account for the legal services provided by General Counsel's office. A request for proposals may be issued.

In 2012, a panel of qualified legal counsel was established pursuant to a request for qualifications for various legal services needed from time-to-time by SBCTA. General Counsel will be issuing a new request for qualifications and/or request for proposals to refresh and augment the panel of qualified attorneys.

The Fiscal Year 2017/2018 budget includes costs in the indirect cost allocation funds, Local Transportation Funds (LTF), Property Assessed Clean Energy Fund (PACE), Measure I Valley Freeways and Interchanges. Specialty legal work provided by outside counsel, such as in the areas of environmental law, eminent domain, express lanes, bankruptcy, and litigation are budgeted under the project task numbers that created the need for outside legal services.

Contract Information

- a. Existing Contracts
 - i. 00-1001010, Legal Services - Public Employment Law, Amount Budgeted \$5,000.
 - ii. 00-1000731, Legal Services - Assistant to General Counsel, Amount Budgeted \$50,000.
 - iii. 00-1000801, Legal Research Database, Amount Budgeted \$7,000.
 - iv. 00-1001039, Legal Services, Amount Budgeted \$20,000.
- b. New Contracts
 - i. RFP, Law Office and Case Management Software, Amount Budgeted \$10,000, Total Estimated Contract Amount \$50,000.

Manager

Eileen Monaghan Teichert, General Counsel

General Government

Task 0350 General Counsel

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
	Actuals	Actuals	Budget	Budget
Expenditures				
Regular Full-Time Employees	-	255,610	334,632	394,163
Overtime	-	1,847	2,300	2,500
Fringe Allocation-General	-	242,803	360,821	407,174
Professional Services	-	7,209	15,860	15,860
Consulting Services	-	46,614	10,000	10,000
Legal Fees	-	190,997	162,723	80,000
Training/Membership	-	3,152	3,995	5,832
Postage	-	-	200	200
Travel Expense - Employee	-	1,557	4,000	6,000
Travel Expense-Mileage-Employee	-	30	200	200
Printing - Internal	-	-	500	200
Office Expense	-	2,450	-	-
Meeting Expense	-	32	200	500
Indirect Allocation-General	-	74,214	-	225,391
Total Expenditures	-	826,515	895,431	1,148,020

Funding Sources

Indirect Cost Allocation Fund-General	649,030
Local Transportation Fund - Rail	329,367
MSI Valley Fund-Freeway Projects	63,928
MSI Valley Fund-Fwy Interchange	63,928
Property Assessed Clean Energy Fund	41,767
Total Funding Sources	1,148,020

NOTE: New account structure implemented in Fiscal Year 2015/2016 budget. It does not include prior year history.

General Government

Task 0400 Financial Management

Purpose

Provide for SBCTA's and SBCOG's finance and accounting, revenue claiming, procurement and contract administration, and risk management activities.

Accomplishments

1. Implementing an electronic accounts receivable financial management system.
2. Received Government Finance Officers Association (GFOA) awards for the Comprehensive Annual Financial Report and Annual Budget.
3. Enhanced budget document to include budgetary schedules for SBCOG.
4. Establishing short-term financing programs including notes, commercial paper and other options.
5. Centralized revenue claiming functions.
6. Revised Investment Policy to include California Asset Management Program (CAMP) funds as a permissible investment for operating funds and change entity name from SANBAG to SBCTA.
7. Revised Debt Management Policy to reflect change of entity name from SANBAG to SBCTA and added section for debt relating to SBCOG Property Assessed Clean Energy (PACE) program.

Work Elements

Finance and Accounting

This activity provides for the financial administration, general accounting, grant and project accounting, budgeting, payroll, accounts payable, independent audit, revenue forecasting, revenue claiming, and cash and debt management. The activity entails the following consulting contracts:

1. Auditing and accounting services:
 - i. Independent financial audit and single compliance audit.
 - ii. Financial Measure I, pass through and senior and disabled Transportation Development Act (TDA) compliance audits of transit operators, cities, and county.
2. Financial advisory services will include continuing review of strategic plan and cash flows, taking into account:
 - i. The short and long-term needs of SBCTA and SBCOG.
 - ii. Financing options and alternative debt structures.
 - iii. Financing timetables.
 - iv. Revenue forecasts.
3. Investment advisory services will include the following:
 - i. Advice on portfolio performance.
 - ii. Advice on current investment strategies, cash management and cash flow projections.
 - iii. Monthly preparation of investment report and review.
 - iv. Review investment policies, practices, procedures and portfolio status.
 - v. Observations and recommendations regarding the adequacy of investment controls.
4. As necessary, review financing timetables and structure new money bond issue, including rating agency presentations and official statements.

Budgetary changes include \$1.2 million of sales tax funds potentially to be returned to the State Board of Equalization based upon audits conducted on certain entities that may have overstated Measure I Sales Tax.

Procurement and contract administration

This activity provides the centralized purchasing and contracts administration for the SBCTA and SBCOG. It includes federal, state and local agreements and contracts. Staff works with departments initiating requests for proposals, evaluating proposals, negotiations and contract awards. This ensures proper documentation and procedures are adhered to according to various federal and state regulations. The activity entails the following contracts:

General Government

Task 0400 Financial Management

1. Imaging software program to store various contract and support documents (accounted for in Management Services).
2. Disadvantaged Business Enterprise Services.
3. On-line Vendor Registration Database to disseminate bidding information to vendors (accounted for in Management Services).
4. On-call Labor Compliance Services during contract administration to ensure compliance.
5. Audit and Price Review services to verify consultant rates and obtain conformance letter on federal projects.

Risk Management

The activity includes the marketing and obtaining proposals for the SBCTA and SBCOG insurance coverage: 1) workers compensation, 2) property, 3) general and excess liability, 4) crime, 5) automobile, and 6) cyber insurance. It also includes review of various contracts for proper vendor coverage and certificate of insurance. The activity includes the following professional contracts:

1. Insurance and Risk Management consultant:
 - i. Marketing and seeking proposals from various carriers for SBCTA and SBCOG insurance policies.
 - ii. Review SBCTA and SBCOG contracts for proper insurance coverage and certificate of insurance.
2. Insurance Certificate Tracking to provide and maintain a database of all required certificates of insurance for all contracts (accounted for in Management Services).
3. Third Party Administrator to manage claims and negotiate possible outcomes before forwarding claim to insurance carrier.

Product

The majority of the costs attributed to financial management are accounted for in the indirect costs allocation fund and charged to various tasks.

Contract Information

- a. Existing Contracts
 - i. 00-1000874, Financial Advisory Services, Amount Budgeted \$35,000.
 - ii. 00-1000798, Investment Advisory Services, Amount Budgeted \$90,000.
 - iii. 00-1000726 & 00-1000736, On-call Labor Compliance Services, Amount Budgeted \$10,000.
 - iv. 15-1001107, Disadvantaged Business Enterprise Services, Amount Budgeted, \$10,000.
 - v. 15-1001158, Insurance and Risk Management Services, Amount Budgeted, \$60,000.
 - vi. 15-1001051, Third Party Administrator Services, Amount Budgeted, \$30,000.
 - vii. 15-1001183, 15-1001197 & 15-1001198, On-call Temporary Employment Services, Amount Budgeted \$200,000.
 - viii. 15-1001061 & 15-1001226, Agreed Upon Procedures and Price Review Services, Amount Budgeted \$125,000.
 - ix. 17-1001569, Auditing Services for Transit Operators, Amount Budgeted \$144,000.
 - x. 17-1001569, Auditing Services for Measure I Local Pass-Through and Senior and Disabled Recipients, Amount Budgeted \$290,000.
 - xi. 17-1001615, Auditing Services, Amount Budgeted \$125,000.
- b. New Contracts
 - i. RFP, Insurance and Risk Management Services, Amount Budgeted \$60,000, Total Estimated Contract Amount \$250,000.

Manager

Hilda Flores, Chief Financial Officer

General Government

Task 0400 Financial Management

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
51010 - Regular Full-Time Employees	-	704,935	741,154	819,731
51015 - Regular Part-Time Employees	-	6,523	-	12,000
51030 - Overtime	-	3,128	4,350	5,000
51122 - Retirement Contribution-Employer	-	51,768	-	-
51990 - Fringe Allocation-General	-	667,755	798,360	858,904
52001 - Professional Services	-	295,387	269,500	1,574,500
52005 - Consulting Services	-	17,650	110,000	145,000
52015 - County Fees	-	14,328	115,000	100,000
52100 - Auditing & Accounting	-	565,737	776,038	959,000
52110 - Investment Management Fees	-	68,619	83,000	90,000
54010 - General Liability Insurance	-	161,557	373,635	230,000
54020 - Umbrella Liability Insurance	-	86,857	-	82,000
54030 - Property Insurance	-	51,591	33,352	50,000
54040 - Crime Insurance	-	10,281	15,959	30,000
54050 - Public Officials Liability Insurance	-	198,057	-	-
54060 - Automotive Insurance	-	1,815	1,500	2,000
54070 - Cyber Liability Insurance	-	-	16,404	18,000
54100 - Dues & Subscriptions	-	870	1,550	3,000
54200 - Training/Membership	-	13,629	21,000	23,000
54300 - Postage	-	2,955	2,200	1,200
54410 - Travel Expense - Employee	-	3,210	1,000	4,000
54430 - Travel Expense-Mileage-Employee	-	825	750	2,500
54500 - Advertising	-	751	1,000	1,000
54590 - Printing - External	-	14,219	10,000	10,000
54640 - Communications	-	827	2,000	3,000
54910 - Other Service Charges	-	(10)	10,962	-
55005 - Office Expense	-	691	5,000	-
55410 - Meeting Expense	-	(4,476)	2,200	2,500
56700 - Computer Hardware & Software	-	5,972	-	-
58110 - Indirect Allocation-General	-	267,323	530,503	224,311
Total Expenditures	-	3,212,774	3,926,417	5,250,646

Funding Sources

Local Transportation Fund - Admin	220,503
Local Transportation Fund - Planning	151,874
MSI Colorado River Fund-Local Street	480
MSI Colorado River Fund-Major Local High	1,306
MSI Colorado River Fund-Senior/Disabled	96
MSI Colorado River Fund-Traffic Mgmt Sys	38
MSI Morongo Basin Fund-Local Street	4,080
MSI Morongo Basin Fund-Major Local Hwy	11,098
MSI Morongo Basin Fund-Senior/Disabled	816

General Government

Task 0400 Financial Management

	2017-2018
Funding Sources continued	Budget
MSI Morongo Basin Fund-Traffic Mgmt Sys	326
MSI Mountain Fund-Local Street	3,840
MSI Mountain Fund-Major Local Highway	10,445
MSI Mountain Fund-Senior/Disabled	768
MSI Mountain Fund-Traffic Mgmt Sys	307
MSI North Desert Fund-Local Street	8,820
MSI North Desert Fund-Major Local Hwy	23,990
MSI North Desert Fund-Senior/Disabled	1,764
MSI North Desert Fund-Traffic Mgmt Sys	706
MSI Admin	509,200
MSI Valley Fund-Express Bus//Rapid Trans	80,477
MSI Valley Fund-Freeway Projects	359,843
MSI Valley Fund-Fwy Interchange	178,771
MSI Valley Fund-Grade Separations	269,307
MSI Valley Fund-Local Street	201,192
MSI Valley Fund-Metrolink/Rail Service	80,477
MSI Valley Fund-Senior/Disabled	20,119
MSI Valley Fund-Traffic Mgmt Sys	20,119
MSI Victor Valley Fund-Local Street	31,290
MSI Victor Valley Fund-Major Local Hwy	85,109
MSI Victor Valley Fund-Senior/Disabled	6,258
MSI Victor Valley Fund-Traffic Mgmt Sys	2,503
Rail Assets	500
SAFE-Vehicle Registration Fees	63,877
Indirect Cost Allocation Fund-General	<u>2,900,347</u>
Total Funding Sources	<u><u>5,250,646</u></u>

NOTE: New account structure implemented in Fiscal Year 2015/2016 budget. It does not include prior year history.

General Government

Task 0450 Management Services

Purpose

Provide for the SBCTA and SBCOG information technology (IT), records management, telecommunications systems and vehicle maintenance.

Accomplishments

1. Implemented the eBoardroom wireless voting system for improved efficiency in the voting and minute taking process. The project included purchasing and configuring thirty-one (31) iPad devices and a wireless laptop, setting up a secure and central charging station for the equipment, and installing a dedicated wireless network platform on which to operate the system.
2. Streamlined internal administrative approval processes through MinuteTraq.
3. Increased work efficiency for staff by upgrading to dual monitors with ergonomic stands.
4. Implemented a new online meeting and desktop conferencing solution that enables staff to meet with other computer users, customers, clients or colleagues via the Internet in real time.
5. Through the assistance of the contracted network administrator, resolved an average of sixty-eight (68) desktop support and data center work tickets per month within established service level agreement (SLA) guidelines.

Work Elements

Conduct administrative functions necessary to maintain the operation of information technology system, records management, telecommunications system, and vehicle maintenance.

Changes include an increase of \$78,000 for assistance in evaluating and integrating a new virtual network and disaster recovery program into operation, and \$292,488 for the purchase of associated equipment and software licensing.

Information Technology

This activity provides for the performance of computer hardware and software, computer networks, internet, Wi-Fi, software licenses and assurances, data network infrastructure and disaster recovery. This task provides for three contracts related to computer network administration.

Records Management

This activity provides for the management and upkeep of the agency Intranet site where agency related policies, procedures, forms, and related information is maintained.

Telecommunications

This activity provides for use and maintenance of electronic devices and ShoreTel telephone system.

Vehicle Maintenance

This activity provides for the use and maintenance of the single agency Sports Utility Vehicle (SUV).

General Government

Task 0450 Management Services

Product

1. Continue to improve administrative efficiency through automation of records processing using Laserfiche and SharePoint.
2. Examine the SharePoint, Eden, Laserfiche, and MinuteTraq software programs for increased efficiencies and opportunities for integration.
3. Replace 25 computer network workstations as part of a standard rotation plan.
4. Upgrade network environment to virtual servers.
5. Upgrade backup and recovery system to an enterprise solution with scalable storage and more efficient data restoration abilities.
6. Provide computer software training to increase employee learning and efficiency.
7. Procure consultant(s) for network system design and modernization.

Contract Information

- a. Existing Contracts
 - i. 15-1001256, Internet Bandwidth Service, Amount Budgeted \$24,000.
 - ii. 00-1000887, Depot Wi-Fi Service, Amount Budgeted \$6,000.
 - iii. 17-1001582, Agiline, SharePoint 2013 Deployment and Migration, Amount Budgeted \$25,022.
- b. New Contracts
 - i. RFP, Professional Services - System Design and Modernization Consulting, Amount Budgeted \$78,000, Total Estimated Contract Amount \$78,000.
 - ii. RFP, Professional Services – Information & Communication Technology Services, Amount Budgeted \$120,000, Total Estimated Contract Amount \$954,800.
 - iii. IFB, Office Equipment/Software – Network Equipment Replacement and Software, Amount Budgeted \$292,488, Total Estimated Contract Amount \$292,488.

Manager

Duane Baker, Deputy Executive Director

General Government

Task 0450 Management Services

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
	Actuals	Actuals	Budget	Budget
Expenditures				
Regular Full-Time Employees	-	103,822	83,623	117,537
Fringe Allocation-General	-	97,912	89,552	120,652
Professional Services	-	168,692	256,950	329,550
Consulting Services	-	15,933	-	-
Maintenance-Motor Vehicles	-	1,408	1,500	1,500
Training/Membership	-	225	10,000	10,000
Postage	-	51	441	500
Travel Expense - Employee	-	797	1,000	1,000
Travel Expense-Mileage-Employee	-	60	200	200
Printing - Internal	-	-	100	-
Communications	-	13,746	94,700	102,328
Bank Charges	-	-	59	-
Office Expense	-	4,145	1,500	-
Meeting Expense	-	89	200	200
Office Equipment/Software-Inventorial	-	142,399	208,635	201,197
Computer Hardware & Software	-	11,333	221,482	332,488
Total Expenditures	-	560,612	969,942	1,217,152

Funding Sources

Indirect Cost Allocation Fund-General	1,217,152
Total Funding Sources	1,217,152

NOTE: New account structure implemented in Fiscal Year 2015/2016 budget. It does not include prior year history.

General Government

Task 0470 Human Resources

Purpose

Human Resources responsibilities include the recruitment, selection, and appraisal process; training and development; classification and compensation studies; benefits administration; preventative illness and injury program; employee relations; and recommending implementing and maintaining personnel policies, procedures, and practices in accordance with state and federal guidelines.

Accomplishments

1. Recruited and filled eleven (11) full-time positions and one (1) intern position.
2. Processed over two hundred ninety-seven (297) employment applications.
3. Created a new Program Manager classification within the Administrative/Professional group and Assistant General Counsel within the Senior Management group.
4. Conducted agency-wide fire, earthquake, and other safety related training and practice drills.
5. Recognized and rewarded employee contributions, longevity, and successes through several service awards and employee recognition events.
6. Implemented new systems for online applicant tracking, performance evaluations, and employee onboarding.

Work Elements

1. Provide information to enhance the employee's knowledge of current personnel policies and procedures in various forms including electronic access, trainings, and printed information.
2. Ensure that employee personnel records are documented and updated timely for various personnel actions.
3. Provide tools to supervisors so they can complete annual employee evaluations.
4. Employ and recruit a dynamic and talented workforce.
5. Maintain a compensation program that ensures internal equity and external competitiveness.
6. Provide appropriate and timely training to meet the demands of the organization and professional growth and development of all staff members.
7. Provide a safe working environment with the maintenance of an injury and illness prevention program.
8. Assist employees in utilizing employer-paid benefits to enhance their health, wellness, and quality of life.
9. Maintain a proactive employee relations process by facilitating a collaborative, professional working environment with all staff members.
10. Maintain an employee recognition program that rewards employees for outstanding service delivery and longevity.
11. Promote a healthy work-life balance.

Product

1. Develop leadership competency across the agency through training and development initiatives, to ensure leaders have both the skills and the tools necessary to effectively and fairly manage staff.
2. Audit and replenish emergency kits.
3. Research, develop, and deliver ways to automate human resource processes to improve efficiency and reduce costs.
4. Utilize consultant services to seek medical, dental, and vision benefit plan options that are cost effective.

Contract Information

- a. New Contracts
 - i. RFP, Professional Services – Legal review of policies and procedures, Amount Budgeted \$15,000, Total Estimated Contract Amount \$15,000.

Manager

Duane Baker, Deputy Executive Director

General Government

Task 0470 Human Resources

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	-	63,479	71,302	64,388
Fringe Allocation-General	-	59,865	76,357	66,094
Professional Services	-	712	300	300
Legal Fees	-	-	15,000	20,000
Dues & Subscriptions	-	459	1,634	619
Training/Membership	-	1,532	15,450	14,580
Postage	-	7	200	200
Travel Expense - Employee	-	49	6,500	6,500
Travel Expense-Mileage-Employee	-	42	500	500
Advertising	-	9,878	10,000	10,000
Printing - Internal	-	-	1,000	-
Contributions/Subsidies	-	5,000	5,000	5,000
Office Expense	-	94	1,500	-
Meeting Expense	-	4,132	12,500	12,500
Total Expenditures	-	145,249	217,243	200,681

Funding Sources

Indirect Cost Allocation Fund-General	200,681
Total Funding Sources	200,681

NOTE: New account structure implemented in Fiscal Year 2015/2016 budget. It does not include prior year history.

General Government

Task 0501 Intergovernmental – Council of Governments

Purpose

Promote and encourage regional collaboration among agencies in San Bernardino County through our role as the Council of Governments.

Accomplishments

SBCOG facilitates collaboration among our members to improve the region. This is done by coordinating the monthly San Bernardino City/County Managers Technical Advisory Committee and by putting on the annual City/County Conference and the annual General Assembly. Participating in the coordination and implementation of the Countywide Vision is another way that SBCOG fosters collaboration through this task.

Work Elements

This task also covers the coordination of the Countywide Vision and regional programs.

1. Support of SBCOG's City/County Managers Technical Advisory Committee meetings and the League of California Cities San Bernardino County managers group.
2. Sponsorship, planning and logistics for the annual City/County Conference.
3. Coordination of the Countywide Vision implementation such as the Business Friendly County initiative and the "Cradle to Career" education initiative.
4. Coordination with local agencies and civic groups on regional programs on issues of importance to the various regions in the County.
5. Includes a \$5,000 sponsorship for preparation of the annual Community Indicators Report under contributions/subsidies.
6. Partner with the County, City of Rancho Cucamonga and the U.S. Forest Service by helping fund development of a Forest Management Plan with an emphasis on Cucamonga Canyon, Lytle Creek and other urban interface areas.
7. Host grant writing seminars for SBCOG member agencies.

Product

1. Monthly meeting of the City/County Managers Technical Advisory Committee.
2. Annual City/County Conference.
3. Three regional programs.
4. Forest Management Plan.
5. Grant writing workshops.

Contract Information

- a. Existing Contracts
 - i. 15-1001281, Forest Management Plan with U.S. Forest Service, Amount Budgeted \$198,334.
 - ii. 16-1001379, Grant Search and Writing services, Amount Budgeted \$98,500.

Local Funding Source Detail

- i. Rancho Cucamonga Fire Protection District - \$31,400.
- ii. San Bernardino County Forest Service - \$72,067.

Manager

Duane Baker, Deputy Executive Director

General Government

Task 0501 Intergovernmental – Council of Governments

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	87,127	64,039	187,145	276,059
Overtime	2,245	-	-	-
Fringe Allocation-General	87,045	60,393	196,200	283,375
Professional Services	-	47,463	129,722	108,500
Attendance Fees	11,156	-	-	-
Maintenance-Motor Vehicles	-	-	200	-
Dues & Subscriptions	-	753	500	500
Training/Membership	52,951	21,603	27,661	28,750
Postage	-	-	200	200
Travel Expense - Employee	4,494	1,426	5,000	-
Travel Expense - Non-Employee	-	-	1,000	1,000
Travel Expense-Mileage-Employee	297	222	500	500
Travel Expense-Mileage-Non-Employee	-	-	500	-
Travel Expense-Other-Metrolink Tickets	-	-	200	200
Printing - External	-	59	100	-
Printing - Internal	-	-	100	-
Contributions/Subsidies	5,800	23,798	194,334	180,534
Office Expense	-	-	100	100
Meeting Expense	33,596	47,884	84,089	90,000
Indirect Allocation-General	120,719	93,466	389,083	460,862
Total Expenditures	<u>405,430</u>	<u>361,106</u>	<u>1,216,634</u>	<u>1,430,580</u>
Funding Sources				
Council of Governments Fund				103,467
General Assessment Dues				756,720
MSI Admin				32,500
Property Assessed Clean Energy Fund				537,893
Total Funding Sources				<u>1,430,580</u>

General Government

Task 0503 Legislation

Purpose

Advocate for policies, funding, legislation, and regulatory actions that advance the transportation and council of government priorities as established by the Board of Directors in order to enable the efficient delivery of transportation projects and SBCTA and SBCOG programs.

Accomplishments

SBCTA continued to work with its member jurisdictions, State/Federal advocates, regional and statewide agencies, and key stakeholders to advance transportation policies beneficial to SBCTA, protect critical funding sources, and ensure that SBCTA's priority projects were able to move forward.

The work supported by this task included, but was not limited to, legislative outreach, policy research and bill analysis, drafting of support/advocacy materials, coordinating regional responses to various proposals, building coalitions, briefing elected officials and their staff on critical issues, and organizing advocacy trips to advance agency priorities.

At the Federal level, SBCTA Board Members' and staffs' advocacy efforts in Washington, D.C. resulted in:

1. Successfully securing an \$8.7 million Transportation Investment Generating Economic Recovery (TIGER) grant for the Redlands Passenger Rail Project.
2. Submission of a Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) grant opportunity (coordinated in conjunction with Southern California Association of Governments (SCAG), and the Counties of Los Angeles and Riverside) for the Interstate 10 (I-10) Corridor project.
3. Submission of a letter of interest for a Small Starts grant for the Redlands Passenger Rail Project.
4. Enhanced awareness of and support for major SBCTA projects and programs through a series of meetings with Congressional members, staff, and Federal agencies.

In Sacramento, SBCTA Board Members and staffs' advocacy efforts included:

1. The successful development and passage of Senate Bill 1305 which created the new statutory entity the SBCTA.
2. Successfully securing a \$9.2 million Transit and Intercity Rail Program (TIRCP) grant for the Redlands Passenger Rail Project.
3. Continued pursuit to replenish funding losses in the State Transportation Improvement Program (STIP) and local streets and roads programs which deprogrammed \$62 million for SBCTA projects.
4. Advocating for Cap and Trade program allocations for transportation projects and worked with statewide partners to promote maximum flexibility in program guidelines.
5. Representing SBCTA's interests as new funding proposals are considered to address the state's ongoing deferred maintenance and overall infrastructure funding shortfalls, including ensuring that a proper balance in state and local project delivery responsibilities is promoted as process reforms are considered as part of a final package.

Work Elements

This program has four components:

1. Represent SBCTA's positions on State and Federal legislative, funding, and regulatory actions as directed by the Board.

General Government

Task 0503 Legislation

2. Collaborate with both public and private sector regional, state, and federal level stakeholders to advance the agency's legislative priorities.
3. Where appropriate, sponsor legislative proposals and coordinate legislative strategies to address agency needs.
4. Support SBCOG's role as the council of governments through outreach and advocacy efforts at the regional, state, and federal levels.

Product

Products of this work element include the retention and/or expansion of funding for SBCTA's projects and programs; a more efficient project delivery system; the inclusion of SBCTA's positions and priorities in major legislative initiatives; and enhanced knowledge of State and Federal transportation and council of government issues amongst Board Members and staff.

In Fiscal Year 2017/2018, SBCTA will continue to actively advocate for transportation funding at the State and Federal levels, promote the inclusion of SBCTA corridors into federal goods movement policies and funding plans, promote expanded alternative project delivery mechanisms and additional environmental process streamlining, as well as to advance SBCTA's adopted legislative platform through the legislative process.

Contract Information

- a. Existing Contracts
 - i. 15-1001161, Federal Advocacy Services, Amount Budgeted \$109,992.
 - ii. 15-1001149, State Advocacy Services, Amount Budgeted \$64,250.

Manager

Otis Greer, Director of Legislative and Public Affairs

General Government

Task 0503 Legislation

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	102,404	82,649	132,955	70,196
Overtime	5,647	-	-	1,000
Fringe Allocation-General	105,239	77,944	138,406	73,083
Professional Services	166,311	171,516	139,992	259,242
Dues & Subscriptions	9,723	9,242	16,428	19,500
Training/Membership	225	25,449	29,500	31,600
Postage	58	11	350	350
Travel Expense - Employee	36,591	17,034	9,200	34,550
Travel Expense-Mileage-Employee	2,347	2,932	5,800	7,600
Printing - External	544	130	2,000	-
Printing - Internal	-	-	500	-
Contributions/Subsidies	-	-	600	600
Record/Equipment Storage	-	-	200	200
Office Expense	-	-	500	500
Meeting Expense	1,535	6,493	11,150	13,150
Indirect Allocation-General	145,950	120,629	215,405	69,456
Total Expenditures	<u>576,574</u>	<u>514,029</u>	<u>702,986</u>	<u>581,027</u>

Funding Sources

Indirect Cost Allocation Fund-General	153,968
Local Transportation Fund - Planning	258,713
Local Transportation Fund - Rail	44,000
MSI Admin	116,796
MSI Valley Fund-Freeway Projects	6,900
MSI Valley Fund-Grade Separations	650
Total Funding Sources	<u>581,027</u>

General Government

Task 0605 Public Affairs

Purpose

Maintain a comprehensive public communications program to engage member agencies, private partners, and the community on the broad range of SBCTA and SBCOG programs and projects, as well as opportunities to plan and provide input on future projects and needs.

Accomplishments

Through this task, SBCTA has established a cooperative working relationship with community and business stakeholders, the public, and the media that engages the public into the development and implementation of SBCTA programs and projects. In Fiscal Year 2016/2017, this included the following:

1. Continued to provide outreach, communications, and education programs to support highway, streets and roads, and transit/rail projects to mitigate impacts to commuters and local communities.
2. Expanded outreach opportunities by bringing forward new tools, including enhancing our social media and online presence through a growth in Twitter followers from 1,800 to more than 2,100, increasing our presence on Instagram to include agency and project-based profiles with a combined 385 followers, launched both agency and project-based Facebook pages with a combined following of 2,500, and continuing a news blog - @sbctanewsroom partner generated information.
3. Worked with the media to ensure accurate, consistent, and timely messages were communicated and promoted SBCTA programs and projects through newspaper, radio, and television opportunities. Issued more than 180 traffic alerts, press releases, and editorials that resulted in print media in the Valley and High Desert areas and twelve on-air interviews related to the agency.
4. Enhanced communications program through the execution of two contracts for marketing and for on-call graphic design services. Combined, these additional resources are helping to create a more uniform look for SBCTA materials, developing the new agency brand and brand execution plan, establishing an internal and external communications plan, and extending communications reach to improve engagement with the public.
5. Managed an on-call bench contract for major project-related outreach services to realign agency communications within the Public Affairs Office for more consistency and better resource management.
6. Further improved communications surrounding the SBCOG function, including the continuation of the COG Communicator, released and published quarterly and the establishment of a dedicated SBCOG website; providing communications support to the Home Energy Partnership Program (HERO), Alliance for Education, Countywide Vision, and Inland Empire Economic Partnership (IEEP); and lead the planning of the 7th Annual General Assembly on June 15, 2017 and helped support the planning and execution of the annual City-County Conference.
7. Hosting web content for a monthly rideshare publication and online content for the Freeway Service Patrol program.
8. Coordinated a special countywide training on live streaming, media training for executive management, and public engagement training for capital project leaders and Mobility Services staff.
9. Secured a Low Carbon Transit Operations Program grant to develop and provide resources towards transit marketing programs and subsidies for Mountain/Desert transit operators.

Work Elements

This task provides for SBCTA's outreach to the wide array of external customers interested in SBCTA's projects, programs and services. Communicating the vision of the Board, mitigating project impacts, developing content for a variety of digital engagement opportunities, and showcasing SBCOG and transportation successes through media and supplemental marketing are among the many activities managed by this office.

General Government

Task 0605 Public Affairs

Product

Products of this work element include advocacy materials, hosted-venue for strategic partners, media advisories, digital engagement materials like @SBCTAnews, COG Communicator, Executive Director Updates, social media engagement, and YouTube project updates, complement the ongoing efforts in the areas of graphic design, photography, speech writing, presentation development, project fact sheets, and a variety of agency-specific brochures. The task also participates in the planning and delivery of the annual City-County Conference, the General Assembly, and multiple public events commemorating the start and/or finish of major capital improvement projects.

In Fiscal Year 2017/2018, communications opportunities will grow including the further development of traditional and online media presence; continuing to evaluate new tools to engage the public and provide information on SBCTA's programs and services; and seek to build awareness of SBCTA, SBCOG, Measure I, and transportation opportunities in the region.

Contract Information

- a. Existing Contracts
 - i. 16-1001370, On-Call Marketing Services, Amount Budgeted \$100,000.
 - ii. 16-1001371, 16-1001443, 16-1001444, 16-1001445 On-Call Graphic Design, Amount Budgeted \$45,000.
 - iii. (RFP – award by June 2017) Marketing & Branding Services for Mountain/Desert Transit Agencies, Amount Budgeted \$461,683.
- b. New Contracts
 - i. RFP, Measure I Outreach, Amount Budgeted \$90,000, Total Estimated Contract Amount \$90,000.
 - ii. RFP, On-call support services for implementation of agency marketing, Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.
 - iii. RFP, Agency website maintenance and content posting, Amount Budgeted \$0, Total Estimated Contract Amount \$75,000.

Manager

Otis Greer, Director of Legislative and Public Affairs

General Government

Task 0605 Public Affairs

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	74,014	197,202	173,997	65,968
Regular Part-Time Employees	-	-	1,536	-
Overtime	-	-	-	1,000
Fringe Allocation-General	72,088	185,975	184,730	68,743
Professional Services	9,895	6,985	271,600	796,683
Maintenance-Office Equipment	-	20	-	-
Dues & Subscriptions	4,398	3,250	4,500	4,000
Training/Membership	1,379	3,341	23,600	9,000
Postage	18	116	1,100	1,100
Travel Expense - Employee	7,608	6,483	12,700	10,000
Travel Expense-Mileage-Employee	983	2,513	2,950	3,650
Advertising	313	-	-	-
Public Information Activities	22,918	24,302	87,650	90,500
Printing - External	1,636	-	5,000	2,500
Office Expense	719	-	1,500	-
Meeting Expense	1,858	641	1,700	4,000
Office Equipment/Software-Inventorial	177	1,437	6,000	3,000
Indirect Allocation-General	99,974	287,822	357,499	69,456
Total Expenditures	<u>297,978</u>	<u>720,087</u>	<u>1,136,062</u>	<u>1,129,600</u>
Funding Sources				
Indirect Cost Allocation Fund-General				162,400
Local Transportation Fund - Planning				78,121
Local Transportation Fund - Rail				31,100
Low Carbon Transit Operations Program				461,683
MSI Admin				378,646
MSI Valley Fund-Freeway Projects				9,650
MSI Valley Fund-Fwy Interchange				8,000
Total Funding Sources				<u>1,129,600</u>

General Government

Task 0805 Building Operation

Purpose

Manage the operations, maintenance, and improvement of the historic Santa Fe Depot.

Accomplishments

SBCTA oversees the day-to-day operations of the Santa Fe Depot which is co-owned by SBCTA and the City of San Bernardino. As a result, SBCTA has procured the services of a property manager to assist with managing and marketing the facility. In addition to SBCTA's tenancy, there are currently two tenants occupying the Depot which include San Bernardino Historical and Pioneer Society, Southern California Association of Governments (SCAG) local office and teleconferencing location. Local Agency Formation Commission of San Bernardino County (LAFCO) is also expected to be relocating their offices to the Depot. The revenue from leasing these units aids in offsetting the operational and maintenance costs of the Depot along with the cost sharing arrangement between SBCTA and the City of San Bernardino. Staff has worked diligently in collaboration with our property management company to expand its added security measures which include the improvements to various windows and doors throughout the Depot, changes to the current security system in place designed to provide better monitoring of the perimeter at various entry points, establishment of a new employee access system, as well as a number of added measures designed to keep safety a top priority for all who work or visit SBCTA or attend the Board or Committee meetings.

Work Elements

1. Monthly review of property manager's reports and allocated costs to this task as appropriate.
2. Coordinate all facility maintenance activities between SBCTA and the property manager.
3. Continue the search for a new tenant for the snack shop space.
4. Coordinate all furniture procurements and repairs for SBCTA.
5. Review building operating budgets quarterly and adjust as necessary.
6. Ongoing oversight of the property management account.
7. Coordinate activities related to the Metrolink extension that will impact the Depot.
8. Continued oversight over added security measures.

Budgetary changes includes budgeting \$85,000 to be used for capital improvements of capital items as Heating, Ventilation, & Air Conditioning (HVAC) system and complete resurfacing of the exterior of the Depot. The increase also takes into consideration an additional \$200,000 of anticipated Property Management Funding required for the operation and maintenance of the Depot as well as various increases related to anticipated costs associated of absorbing Unit 110, the former Southern California Regional Rail Authority (SCRRA) unit, as part of SBCTA offices.

Product

Active management of the facility.

Contract Information

- a. New Contracts
 - i. Execute a new contract with the SCAG for lease of approximately 2,050 square feet of space in Unit 140 in the San Bernardino Santa Fe Depot.

Local Funding Source Detail

The fund that tracks this activity is a proprietary fund and is treated as an internal service fund. SBCTA receives \$12,000 annually from AMTRAK for the rail station host program and is recorded in the general fund.

Manager

Duane Baker, Deputy Executive Director

General Government

Task 0805 Building Operation

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
	Actuals	Actuals	Budget	Budget
Expenditures				
Regular Full-Time Employees	14,757	24,818	27,335	23,350
Fringe Allocation-General	14,373	23,405	29,273	23,969
Professional Services	2,400	7,444	65,408	80,530
Program Management Fees	-	2,565	-	-
Utilities	-	66,628	75,000	99,000
Maintenance-Buildings	5,300	554,635	763,328	829,053
Maintenance-Motor Vehicles	-	180	-	-
Advertising	-	185	-	-
Communications	-	11,337	20,000	20,000
Other Service Charges	-	-	5,000	5,000
Office Expense	-	5,686	13,450	15,500
Buildings & Structures	-	-	315,000	85,000
Office Furniture & Equipment	-	-	128,000	93,000
Office Equipment/Software-Inventorial	-	2,841	10,000	10,000
Computer Hardware & Software	-	29,572	25,000	-
Indirect Allocation-General	19,934	36,222	58,035	38,981
Total Expenditures	<u>56,764</u>	<u>765,518</u>	<u>1,534,829</u>	<u>1,323,383</u>
Funding Sources				
Amtrak				12,000
Indirect Cost Allocation Fund-General				1,146,030
Local Transportation Fund - Rail				70,000
Rail Assets				<u>95,353</u>
Total Funding Sources				<u>1,323,383</u>

ENVIRONMENT AND ENERGY CONSERVATION

Environment & Energy Conservation Program Budget

Description

The Environment & Energy Conservation Program implements programs intended to improve air quality and reduce greenhouse gas emissions, encourage alternative fuels, reduce energy costs, and encourage energy and water conservation through Property Assessed Clean Energy (PACE) and San Bernardino Regional Energy Partnership (SBREP) programs.

Accomplishments

1. Added ten partnership cities to the SBREP and hosted five LED holiday light exchange and free energy efficient starter kit events.
2. Assisted jurisdictions with implementing the Regional Greenhouse Gas Inventory and Reduction Plan and prepared climate action plan implementation tools.
3. Participated in the review of White Papers that were used by the South Coast Air Quality Management District (SCAQMD) in the preparation of the updated Air Quality Management Plan.
4. Through the Home Energy Retrofit Opportunity (HERO) PACE program, assisted more than 14,477 property owners to install \$313 million in energy/water efficiency and clean energy projects resulting in annual utility savings of \$16.8 million and the reduction of greater than 32,000 tons of greenhouse gasses.
5. Received a \$9.1 million grant from the California Air Resources Board (CARB) to fund a demonstration project to deploy electric yard and service trucks and install charging equipment at rail and distribution facilities at three sites, two which are located in the Inland Empire.
6. Received a \$450,000 grant from the Mobile Source Air Pollution Reduction Review Committee (MSRC) for electric vehicle (EV) infrastructure.
7. Submitted a grant proposal to the California Energy Commission (CEC) to develop a San Bernardino Countywide Zero-Emission Vehicle Readiness and Implementation Plan.
8. Completed a feasibility study for a Community Choice Aggregation electric power program with Western Riverside Council of Governments (WRCOG) and Coachella Valley Association of Governments (CVAG).

Goals and Objectives

1. Work to achieve Senate Bill (SB) 375 targets for greenhouse gasses as part of Southern California Association of Governments (SCAG's) Sustainable Communities Strategy.
2. Develop a zero-emission vehicle readiness and implementation plan for the San Bernardino County area.
3. Add cities to the SBREP and apply for strategic planning funds to conduct Benchmarking and Energy Action Plans for participating cities.
4. Assist 5,200 property owners with clean energy and energy/water efficiency improvements through PACE programs.
5. Implement a demonstration project to deploy 12 electric yard and service trucks and related charging equipment at rail and distribution facilities in San Bernardino and Fontana to provide data for future zero/near-zero emission equipment development.
6. Explore creating a separate Joint Powers Agreement (JPA) for a Community Choice Aggregation electric power program with WRCOG and CVAG as a way for residents and businesses to save money on electricity as shown in the feasibility study.
7. Install EV infrastructure at SBCTA/Santa Fe Depot and the San Bernardino Transit Center.
8. Seek grants for countywide EV infrastructure deployment.

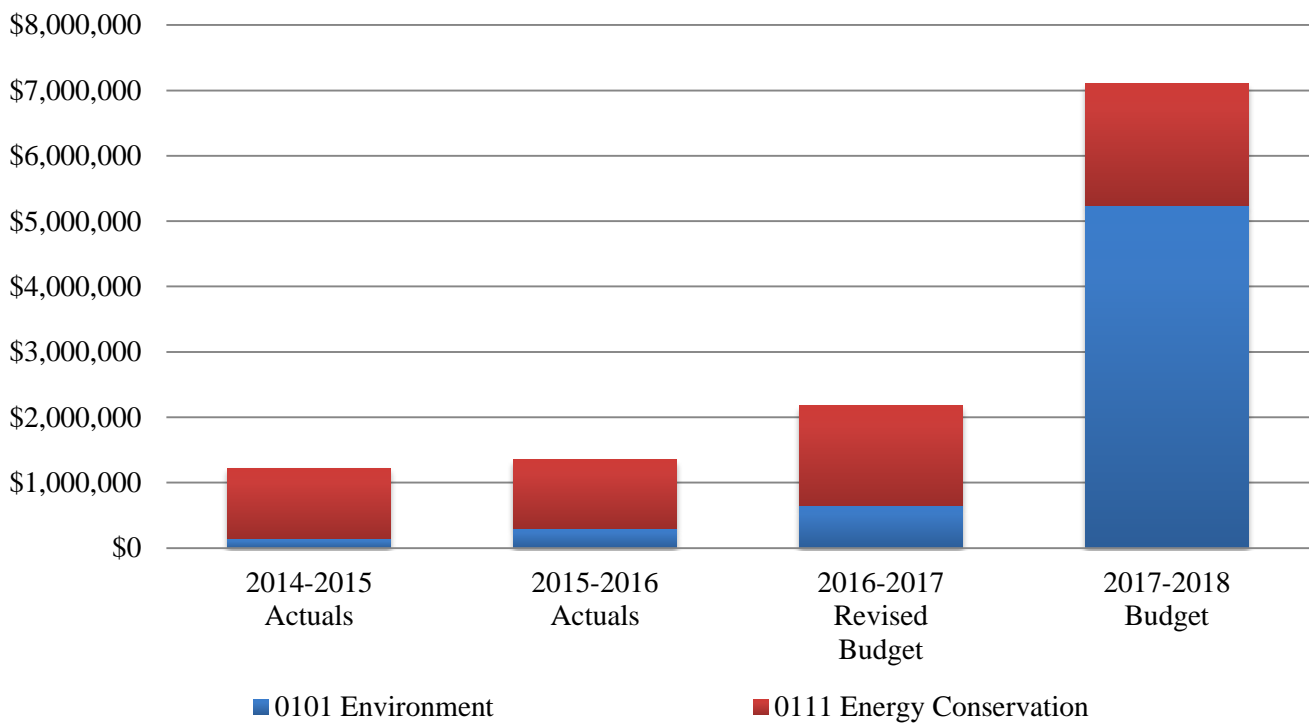
Environment & Energy Conservation Program Budget

Performance/Workload Indicators

	2014-2015 Actual	2015-2016 Actual	2016-2017 Revised Budget	2017-2018 Budget
Properties installing efficiency projects	5,128	4,742	5,000	5,200
Regional Energy Partnership Meetings	N/A	7	10	12
LED Holiday Light Exchanges/Energy Efficiency Starter Kit Events	N/A	5	5	5
Electric Vehicle Workshops held	NO	NO	YES	YES
Electric Vehicle Chargers Installed	N/A	N/A	N/A	11

Environment and Energy Conservation Program Summary

	<u>2014-2015 Actuals</u>	<u>2015-2016 Actuals</u>	<u>2016-2017 Revised Budget</u>	<u>2017-2018 Budget</u>
Tasks				
0101 Environment	143,682	299,143	658,395	5,233,947
0111 Energy Conservation	1,080,902	1,060,560	1,527,144	1,880,359
Total Tasks	<u>1,224,584</u>	<u>1,359,673</u>	<u>2,185,539</u>	<u>7,114,306</u>



Environment and Energy Conservation

Task 0101 Environment

Purpose

Improve air and general environmental quality of San Bernardino County through a variety of programs that reduce vehicle emissions, encourage alternative fuels, and reduce greenhouse gas emissions.

Accomplishments

1. Received a \$9.1 million grant award from the California Air Resources Board (CARB) for the Multi-class heavy duty zero-emission yard and service truck development project for intermodal and warehouse facilities.
2. Participated in review of white papers prepared by the South Coast Air Quality Management District (SCAQMD) that will inform the creation of the updated Air Quality Management Plan.
4. Began feasibility study in cooperation with Western Riverside Council of Governments (WRCOG) and Coachella Valley Association of Governments (CVAG) of Community Choice Aggregation (CCA) for electric power.
5. Received a \$450,000 grant from the Mobile Source Air Pollution Reduction Review Committee (MSRC) for electric vehicle (EV) infrastructure.
6. Submitted a grant proposal to the California Energy Commission (CEC) to develop a San Bernardino Countywide Zero-Emission Vehicle Readiness and Implementation Plan.

Work Elements

1. Represent SBCTA through participation in technical committees of the SCAQMD, Mojave Desert Air Quality Management District (MDAQMD), MSRC and other groups for implementation of attainment strategies.
2. Provide information and analysis to the SBCTA Board regarding SCAQMD, CARB and Environmental Protection Agency (EPA) programs which may impact SBCTA's transportation programs, local governments, and the private sector.
3. Assist San Bernardino County fleets/site owners in securing funding sources from the MSRC and other State and/or Federal sources for clean or alternative vehicle implementation.
4. Participate with public and private sectors to study air quality issues important to the Inland Empire, and to formulate and advocate positions that will benefit the County.
5. Continue to monitor the progress of the completed Alternative Fuel project by Compressed Natural Gas (CNG) and Liquefied Natural Gas (LNG) fuel usage, as well as tracking emission reductions.
6. Develop a Zero-Emission Vehicle (ZEV) readiness and implementation strategy for the region. During this process, collaborate with local agencies on model ordinances to make ZEV adoption simpler and more uniform throughout the County.
7. Install EV infrastructure at SBCTA/Santa Fe Depot and the San Bernardino Transit Center. Work to achieve SB 375 targets for greenhouse gasses as part of Southern California Association of Governments (SCAG's) Sustainable Communities Strategy.
8. Complete CCA feasibility study and present findings to Board for direction.
9. Oversee Phase I of CARB Zero Emission Truck Projects in San Bernardino, Fontana, and Los Angeles.

Budgetary changes include incorporating revenues and expenditures of nearly \$4.5 million for the CARB Zero Emission Truck project. Changes also include an increase of \$175,000 for the preparation of a ZEV readiness and implementation plan should the CEC grant be successful.

Environment and Energy Conservation

Task 0101 Environment

Product

1. Completion of a regional Electric Vehicle (EV) readiness and deployment plan.
2. Develop model ordinances and other policies and procedures for use by local agencies to streamline EV implementation.
3. Obtain grants for installation of EV charging stations at public facilities.
4. Identify LNG/CNG funding opportunities to help the urban Valley improve air quality.
5. Completion of Phase I of CARB Zero Emission yard and service truck deployment in San Bernardino, Fontana and Los Angeles.
6. Completion of CCA feasibility study with WRCOG and CVAG.

Contract Information

- a. New Contracts
 - i. RFP, Electric Vehicle Readiness and Implementation Plan, Amount Budgeted \$150,000, Total Estimated Contract Amount \$150,000.
 - ii. RFP, Air Quality Management Plan Analysis, Amount Budgeted \$50,000, Total Estimated Contract Amount \$50,000.

Manager

Duane Baker, Deputy Executive Director

Environment and Energy Conservation

Task 0101 Environment

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	38,320	68,567	60,461	70,146
Regular Part-Time Employees	-	6,174	1,600	600
Overtime	53	1,337	2,000	-
Fringe Allocation-General	37,374	66,153	68,603	72,620
Professional Services	10,753	17,381	229,000	4,854,000
Consulting Services	2,990	-	-	-
Maintenance-Motor Vehicles	-	-	450	-
Training/Membership	299	116	2,200	2,000
Postage	-	213	350	350
Travel Expense - Employee	844	1,329	5,000	9,000
Travel Expense-Mileage-Employee	557	883	550	2,500
Printing - External	-	1,288	800	1,000
Printing - Internal	-	-	300	300
Contributions/Subsidies	-	25,734	150,000	100,000
Office Expense	-	423	325	325
Meeting Expense	660	-	750	3,000
Indirect Allocation-General	51,832	109,515	136,006	118,106
Total Expenditures	<u>143,682</u>	<u>299,113</u>	<u>658,395</u>	<u>5,233,947</u>
Funding Sources				
Low Carbon Transportation Fund				4,500,000
MSI Valley Fund-Traffic Mgmt Sys				<u>733,947</u>
Total Funding Sources				<u>5,233,947</u>

Environment and Energy Conservation

Task 0111 Energy Conservation

Purpose

Reduce energy costs, overall energy consumption and water use by encouraging property owners to install energy efficiency and water conservation improvements and assisting local governments with energy efficiency efforts.

Accomplishments

1. Helped more than 11,600 property owners complete greater than \$313 million in energy efficiency and water conservation improvements through the Home Energy Renovation Opportunity (HERO) Program (a Property Assessed Clean Energy program (PACE)).
2. HERO Program projects created \$16.8 million in utility bill savings and 32,000 tons of greenhouse gas reductions.
3. Added ten cities to the San Bernardino Regional Energy Partnership (SBREP) and hosted ten meetings.
4. Hosted five holiday light emitting diode (LED) light exchange and free energy efficiency starter kit events.

Work Elements

1. Assist 5,000 property owners with energy efficiency and water conservation improvements through the HERO Program.
2. In partnership with Southern California Edison and Southern California Gas Company, continue assisting cities with reducing energy consumption and achieving savings through the SBREP.
3. Increase participation in the SBREP by encouraging additional cities to pass resolutions to join.
4. Host holiday LED light exchange and free energy efficiency starter kit events in 2017.

Budgetary changes include increases in salary and benefits for labor that was previously accounted for in different task(s) and an increase of \$170,000 to account for expenditures and services related to SBREP activities.

Board action on April 5, 2017 is to end the PACE program projected beginning fund balance as of July 1, 2017 is \$2.7 million which will cover appropriations budget for Fiscal Year 2017/2018 of \$1.8 million. Finance will monitor fund balance for the PACE fund within this task and task 0501.

Product

1. Increase economic activity in the County through private investment in energy efficiency and water conservation improvements.
2. Reduce energy and water consumption by private property owners and public agencies.
3. Add four cities to the SBREP and host 12 meetings.
4. Distribute 500 LED holiday light strings and 250 energy efficient starter kits.

Contract Information

- a. Existing Contracts
 - i. 00-1000735, Legal services for the HERO Program.
 - ii. 00-1000775, Financial Advisor and Program Manager for the HERO Program, Amount Budgeted \$388,800.
 - iii. 00-1000776, Special Tax Consultant and Assessment Engineer for the HERO Program.
 - iv. 00-1000872, Administration services for Commercial HERO Program.
 - v. 00-1000871, Administration services for the Residential HERO Program.
 - vi. 15-1001306, SBREP Implementation, Amount Budgeted \$70,000.
 - vii. 15-1001307, SBREP Implementation, Amount Budgeted \$336,000.

Environment and Energy Conservation

Task 0111 Energy Conservation

b. New Contracts

- i. RFP, Marketing Materials, Amount Budgeted \$50,000, Total Estimated Contract Amount \$50,000.
- ii. RFP, Energy Planning, Amount Budgeted \$75,000, Total Estimated Contract Amount \$75,000.
- iii. RFP, Energy Action Planning, Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.

Local Funding Source Detail

- i. Southern California Edison - \$70,000.
- ii. Southern California Gas Company - \$112,000.

Manager

Duane Baker, Deputy Executive Director

Environment and Energy Conservation

Task 0111 Energy Conservation

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	27,182	39,201	51,467	70,335
Regular Part-Time Employees	-	-	6,720	10,080
Overtime	121	-	-	-
Fringe Allocation-General	26,592	36,742	62,313	82,547
Professional Services	687,143	418,796	777,256	1,059,700
Training/Membership	-	110	-	2,000
Postage	35	47	1,400	1,200
Travel Expense - Employee	-	1,113	3,600	6,000
Travel Expense-Mileage-Employee	83	562	1,100	2,500
Printing - External	-	-	2,000	10,000
Bank Charges	9,060	41,645	20,000	22,000
Other Service Charges	293,804	465,553	474,000	475,000
Office Expense	-	1,467	1,250	2,250
Meeting Expense	3	957	2,500	2,500
Indirect Allocation-General	36,879	54,367	123,538	134,247
Total Expenditures	<u>1,080,902</u>	<u>1,060,560</u>	<u>1,527,144</u>	<u>1,880,359</u>

Funding Sources

Property Assessed Clean Energy Fund	1,297,880
Council of Governments Fund	<u>582,479</u>
Total Funding Sources	<u>1,880,359</u>



The San Bernardino Regional Energy Partnership helps consumers through a variety of conservation programs.

COMMUTER AND MOTORIST ASSISTANCE

Commuter & Motorist Assistance Program Budget

Description

The Commuter & Motorist Assistance Program implements programs intended to improve air quality, reduce congestion, and improve safety for the motoring public. These improvements are accomplished through various inter- and intra-county ridesharing modes (bike/walk, bus/train, carpool/vanpool, and telecommute) and employer assistance through the operation of IE Commuter (IECommuter.org), the availability of Park and Ride lots, the Call Box Program, the Freeway Service Patrol Program, and the operation of the Inland Empire 511 traveler information phone service and IE511.org traveler information website.

Accomplishments

1. Upgraded the call box system from 2G cellular service to 3G and transitioned carrier provider from AT&T to Verizon Wireless.
2. SBCTA was a successful recipient of a grant from the Mobile Source Air Pollution Reduction Review Committee (MSRC) for the implementation of a new Freeway Service Patrol Beat along Interstate 210 from the Los Angeles/San Bernardino County line to Citrus Avenue.
3. Expanded the number of qualified tow companies providing service to the Freeway Service Patrol (FSP) Program in San Bernardino County.
4. Expanded Rideshare support services through IE Commuter by providing additional online resources for employers and streamlined incentive processing for commuters.

Goals and Objectives

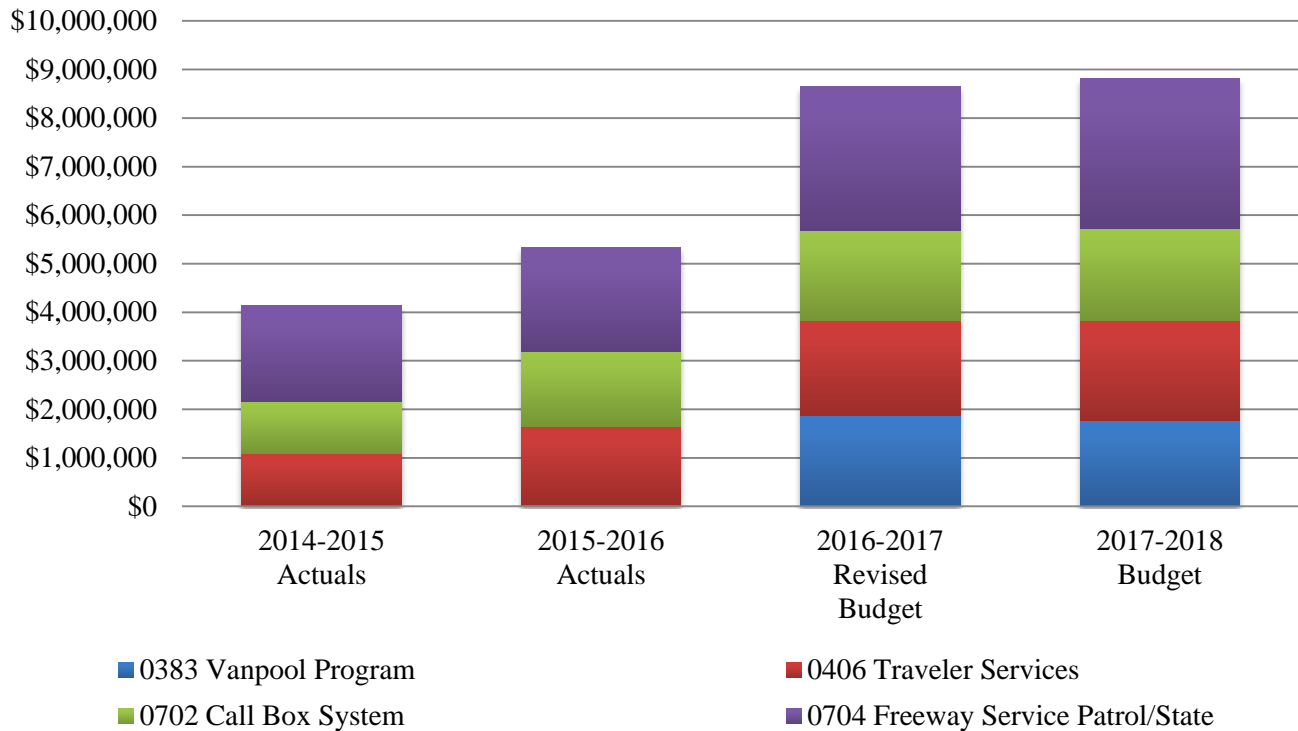
1. Evaluate satellite call box locations to see if a consistent digital signal is available with the new cellular network, replacing the call box with a standard digital cellular box and identify another area in need of a satellite call box.
2. Research implementation of a Mobile Call Box program.
3. Analyze and develop a plan for non-American with Disabilities Act (ADA) compliant call boxes.
4. Increase mobility on area freeways by removing disabled vehicles during rush hours in a safe and efficient manner.
5. Reduce the number of single occupancy vehicles by implementing a countywide ongoing subsidy vanpool program.
6. Reduce traffic congestion by encouraging ridesharing with enhanced marketing efforts and the use of IECommuter.org, IE511.org, and park and ride facilities.
7. Improve traffic flow by giving motorists knowledge of accidents and areas of congestion via 511 and IE511.org so that alternate routes can be taken.

Performance/Workload Indicators

	2014-2015	2015-2016	2016-2017	
	Actual	Actual	Revised Budget	2017-2018 Budget
Annual Employer Participants	90	97	115	130
Park and Ride Lots	22	21	21	23
Motorists assisted by Freeway Service Patrol	34,051	36,000	36,000	36,000
Calls to 511	282,180	330,000	345,000	340,000
Visits to IE511.org	400,000	605,000	610,000	620,000
Calls to 1-866-RIDESHARE	N/A	5,026	5,750	5,920
Visits to IECommuter.org	N/A	806,893	900,000	902,000

**Commuter and Motorist Assistance
Program Summary**

	2014-2015	2015-2016	2016-2017	2017-2018
Tasks	Actuals	Actuals	Revised Budget	Budget
0383 Vanpool Program	-	47,682	1,865,267	1,779,339
0406 Traveler Services	1,090,630	1,603,829	1,974,175	2,048,750
0702 Call Box System	1,070,198	1,548,467	1,846,521	1,903,045
0704 Freeway Service Patrol/State	1,974,301	2,129,673	2,963,093	3,091,595
Total Tasks	4,135,129	5,329,651	8,649,056	8,822,729



Commuter & Motorist Assistance

Task 0383 Vanpool Program

Purpose

Operate and maintain a countywide Vanpool Program as an alternative mode of transportation for residents commuting within San Bernardino County.

Accomplishments

Based on the success of the Victor Valley Transit Authority (VVTa) vanpool program, SBCTA studied opportunities to expand a Vanpool Program countywide. After reviewing the final recommendations from the study, the SBCTA Board approved creating and implementing a Vanpool Program throughout San Bernardino County. Staff has worked with Southern California Association of Governments (SCAG) to add the SBCTA Vanpool Program into the Federal Transportation Improvement Program (FTIP) as well as worked with Omnitrans to become a sub-recipient in order to report and receive funds associated with the Vanpool Program. Currently, staff is in the early stages of implementing the Vanpool Program. Staff has developed draft Vanpool Program guidelines, a participation agreement, and frequently asked questions. A Request for Proposal (RFP) was also being developed and released for vanpool leasing services and for the implementation/development of an Online Software Application/System.

Work Elements

1. Continue to work with consultants for implementation and administration of the Vanpool Program.
2. Implement online system and procure a marketing/branding consultant.
3. Maintain accurate records and databases of Vanpool Programs for National Transit Database (NTD) database input for the Federal Transit Administration (FTA) review and evaluation.
4. Work with local FTA grantee agencies through a Memorandum of Understanding (MOU) for allocation of FTA funds derived from the Vanpool Program (Urbanized Area and Non-Urbanized Area).
5. Work closely with businesses on how to best utilize the Vanpool Program to increase participation with employees.

Budgetary changes include expenditures to advance the Vanpool Program.

Product

1. Begin Vanpool Program subsidy in Fiscal Year 2017/2018.
2. Implement participation marketing campaign on introduction to new Vanpool Program.
3. Monitor and report on Vanpool Program participation regularly to the SBCTA Board.

Contract Information

- a. Existing Contracts
 - i. 00-1000940, Consulting Services and Program Administration, Amount Budgeted \$525,000.
- b. New Contracts
 - i. RFP, Professional Services - Vanpool Leasing Vendor, Amount Budgeted \$551,800, Total Estimated Contract Amount \$2,197,400.
 - ii. RFP, Professional Services - Asset Management System, Amount Budgeted \$228,000, Total Estimated Contract Amount \$310,000.
 - iii. RFP, Professional Services - Marketing Services, Amount Budgeted \$150,000, Total Estimated Contract Amount \$230,000.

Manager

Duane Baker, Deputy Executive Director

Commuter & Motorist Assistance

Task 0383 Vanpool Program

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	-	-	31,969	31,718
Regular Part-Time Employees	-	-	1,500	1,951
Fringe Allocation-General	-	-	35,841	34,562
Professional Services	-	-	1,109,300	1,109,300
Consulting Services	-	47,682	595,000	525,000
Training/Membership	-	-	5,000	5,000
Postage	-	-	200	200
Travel Expense - Employee	-	-	5,000	5,000
Travel Expense-Mileage-Employee	-	-	3,000	3,000
Travel Expense-Other-Metrolink Tickets	-	-	200	200
Printing - External	-	-	5,000	5,000
Printing - Internal	-	-	200	200
Office Expense	-	-	1,000	1,000
Meeting Expense	-	-	1,000	1,000
Indirect Allocation-General	-	-	71,057	56,208
Total Expenditures	-	47,682	1,865,267	1,779,339

Funding Sources

Federal Transit Administration 5307 - CMAQ	1,634,300
MSI Valley Fund-Traffic Mgmt Sys	124,439
MSI Victor Valley Fund-Traffic Mgmt Sys	20,600
Total Funding Sources	1,779,339

NOTE: New task created in Fiscal Year 2015/2016 budget. It does not include prior year history.

Commuter & Motorist Assistance

Task 0406 Traveler Services

Purpose

Reduce congestion, increase mobility, and improve air quality in San Bernardino County by reducing single occupant vehicle trips. Trips will be reduced through assistance to county employers and through the provision of direct incentives to county residents, promoting ridesharing (carpooling, vanpooling, bus transit, rail transit, bicycling, walking, and telecommuting).

Accomplishments

Ongoing implementation of IE Commuter (1-866-RIDESHARE), a bi-county rideshare program providing employer services, ride-matching and incentives, and serving as a regional database of commuter information; offering a regional guaranteed ride home program; and the coordination of 511, a telephone (by dialing 511 or 1-877-MYIE511), web (www.IE511.org), and a smart phone application-based service providing transportation solutions, including real-time traffic information, and Park and Ride (PNR) lot information. In 2016, the IE511 phone system had more than 610,000 calls and the website had in excess of 900,000 visits. The smartphone application, which launched in 2012 has more than 50,000 downloads.

In 2016, IE511 continued its special page and application section dedicated to focusing on major construction projects in the Inland Empire for the convenience of the motoring public. Major projects focused on were the Interstate 10 Redlands Repavement Project, the Devore Interchange Project and Cajon Pass Rehab Project, as well as the 91 County Interchange Project. These highlighted featured sections of the website and App provide daily closure updates directly from construction project management. In 2016, the IE Commuter website expanded it's functionality to provide commuters access to apply for rideshare incentives online. This new functionality also provided employers the ability to approve applications using the newly expanded system. In addition, IE Commuter evolved to provide additional resources for employers and integrated with the Rideshare Plus and Entertainment[®] rideshare rewards program.

SBCTA continues its PNR lease program, which reimburses businesses for the use of their parking spaces for PNR purposes, in lieu of SBCTA constructing and owning PNR lots. To date, seven leased PNRs have been added to the region's network of 21 lots. In addition, new marketing materials and other on-line tools have been developed and implemented over the past year.

Work Elements

1. Work with other agencies and vendors to market and manage IE Commuter and participate in the regional rideshare implementation committee.
2. Seek funds and grants to support the continuation of ridesharing and trip reduction activities.
3. Maintain accurate records and databases of commuters to evaluate the effectiveness of ridesharing programs. Use surveys of participants and employers to better evaluate programs.
4. Work closely with air quality grant agencies and other funding programs for ridesharing. Provide feedback, and participate in rideshare studies conducted by other public agencies.
5. Solicit public/private interest to lease parking for PNR spaces.
6. Research/explore the possibility of merging the IE511 system with the Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Orange County Transportation Authority (OCTA) GO511 system. The entities are planning to meet and discuss this possibility for cost savings, provide additional regional enhancements for motorists, and ideally provide a more customer friendly service to commuters.
7. Continue work with the media, especially with Traffic Reporters (radio and television), to promote and encourage commuters to Rideshare which includes public transit (bus/train), carpooling, vanpooling, bicycling, walking or telecommuting. Additional special emphasis will take place with the Traffic Reporters prior and during the Rideshare Week campaign, first full week of October, to help spread the message during the campaign each year.

Commuter & Motorist Assistance

Task 0406 Traveler Services

Budgetary changes include an increase of \$15,000 for additional rideshare and 511 marketing throughout the County and an additional \$40,000 for PNR lot leases.

Product

1. Add two new PNR lots to the current network.
2. Implement promotional rideshare marketing campaigns and materials during the year. Sponsor regional networking meetings, rideshare week, and other workshops/events with employer representatives throughout the year to increase rideshare participants.
3. Explore possible regional partnerships with other 511 systems in the Southern California region, which includes LACMTA and OCTA and their GO511 system.
4. Continue to look for inventive ways to install 511 signage in the Inland Empire and promote and advertise 511 services and its website.

Contract Information

- a. Existing Contracts
 - i. 15-1001303, Park and Ride Lot lease, Amount Budgeted \$12,600.
 - ii. 15-1001253, Park and Ride Lot lease, Amount Budgeted \$3,060.
 - iii. 15-1001248, Park and Ride Lot lease, Amount Budgeted \$9,000.
 - iv. 15-1001247, Park and Ride Lot lease, Amount Budgeted \$10,200.
 - v. 15-1001246, Park and Ride Lot lease, Amount Budgeted \$6,636.
 - vi. 15-1001249, Park and Ride Lot lease, Amount Budgeted \$2,880.
 - vii. 15-1001046, Park and Ride Lot lease, Amount Budgeted \$10,800.
- b. New Contracts
 - i. RFP, San Bernardino County Implementation of Trip Reduction/Rideshare and 511 Programs, Amount Budgeted \$1,300,000, Total Estimated Contract Amount \$1,300,000.
 - ii. RFP, Park and Ride Lot Leases, Amount Budgeted \$40,000, Total Estimated Contract Amount \$40,000.
 - iii. RFP, Rideshare Marketing, Amount Budgeted \$15,000, Total Estimated Contract Amount \$15,000.

Manager

Duane Baker, Deputy Executive Director

Commuter & Motorist Assistance

Task 0406 Traveler Services

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	67,897	89,097	50,243	50,368
Regular Part-Time Employees	-	-	1,500	-
Overtime	516	280	2,000	2,250
Fringe Allocation-General	66,632	84,289	57,554	54,013
Professional Services	854,034	1,291,953	1,670,176	1,775,176
Consulting Services	908	-	24,500	20,000
Program Management Fees	-	528	-	-
Maintenance-Motor Vehicles	-	-	200	200
Training/Membership	892	1,555	2,000	5,000
Postage	69	32	100	100
Travel Expense - Employee	1,822	1,771	3,000	5,000
Travel Expense-Mileage-Employee	3,728	3,301	3,200	3,200
Printing - External	1,675	398	45,000	45,000
Printing - Internal	-	-	100	100
Office Expense	-	64	250	250
Meeting Expense	48	91	250	250
Indirect Allocation-General	92,409	130,448	114,102	87,843
Indirect Allocation-Project Management	-	22	-	-
Total Expenditures	1,090,630	1,603,829	1,974,175	2,048,750
 Funding Sources				
Congestion Mitigation & Air Quality				
MSI Valley Fund-Traffic Mgmt Sys				1,420,176
MSI Victor Valley Fund-Traffic Mgmt Sys				214,474
				414,100
Total Funding Sources				2,048,750

Commuter & Motorist Assistance

Task 0702 Call Box System

Purpose

Maintain and operate a countywide motorist aid call box system responsive to the needs of motorists in San Bernardino County. The current system consists of approximately 1,020 call boxes along 1,800 centerline highway miles.

Accomplishments

Last year 6,618 calls were received through the call box system. Due to a nationwide phase out of 2G digital cellular service, the call box system was upgraded from 2G to 3G. The call box system also transitioned to Verizon Wireless from AT&T due to greater cellular coverage in San Bernardino County. Satellite call boxes previously installed are still available to the motoring public. These sites were selected to help fill large service gaps in areas that are more remote and/or in areas where the terrain is more limiting or does not provide a consistent digital signal, or in some cases where there has never been a call box available to motorists before. All call boxes, including satellite, are equipped with Text Telephone (TTY's – to assist the hearing and speech impaired) devices and improvements continue to be made to provide better access to motorists with physical and mobility disabilities. Literature promoting the call box system in San Bernardino County and briefly explaining how it works is placed in Department of Motor Vehicle (DMV) locations throughout the County.

Work Elements

Evaluate current satellite call box locations to see if a consistent digital signal is available due to new cellular wireless vendor. If so, replace sites with a digital call box, and relocate the satellite box to another location in need. Continue working with state agencies in finalizing SBCTA's ongoing approach in removing or updating all remaining B and C site locations in inventory. Analyze and determine if each call box is Americans with Disabilities Act (ADA) compliant and develop a plan to address any non-ADA compliant call boxes. Additionally, staff will begin researching and working with other agencies for implementing a Mobile Call Box program that would allow motorists to call for motorist assistance from their cellular phones.

1. Manage day-to-day operations and maintenance of the Call Box Program.
2. Oversee work performed by consultants and other agencies for the call box system.
3. Ensure knocked down or damaged call boxes are replaced or repaired in a timely manner to minimize inconvenience to motorists.
4. Update and maintain digitized photo log, call box locations via longitude/latitude indicators and global positioning systems, and coordinate transfer of digital data from contractors for input into the SBCTA Data Management Office.
5. Temporarily remove and/or install call boxes along highway construction corridors throughout the county, assisting California Department of Transportation (Caltrans) and California Highway Patrol (CHP) with traffic mitigation projects.
6. Continue to review and perhaps reduce call boxes in the urban/valley area, where call volume is low or where there are other existing motorist aid services available nearby.
7. Analyze and develop a plan to address non-ADA compliant call boxes.
8. Research implementation of a Mobile Call Box program.

Budgetary changes include a \$50,000 increase for a one time call box call answering center start-up should a new vendor be selected as a result of a Request for Proposal and \$150,000 for an ADA analysis and necessary upgrades as needed for the call box network.

Commuter & Motorist Assistance

Task 0702 Call Box System

Product

Operate an efficient Call Box Program providing maximum benefit to the public. Products include analyzing ADA compliance and upgrading the call boxes as needed, the repair or installation of call boxes which have been damaged/knocked down, and other upgrades/improvements. Oversee and monitor the Call Answering Center (CAC), ensuring a high level of quality assistance to the motoring public.

1. Audit random samples of recorded call box calls for quality control purposes.
2. Prompt repair or replacement of damaged call boxes.
3. Analyze ADA compliance and upgrade call boxes as needed.
4. Research a Mobile Call Box program.

Contract Information

- a. Existing Contracts
 - i. 15-1001189, Call Box Liaison support with CHP Sacramento, Amount Budgeted \$5,400.
 - ii. 00-1000829, Call Box Maintenance Services, Amount Budgeted \$920,000.
 - iii. 15-1001148, Call Box Knockdown Recovery Services, Amount Budgeted \$35,000.
- b. New Contracts
 - i. RFP, Call Box Technical Consultation/ADA Analysis, Amount Budgeted, \$150,000, Total Estimated Contract Amount \$150,000.
 - ii. RFP, Mobile Call Box Program, Amount Budgeted, \$150,000, Total Estimated Contract Amount \$150,000.
 - iii. RFP, Call Box Call Answering Services, Amount Budgeted \$250,000, Total Estimated Contract Amount \$900,000.

Manager

Duane Baker, Deputy Executive Director

Commuter & Motorist Assistance

Task 0702 Call Box System

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	49,004	38,722	46,012	41,950
Regular Part-Time Employees	-	-	1,560	600
Overtime	-	177	2,000	2,250
Fringe Allocation-General	47,728	36,685	53,088	45,988
Professional Services	135,199	141,792	390,400	590,400
Consulting Services	12,364	8,073	194,000	174,000
Mountain Avenue Callbox	403	408	1,425	1,425
Maintenance-Motor Vehicles	-	-	120	120
Maintenance-Call Boxes	570,545	1,174,410	980,000	920,000
Training/Membership	-	-	150	150
Postage	15	20	100	100
Travel Expense - Employee	1,105	2,813	4,150	5,000
Travel Expense-Mileage-Employee	705	426	620	620
Printing - External	1,239	-	500	500
Printing - Internal	-	-	150	150
Communications	94,362	85,163	60,000	30,000
Record/Equipment Storage	2,252	3,002	5,000	5,000
Office Expense	1,005	-	1,500	1,500
Meeting Expense	-	-	500	8,500
Call Boxes	88,080	-	-	-
Indirect Allocation-General	66,192	56,776	105,246	74,792
Total Expenditures	1,070,198	1,548,467	1,846,521	1,903,045
Funding Sources				
MSI Valley Fund-Traffic Mgmt Sys				628,000
SAFE Reimbursement				121,425
SAFE-Vehicle Registration Fees				1,153,620
Total Funding Sources				1,903,045

Commuter & Motorist Assistance

Task 0704 Freeway Service Patrol/State

Purpose

To fund, implement, and maintain a Freeway Service Patrol (FSP) Program which is responsive to the needs of stranded motorists traveling on designated highways of San Bernardino County.

Accomplishments

San Bernardino County Transportation Authority (SBCTA) operates an FSP Program on a total of eight (8) Beats along 67 centerline miles of highway in the Valley area that assisted more than 36,000 motorists last fiscal year.

The FSP Program was successfully granted funding from the Mobile Source Reduction Review Committee (MSRC) to implement a new FSP Beat along the Interstate 210; which was shown to be one of the most congested segments along San Bernardino highways through an analysis that reviewed all possible FSP service areas. In addition, the FSP Program has recently implemented the use of “crew cab” tow trucks for the first time. The “crew cab” concept was encouraged so that the tow trucks had the internal capacity to carry more passengers when assisting motorists; therefore reducing the amount of time a motorist and their passengers may be waiting along the highway for assistance (waiting for a secondary tow truck to arrive or for California Highway Patrol (CHP) to arrive to escort the additional passengers off the freeway) if their vehicle is not able to be driven. The “crew cab” tow truck option allows for more efficiency and for quicker removal of passengers/motorists off of the highway when needed.

In December of 2016, partnering with Riverside County Transportation Commission (RCTC), the FSP Program released an Request for Proposal (RFP) for a new, upgraded radio system which is used for the CHP to communicate and manage the motorists assists with the FSP drivers during the morning and afternoon shifts Monday through Friday, as well as during the “construction work” shifts to help support FSP during construction activity. Several proposals were submitted, and after a short list was determined and oral interviews were conducted a new radio vendor was selected after extensive testing of radio systems was completed as well. The new system brings additional coverage, improved safety for the drivers and CHP as well as added efficiency to the overall program.

In addition, the program continued to provide Construction FSP (CFSP) services to three major construction projects in San Bernardino County under the Memorandum of Understanding (MOU) executed with the California Department of Transportation (Caltrans) in March 2014 CFSP services include: the Devore Interchange Project which concluded in October 2016, the Cajon Pass Rehabilitation Project which ended in August 2016, and the Interstate 10 (I-10) Redlands repavement project which began in August of 2016.

SBCTA also participated in a presentation at the California Tow Truck Association (CTTA) Tow Show in San Diego. This opportunity provided the ability to do some outreach and networking with tow operators that showed some possible interest in providing FSP services in the Inland Empire region in the future. The opportunity also brought overall awareness to the Inland Empire FSP Program as well.

Work Elements

1. Explore further technology to enhance program efficiency, in addition to those mentioned above.
2. Prepare quarterly reports and invoices to the State for funding reimbursement.
3. Coordinate the program with the RCTC, local and state CHP, Caltrans District 8 and Caltrans Headquarters.
4. Attend Inland Empire FSP Technical Advisory Committee meetings, statewide FSP meetings, and other meetings as needed throughout the year.
5. Explore new and cost saving technologies for the program.
6. Continue to evaluate the current eight Beat areas of the FSP Program and to seek other possible service areas.

Commuter & Motorist Assistance

Task 0704 Freeway Service Patrol/State

7. Continue to explore ways in which the program can be changed to better serve the public and maximize resources.
8. Continue to work and encourage tow operators that are interested in converting their own diesel tow truck inventory to alternative fuel on any upcoming RFP's for FSP Beats.
9. Continue to work toward public awareness of the program.
10. Continue to expand the SBCTA FSP Marketing plan which is aimed at bringing awareness to the program, its requirements, and upcoming opportunities to tow companies in the area.

Changes also include a \$107,000 increase for contract towing services due to higher prices on the most recent submitted proposals.

Product

Oversight of the ongoing FSP Program. Produce FSP reports and statistics. Provide necessary reports and invoices to seek reimbursement from the State. Secure additional funding for program continuation and expansion.

1. Maintain close relationships with the tow industry for marketing and outreach of the program including presenting at the local CTTA Chapter in San Bernardino Chapter, as well as the possibility of presenting at the CTTA annual show in 2017.
2. Conduct periodic driver meetings to reinforce safety, customer service and FSP policies.
3. Update FSP Tablet software to include better, more efficient user ability for the drivers.

Contract Information

- a. Existing Contracts
 - i. 16-1001522, FSP tow services along Beat 9, Amount Budgeted \$254,613.
 - ii. 15-1001074, FSP tow services along Beat 10, Amount Budgeted \$175,424.
 - iii. 15-1001224, FSP tow services along Beat 11, Amount Budgeted \$251,520.
 - iv. 15-1001181, FSP tow services along Beat 5, Amount Budgeted \$193,132.
 - v. 15-1001095, FSP tow services along Beat 23, Amount Budgeted \$185,700.
 - vi. 16-1001523, FSP tow services along Beat 14, Amount Budgeted \$391,818
 - vii. 15-1001225, FSP tow services along Beat 29, Amount Budgeted \$254,310
 - viii. 16-1001556, FSP tow services along Beat 31, Amount Budgeted \$254,613.
 - ix. 15-1001184, FSP daily oversight and supervision plus additional ½ of a full-time CHP Officer, Amount Budgeted \$139,132.
 - x. 00-1000671, FSP digital radio services, Amount Budgeted \$20,000.
- b. New Contracts
 - i. Annual Revenue agreement between SBCTA and Caltrans, Amount Budgeted \$600,000, Total Estimated Contract Amount \$600,000.
 - ii. RFP, FSP Technical Services, Amount Budgeted \$24,000, Total Estimated Contract Amount \$24,000.

Manager

Duane Baker, Deputy Executive Director

Commuter & Motorist Assistance

Task 0704 Freeway Patrol Service/State

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	72,554	50,198	32,595	49,218
Regular Part-Time Employees	-	-	17,053	1,560
Overtime	1,633	-	-	-
Fringe Allocation-General	72,256	47,341	53,097	52,123
Professional Services	1,637,195	1,877,779	2,560,365	2,740,123
Consulting Services	23,863	21,306	25,500	26,000
Maintenance-Motor Vehicles	-	-	400	400
Training/Membership	-	-	300	300
Postage	262	29	1,000	1,000
Travel Expense - Employee	789	248	4,000	4,000
Travel Expense-Mileage-Employee	2,425	1,626	4,500	3,000
Printing - External	22,935	19,971	50,000	56,000
Printing - Internal	-	-	500	500
Communications	39,920	37,186	104,100	70,900
Office Expense	-	60	700	700
Meeting Expense	261	663	4,500	1,000
Indirect Allocation-General	100,208	73,266	104,483	84,771
Total Expenditures	<u>1,974,301</u>	<u>2,129,673</u>	<u>2,963,093</u>	<u>3,091,595</u>

Funding Sources

CALTRANS Local Reimbursement	600,000
Freeway Service Patrol	1,407,617
MSI Valley Fund-Traffic Mgmt Sys	298,258
SAFE-Vehicle Registration Fees	594,760
SCAQMD/Mobile Source Review Comm.	190,960
Total Funding Sources	<u>3,091,595</u>



Freeway Service Patrol has expanded service to include State Route 210.

REGIONAL & SUBREGIONAL PLANNING

Regional & Subregional Planning Program Budget

Description

The Regional & Subregional Planning Program represents the continuing responsibilities of the SBCTA and SBCOG to comprehensively plan at the regional and county levels, compile and maintain planning and monitoring data in support of planning efforts, and support ongoing congestion management, travel demand modeling, growth analysis, and focused transportation study efforts.

There were several major focal points for Fiscal Year 2016/2017:

1. Update of the Measure I 2010-2040 Strategic Plan.
2. Initiation of the update to the SBCTA Long Range Transit Plan (LRTP).
3. Initiation of work on the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Early activity on the 2020 RTP/SCS includes work with Southern California Association of Governments (SCAG) on the preparation of demographic and land use datasets.
4. Update of the Valley Freeway Interchange Program priorities, per Measure I policy, and approval of the Freeway Interchange Phasing Program by the SBCTA Board. These updates have been reflected in the 2017 10-Year Delivery Plan.
5. Approximately \$50 million in State Active Transportation Program (ATP) grants has been awarded to San Bernardino County jurisdictions in Cycles 1, 2, and 3 of this program.
6. A full update of the Congestion Management Program (CMP) was completed.
7. A new, more cost-effective methodology for the monitoring of the CMP roadway system was implemented in 2016 and is being applied to congestion monitoring countywide.
8. Phase II of the Habitat Preservation/Conservation Framework was initiated, being funded by the County of San Bernardino and SCAG, with leadership from the Environment Element Group of the Countywide Vision.
9. Input was provided to the update of the South Coast Air Quality Management Plan, approved in early 2017.
10. A draft of the Mountain Area Transportation Study (MATS) was completed.
11. SBCTA staff provided comments on a variety of statewide plans and guidelines and reported on those comments to the SBCTA Board. Examples include comments on SB 743 guidelines, the 2017 update to the Air Resources Board Scoping Plan for greenhouse gas reduction, and guidelines for several cap-and-trade grant programs.
12. SBCTA provided input to a variety of regional studies, including the Los Angeles/San Bernardino Inter-county Transit Connectivity Study.
13. A range of grant applications were pursued, including Federal Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) grants, state ATP and cap-and-trade grants, California Department of Transportation (Caltrans) transportation planning grants, and Southern California Association of Governments (SCAG) Sustainability Planning Grants.

Activities for Fiscal Year 2017/2018 include:

1. Implementation of the 2016 RTP/SCS will continue to be a theme for Fiscal Year 2017/2018, including continued delivery of Measure I transit and highway projects, as well as increased emphasis on delivery of active transportation projects and pursuit of freight initiatives.
2. Update of the SBCTA LRTP, a countywide plan addressing the provision of transit services countywide.
3. Completion of the Measure I 2010-2040 Strategic Plan update, with Board approval to be sought early in Fiscal Year 2017/2018.
4. Continued pursuit of grant applications and assistance to local jurisdictions for grants on ATP projects, Caltrans Sustainable Transportation Planning Grants, cap-and-trade funding, and other state/federal grant programs.

Regional & Subregional Planning Program Budget

5. Providing continuing input to and comments on a variety of state and regional plans and guidelines.
6. Continued support for SBCTA technical committees.
7. A variety of countywide and subarea planning efforts on active transportation, habitat conservation, Mountain/Desert studies, the High Desert Corridor, and input to several regional studies being conducted by SCAG.
8. The Planning Department will continue to support other SBCTA departments as well as individual jurisdictions with modeling, Geographic Information System (GIS), and analysis support where appropriate.

Goals and Objectives

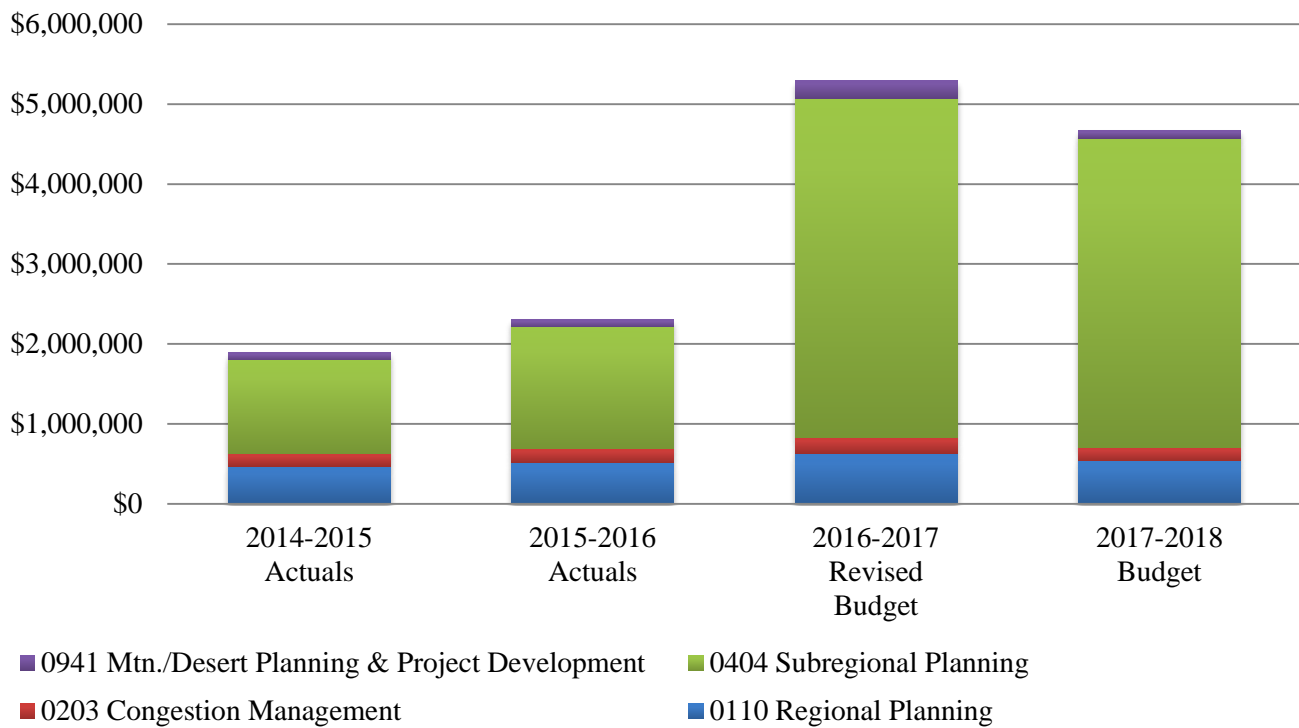
1. Work with SCAG, other counties, and local jurisdictions in San Bernardino County to implement the 2016 RTP/SCS, with emphasis on Measure I projects, active transportation projects, and freight initiatives.
2. Provide updates on countywide plans, such as the LRTP and Measure I Strategic Plan, as well as Active Transportation Plans and the countywide and subarea level.
3. Work with SCAG on regional planning efforts related to freight corridors and inter-county transit planning.
4. Continue planning and implementation of sustainability initiatives, per the Memorandum of Understanding (MOU) between SCAG and SBCTA approved in 2014.
5. Maintain tools including travel demand modeling and GIS capabilities to support planning and project delivery activities.

Performance/Workload Indicators

	2014-2015 Actual	2015-2016 Actual	2016-2017 Revised Budget	2017-2018 Budget
RTP/SCS/RHNA Growth forecasts and project submittals	Coordinate Reviews for SBCTA Projects and 25 Jurisdictions	Coordinate Reviews for SBCTA Projects and 25 Jurisdictions	Coordinate Reviews for SBCTA Projects and 25 Jurisdictions	Coordinate Reviews for SBCTA Projects and 25 Jurisdictions
Transportation Modeling	Validated 2012 model and applied to projects	Applied to CTP, I-10 PA/ED and subarea analysis	Validate transit model for LRTP and transit planning	Validate transit model for LRTP and transit planning
Support SBCTA and Jurisdiction analysis of projects	20+ SBTAM Model Products	20+ SBTAM Model Products	20+ SBTAM Model Products	20+ SBTAM Model Products
Data Management	Existing Land Use General Plan L.U. Proj. Mgmt. Dbbase Growth Forecast Model	Existing Land Use General Plan L.U. Proj. Mgmt. Dbbase Growth Forecast Model	Existing Land Use General Plan L.U. Proj. Mgmt. Dbbase Growth Forecast Model	Existing Land Use General Plan L.U. Proj. Mgmt. Dbbase Growth Forecast Model
Maintain data sets	Answer calls/emails from 25 jurisdictions	Answer calls/emails from 25 jurisdictions	Answer calls/emails from 25 jurisdictions	Answer calls/emails from 25 jurisdictions
Mapping/Data Products	40+ Monthly	40+ Monthly	40+ Monthly	40+ Monthly

Regional & Subregional Planning Program Summary

		2014-2015	2015-2016	2016-2017	2017-2018
		Actuals	Actuals	Revised Budget	Budget
Tasks					
0110	Regional Planning	468,863	518,574	630,073	537,538
0203	Congestion Management	164,746	171,818	201,069	166,980
0404	Subregional Planning	1,170,458	1,524,874	4,240,078	3,871,256
0941	Mtn./Desert Planning & Project Development	84,331	87,132	227,115	93,693
Total Tasks		<u>1,888,398</u>	<u>2,302,398</u>	<u>5,298,335</u>	<u>4,669,467</u>



Regional & Subregional Planning

Task 0110 Regional Planning

Purpose

Improve mobility, safety, and environmental quality by developing and coordinating countywide input to updates and amendments of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and mobile source components of air quality plans to meet State and Federal requirements. Develop and coordinate countywide input and understanding of updates, revisions, refinement, policies, or other issues associated with the regional growth forecast used as the basis for State and Federally mandated regional plans, including regional transportation, freight, air quality, and housing plans, the SB 375 Sustainable Communities Strategy, and preparation of subregional and corridor travel demand forecasts. SBCTA represents the subregion on the Southern California Association of Governments' (SCAG's) and South Coast Air Quality Management District (SCAQMD) advisory committees which provide technical and policy recommendations at the regional level. In addition, SBCTA reviews and provides comments on State-level plans and programs, such as: California Transportation Plan 2040, Inter-regional Transportation Strategic Plan, California Freight Mobility Plan, Sustainable Freight Action Plan, and guidelines for State Cap and Trade programs and other statewide policy documents such as California Environmental Quality Act (CEQA) guidelines.

Accomplishments

Consistent with SBCTA's Memorandum of Understanding (MOU) and subsequent contracts with SCAG, SBCTA coordinates and provides subregional and County Transportation Commission input to the RTP/SCS. SBCTA has provided substantive input to the 1994, 1998, 2001, 2004, and 2008 Regional Transportation Plans (RTPs), as well as the 2012 and 2016 RTP/SCSs. SBCTA worked with local jurisdictions to provide updated growth forecasts for the 2016 RTP/SCS and lists of highway, transit, and other projects for inclusion in San Bernardino County's portion of the RTP/SCS. The RTP/SCS also serves as the basis for the mobile source elements of the South Coast Air Quality Management Plans (AQMPs). SBCTA has participated in preparation of all South Coast AQMPs since 1994. SBCTA has been very active in many venues in its efforts to address critical RTP issues including impacts of growth, regional aviation, transportation finance, and freight movement, through its leadership in SCAG's Transportation Working Group and the Chief Executive Officers (CEOs) Sustainability Working Group. The countywide transportation plan, various subarea and corridor studies, and current project development efforts serve as a basis for SBCTA's input to RTP/SCS updates. This task also includes technical support for SCAG delegates from San Bernardino County on regional transportation and emission reduction planning issues, and coordination with other subregional agencies and County Transportation Commissions in regional transportation, freight, and emission reduction planning, transportation finance, and plan implementation. Extensive input was provided to the statewide plans and guidelines listed above.

Work Elements

1. Track implementation of the 2016 RTP/SCS and provide technical input into initiation of the 2020 RTP/SCS and mobile source emission reduction elements for the 2017 AQMP for the South Coast Air Basin. SCAG has approved the 2016 RTP/SCS and Program Environmental Impact Report (PEIR) and has initiated growth forecasting and framework development for the 2020 RTP/SCS. Part of this work will involve the implementation of the Scenario Planning Model (SPM) to which SBCTA will provide input to develop land use scenarios for the 2020 RTP. SBCTA will coordinate with SCAG, other County Transportation Commissions, and other subregions to address regional or intercounty transportation planning and implementation issues.
2. Update Geographic Information System (GIS) coverages for existing land use, General Plan/Specific Plan land use, and student populations. Continue the upgrade to the SBCTA GIS growth distribution model to better address issues such as: higher density non-residential development; improved association of non-residential land use with employment sectors; additional Specific Plan land use mapping; control totals for additional unincorporated areas; and better analysis of infill/redevelopment areas.

Regional & Subregional Planning

Task 0110 Regional Planning

3. Monitor the updated growth distribution for San Bernardino County for use in the 2020 RTP/SCS. Coordinate local agency development and review of draft growth forecasts and scenario alternatives, including alternatives incorporating transit oriented development.
4. Coordinate with SCAG and other subregions in addressing regional growth-related planning, policy, and implementation issues, including monitoring and implementation of the 2016 RTP/SCS. SBCTA will continue participating in the SCAG CEOs' Sustainability Committee, RTP/SCS Technical Working Group, Aviation Technical Advisory Committee (ATAC), and other regional-level advisory committees.
5. Develop technical input and policy recommendations as needed for regional transportation, aviation, air quality and goods movement studies conducted by SCAG, California Department of Transportation (Caltrans), air districts, other subregional agencies, and transportation commissions, and participate on steering committees for those studies managed by other agencies, including follow-up analysis of SCAG's East-West Freight Corridor Study, regional open space/conservation studies, and Los Angeles/San Bernardino Inter-county Transit Connectivity Study.
6. Coordinate with other subregions, SCAG, and State and Federal Agencies in addressing regional goods movement issues through the Southern California National Freight Gateway Collaboration (SCNFGC).
7. Provide review and analysis of the statewide plans, programs, and guidelines identified in the Purpose section of this task, and provide formal comments where appropriate.
8. Provide technical support as needed for SCAG delegates regarding the RTP/SCS, air quality issues, and regional goods movement issues.
9. Assist in public outreach and information dissemination regarding technical and policy issues associated with the RTP/SCS, aviation, air quality issues, and goods movement.
10. Coordinate development and inclusion in the RTP of South Coast Air Basin Transportation Control Measures (TCM's) consistent with the TCM structure defined by the State Implementation Plans for ozone and fine particulates.
11. Participate in agency and industry conferences relevant to specific work elements such as GIS, air quality conformity, goods movement, inter-modal accessibility, sustainability, or land use planning.
12. Coordinate with Western Riverside Council of Governments (WRCOG) on developing bi-county joint healthy communities initiatives and other bi-county efforts, as appropriate.

Product

Updated growth databases at the transportation analysis zone level and coordination with SCAG and local jurisdictions on their generation; written materials addressing countywide project lists and other products and recommendations for incorporation into regional transportation plans and programs; informal and formal comments and recommendations related to each cycle of the RTP/SCS, AQMP, and subarea, corridor, or modal studies prepared by SCAG or statewide agencies; reporting on TCM implementation as needed to support air quality conformity findings by SCAG.

Manager

Steven Smith, Director of Planning

Regional & Subregional Planning

Task 0110 Regional Planning

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	140,284	151,310	146,775	140,976
Overtime	49	-	-	-
Fringe Allocation-General	136,680	142,697	157,182	144,712
Professional Services	-	-	10,000	10,000
Training/Membership	450	-	-	-
Travel Expense - Employee	875	1,870	2,500	2,500
Travel Expense-Mileage-Employee	80	740	500	2,500
Travel Expense-Other-Metrolink Tickets	607	730	1,000	1,000
Office Expense	-	-	200	200
Meeting Expense	283	384	300	300
Indirect Allocation-General	189,555	220,843	311,616	235,350
Total Expenditures	<u>468,863</u>	<u>518,574</u>	<u>630,073</u>	<u>537,538</u>
Funding Sources				
Local Transportation Fund - Planning				<u>537,538</u>
Total Funding Sources				<u>537,538</u>

Regional & Subregional Planning

Task 0203 Congestion Management

Purpose

Meet State and Federal Congestion Management requirements. Maintain performance levels on the regionally significant transportation system in ways that are consistent with air quality attainment strategies within all air basins of the County. Establish and maintain a nexus between land use decisions and the ability of the transportation system to support the use.

Accomplishments

The countywide Congestion Management Program (CMP) was adopted in November 1992, after more than two years work and preparation of an Environmental Impact Report. The program has been updated in odd-numbered years since that time. A major update was completed on the Development Mitigation Nexus Study (Appendix G of the CMP) in 2016 and another revision to cost estimates is anticipated in late 2017. All jurisdictions have adopted and implemented the Land Use Transportation Analysis Program as required by law and, along with California Department of Transportation (Caltrans), are continuing to monitor their portions of the regional transportation system, as specified in the CMP as a condition of compliance. A project to develop a refined methodology to satisfy State and Federal requirements regarding monitoring of the regional transportation system was completed in 2016. Tables and graphics on historical congestion levels are now available through the SBCTA Performance Measurement System (PeMS) system. Model improvements for the San Bernardino County Transportation Analysis Model (SBTAM), (Subregional Planning, Task 0404) have been undertaken periodically within the Valley, Victor Valley, Morongo Basin, and Barstow/Northeast Desert subareas.

Work Elements

1. A major update of the entire CMP was completed in 2016. In 2017, changes to the estimates of costs for the Development Mitigation Nexus Study will be tracked based on local input and the Caltrans Construction Cost Index, with periodic opportunities for new cost estimates.
2. Trends in traffic growth will be tracked through congestion monitoring based on vehicle probe data for freeways and arterials. These data are more robust and reliable indicators of system performance than the traditional reliance on traffic volume counts. SBCTA hosts these data on an external website which provides analysis capabilities and data extraction for the monitored sections of the CMP network. The statewide PeMS and locally collected traffic counts will continue to be used for traffic volume purposes. These data sources can also be used as a basis for traffic studies for roadway and land development projects and for prioritization of transportation projects by SBCTA for discretionary funding.
3. Review Traffic Impact Analysis (TIA) reports prepared by local governments in the rural Mountain/Desert areas, and monitor compliance with the program as required by law.
4. Represent the Congestion Management Agency in discussions with other counties and regional, State, and Federal agencies regarding CMP and Congestion Management System consistency, performance measurement, data requirements, intercounty mitigation, and other issues.
5. Provide travel demand forecasting support to local jurisdictions preparing TIAs, local traffic studies, and Environmental Impact Reports.

Product

Updated and continued implementation of the CMP for San Bernardino County. Updated process and data for monitoring system performance.

Contract Information

- a. Existing Contracts
 - i. 16-1001364, Congestion Management Program Monitoring Tool Maintenance, Amount Budgeted \$75,000. Total Contract Amount \$450,000.

Manager

Steven Smith, Director of Planning

Regional & Subregional Planning

Task 0203 Congestion Management

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	20,899	30,644	29,177	24,177
Fringe Allocation-General	20,355	28,900	31,246	24,818
Consulting Services	95,263	67,548	75,500	75,923
Legal Fees	-	-	1,000	-
Travel Expense - Employee	-	-	500	500
Travel Expense-Mileage-Employee	-	-	1,000	500
Printing - Internal	-	-	500	200
Meeting Expense	-	-	200	500
Indirect Allocation-General	28,229	44,726	61,946	40,362
Total Expenditures	<u>164,746</u>	<u>171,818</u>	<u>201,069</u>	<u>166,980</u>
Funding Sources				
Congestion Management Program				40,923
MSI Valley Fund-Traffic Mgmt Sys				105,703
MSI Victor Valley Fund-Traffic Mgmt Sys				20,354
Total Funding Sources				<u>166,980</u>

Regional & Subregional Planning

Task 0404 Subregional Planning

Purpose

Optimize SBCTA investments in transportation infrastructure through a comprehensive, coordinated, and continuing process of identification and evaluation of multimodal transportation options and funding solutions. SBCTA will maintain a long-range Countywide Transportation Plan (CTP), for input into the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), developed in conjunction with the Southern California Association of Governments (SCAG) through Regional Planning (Task 0110). This task also includes the conduction of transportation and land use studies in individual corridors or for subareas of the county. It includes the update and maintenance of the Measure I 2010-2040 Strategic Plan, the Non-Motorized Transportation Plan, Long Range Transit Plan (LRTP), and work on various sustainability initiatives in conjunction with SCAG, local jurisdictions, and other stakeholders.

Accomplishments

Subregional planning is an ongoing process, and has provided a basis for SBCTA's input to the 1998, 2001, 2004, and 2008 Regional Transportation Plans and the 2012 and 2016 RTP/SCS. It has served as a foundation for the development of the Expenditure Plan for the reauthorization of Measure I and for the Congestion Management Program (Task 0203), including the Development Mitigation Nexus Study. In Fiscal Year 2015/2016 the CTP report was finalized and approved by the Board for submittal to SCAG for input into the RTP/SCS. An update to the SBCTA LRTP was initiated. An improved process for monitoring of Congestion Management Program roadways was implemented. The Planning Department continued to support other departments and jurisdictions with transportation analysis, such as interchange phasing analyses and the Mountain Area Transportation Study (MATS). This task supported the activities of both the Transportation Technical Advisory Committee (TTAC) and the Planning and Development Technical Forum (PDTF), key advisory committees for review of technical and policy issues.

SBCTA staff also worked on multiple sustainability initiatives in Fiscal Year 2016/2017. Implementation tools were developed in support of local Climate Action Plans; substantial progress was made on development of a Habitat Preservation/Conservation Framework for the Environment Element of the Countywide Vision; and planning studies were completed to assist in local implementation of the state's Complete Streets requirements Safe Routes to School plans, and bicycle/pedestrian plans for activity centers. Staff initiated, with SCAG, the Customer-Based Ridesharing and Transit Interconnectivity Study, focusing on ways to optimize SBCTA and transit agency investments in ridesharing and transit service. Staff assisted jurisdictions in competing for the state's third cycle of Active Transportation Program grants. The Data Management Office (DMO) supported the maintenance and update of fifteen datasets that are needed for regional and subregional planning activities and implemented a new Geographic Information System (GIS) mapping portal. The DMO provided mapping and analysis support for all SBCTA departments.

Work Elements

1. Work with SCAG and local jurisdictions to maintain and apply the San Bernardino County Transportation Analysis Model (SBTAM). SBTAM is the forecasting tool used to support traffic and environmental studies for all of SBCTA's primary transportation projects, as well as selected local planning projects, development-related traffic studies, and update to the LRTP. The model includes a more detailed network and zone system and is based on SCAG's TransCAD version five Regional Model.
2. Support the jurisdictions of San Bernardino County in the planning and implementation of sustainability initiatives and the Countywide Vision.
3. Support both TTAC and PDTF, consisting of staff from local jurisdictions providing input on transportation and local government planning issues.

Regional & Subregional Planning

Task 0404 Subregional Planning

4. Manage multiple SCAG and California Department of Transportation (Caltrans) grant-funded and other-funded projects, including:
 - a. Points of Interest Pedestrian Plan, Customer-Based Ridesharing and Transit Interconnectivity Study, San Bernardino County Habitat Conservation Framework, Safe Routes to School, Vehicle Technology and Alternative Fuels, and several State Active Transportation Program (ATP) grants. Submit additional grants for sustainability projects. The budget includes \$200,000 in contributions/subsidies to match planning, project development, and/or construction funds for Sustainability and Active Transportation studies/projects in the Valley and \$50,000 in contributions/subsidies for the Mountain/Desert Region.
 - b. Rim of the World Active Transportation Plan. SBCTA staff is managing this project on behalf of the County of San Bernardino at their request. The budget includes funding from a state grant.
5. Manage the development of an update to the 2009 SBCTA LRTP.
6. Support SBCTA project development efforts with traffic analyses and impact assessments.
7. Maintain the policies in the Measure I 2010-2040 Strategic Plan and update the full Plan in 2017.
8. Seek to implement the San Bernardino County Non-Motorized Transportation Plan (NMTP), in conjunction with local jurisdictions. A major update and rebranding of the NMTP is anticipated in Fiscal Year 2017/2018 to include a pedestrian component from the Points of Interest Pedestrian Plan and safe-routes-to-school component from the Safe Routes to School (SRTS) Plan.
9. Manage the Active Transportation and Sustainability initiatives for SBCTA as part of the implementation of the SCAG RTP/SCS, based on the SCAG/SBCTA Sustainability Memorandum of Understanding (MOU) and in keeping with the goals and objectives of agencies in San Bernardino County.
10. Participate in subregional planning efforts led by local jurisdictions, SCAG, transit agencies or other agencies.
11. Maintain data management capabilities including the Data Management Office Network, Geographic Information System (GIS) workstations and data sets needed to support SBCTA programs.
12. As needed, provide assistance to local jurisdictions to access and manage planning and project data disseminated by SBCTA.
13. Maintain a monitoring database in coordination with the Congestion Management Program and GIS based regional planning data.
14. Collect and compile data, and distribute data as appropriate to other agencies and organizations.
15. Continue to manage \$1,250,000 in grant funds available from the South Coast Air Quality Management District (SCAQMD)/Mobile Source Review Committee (MSRC) as contributions/subsidies to support signal synchronization and other signal upgrades to improve arterial traffic flow in the Valley.
16. Manage \$50,000 in grant funds available from the SCAQMD/MSRC as contributions/subsidies to support SCAG's *Go Human* Bike/Ped Safety Open Streets Events.
17. Coordinate implementation of SRTS programs in 25 public schools around the county, with funding from state and regional agencies.
18. Actively pursue grant applications across multiple sectors, to include planning, freight, transit, and active transportation.

Product

Update of the Non-Motorized Transportation Plan and supporting reports on active transportation; update of SBTAM; Analysis support for the Measure I Strategic Plan and project development activities; data and analyses supporting development and updating of the CTP, Modal Alternatives Analyses, and related activities.

Regional & Subregional Planning

Task 0404 Subregional Planning

Contract Information

- a. Existing Contracts
 - i. 15-1001172, Points of Interest Pedestrian Plan, Amount Budgeted \$40,000.
 - ii. 15-1001193, SRTS Phase II, Amount Budgeted \$150,000.
 - iii. 16-1001417, Rim of the World Active Transportation Plan, Amount Budgeted \$120,000.
 - iv. 16-1001454, Habitat Preservation/Conservation Framework, Phase II, Amount Budgeted \$225,000.
 - v. 15-1001101, MSRC Signal Synchronization Partnership Program, Amount Budgeted \$90,000 (City of Yucaipa).
 - vi. 15-1001102, MSRC Signal Synchronization Partnership Program, Amount Budgeted \$325,390 (City of Highland).
 - vii. 15-1001103, MSRC Signal Synchronization Partnership Program, Amount Budgeted \$305,000 (City of Chino).
 - viii. 15-1001104, MSRC Signal Synchronization Partnership Program, Amount Budgeted \$268,800 (City of Ontario).
 - ix. 15-1001105, MSRC Signal Synchronization Partnership Program, Amount Budgeted \$124,810 (City of Rancho Cucamonga).
 - x. 15-1001106, MSRC Signal Synchronization Partnership Program, Amount Budgeted \$136,000 (City of Colton).
 - xi. 17-1001588, MSRC Open Streets Events Funding Agreements, Amount Budgeted \$75,000.
- b. New Contracts
 - i. RFP, SBTAM Update and Transit Model Calibration/Validation, Amount Budgeted \$150,000, Total Estimated Contract Amount \$162,723.
 - ii. RFP, LRTP Support, Amount Budgeted \$50,000, Total Estimated Contract Amount \$50,000.

Local Funding Source Detail

- i. San Bernardino County - \$225,000.
- ii. Green House Gas - \$20,376.

Manager

Steven Smith, Director of Planning

Regional & Subregional Planning

Task 0404 Subregional Planning

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	272,618	280,039	296,801	280,266
Fringe Allocation-General	265,521	264,096	317,019	287,693
Professional Services	3,848	43,240	197,591	-
Consulting Services	179,613	378,502	1,100,000	838,511
Program Management Fees	-	48,012	-	-
Information Technology Services	33,404	32,913	35,000	35,000
Maintenance-Office Equipment	1,200	299	-	-
Training/Membership	1,761	3,089	3,000	3,000
Postage	16	-	-	-
Travel Expense - Employee	5,570	2,670	5,000	5,000
Travel Expense-Mileage-Employee	1,582	2,196	1,600	1,600
Travel Expense-Other-Metrolink Tickets	108	-	-	-
Advertising	-	50	500	200
Printing - Internal	670	119	500	500
Contributions/Subsidies	34,641	55,384	1,650,000	1,945,000
Office Expense	-	-	500	300
Meeting Expense	66	-	500	300
Office Equipment/Software-Inventorial	1,602	1,737	5,000	5,000
Computer Hardware & Software	-	-	1,000	1,000
Indirect Allocation-General	368,238	408,341	626,067	467,886
Indirect Allocation-Project Management	-	4,187	-	-
Total Expenditures	<u>1,170,458</u>	<u>1,524,874</u>	<u>4,240,078</u>	<u>3,871,256</u>

Funding Sources

Active Transportation Program - State	360,904
Greenhouse Gas Fund	20,376
Local Projects Fund	225,000
Local Transportation Article 3 - Bicycle/Pedestrian	320,000
Local Transportation Fund - Admin	37,063
Local Transportation Fund - Planning	441,039
Modeling Fees	17,102
MSI Morongo Basin Fund-Traffic Mgmt Sys	12,811
MSI Mountain Fund-Traffic Mgmt Sys	10,668
MSI North Desert Fund-Traffic Mgmt Sys	10,668
MSI Valley Fund-Express Bus//Rapid Trans	13,069
MSI Valley Fund-Fwy Interchange	4,310
MSI Valley Fund-Traffic Mgmt Sys	938,262
MSI Victor Valley Fund-Traffic Mgmt Sys	134,984
SCAQMD/Mobile Source Review Comm.	1,325,000
Total Funding Sources	<u>3,871,256</u>

Regional & Subregional Planning

Task 0941 Mountain/Desert Planning and Project Development

Purpose

Provide for policy oversight, planning, and project development support for projects in the Mountain/Desert subregion.

Accomplishments

Provided support to the Mountain/Desert Policy Committee for detailed review and discussion of items of specific impact to that subregion. The task also includes additional staff support in the areas of planning and project development for projects in the Mountain/Desert subregion. In Fiscal Year 2016/2017, SBCTA staff worked with staff of the Mountain/Desert subareas to identify both project priorities for inclusion in the 2017 update to the 10-Year Delivery Plan, amendments to the 2012-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and long-term priorities over the life of Measure I 2010-2040. In the Mountain subarea, additional efforts are required to identify priority projects, which led to initiation of the Mountain Area Transportation Study (MATS). SBCTA provided support for further development of the High Desert Corridor, including participation in the Investment Grade Rail Ridership and Revenue Forecast Study completed by the High Desert Corridor Joint Powers Authority (HDCJPA) and the traffic and revenue study being conducted by Los Angeles County Metropolitan Transportation Authority (LACMTA).

Work Elements

1. Identify and analyze issues of a routine or special nature that may require policy input specifically from Mountain/Desert jurisdictions, including regional transportation planning, allocation of funds, air quality issues, and legislative issues.
2. Provide support and coordination for regular meetings of the Mountain/Desert Policy Committee and Mountain/Desert Committee.
3. Respond to special requests for reports and materials related to program implementation in the Mountain/Desert subregion.
4. Assist Mountain/Desert representatives with identification of priority projects and strategies for implementing those projects.
5. Participate on project development teams for major transportation projects in the Mountain/Desert subregions.
6. Support efforts for regional cooperation and possible public private partnerships to realize construction of the High Desert Corridor.
7. Participate with the HDCJPA and project partners in the completion of the Investment Grade Rail Ridership and Revenue Forecast Study that was initiated in Fiscal Year 2015/2016.
8. Manage the MATS.

Product

1. Policy direction and involvement in SBCTA programs affecting the Mountain/Desert subregion.
2. Planning and technical assistance in cooperation with California Department of Transportation (Caltrans) and local jurisdictions relative to project development in the Mountain/Desert subregions.
3. MATS Final Report.

Contract Information

- a. Existing Contracts
 - i. 15-1001173, Mountain Area Transportation Study, Amount Budgeted \$25,000. Total Contract Amount \$125,000.

Manager

Steven Smith, Director of Planning

Regional & Subregional Planning

Task 0941 Mountain/Desert Planning and Project Development

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	25,015	6,554	27,686	18,586
Fringe Allocation-General	24,363	6,181	29,649	19,079
Professional Services	-	63,708	13,424	-
Consulting Services	-	-	96,576	25,000
Travel Expense-Mileage-Employee	1,143	889	-	-
Advertising	-	176	1,000	-
Office Expense	22	-	-	-
Meeting Expense	-	58	-	-
Indirect Allocation-General	33,788	9,566	58,780	31,028
Total Expenditures	<u>84,331</u>	<u>87,132</u>	<u>227,115</u>	<u>93,693</u>

Funding Sources

MSI Colorado River Fund-Traffic Mgmt Sys	3,266
MSI Morongo Basin Fund-Traffic Mgmt Sys	6,535
MSI Mountain Fund-Traffic Mgmt Sys	38,069
MSI North Desert Fund-Traffic Mgmt Sys	6,535
MSI Victor Valley Fund-Traffic Mgmt Sys	<u>39,288</u>
Total Funding Sources	<u>93,693</u>

TRANSIT

Transit Program Budget

Description

The Transit Program represents the continuing responsibilities of SBCTA to implement new passenger rail service, plan for future passenger rail service, support existing commuter rail service through the Southern California Regional Rail Authority (SCRRA)/Metrolink, provide technical assistance to local jurisdictions implementing transit oriented development, coordinate and assist local bus operators when needed, and manage 62 miles of agency owned railroad right of way. The program is funded by an array of funding sources including Measure I, Transportation Development Act, Federal, State, and local funds. Many of SBCTA's Transit and Passenger Rail Program responsibilities are based on federal and state regulations, requiring coordination with the Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and the California Public Utility Commission (CPUC).

As part of the Fiscal Year 2016/2017 Budget, the Task and Sub Task Structure for the Transit Program was revised to align more closely with Major Projects Delivery's Task and Sub Task Structure. This included identifying four major Tasks and various new Sub Tasks including a separate Sub Task for each capital project.

Goals and Objectives

The Transit team will continue the delivery, management, and construction of major transit and rail capital projects. In doing so, the staff will assist in meeting SBCTA's commitment to deliver the transportation projects as described in the Measure I Transportation Transaction and Use Tax approved in 1989 and renewed in 2004 by the San Bernardino County voters. In addition, the Transit Program includes the goal of providing high-quality Metrolink commuter rail services to the citizens of San Bernardino County, development of Arrow hybrid-rail service, and providing project delivery support to the local transit operators in the County. The Transit Program for this fiscal year includes the following:

1. Close-out of the Downtown San Bernardino Passenger Rail Project and implementation of Metrolink service to the San Bernardino Transit Center.
2. Ground breaking on the Redlands Passenger Rail Project.
3. Construction of grade crossing improvements at three locations in the Metrolink service corridor.
4. Approval of the Gold Line Phase 2B Advanced Conceptual Engineering package and execution of the cooperative agreement with the Foothill Gold Line Construction Authority.
5. Removal of the Zanja Bridge.
6. Environmentally clearing the West Valley Connector and final design.
7. Complete the Mountain Transit Facility Study.
8. Proceed with development of the Metrolink Double Track – Control Point (CP) Lilac to CP Rancho Project to “shovel” ready status.
9. Management of SBCTA railroad right of way in an efficient and comprehensive fashion.
10. Provide technical assistance to various cities related to transit-oriented development efforts, including the Rancho Cucamonga Empire Yard development at the Milliken Metrolink Station.
11. Support the SBCTA Planning Department efforts to update the SBCTA Long Range Transit Plan (LTRP).
12. Support Omnitrans' and Victor Valley Transit Authority (VVTa) in their efforts to update their Short Range Transit Plans (STRP)'s.
13. Provide allocations and pass-through funding to the County's transit operators.

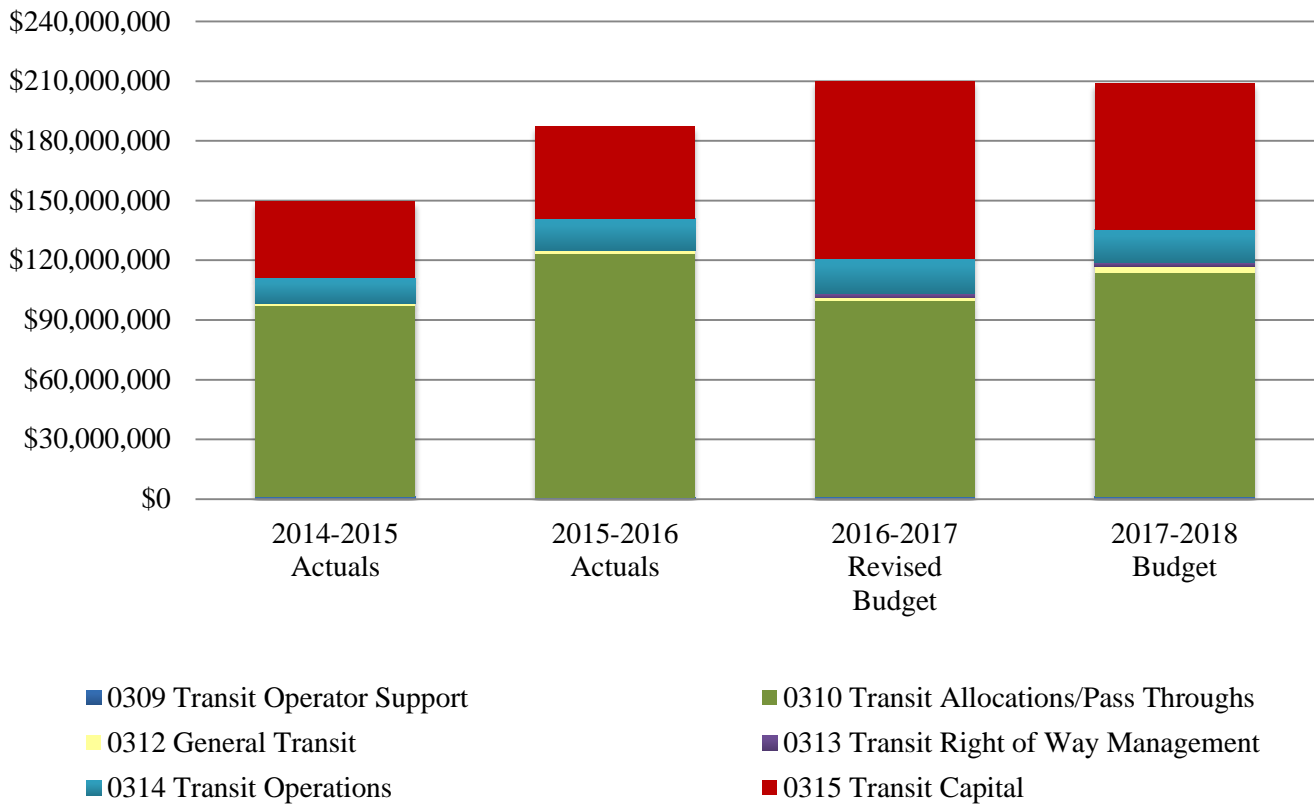
Transit Program Budget

Performance/Workload Indicators

	2014-2015 Actual	2015-2016 Actual	2016-2017 Revised Budget	2017-2018 Budget
Downtown San Bernardino Passenger Rail Project	Construction	Construction	Construction	Close-out
San Bernardino Transit Center	Construction	Project Closeout (Phase 1)	Construction (Phase 2)	Construction (Phase 2)
Redlands Passenger Rail Project	Preliminary Engineering/ Environmental Clearance	Final Design/Vehicle Procurement	Final Design/ Vehicle Procurement/ Utility Relocations	Final Design/ Vehicle Procurement/ Utility Relocations
Gold Line Extension	N/A	Advanced Conceptual Engineering Preliminary Engineering/ Environmental Clearance	Advanced Conceptual Engineering Preliminary Engineering/ Environmental Clearance	Preliminary Engineering Preliminary Engineering/ Environmental Clearance
Metrolink Double Track – CP Lilac to CP Rancho	Included	Underway	Finalize	N/A
Station Security Study	Included	Final Design/ Environmental Clearance	Final Design/ Right of Way	Construction
Shortway Subdivision Quiet Zone	N/A	Final Design	Final Design	Construction
Sierra Avenue and Juniper Avenue Grade Crossing Improvements	N/A	N/A	Environmental /Design	Environmental /Design/Right of Way
West Valley Connector	N/A	N/A		

Transit Program Summary

		2014-2015	2015-2016	2016-2017	2017-2018
		Actuals	Actuals	Revised Budget	Budget
Tasks					
0309	Transit Operator Support	1,228,344	570,259	826,530	1,202,170
0310	Transit Allocations/Pass Throughs	95,675,794	122,762,474	98,928,201	112,490,461
0312	General Transit	1,346,471	1,479,459	1,259,650	3,383,764
0313	Transit Right of Way Management	-	-	2,440,837	2,001,041
0314	Transit Operations	12,775,574	15,910,493	17,350,495	16,462,798
0315	Transit Capital	38,255,810	46,610,335	89,265,646	73,503,044
Total Tasks		<u>149,281,993</u>	<u>187,333,020</u>	<u>210,071,359</u>	<u>209,043,278</u>



Transit

Task 0309 Transit Operator Support

Purpose

Facilitate and oversee the administration and programming of transit projects through funding provided by a variety of Federal and State revenue sources and Measure I to allow delivery of transit projects on schedule and to demonstrate compliance with applicable State, Federal, and local guidelines, fiscal constraint and air quality conformity requirements. Federal and State revenue sources include Fixing America's Surface Transportation (FAST) Act programs administered by the Federal Transit Administration (FTA); State Proposition 1B Bond programs; Local Transportation Funds (LTF) and State Transit Assistance Funds (STAF) made available from State Transportation Development Act (TDA); and the Low Carbon Transit Operations Program (LCTOP). This provides for assistance and oversight of San Bernardino County transit operators, including review of their cost effectiveness and efficiency, State and Federal funding compliance, funding allocations, service modifications, and capital improvements. These operators include Omnitrans, Victor Valley Transit Authority (VVTA), Morongo Basin Transit Authority (MBTA), Mountain Area Regional Transit Authority (MARTA), and City of Needles Transit, as well as Omnitrans in its role as the Consolidated Transportation Services Agency (CTSA) for the San Bernardino Valley.

Accomplishments

Annually, SBCTA is responsible for the coordination of Unmet Transit Needs Public Hearings in the Victor Valley and Morongo Basin areas to determine whether there are unmet transit needs in those areas that could be reasonably met. During the Fiscal Year 2015/2016 unmet transit needs process, the Board adopted two findings of unmet transit needs in the Victor Valley that could be reasonably met. As a result VVTA implemented Oak Hills service during Fiscal Year 2016/2017 and expanded service in Apple Valley in the areas of Apple Valley Road, Corwin Road, and Dale Evans Road will be implemented in Fiscal Year 2017/2018. Additionally, SBCTA, in coordination with the county's public transit providers, human service agencies, cities, and the County, updated the Public Transit-Human Services Transportation Coordination Plan for Fiscal Years 2016-2020. The Coordinated Plan identifies and addresses transportation needs and gaps for seniors, persons with disabilities, and persons of low-income through mobility goals, strategies, and projects.

During Fiscal Year 2015/2016 an evaluation of the effectiveness and efficiency of the Valley CTSA model was undertaken that resulted in the Valley moving from a non-profit CTSA model to a consolidation under Omnitrans. Omnitrans created a new department for the administration of CTSA services in concert with Access, their paratransit service. During Fiscal Year 2016/2017 SBCTA, Valley Transportation Services (VTrans), and Omnitrans worked together to ensure a seamless transition of the CTSA services from VTrans to Omnitrans.

SBCTA staff has administered and programmed the funding available for transit projects based on the Board of Director's approved priorities and strategies as communicated through the 10-Year Delivery Plan and the various Short Range Transit Plans (SRTPs), program apportionments, and project-specific allocations. Through strategic fund management and timely delivery of existing committed funds, SBCTA has maximized and protected State and Federal funding revenues. SBCTA conducted a call for projects for FTA Section 5310 grants in the West Valley and reviewed and prioritized FTA Section 5310 grant applications for the East Valley for submission to and project selection by California Department of Transportation (Caltrans). In addition, SBCTA has supported transit operators with information on funding opportunities and transportation program guidelines, requirements, policies, and schedules. SBCTA serves as a liaison between transit operators and Caltrans, the California Transportation Commission (CTC), the County Auditor/Controller, and various other state and federal agencies to assist local implementation of projects funded by State and Federal sources.

Transit

Task 0309 Transit Operator Support

Work Elements

This is an ongoing project that includes professional development through participation in regional, state, and national transit association conferences. Participation provides for exchange of information and policy development ideas relating to transit operations and funding.

This task also includes continued staff and consultant efforts required to maintain compliance with State and Federal funding requirements, such as reviewing procedures related to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA) and conducting the annual unmet transit needs public hearings. Additionally SBCTA staff provides technical assistance for the transit operators such as financial forecasts for their SRTP's, grant applications review and submittal, and programming of projects in the Federal Transportation Improvement Program (FTIP) and Regional Transportation Plan (RTP).

The task also includes professional services to support the continued development, evaluation, and implementation of the transit operator reporting system. Specific items of the task include:

1. Attend and participate in regional, state, and national association meetings.
2. Continue work on implementing and maintaining the transit operator performance system.
3. Share new industry and regulatory information with operators.
4. Review and implement SBCTA procedures and provide technical assistance to transit operators and non-profits to ensure compliance with Federal Transit Administration requirements.
5. Schedule, mail and publish notices for annual Unmet Transit Needs Public Hearings (a minimum of two hearings will be held in the Mountain/Desert Region), as required by the Transportation Development Act (TDA). Obtain court recorder services for public hearings. Prepare summary of testimony received, recommended staff response, and formal findings for review by the Public and Specialized Transportation Advisory and Coordination Council (PASTACC) and the hearing boards. Obtain Board adoption of formal findings.
6. Identify eligible candidate projects for various competitive grant programs and provide support to transit operators to submit applications and implement projects, if selected.
7. Determine the distribution of FTA formula and Federal Highway Administration (FHWA) Congestion Mitigation and Air Quality (CMAQ) funds committed to transit projects. Provide assistance to operators in the preparation of annual Section 5311 and Section 5307 Programs of Projects and grant applications, provide concurrence with the use of Section 5307 and Section 5337 apportioned to the San Bernardino Valley by the Southern California Regional Rail Authority (SCRRA), and review and prioritize Section 5310 grant applications.
8. Allocate LTF to transit operators and local agencies for public transportation and local streets and roads projects and STAF to transit operators for capital projects and eligible operating costs in accordance with the TDA Statutes and the California Code of Regulations (CCR).
9. Coordinate with SBCTA auditor for both the annual fiscal and triennial performance audits of LTF and STAF funds, and monitor contract auditor work and final product for TDA claimants. Submit annual fiscal TDA audits to the State by the December 31 deadline and the triennial performance audits by the July 1 deadline.
10. Represent San Bernardino countywide programming interests at statewide meetings such as the Regional Transportation Planning Agencies' meeting, CTC meetings, Southern California's Programming/Planning group meeting, Transportation Conformity Working Group meetings, the Statewide TDA Advisory Committee meetings, and the California Federal Programming Group meetings.
11. Coordinate activities and provide assistance in responding to inquiries from Board members, member agencies, and transit operators through the Transportation Technical Advisory Committee (TTAC), PASTACC, and other interagency forums.

Transit

Task 0309 Transit Operator Support

Budgetary changes include the funding necessary for completion of the triennial performance audits for Fiscal Years 2014/2015 – 2016/2017 and staff training for EcoSys, the database used for administration of TDA funds.

Product

Dissemination of information and technical assistance to operators. The evaluation, further development, implementation, and maintenance of the transit operator performance reporting system will be of benefit to the operators and SBCTA. Additionally, an objective, efficient, and timely process to program and allocate Federal, State, and local funds in cooperation with the transit operators to maximize the use of revenue sources, to support the delivery of transit projects that provide the greatest transportation benefit relative to their cost, and to ensure that all transit funds allocated to projects within San Bernardino County are used in a timely manner without risk of loss.

Contract Information

- a. Existing Contracts
 - i. 15-1001235, Transit and Specialized Transportation Planning Services, Amount Budgeted \$263,878.
 - ii. 00-1000939, National Transit Database Reporting Project, Amount Budgeted \$25,000.
- b. New Contracts
 - i. RFP, Transportation Development Act Triennial Performance Audits, Amount Budgeted \$150,000, Total Estimated Contract Amount \$150,000.
 - ii. Training for EcoSys Database Administration, Amount Budgeted \$22,500, Total Estimated Contract Amount \$45,000. Cost is shared with Task 0500 – Fund Administration & Programming.

Local Funding Source Detail

- i. Victor Valley Transit Authority - \$25,000.

Manager

Andrea Zureick, Director of Fund Administration and Programming

Transit

Task 0309 General Transit

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	238,602	65,707	142,513	186,999
Overtime	258	-	-	-
Fringe Allocation-General	232,644	61,967	152,617	191,955
Professional Services	121,879	329,537	127,000	266,579
Consulting Services	24,941	-	53,884	44,305
Auditing & Accounting	262,409	-	-	150,000
Legal Fees	4,832	-	-	-
Dues & Subscriptions	12,832	12,783	27,000	13,000
Training/Membership	1,910	1,615	4,000	26,500
Postage	39	-	250	200
Travel Expense - Employee	2,560	903	5,200	5,350
Travel Expense-Mileage-Employee	176	155	1,100	1,200
Travel Expense-Other-Metrolink Tickets	-	-	250	400
Advertising	1,665	1,339	2,000	2,200
Printing - External	-	-	300	400
Office Expense	370	-	-	-
Meeting Expense	339	351	650	900
Office Equipment/Software-Inventorial	245	-	7,200	-
Indirect Allocation-General	322,643	95,902	302,566	312,182
Total Expenditures	<u>1,228,344</u>	<u>570,259</u>	<u>826,530</u>	<u>1,202,170</u>
Funding Sources				
Local Projects Fund				25,000
Local Transportation Fund - Admin				586,356
Local Transportation Fund - Planning				590,814
Total Funding Sources				<u>1,202,170</u>

Transit

Task 0310 Transit Allocations/Pass Throughs

Purpose

To serve as a depository for State Transportation Development Act (TDA) funds, Measure I 2010-2040 Senior and Disabled Program funds, and other grant funds that are required to pass through SBCTA prior to disbursement to transit operators and other local agencies implementing transit-related or TDA local streets and roads projects within their jurisdiction.

Accomplishments

As the County Transportation Commission and the administrator of Measure I, SBCTA is responsible for the disbursement of funding from the TDA, the Measure I 2010-2040 Senior and Disabled Program, and other State grant programs. SBCTA staff disburses these funds based on the program apportionments and project-specific allocations. The Measure I Senior and Disabled Program funds provided to the transit operators offer financial assistance to offset costs associated with paratransit service by the transit operators for those that meet the qualifications under the Americans with Disabilities Act (ADA). These funds are also used to provide subsidized fares for seniors. Additionally, other fund sources are included in this task when State processes require those funds to flow through SBCTA to the implementing agency or when SBCTA provides additional contributions to locally implemented transit projects.

Work Elements

1. Disburse Local Transportation Funds (LTF) to transit operators and local agencies for public transportation, local streets and roads projects, and projects that are provided for use by pedestrians and bicycles in accordance with the TDA Statutes and the California Code of Regulations (CCR).
2. Disburse State Transit Assistance Funds (STAF) to transit operators for capital projects and eligible operating costs in accordance with the TDA Statutes and the CCR.
3. Disburse Measure I Senior and Disabled Program funds based on annual allocations approved by the SBCTA Board of Directors.
4. Disburse other program funds that must pass through the SBCTA budget for disbursement to the transit operators and local agencies implementing transit-related projects within their jurisdiction.

Product

Funds for transit operators and other local agencies implementing transit-related projects within their jurisdiction.

Contract Information

- a. Existing Contracts
 - i. 16-1001458, Funding Operation of a Consolidated Transportation Services Agency (CTSA) to Provide for the Coordination of Transit Services for Seniors and Persons with Disabilities, Amount Budgeted \$2,591,816.

Manager

Andrea Zureick, Director of Fund Administration and Programming

Transit

Task 0310 Transit Allocations/Pass Throughs

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Contributions/Subsidies	9,053,897	10,492,440	11,251,781	10,182,911
Pass-Thru Payments	86,621,897	112,270,034	87,676,420	102,307,550
Total Expenditures	<u>95,675,794</u>	<u>122,762,474</u>	<u>98,928,201</u>	<u>112,490,461</u>

Funding Sources

Local Transportation Fund - Pass Through	86,700,000
State Transit Assistance Fund - Pass Through	15,607,550
MSI Colorado River Fund-Senior/Disabled	12,400
MSI Morongo Basin Fund-Senior/Disabled	108,300
MSI Mountain Fund-Senior/Disabled	104,636
MSI North Desert Fund-Senior/Disabled	459,759
MSI Valley Fund-Senior/Disabled	8,691,816
MSI Victor Valley Fund-Senior/Disabled	806,000
Total Funding Sources	<u>112,490,461</u>

Transit

Task 0312 General Transit

Purpose

Represent the San Bernardino County transit interests at the Regional, State, and National levels, including staff time associated with SBCTA's role as a member agency of the Southern California Regional Rail Authority (SCRRA), the operator of the Metrolink commuter rail system, to make transit in San Bernardino County safe, efficient, and effective. In addition, facilitate and assist with regional studies and plans associated with transit.

Accomplishments

SBCTA shares operating and capital expenses with the Los Angeles County Metropolitan Transportation Authority (LACMTA), the Riverside County Transportation Commission (RCTC), and the Orange County Transportation Authority (OCTA) for the three Metrolink routes that service San Bernardino County. These three lines typically carry up to 50% of the total Metrolink passengers. The San Bernardino Line alone carries about 30% and boasts the highest fare box recovery on the entire Metrolink system. While small in comparison to the other counties, Ventura County Transportation Commission (VCTC) does contribute on an "all-share" formula for all lines on the Metrolink system. During Fiscal Year 2016/2017, SBCTA worked with the four other county transportation commissions and SCRRA to implement Positive Train Control, participated in comprehensive review of the needed rehabilitation projects and identified the needed funding, and contributed to the analysis of the budgetary formulas that establish the member agency subsidy shares.

SBCTA continues to coordinate activities with the California High-Speed Rail Authority, discussing proposed alignments through the Inland Empire to link high speed rail from Los Angeles to San Diego. Coordination continues on efforts to implement and fund capacity improvement projects on existing commuter rail lines to provide feeder service to the high speed rail stations.

The Fiscal Year 2015/2016 – Fiscal Year 2018/2019 SBCTA Short Range Transit Plan (SRTP) was completed and includes proposed capital and operating needs for SBCTA as well as the six San Bernardino County transit operators: SCRRA, OmniTrans, Victor Valley Transit Authority (VVTA), Morongo Basin Transit Authority (MBTA), Mountain Area Regional Transit Authority (MARTA) and Needles Area Transit (NAT).

Work Elements

1. Represent the interest of the County on the SCRRA Technical Advisory Committee and advise SBCTA Board representatives on the SCRRA Board.
2. Attend SCRRA Board and policy committee meetings.
3. Work with SCRRA staff to improve financial/accounting practices and monitoring efforts.
4. Attend the American Public Transportation Association (APTA) Annual Rail Conference.
5. Attend the American Railway Engineering and Maintenance of Way Association (AREMA) meetings and Annual AREMA Conference.
6. Provide staff support to the SBCTA Transit Committee.
7. Continue support and coordination on the California High-Speed Rail Authority Project.
8. Other miscellaneous general transit items including project controls.

Product

Regional, State and National representation on transit related items, staff time, reports, and recommendations in support of San Bernardino County's interest as a member of the SCRRA Board, representation and participation with respect to High-Speed Rail, miscellaneous studies and analyses pertaining to transit issues of a regional nature, and high level tasks associated with management of the overall program such as project controls.

Transit

Task 0312 General Transit

Contract Information

- a. Existing Contracts
 - i. 00-1000939, CTO #11, Professional Services – Staff Augmentation, Amount Budgeted \$1,077,329.
 - ii. 00-1000940, CTO #1, Professional Services – General Support Services, Amount Budgeted \$200,000.
 - iii. 00-100939, CTO #49. Professional Services – Minor Technical Studies in Existing Metrolink Service Corridors, Amount Budgeted \$175,000.
 - iv. 00-1000939, CTO #50, Professional Services - Hybrid Rail Study, Amount Budgeted \$721,454.

Local Funding Source Detail

- i. Los Angeles County Metropolitan Transportation Authority - \$290,481.

Manager

Carolyn Schindler, Director of Transit and Rail Programs

Transit

Task 0312 General Transit

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	175,236	101,399	107,384	255,958
Overtime	396	58	-	-
Fringe Allocation-General	171,062	95,682	116,182	262,741
Professional Services	716,417	1,090,230	593,440	385,000
Consulting Services	-	33,056	104,846	721,454
Program Management Fees	-	-	-	1,077,329
Legal Fees	13,903	-	12,000	20,000
Dues & Subscriptions	2,913	1,753	7,000	6,000
Training/Membership	6,830	4,153	51,582	12,000
Postage	9	-	1,125	1,625
Travel Expense - Employee	14,395	4,384	15,500	27,000
Travel Expense-Mileage-Employee	553	222	1,000	2,000
Travel Expense-Other-Metrolink Tickets	53	278	1,000	1,000
Advertising	4,058	-	-	-
Printing - External	2,507	42	150	150
Record/Equipment Storage	-	-	100	1,000
Office Expense	853	-	-	1,000
Meeting Expense	49	121	1,500	1,000
Indirect Allocation-General	237,237	148,081	246,841	427,304
Indirect Allocation-Project Management	-	-	-	181,203
Total Expenditures	1,346,471	1,479,459	1,259,650	3,383,764
Funding Sources				
Local Transportation Fund - Planning				1,028,778
Local Transportation Fund - Rail				1,258,532
State Transit Assistance Fund - Rail				805,973
Local Projects Fund				290,481
Total Funding Sources				3,383,764

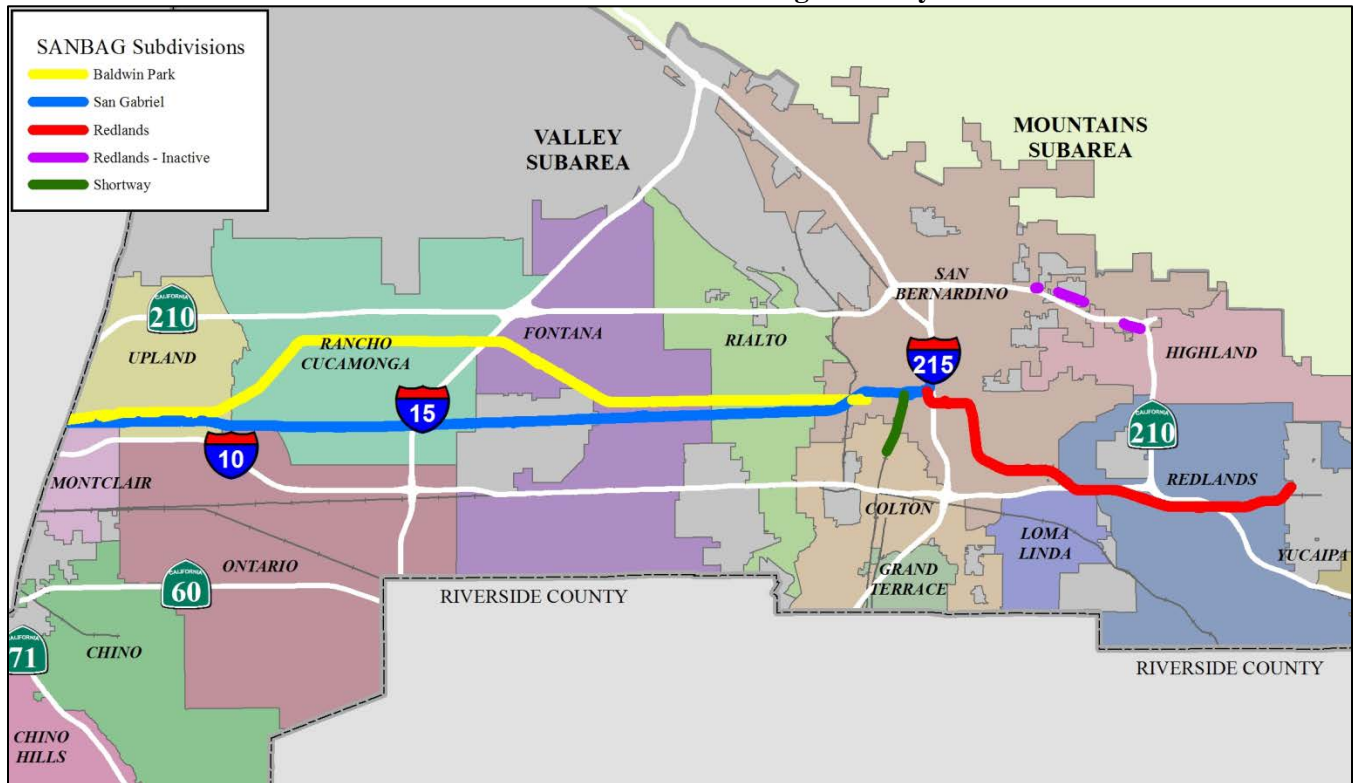
Transit

Task 0313 Transit Right of Way Management

Purpose

Manage and maintain approximately 62 miles of SBCTA owned railroad right of way in a safe, efficient and effective manner.

Transit Program SANBAG Owned Railroad Right of Way



Accomplishments

SBCTA's new oversight of the rail right of way has proven to be useful in several key areas. A reduction in fines for weed abatement violations across several jurisdictions has occurred. Graffiti abatement under a regular maintenance schedule has reduced the number of reported citing. An in-depth review of existing license agreements resulted in the termination of abandoned facilities and provides analysis for strategies to increase revenue. Adoption of a new Master License Agreement template helps staff to more efficiently manage facilities under a single ownership. The land surveying of several Metrolink stations to repair ownership on title occurred to ensure compliance with Cooperative Agreements between SBCTA and respective cities. A public auction of surplus land in Upland was conducted, although the properties were not sold.

Work Elements

1. Process new rights of use agreements in a timely manner.
2. Graffiti removal and weed abatement.
3. Records management.
4. Implement collection of lease revenue directly by SBCTA.
5. Implement master agreements with utility agencies where possible.
6. Dispose of surplus property.

Transit

Task 0313 Transit Right of Way Management

Product

Proactively manage the railroad right of way by: performing maintenance activities, processing new railroad right of way rights of use agreements in a timely fashion, updating outdated rights of use agreements, and determining the process for SBCTA to begin collecting use revenues directly and implementing such process in partnership with the Finance Department, as well as recommending disposal of surplus property where applicable. Specific railroad right of way maintenance activities include weed abatement, graffiti abatement, trash removal, and fence repairs.

Contract Information

- a. Existing Contracts
 - i. 16-1001409, Professional Services - On-call Railroad Right of Way Maintenance Services, Amount Budgeted \$800,000.
 - ii. 16-1001412, Professional Services - On-call Railroad Right of Way Property Management Services, Amount Budgeted \$475,000.
 - iii. 00-1000988, Legal Services - Railroad Right of Way, Amount Budgeted \$50,000.
 - iv. 00-1000940 CTO #37, Professional Services - On-call Engineering Plan Review, Amount Budgeted \$50,000.
 - v. 00-1000939, CTO #31 Professional Services - Rail Station Surveying (City of Rancho Cucamonga and City of Upland), Amount Budgeted \$76,600.
 - vi. 00-1000940, CTO #51 Professional Services, Mountain Transit Facility Upgrade, Amount Budgeted \$80,000.
 - vii. 00-1000145, Metrolink Right of Way Maintenance Memorandum of Understanding, Amount Budgeted \$147,300.
- b. New Contracts
 - i. RFP/CTO, Legal Services - Railroad Right of Way Litigation, Amount Budgeted \$25,000, Total Estimated Contract Amount \$25,000.
 - ii. RFP/CTO, Temporary Staffing Services - Railroad Right of Way Filing, Amount Budgeted \$20,000, Total Estimated Contract Amount \$20,000.
 - iii. RFP/CTO, Professional Services - Site Assessment for Rail Maintenance Facility, Amount Budgeted \$15,000, Total Estimated Contract Amount \$15,000.
 - iv. RFP/CTO, Rail Signage Replacement (SBCTA), Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.
 - v. RFP, Rail Asset Management Software, Amount Budgeted \$15,000, Total Estimated Contract Amount, \$15,000.
 - vi. RFP, Professional Services, Conceptual Plan Surface Parking, Upland Surplus, Amount Budgeted \$35,000, Total Estimated Contract Amount \$35,000.

Local Funding Source Detail

- i. City of Rancho Cucamonga - \$5,000.
- ii. Mountain Area Regional Transit Authority - \$15,000.

Manager

Carolyn Schindler, Director of Transit and Rail Programs

Transit

Task 0313 Transit Right of Way Management

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	-	-	81,466	48,470
Fringe Allocation-General	-	-	87,242	49,754
Professional Services	-	-	230,563	211,600
Consulting Services	-	-	122,107	-
Legal Fees	-	-	75,000	75,000
Rail Maintenance of Way	-	-	1,658,500	1,529,800
Postage	-	-	1,500	500
Travel Expense - Employee	-	-	2,000	1,000
Travel Expense-Mileage-Employee	-	-	2,000	1,000
Travel Expense-Other-Metrolink Tickets	-	-	500	-
Advertising	-	-	2,000	2,000
Bank Charges	-	-	3,000	-
Meeting Expense	-	-	2,000	1,000
Indirect Allocation-General	-	-	172,959	80,917
Total Expenditures	-	-	2,440,837	2,001,041

Funding Sources

Local Transportation Fund - Planning	179,141
Local Transportation Fund - Rail	1,533,000
State Transit Assistance Fund - Rail	147,300
Rail Assets	121,600
Local Projects Fund	20,000
Total Funding Sources	2,001,041

Transit

Task 0314 Transit Operations

Purpose

Provide people with mobility and access to employment, community resources, medical care, and recreational opportunities across the San Bernardino Valley by offering reliable and safe transit service within and between San Bernardino County and Los Angeles, Orange, and Riverside Counties. In addition, reduce air pollution and reduce energy consumption.

Accomplishments

The Metrolink San Bernardino Line service, operated by the Southern California Regional Rail Authority (SCRRA), continues to carry the most ridership of any Metrolink line. Roundtrip express train service was discontinued between San Bernardino and Los Angeles Union Station in order to provide more reliable and better on-time commuter service along the entire Metrolink San Bernardino Line. With the current limitations of operating agreements on Burlington Northern Santa Fe Railway (BNSF) and the Union Pacific Railroad Railway (UPRR) lines, the existing Inland Empire Orange County and Riverside Metrolink lines are operating at their allowable capacity.

SBCTA is continuing to implement the operating structure for the future Arrow passenger rail service along the Redlands Subdivision between the San Bernardino Transit Center (SBTC) and the University of Redlands that will be commissioned upon completion of the Redlands Passenger Rail Project in 2020. SBCTA has executed an agreement with Omnitrans to operate the Arrow service and maintain the hybrid-rail equipment. Omnitrans has begun hiring staff to manage the Arrow operations. In addition, SBCTA is continuing to negotiate with SCRRA to provide maintenance of way and dispatch services. The service offered along the Redlands Subdivision will be a blended service with the Arrow service offering hybrid-rail shuttle service throughout the day and SCRRA providing one round trip per day serving the Downtown Redlands Station and providing a one-seat ride to Los Angeles Union Station.

Work Elements

1. Provide SBCTA's share of SCRRA's Metrolink service annual operating subsidy.
2. Allocate funding to Omnitrans for staff time associated with development of the new operating structure including hiring a Rail Director and Compliance Officer to manage rail operations and legal costs associated with Omnitrans becoming an agency managing passenger rail service.

Product

Process quarterly disbursement of operating funds to SCRRA in a timely manner and monitor their ongoing operating needs. It should be noted that since SCRRA's budget process parallels SBCTA's budget process, the SCRRA operating subsidy identified initially in the SBCTA budget is an estimate. The SCRRA budget and corresponding SBCTA subsidies are presented by separate action to the SBCTA Board for approval in June. Typically this action includes a budget amendment. Allocate funding to Omnitrans to support the development of the future Arrow passenger rail service between the SBTC and the University of Redlands.

Contract Information

- a. Existing Contracts
 - i. 17-1001641, Contributions – Cooperative Agreement with Omnitrans for Arrow Service, Amount Budgeted \$600,000.
- b. New Contracts
 - i. Cooperative Agreement with SCRRA for dispatch and maintenance of way services related to implementation of Arrow Service, Amount Budgeted \$0, expenditures to begin after construction is complete and allocated on an annual basis.

Manager

Carolyn Schindler, Director of Transit and Rail Programs

Transit

Task 0314 Transit Operations

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	15,009	99,668	44,541	63,258
Overtime	-	1,332	-	-
Fringe Allocation-General	14,618	95,250	48,762	64,935
Professional Services	16,617	87,495	-	-
Consulting Services	-	-	58,262	-
Legal Fees	31,584	45,134	-	-
Rail Maintenance of Way	901,885	1,256,153	-	-
Postage	-	17	500	-
Travel Expense - Employee	-	-	500	-
Travel Expense-Mileage-Employee	-	-	200	-
Travel Expense-Other-Metrolink Tickets	-	-	200	-
Advertising	455	125	-	-
Contributions/Subsidies	11,772,477	14,174,907	17,100,119	16,229,000
Bank Charges	2,655	3,000	-	-
Meeting Expense	-	-	1,000	-
Indirect Allocation-General	20,274	147,412	96,411	105,605
Total Expenditures	<u>12,775,574</u>	<u>15,910,493</u>	<u>17,350,495</u>	<u>16,462,798</u>

Funding Sources

Local Transportation Fund - Planning	199,972
Local Transportation Fund - Rail	14,899,401
Low Carbon Transit Operations Program	629,599
MSI Valley Fund-Metrolink/Rail Service	<u>733,826</u>
Total Funding Sources	<u>16,462,798</u>

Transit

Task 0315 Transit Capital

Purpose

Implement and provide funding for capital improvements and projects that develop and maintain high quality transit options, increase mobility, provide for safe operations, and expand service.

Accomplishments

Transit revenues have translated into significant transit enhancements for our region. Both the San Bernardino Transit Center (SBTC) and sbX are fully operational. Construction close-out activities were completed for the sbX Green Line and contract documents for additional landscaping and possibly a backup generator at SBTC were completed. Construction of the Downtown San Bernardino Passenger Rail Project is substantially complete and Phase 1 of the Rialto Metrolink Station Parking Lot Expansion is complete. The Gold Line Phase 2B Advanced Conceptual Engineering package has been prepared and underwent its initial review by SBCTA. Preliminary engineering and environmental clearance efforts continue on the Lilac to Rancho Double Track Project. Final design and vehicle procurement efforts are in full swing on the Redlands Passenger Rail Project. Final design has been completed on the Shortway Quiet Zone and acquisition of required right-of-way to begin construction is currently underway. In addition, construction is underway for safety enhancements at the existing Sierra Avenue and Juniper Avenue Metrolink at-grade crossings in the City of Fontana. Staff continues to work with the City of Rancho Cucamonga on the Empire Yards transit-oriented development efforts at the Milliken Metrolink Station. SBCTA has also assumed the responsibility of delivering the West Valley Connector Bus Rapid Transit Project from OmniTrans, which is progressing through final design and environmental clearance.

On an annual basis, as a member agency of the Southern California Regional Rail Authority (SCRRA), SBCTA provides funding for capital related expenditures including rehabilitation and renovation efforts. In the recent past, SBCTA's capital subsidy has funded positive train control efforts, new locomotives, rolling stock, ticket vending machines replacements, and efforts to implement mobile and online ticketing. It should be noted that since SCRRA's budget process parallels SBCTA's, the SCRRA capital subsidy identified initially in the SBCTA budget is an estimate. The SCRRA budget and corresponding SBCTA subsidies are presented by separate action to the SBCTA Board for approval in June. Typically this action includes a budget amendment. For this reason, Sub Task 0379 does not have a Sub Task narrative.

The majority of funding for capital projects is comprised of Valley Measure I Metrolink/Rail Program funds, Valley Measure I Express Bus & Bus Rapid Transit Program funds, Federal Transit Administration (FTA) Formula funds, Transportation Development Act (TDA) funds, and State Proposition 1B funds. Federal funds allocated to SCRRA as part of their capital subsidy are administered by SCRRA and do not flow through the SBCTA Budget. However, SBCTA is pursuing FTA Small Starts funding for both the Redlands Passenger Rail Project and the West Valley Connector Bus Rapid Transit Project. In addition, the Redlands Passenger Rail Project (RPRP) received an \$8.7 million Transportation Investment Generating Economic Recovery (TIGER) grant from the FTA and a \$9.7 million Transit and Intercity Rail Capital Improvement Program grant from the State of California.

Contract Information – Transit Program*

Contracts for the specific Sub-Tasks are included in the Sub-Task narratives. Contracts and/or staff time that are utilized on all Sub-Tasks within the Program are identified here. There is \$158,477 of staff time, fringe, and indirect budgeted under Task 0315 that is not assigned to specific Sub-Tasks. Currently, there are no contracts assigned at the Task level.

Local Funding Source Detail

The local funding source detail is specific to the individual Sub-Tasks and is included in the Sub-Tasks narratives.

Manager

Carolyn Schindler, Director of Transit and Rail Program

Transit

Task 0315 Transit Capital

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	215,386	205,789	215,292	300,583
Overtime	-	-	2,000	-
Fringe Allocation-General	209,779	194,075	225,910	308,548
Professional Services	3,942,128	5,363,147	15,753,164	18,836,035
Consulting Services	3,796,895	5,616,221	17,253,162	13,611,655
Program Management Fees	83,144	-	-	857,077
Legal Fees	988,997	696,283	1,973,000	1,993,000
Utilities	-	-	2,247,000	-
Construction Capital	24,925,844	25,546,944	31,977,973	12,053,021
Utilities Capital	141,143	9,148	210,000	20,000
Right of Way Capital	906,330	1,190,658	4,061,000	5,517,197
Postage	255	593	14,000	500
Travel Expense - Employee	960	-	23,600	53,800
Travel Expense-Mileage-Employee	196	98	8,500	7,500
Travel Expense-Other-Metrolink Tickets	-	-	400	-
Advertising	1,697	793	18,500	7,000
Public Information Activities	-	-	1,250	5,000
Printing - External	-	-	1,738	1,300
Printing - Internal	-	-	2,750	2,000
Contributions/Subsidies	2,752,124	4,479,644	9,836,652	19,279,667
Meeting Expense	-	79	5,700	3,200
Land	-	3,006,507	-	-
Motor Vehicles	-	-	5,000,000	-
Indirect Allocation-General	290,932	300,356	434,055	501,803
Indirect Allocation-Project Management	-	-	-	144,158
Total Expenditures	38,255,810	46,610,335	89,265,646	73,503,044

Funding Sources

Local Transportation Fund - Planning	281,537
Local Transportation Article 3 - Bicycle/Pedestrian	1,795,716
Local Transportation Fund - Rail	10,190,148
State Transit Assistance Fund - Rail	14,536,655
Rail Assets	194,416
Federal Transit Administration 5307	610,000
Public Trans Modern,Improve&Svc Enhance-P1B	800,000
Transit Sys Safety Sec Disaster Recovery-P1B	204,837
MSI Valley Fund-Metrolink/Rail Service	29,133,824
MSI Valley Fund-Express Bus//Rapid Trans	10,736,274
Local Projects Fund	1,328,546
Transit Center Project Fund	308,000
Redlands Passenger Rail Project Fund	2,767,713
San Gabriel Subdivision Line Project Fund	615,378
Total Funding Sources	73,503,044

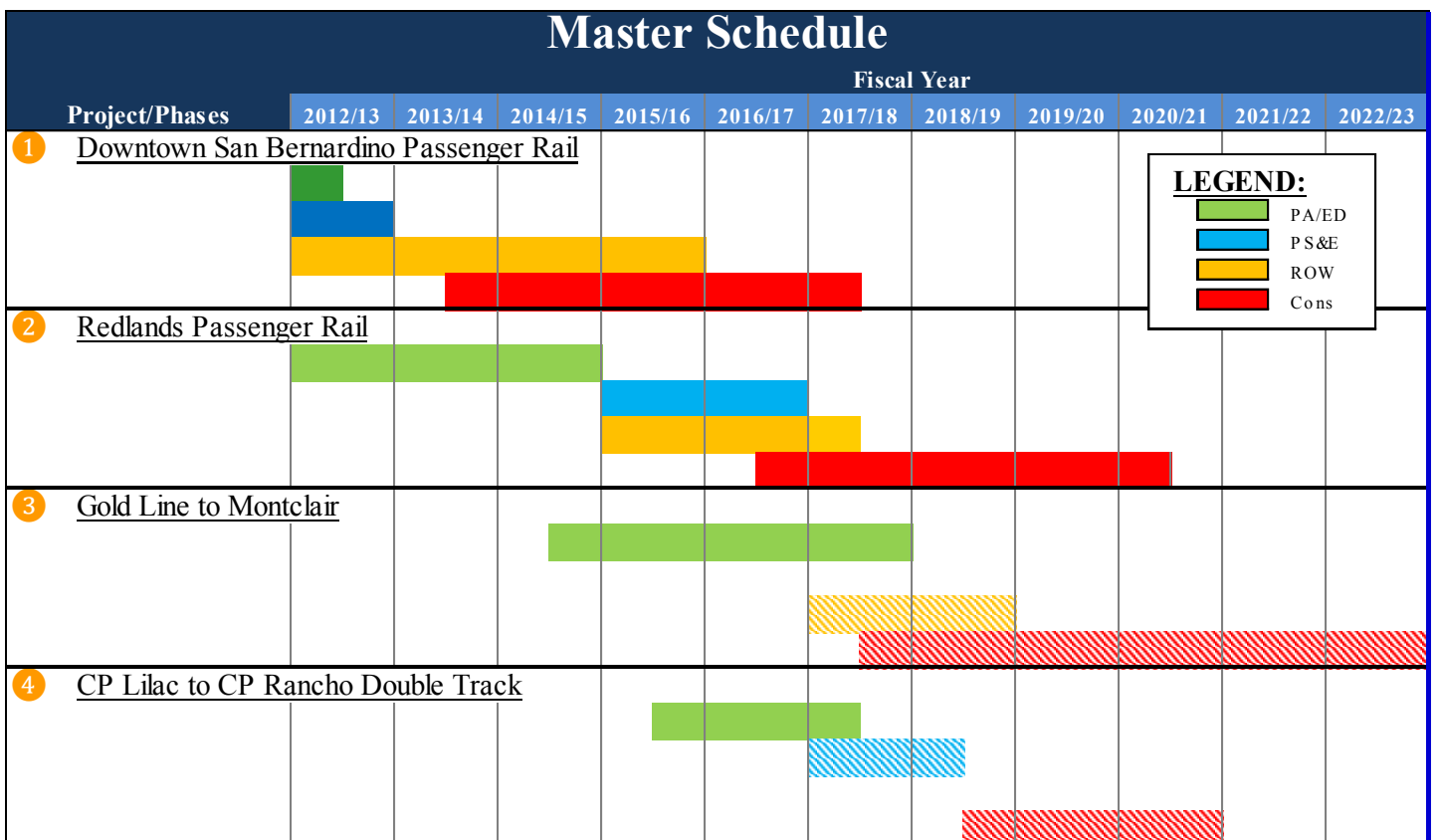
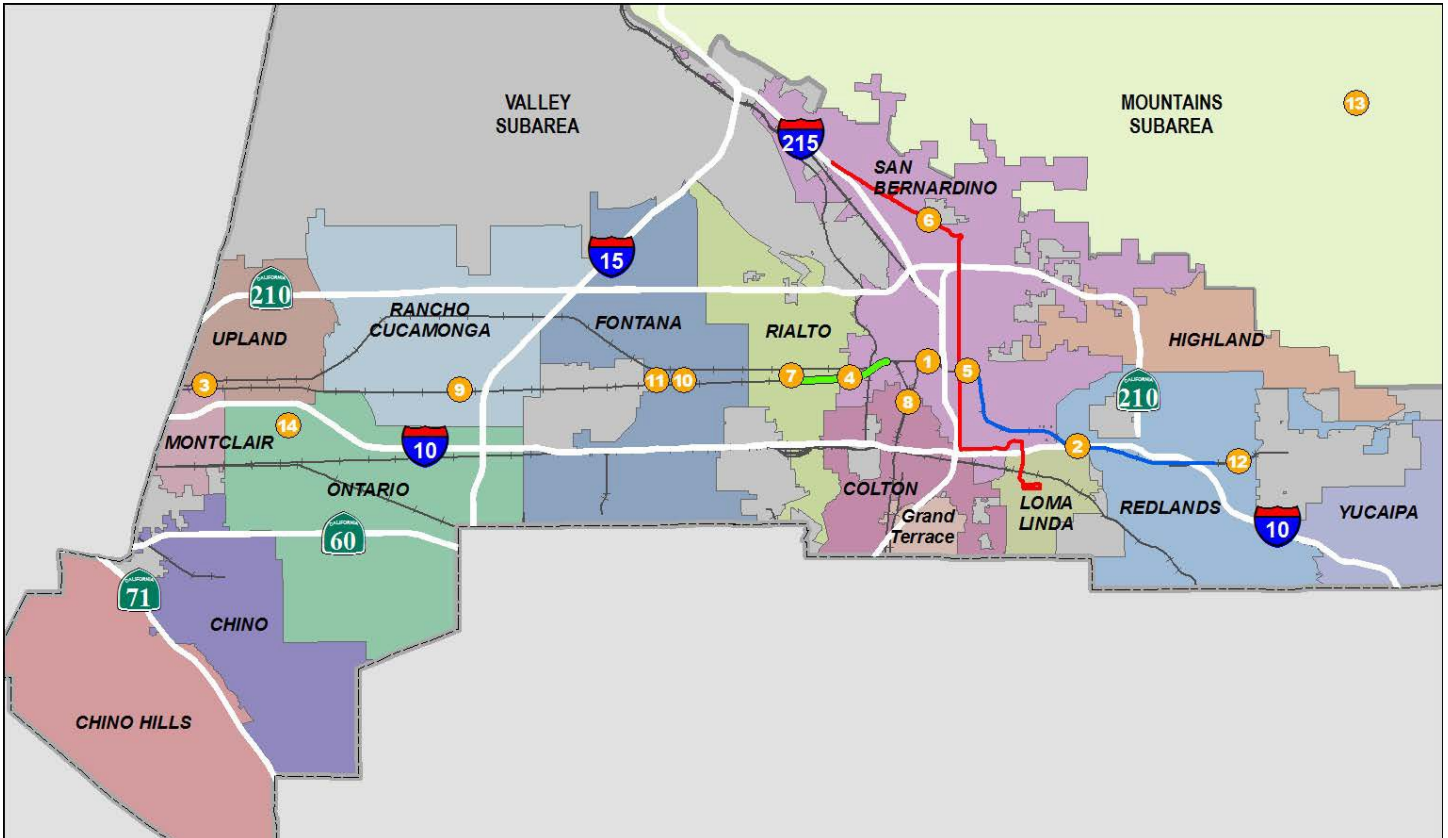
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Passenger Rail Projects**

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Transit Program



Transit Program

Master Schedule

Project/Phases	Fiscal Year										
	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
5 San Bernardino Transit Center (Phase 2)	PA/ED	PS&E	ROW	ROW	ROW	Cons					
6 sbX (Close-out ROW Activities Ongoing)											
7 Rialto Metrolink Parking Lot Expansion (Phase 1)											
8 Shortway Quiet Zone				PA/ED	PS&E	ROW	Cons				
9 Rancho Cucamonga Metrolink Station TOD				PA/ED	PA/ED	PA/ED					
10 Sierra Avenue Metrolink Grade Crossing				PA/ED	PS&E	Cons	Cons				
11 Juniper Avenue Metrolink Grade Crossing				PA/ED	PS&E	Cons	Cons				
12 Zanja Bridge Removal					PA/ED	PS&E	Cons				
13 West Valley Connector					PA/ED	PS&E	PS&E	ROW	Cons	Cons	Cons
14 Mountain Transit Facility Upgrade					PA/ED	PA/ED	PA/ED				

LEGEND:

PA/ED	PA/ED
PS&E	PS&E
ROW	ROW
Cons	Cons

Description

The Downtown San Bernardino Passenger Rail Project (DSBPRP) is a one-mile extension of the Metrolink system from the existing San Bernardino Metrolink station at the Santa Fe Depot to the San Bernardino Transit Center (SBTC) at Rialto Avenue and E Street in San Bernardino and includes station improvements at both locations. Current Phase: Construction Close-out

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$122,908,000	\$113,944,451	\$8,963,549	\$0

Contract Information

a. Existing Contracts

- i. 00-1000248, Engineering and Design Services - DSBPRP and Redlands Passenger Rail Project (RPRP), Amount Budgeted \$1,285,655.
- ii. 00-1000583, Construction Management Services DSBPRP, Amount Budgeted \$453,755.
- iii. 00-1001004, Construction Capital - DSBPRP, Amount Budgeted \$3,244,250.
- iv. 00-1000571, Legal Services - DSBPRP and SBTC, Amount Budgeted \$300,000.
- v. 00-1000716, Memorandum of Understanding - Design and Construction Support for the Eastern Maintenance Facility and the Downtown San Bernardino Passenger Rail Project, Amount Budgeted \$1,818,458.
- vi. 00-1000939, CTO #11, Professional Services - Project Management, Amount Budgeted \$305,515.
- vii. 00-1000939, CTO #19, Professional Services - Environmental, Monitoring & Mitigation, Amount Budgeted \$30,000.

b. New Contracts

- i. RFP/CTO, Consulting Services – Way Finding Design, Amount Budgeted \$50,000, Total Estimated Contract Amount \$50,000.
- ii. RFP/CTO, Professional Services – Post construction traffic counts and possible improvements, Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.
- iii. IFB/CTO, Construction Capital - Way Finding Construction, Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.

Description

Construct necessary improvements to implement a new passenger rail service, to be called Arrow, between the San Bernardino Transit Center and the University of Redlands resulting in approximately nine miles of rail improvements. The project will use right of way acquired by SBCTA from the Burlington Northern Santa Fe Railway in 1992. Additionally, SBCTA is partnering with Esri and the University of Redlands to fund the New York Street Station and betterments at the University Station respectively. Once operational, it is anticipated that passenger service and vehicle maintenance will be managed by Omnitrans, while maintenance of way and rail dispatching services will be completed by the Southern California Regional Rail Authority (SCRRA) also known as Metrolink. Current Phase: Final design, vehicle procurement, and preparation of an early utility relocation construction contract.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$285,500,000	\$25,691,850	\$27,788,305	\$232,019,845

Prior Year Budgeted Funds

The 2014 10-Year Delivery Plan identified an overall capital project cost of \$242 million. As presented to the November 2016 Transit Committee, the current overall capital cost is estimated at \$285.5 million due to an increase in cost with the use of diesel multiple unit or hybrid-rail vehicles and associated vehicle maintenance facility, implementation of Positive Train Control, and capital improvements to accommodate Metrolink service in downtown Redlands. As part of the 2017 10-Year Delivery Plan update staff will analyze the effect of this cost increase on the overall SBCTA delivery program.

Contract Information

a. Existing Contracts

- i. 15-1001146, Program Management Services, Amount Budgeted \$2,981,561.
- ii. 15-1001093, Final Mainline Design Services, Amount Budgeted \$7,500,000.
- iii. 16-1001336, Maintenance Facility Design Services, Amount Budgeted \$750,000.
- iv. 16-1001440, Mainline Construction Management Services, Amount Budgeted \$3,600,000.
- v. 16-1001329, Right of Way Legal Services, Amount Budgeted \$1,000,000.
- vi. 16-1001363, Legal Services, Amount Budgeted \$100,000.
- vii. 15-1001301, Public Outreach and Branding, Amount Budgeted \$200,000.
- viii. 17-1001686, Building Demolition, Amount Budgeted \$200,000.
- ix. 17-1001699, Mainline Utility Relocations, Amount Budgeted \$4,224,100.
- x. 17-1001604, Right-of-way acquisitions, Amount Budgeted \$4,000,000.
- xi. 17-1001587, Southern California Regional Rail Authority Coordination & Design Services, Amount Budgeted \$500,000.
- xii. 17-1001605, City of Riverside - Cage Canal, Amount Budgeted \$50,000.
- xiii. 00-1000939 – CTO #53 – Federal Transit Administration (FTA) Ridership Model, Amount Budgeted \$20,000.
- xiv. 17-1001635, Wildlands Lytle Creek Conservation Bank, Amount Budgeted \$100,000.

b. New Contracts

- i. IFB, Diesel Multiple Unit Rail Vehicles, Amount Budgeted \$0, Total Estimated Contract Amount of \$23,500,000, expenditures will occur after FY 2017/2018.
- ii. 00-1000939, FTA Transportation Investment Generating Economic Recovery (TIGER) Grant Application, Amount Budgeted \$60,000, Total Estimated Contract Amount of \$60,000.

- iii. RFP, Maintenance Facility Construction Management, Amount Budgeted \$200,000, Total Estimated Contract Amount of \$1,050,000.
- iv. IFB, Mainline Construction, Amount Budgeted \$500,000, Total Estimated Contract Amount of \$120,108,000.
- v. IFB, Maintenance Facility Construction, Amount Budgeted \$500,000, Total Estimated Contract Amount of \$7,730,000.
- vi. Cooperative Agreement, California Department of Transportation Design Coordination, Amount Budgeted \$50,000, Total Estimated Contract Amount \$50,000.
- vii. Cooperative Agreement, San Bernardino County Flood Control District Design Coordination, Amount Budgeted \$50,000, Total Estimated Contract Amount \$50,000.
- viii. Cooperative Agreement, San Bernardino County Parks Department – Santa Ana River Trail.
- ix. Cooperative Agreement, Inland Valley Development Agency Mountain View Avenue Grade Crossing.
- x. Cooperative Agreement, City of Redlands Downtown Station Betterments, Implementation, Maintenance and Security.
- xi. Cooperative Agreement, University of Redlands Station Maintenance and Security.
- xii. Cooperative Agreement, Esri Station Maintenance and Security.
- xiii. Cooperative Agreement, City of San Bernardino Stations Maintenance and Security.
- xiv. Cooperative Agreement, Burlington Northern Santa Fe Railroad (BNSF) Freight Shippers Trans-loading Work Window.

Local Funding Source Detail

- i. City of Loma Linda - \$690,100.
- ii. City of Redlands - \$50,000.
- iii. City of San Bernardino - \$1,767,000.
- iv. Esri - \$78,073.
- v. University of Redlands - \$182,540.

3 Project Gold Line Extension to Montclair (0326)

Description

The Foothill Gold Line - Phase 2B, from Azusa to Montclair will extend the Metro Gold Line 12.3 miles and add six stations, including a final stop at the Montclair Transcenter. Approximately 3,600 feet of the 12.3 mile project falls within San Bernardino County. The portion within San Bernardino County is identified as one of the projects in the San Bernardino County Measure I 2010-2014 Expenditure Plan. As project implementation responsibilities reside with the Metro Gold Line Foothill Extension Construction Authority, SBCTA's role is to provide coordination, oversight, and funding for the portion in San Bernardino County. Measure I identifies 8% of the Valley Measure I for use on rail projects which equates to about \$10 million annually. As such, SBCTA relies heavily on the use of federal funds to deliver large rail projects. The Construction Authority's current plan is to deliver Phase 2B without federal funds. Phase 2B has received California Environmental Quality Act clearance and advanced conceptual engineering is underway with approval planned for summer 2017. Based on a current estimated total cost of \$70 million for the San Bernardino portion and current revenue projections, SBCTA is in need of approximately \$32 million to avoid federalization of the project based on the Construction Authority's proposed delivery date of 2025. It should be noted that the majority of funding for the Los Angeles County portion was approved in November 2016 as part of the Los Angeles County sales tax measure, Measure M. The City of Montclair agreed to advance \$3 million to allow the advanced conceptual engineering to progress due to funding constraints until there is certainty that Phase 2B will be constructed, \$840,000 of which is to support SBCTA's oversight costs which have not been fully incurred. In accordance with Cooperative Agreement 15-1001306, SBCTA is to reimburse the City of Montclair for the advanced conceptual engineering with the passage of Measure M and approval of the advanced conceptual engineering by the SBCTA Board.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$70,000,000	\$0	\$15,646,929	\$54,353,071

Contract Information

- a. Existing Contracts
 - i. 15-1001309, Cooperative Agreement - City of Montclair Funding Advancement & Reimbursement Agreement, Amount Budgeted \$2,220,000.
- b. New Contracts
 - i. Cooperative Agreement – Metro Gold Line Foothill Extension Construction Authority Roles, Responsibilities, and Funding, Amount Budgeted \$12,540,000, Total Estimated Contract Amount \$12,540,000.

Local Funding Source Detail

- i. City of Montclair - \$921,246.

Description

Construct a double track section between Control Point (CP) Lilac and CP Rancho along the San Gabriel Subdivision that carries the Metrolink San Bernardino Line. This three mile double track project spanning the cities of Rialto and San Bernardino includes 8 at-grade crossings that will be considered for Quiet Zone improvements, improvements to the railroad signaling and communications systems to accommodate Positive Train Control (PTC) and the addition of a second platform at the Rialto Metrolink Station.

Currently, only the Preliminary Engineering and Environmental Clearance phase is funded at a cost of \$2,267,868. Once the Preliminary Engineering and Environmental Clearance are completed, it will be more feasible to pursue other funding opportunities to complete final design and construction. The Los Angeles County Metropolitan Transportation Authority (LACMTA) is pursuing a similar strategy for another double track project on the San Gabriel Subdivision from Lone Hill Avenue to CP White in Los Angeles County. The CP Lilac to CP Rancho Project is included as a priority project in the California High Speed Rail – Southern California Memorandum of Understanding (MOU), although SBCTA is currently not a signatory to the MOU.

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
\$72,000,000	\$1,149,522	\$1,013,189	\$69,837,289

Contract Information

- a. Existing Contracts
 - i. 00-1000940, CTO #46, Professional Services - Project Management, Amount Budgeted \$75,000.
 - ii. 15-1001125, Work Order #4, Design and Coordination Services, Amount Budgeted \$30,000.
 - iii. 16-1001411, Preliminary Design and Environmental Clearance Services, Amount Budgeted \$880,000.

Description

The San Bernardino Transit Center (SBTC), which went operational on September 8, 2015, provides intermodal connectivity with multiple transit modes including Omnitrans' fixed route bus service, the sbX Green Line, Victor Valley Transit Authority, Morongo Basin Transit Authority, Mountain Area Regional Transit Authority and Pass Transit out of Riverside County as well as a connection to Metrolink service and the future Arrow hybrid-rail service. Current phase: Phase 2 Construction which includes additional landscaping in the area designated for future transit oriented development and possible installation of a backup generator. OmniTrans is analyzing the possibility of using battery storage in lieu of the backup generator.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$26,333,000	\$25,140,590	\$1,192,410	\$0

Contract Information

- a. Existing Contracts
 - i. 00-1000584, Construction Management Services - Omnitrans Bus Facility, Amount Budgeted \$113,000.
 - ii. 00-1000612, Architectural and Engineering Services - Omnitrans Bus Facility, Amount Budgeted \$273,000.
 - iii. 00-1000571, Legal Services – Downtown San Bernardino Passenger Rail (DSBPRP) and SBTC, Amount Budgeted \$68,000.
 - iv. 00-1000939, CTO #11, Professional Services - Project Management, Amount Budgeted \$50,000.
 - v. 00-1000939, CTO #19, Professional Services - Environmental, Monitoring & Mitigation, Amount Budgeted \$20,000.
- b. New Contracts
 - i. IFB, Construction Capital - SBTC Phase 2 Generator Construction, Amount Budgeted \$450,000, Total Estimated Contract Amount \$450,000.
 - ii. IFB, Construction Capital - SBTC Phase 2 Landscape Construction, Amount Budgeted \$200,000, Total Estimated Contract Amount \$200,000.

Note: New contract Items i. and ii. might be combined into one IFB.

Local Funding Source Detail

- i. Omnitrans - \$308,000.

6 Project sbX (0311)

Description

The sbX/Bus Rapid Transit (BRT) Project includes the construction of BRT along E Street in San Bernardino, also known as the Green Line. The BRT project provided a dedicated bus travel lane through the majority of the corridor connecting California State University San Bernardino (CSUSB), downtown San Bernardino, the City of Loma Linda, the Loma Linda University Medical Center and the Veterans Affairs (VA) Hospital. Omnitrans was the lead agency for the construction activities with SBCTA taking the lead on right of way acquisition. The Green Line is operational; however, funds are included in this fiscal year's budget for any unforeseen right of way activities.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$5,866,483	\$5,541,483	\$325,000	\$0

Contract Information

- a. Existing Contracts
 - i. 00-1000363, Legal Services - E Street sbX Right of Way Acquisition, Amount Budgeted \$325,000.

Local Funding Source Detail

- i. Omnitrans – \$325,000.

7 Project

Shortway Quiet Zone (0327)

Description

The Shortway Railroad Subdivision is a 2.1 mile section of railroad serving Metrolink's San Bernardino and Inland Empire Orange County (IEOC) Lines that SBCTA purchased in 2015 as part of the Downtown San Bernardino Passenger Rail Project. The Shortway Subdivision is also the only rail access to Metrolink's Eastern Maintenance Facility (EMF), where overnight storage and servicing of approximately 12 trains occurs daily. A Quiet Zone Feasibility Study was completed, detailing strategies and the capital improvements needed to implement a Quiet Zone along the Shortway. Design of these improvements has been completed in coordination with the City of San Bernardino, the California Public Utilities Commission, and Southern California Regional Rail Authority (SCRRA). Required right of way acquisitions are currently underway and construction of the improvements is estimated to be completed by the end of calendar year 2017. In accordance with a Memorandum of Understanding (MOU) with the City of San Bernardino and federal regulation, the City is responsible for applying to the Federal Railroad Administration for the implementation of the Quiet Zone once improvements are completed.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$4,000,000	\$666,289	\$2,009,188	\$1,324,523

Contract Information

- a. Existing Contracts
 - i. 00-1000939, CTO #32, Consulting Services - Shortway Subdivision Quiet Zone Project, Amount Budgeted \$100,000.
 - ii. 00-1000939, CTO #45, Project Management, Amount Budgeted \$75,000.
 - iii. 17-1001586, MOU Shortway Quiet Zone, City of San Bernardino.
 - iv. 17-1001583, Southern California Regional Rail Authority Construction and Construction Management Services, Amount Budgeted \$780,000.
 - v. 16-1001471, Construction of Civil Improvements, Amount Budgeted \$950,000.

Description

In 2015, the City of Rancho Cucamonga proposed transitioning the use of the Milliken Avenue Metrolink Station parking area into a Transit Oriented Development (TOD). As joint owner with the hosting cities of the seven Metrolink station sites, SBCTA is interested in supporting cities' in their development efforts that not only increase rail passenger ridership and provide better transit connectivity, but to also generate revenue through the lease or sale of land. In support of this project, SBCTA entered Cooperative Agreement, Contract No. 15-1001271 outlining the roles and responsibilities of the City and SBCTA and subsequently enter an agreement with the City and Creative Housing Associates for exclusive negotiations pertaining to a TOD at the Milliken Avenue Metrolink Station. The project cost included below is based on the estimated staff time associated with supporting delivery of the TOD and providing technical assistance as the City is lead on TOD effort.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$23,364	\$0	\$23,364	\$0

Contract Information

- a. Existing Contracts
 - i. 00-1000939, CTO #11, Professional Services - Staff Augmentation, Amount Budgeted \$20,000.
 - ii. 16-1001524, MOU Exclusive Negotiations Agreement, City of Rancho Cucamonga and Creative Housing Associates.
 - iii. 15-1001271, MOU Cooperative Agreement, City of Rancho Cucamonga.

Description

Construct grade crossing safety enhancements for pedestrians at the existing Sierra Avenue Metrolink Grade Crossing in the City of Fontana. The City of Fontana secured \$750,000 in Article 3 Local Transportation Funds as part of the competitive grant process with \$250,000 of local match funds identified, for a total cost of \$1 million for improvements at the Sierra Avenue at-grade crossing. The City of Fontana is responsible for any costs that will exceed \$1 million. As a work around, the railroad is specialized and this project requires substantial coordination with Metrolink, the City requested SBCTA finalize the design and administer the construction contract. Southern California Regional Rail Authority (SCRRA) will perform the signal and panel work, oversight and construction management, rehabilitation improvements, and procure materials for the railroad related construction work. The non-railroad related construction work will be performed and completed under a separate construction contract. Construction management for the entire project, for both rail and civil improvements, will be provided by SCRRA.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$1,429,982	\$430,508	\$999,474	\$0

Contract Information

- a. Existing Contracts
 - i. 00-1000939, CTO #20, Design of Sierra Avenue and Juniper Avenue grade crossing improvements, Amount Budgeted \$8,000.
 - ii. 00-1000940, CTO #39, Project Management Services, Amount Budgeted \$30,000.
 - iii. 16-1001518, Construction Contract with Southern Californian Regional Rail Authority, Amount Budgeted \$600,000.
- b. New Contracts
 - i. 17-1001670, Construction Contract, Amount Budgeted \$300,000, Total Estimated Contract Amount \$750,381.

Local Funding Source Detail

- i. City of Fontana - \$249,741.

Description

Construct grade crossing safety enhancements for pedestrians at the existing Juniper Avenue Metrolink Grade Crossing in the City of Fontana. The City of Fontana secured \$750,000 in Article 3 Local Transportation Funds as part of the competitive grant process with \$250,000 of local match funds identified, for a total cost of \$1 million for improvements at the Juniper Avenue at-grade crossing. The City of Fontana is responsible for any costs that will exceed \$1 million. As work around the railroad is specialized and this project requires substantial coordination with Metrolink, the City requested SBCTA finalize the design and administer the construction contract. Southern California Regional Rail Authority (SCRRA) will perform the signal and panel work, oversight and construction management, rehabilitation improvements, and procure materials for the railroad-related construction work. The non-railroad related construction work will be performed and completed under a separate construction contract. Construction management for the entire project, for both rail and civil improvements, will be provided by SCRRA.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$1,791,713	\$397,239	\$1,394,474	\$0

Contract Information

- a. Existing Contracts
 - i. 00-1000939, CTO #20, Design of Sierra Avenue and Juniper Avenue grade crossing improvements, Amount Budgeted \$8,000.
 - ii. 00-1000940, CTO #39, Project Management Services, Amount Budgeted \$30,000.
 - iii. 16-1001518, Construction Contract with Southern Californian Regional Rail Authority, Amount Budgeted \$750,000.
- b. New Contracts
 - i. 17-1001670, Construction Contract, Amount Budgeted \$550,000, Total Estimated Contract Amount \$750,381.

Local Funding Source Detail

- i. City of Fontana - \$348,491.

Description

The Zanja Bridge is a non-functioning dilapidated timber railroad bridge, with a span of approximately 30 feet, partially crossing Zanja Creek located on SBCTA railroad right of way near the intersection of North Lincoln Street and Sylvan Boulevard in the City of Redlands. Zanja Creek is designated as a historical resource and the bridge has historical potential because it crosses the creek. The cost included here is part of Board direction to remove the existing bridge, which was less than the cost to retrofit.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$223,150	\$28,734	\$194,416	\$0

Contract Information

- a. Existing Contracts
 - i. 00-1000939, CTO #11, Professional Services – Project Management, Amount Budgeted \$10,000.
 - ii. 00-1000939, CTO #44, Zanja Bridge Retrofit Project, Environmental & Design Services, Amount Budgeted \$69,718.
- b. New Contracts
 - i. RFB/CTO, Construction Management, Amount Budgeted, \$20,000, Total Estimated Contract Amount \$20,000.
 - ii. IFB, Construction Capital, Amount Budgeted \$80,000, Total Estimated Contract Amount \$80,000.

Description

The West Valley Connector Project is a 33.5-mile-long bus rapid transit (BRT) project that proposes limited stops, providing speed and quality improvements to the public transit system within the corridor. The BRT will serve the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana and will interconnect with three Metrolink stations. Among the numerous benefits, BRT provides premium transit with more frequent service, Transit Signal Priority (TSP), dedicated lanes, enhanced stations, and integration with other bus routes. The Project seeks to improve mobility in the San Bernardino Valley with an enhanced, state-of-the-art BRT system to address the growing traffic congestion and the one million people that will be added to the area by 2030.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$170,000,000	\$1,803,100	\$10,736,274	\$157,460,626

Contract Information

- a. Existing Contracts
 - i. 17-1001636, Assignment and Assumption Agreement for Environmental and Design Services, Amount Budget \$5,000,000.
 - ii. 17-1001638, Omnitrans Cooperative Agreement, Amount Budgeted \$200,000.
 - iii. 00-1000939, CTO #54, Project Management, Amount Budgeted \$600,000.
- b. New Contracts
 - i. RFP, Maintenance Facility Environmental and Design, Amount Budgeted \$1,100,000, Total Estimated Contract Amount \$2,100,000.
 - ii. RFQ/RFP, Professional Services – Property Appraisal, Amount Budgeted \$1,000,000, Total Estimated Contract Amount \$1,996,500.
 - iii. RFQ/RFP, Professional Services – Property Acquisition and Relocation, Amount Budgeted \$750,000, Total Estimated Contract Amount \$2,050,000.
 - iv. RFQ/RFP, Professional Services – Environmental Assessment (Phase I and Phase II), Amount Budgeted \$500,000, Total Estimated Contract Amount \$500,000.
 - v. RFP, Legal Services – Right of Way and Environmental Support, Amount Budgeted \$1,000,000, Total Estimated Contract Amount \$3,516,000.
 - vi. RFP, Outreach – Project Public Outreach, Amount Budgeted \$200,000, Total Estimated Contract Amount \$750,000.

Description

The Mountain Area Regional Transit Authority (MARTA) is the transit service operator in the San Bernardino Mountains area of the County. The system operates a total of 20 vehicles, currently all cutaway buses (except for one Trolley Bus used on weekend), using gasoline or diesel fuel. Both of their operating and maintenance facilities located in the cities of Crestline and Big Bear are in need of upgrade and/or expansion or replacement, due to insufficient space. A cooperative agreement between SBCTA and MARTA authorizes funds for consulting services in assessing facility requirements, conceptual facility planning and potential property acquisition services to support future needs of the operators.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$177,921	\$19,568	\$99,446	\$58,907

Contract Information

- a. Existing Contracts
 - i. 00-1000940, CTO #51, Mountain Transit Facility Upgrade Study, Amount Budgeted \$80,000, Total Estimated Contract Amount \$177,922.

Local Funding Source Detail

- i. Mountain Area Regional Transportation Authority - \$99,446.

MAJOR PROJECTS DELIVERY

Major Projects Delivery Program Budget

Description

The Major Projects Delivery Program is responsible for the development and construction of major freeway, interchange, and grade separation projects. The program is funded by an array of funding sources including Measure I, Federal, State, and local funds. The Fiscal Year 2017/2018 budget of \$172.3 million is for the preparation, management, and construction of major projects.

Goals and Objectives

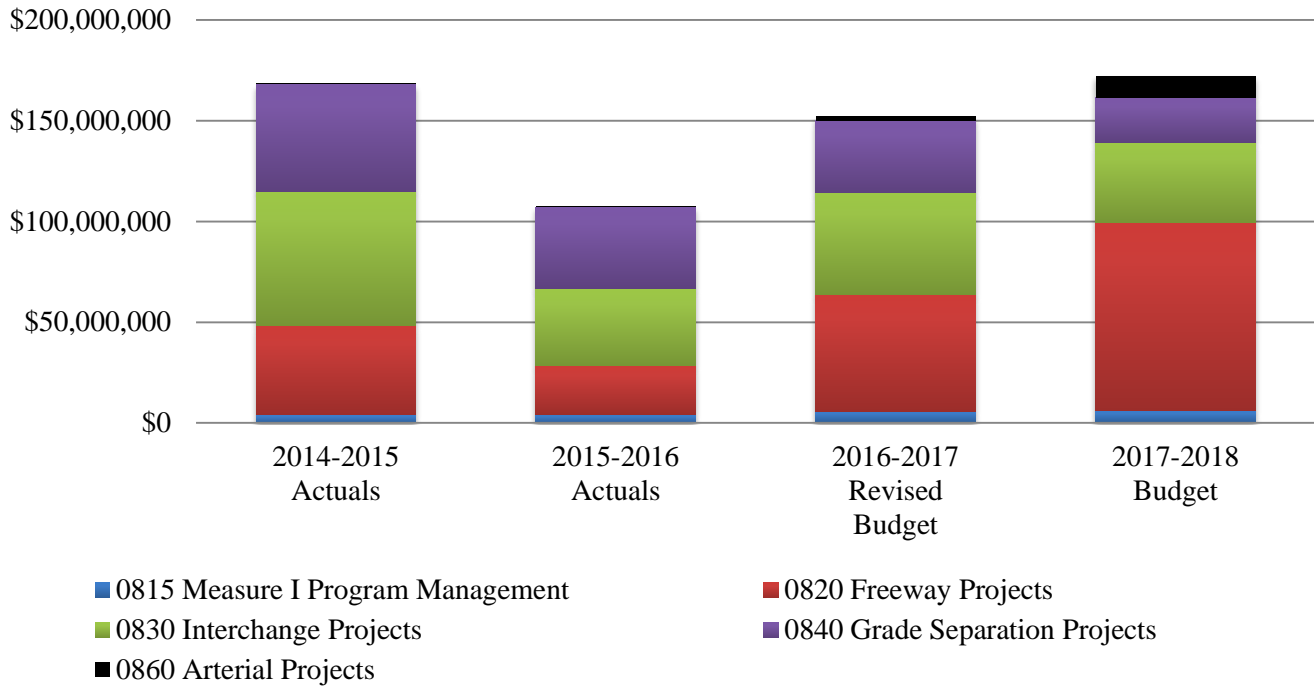
The Major Projects Delivery team will continue the delivery, management, and construction of major freeway, interchange, and grade separation projects. In doing so, the staff will assist in meeting SBCTA's commitment to deliver the transportation projects as described in the Measure I Transportation Transactions and Use Tax approved in 1989 and renewed in 2004 by the San Bernardino County voters. The Major Projects Delivery Program for this fiscal year includes 9 Freeway/Highway Projects, 20 Interchange Projects, 8 Railroad Grade Separation Projects, and 3 Miscellaneous Projects. In addition, to enhance project delivery and maximize the utilization of funds, staff will continue to maintain and improve the Project Control System.

Performance/Workload Indicators

	2014-2015 Actual	2015-2016 Actual	2016-2017 Revised Budget	2017-2018 Budget
Project Approval/Environmental Document	1	3	3	11
Start Construction	1	1	3	6
Open to Traffic	7	5	3	2
Project Control System	YES	YES	YES	YES

Major Projects Delivery Program Summary

		2014-2015	2015-2016	2016-2017	2017-2018
		Actuals	Actuals	Revised Budget	Budget
Tasks					
0815	Measure I Program Management	4,181,481	4,079,208	5,874,716	6,008,707
0820	Freeway Projects	44,322,186	24,434,828	57,881,944	93,305,243
0830	Interchange Projects	66,487,563	38,247,446	50,595,290	40,017,540
0840	Grade Separation Projects	53,076,267	40,346,281	35,748,615	22,073,170
0860	Arterial Projects	256,144	196,926	2,208,904	10,865,030
Total Tasks		<u>168,323,641</u>	<u>107,304,689</u>	<u>152,309,469</u>	<u>172,269,690</u>



Major Projects Delivery

Task 0815 Measure I Program Management

Purpose

Manage the Major Projects Program.

Accomplishments

Management of the Major Projects Program resulted in furthering the development of projects leading to the completion of numerous transportation enhancements. Individual project accomplishments can be found in the task-specific narratives.

Ongoing maintenance, assessment and enhancements of Major Project's Program Controls were conducted including: 1) Support of Planning staff's analysis of the partial interchange improvement plan; 2) Implementation of a comprehensive Quality Assurance/Quality Control (QA/QC) system was introduced; 3) The Project Control System (PCS) was maintained to support Major Project's management of project schedules, contracts, funding, reconciliation, and documentation. Also, the PCS provided support to Major Projects, Programming and Finance staff to serve as a tool for the update of the 10-Year Delivery Plan and the preparation of the Fiscal Year Budget.

Work Elements

1. Project Delivery: Perform tasks related to the project development and construction management of SBCTA managed projects as described by the task-specific narratives.
2. Project Controls: Collect and maintain all pertinent budget, cost, and schedule information on each project. Track project risks, goals and accomplishments, and action items. This work element includes regular updates to detailed project cost estimates commensurate with the level of project development and project scheduling, and development and regular updates to detailed project schedules. Overall, these activities serve to maintain and enhance PCS monitoring and reporting on the status of the budget, cost, and schedule and to forecast performance trends of each project under the Major Projects Delivery Program. In addition, use of this integrated system allows creation of different funding scenarios for the identification of the optimum funding plan.
3. Consultant Selection and Management: Administer the on-going consultant activities. For new contracts, analyze bid/cost proposals against independent cost estimates and negotiate contracts that are fair and reasonable and in the best interest of SBCTA and SBCOG. Coordinate audits as a practice to insure appropriate hourly rates.
4. Contract Management and Invoicing: Perform routine contract management and invoicing tasks. Utilize contract controls to track consultant expenditures and budgets in coordination with the PCS and Finance Department. Review consultant invoices for compliance with contract terms.
5. Conduct QA/QC reviews and peer reviews to ensure that SBCTA products and deliverables meet quality standards, and maintain database of QA/QC reviews.
6. Other Program Activities: Other activities include document controls and archiving; project database maintenance; implementation of program procedures and requirements; participation in the development of programming strategies for all available State and Federal funds; provide input into the development of SBCTA policies; and execute project close out of completed projects.
7. Study and provide an overview to the Board regarding alternative project delivery methods.

Provide program and project management services that result in the efficient delivery of transportation improvement projects.

Major Projects Delivery

Task 0815 Measure I Program Management

Contract Information – Major Projects Program*

- a. Existing Contracts
 - i. 15-1001222, Preliminary Design & Environmental Support, Amount Budgeted \$10,000.
 - ii. 15-1001195, Program Management, Amount Budgeted \$2,700,000.
 - iii. 00-1000778, Legal Services, Amount Budgeted \$20,000.
 - iv. 15-1001302, Legal Services, Amount Budgeted \$25,000.

*Contracts that are utilized on multiple Sub Tasks within the Program.

Manager

Paula Beauchamp, Director of Project Delivery

Major Projects Delivery

Task 0815 Measure I Program Management

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	505,406	472,080	408,248	524,930
Overtime	56	93	6,000	28,329
Fringe Allocation-General	492,306	445,294	443,619	567,921
Professional Services	73,461	60,353	682,500	620,000
Consulting Services	4,310	-	100,000	25,000
Program Management Fees	2,197,883	2,260,866	2,700,000	2,700,000
Attendance Fees	-	-	13,700	13,700
Legal Fees	46,960	47,933	125,000	41,000
Dues & Subscriptions	115	-	900	900
Training/Membership	3,413	2,443	3,300	3,300
Postage	35	91	600	600
Travel Expense - Employee	362	2,495	6,500	6,000
Travel Expense - Non-Employee	-	-	1,500	2,000
Travel Expense-Mileage-Employee	-	-	16,000	16,000
Advertising	-	471	1,600	600
Printing - External	1,155	170	2,000	2,000
Communications	308	107	2,100	2,100
Record/Equipment Storage	-	-	3,030	3,030
Office Expense	293	-	600	600
Meeting Expense	1,396	2,053	1,647	1,647
Office Furniture & Equipment	-	-	22,400	6,500
Office Equipment/Software-Inventorial	1,167	-	-	-
Computer Hardware & Software	16,250	-	-	-
Indirect Allocation-General	682,754	689,152	879,485	923,628
Indirect Allocation-Project Management	153,851	95,607	453,987	518,922
Total Expenditures	<u>4,181,481</u>	<u>4,079,208</u>	<u>5,874,716</u>	<u>6,008,707</u>

Funding Sources

MSI Cajon Pass Fund	150,000
MSI Valley Fund-Freeway Projects	2,530,217
MSI Valley Fund-Fwy Interchange	766,971
MSI Valley Fund-Grade Separations	1,379,252
MSI Victor Valley Fund-Major Local Hwy	109,293
Valley Fwy Interchange Bond Fund	<u>1,072,974</u>
Total Funding Sources	<u>6,008,707</u>

Major Projects Delivery

Task 0820 Freeway Projects

Purpose

The Freeway Projects program develops and constructs freeway/highway improvements that enhance mobility, reduce traffic congestion, and improve safety. These enhancements are achieved by the construction of a variety of lane additions including general purpose lanes, truck climbing lanes, car pool lanes, express lanes and ancillary improvements.

Accomplishments

Transportation revenues continue to translate into significant enhancements to our local freeways. The landscape design for the first three phases of Interstate 215 (I-215) widening through the City of San Bernardino is complete and ready for construction pending approval of federal funding. The State Route 210 (SR-210) landscaping construction projects are complete with the final segments in plant establishment. Progress continues on the design and right of way phases of the SR-210 lane addition project in the Cities of Highland, San Bernardino and Redlands with approval scheduled for late summer 2018. Analysis of express lanes on the Interstate 10 (I-10) and Interstate 15 (I-15) Corridors has been completed. In addition, environmental work for the I-10 Corridor is progressing on schedule with the environmental document scheduled to be approved in mid-2017. Procurement for a design build roadway contractor and a toll system provider will continue this year with award of these two contracts and financial close on the I-10 Contract 1 anticipated in late spring 2018. Work on the Preliminary engineering/environmental phase is ongoing on the I-15 Corridor express lane improvements from State Route 60 (SR-60) to SR-210 with the environmental document scheduled to be circulated in late 2017 and approval of the document in spring 2018. Project Approval/Environmental Document (PA/ED) efforts are ongoing with the I-10 eastbound truck climbing lane with approval of these documents anticipated in summer 2018. Lastly, the I-215 Bi-County High Occupancy Vehicle (HOV) lane addition construction was completed in mid-2015 and four follow-on projects. The first is the signal work at the I-215 and Iowa/La Cadena Interchange ramp intersections which was completed at the end of 2016. Barton Road Interchange at I-215 will begin construction this fiscal year and the Mount Vernon/Washington Interchange at I-215 will have its project study report completed and commence design later this fiscal year. Landscape design for this corridor is anticipated to start this fiscal year.

Contract Information – Major Projects Program*

- a. Existing Contracts
 - i. 15-1001222, Preliminary Design & Environmental Services, Amount Budgeted \$135,000.
 - ii. 00-1000166, Construction Capital, Amount Budgeted \$30,000.
 - iii. 15-1001302, Legal Services, Amount Budgeted \$1,050,000.
 - iv. 00-1000710, Right of Way Services, Amount Budgeted \$90,000.
 - v. 15-1001188, Right of Way Services, Amount Budgeted \$923,000.
 - vi. 15-1001195, Program Management Services, Amount Budgeted \$1,750,000.
 - vii. 00-1000004, Program Management Services, Amount Budgeted \$126,168.
 - viii. 15-1001107, Procurement Services, Amount Budgeted \$7,000.

* Contracts that are utilized on multiple Sub Tasks within the Program.

Manager

Paula Beauchamp, Director of Project Delivery

Major Projects Delivery

Task 0820 Freeway Projects

			2016-2017	
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	57,368	-	-	-
Fringe Allocation-General	55,910	-	-	-
Professional Services	1,165,524	1,635,082	7,000,915	10,281,253
Consulting Services	8,050,854	8,490,032	21,542,297	48,072,666
Program Management Fees	1,134,856	1,640,115	1,737,000	9,896,268
Auditing & Accounting	-	-	5,100	-
Legal Fees	5,360,179	613,190	1,244,000	2,383,333
Utilities	-	4,228	-	-
Landscaping Care	-	14,543	106,457	-
Construction Capital	22,147,944	(4,383,683)	9,012,403	7,525,178
Utilities Capital	3,481,510	779,183	-	-
Right of Way Capital	2,697,627	15,561,988	16,963,793	14,446,000
Postage	92	464	3,200	-
Travel Expense - Employee	-	129	-	-
Advertising	194	1,055	2,000	-
Printing - External	9,115	8,623	5,200	-
Meeting Expense	402	600	1,600	-
Indirect Allocation-General	80,361	-	-	-
Indirect Allocation-Project Management	80,250	69,279	257,979	700,545
Total Expenditures	<u>44,322,186</u>	<u>24,434,828</u>	<u>57,881,944</u>	<u>93,305,243</u>

Funding Sources

Congestion Mitigation & Air Quality	4,400,000
Demonstration High Priority Program	1,650,000
MSI 1990-Valley Fund-Major Projects	6,629,238
MSI 1990-Valley Fund-TMEE	530,000
MSI Valley Fund-Freeway Projects	46,175,451
MSI Victor Valley Fund-Major Local Hwy	538,671
Project National & Regional Significance	7,815,900
Regional Improvement Program	4,615,000
Surface Transportation Program	20,460,629
Victor Valley Major Local Hwy Bond Fund	490,354
Total Funding Sources	<u>93,305,243</u>



Major Projects Delivery Program Freeway Projects

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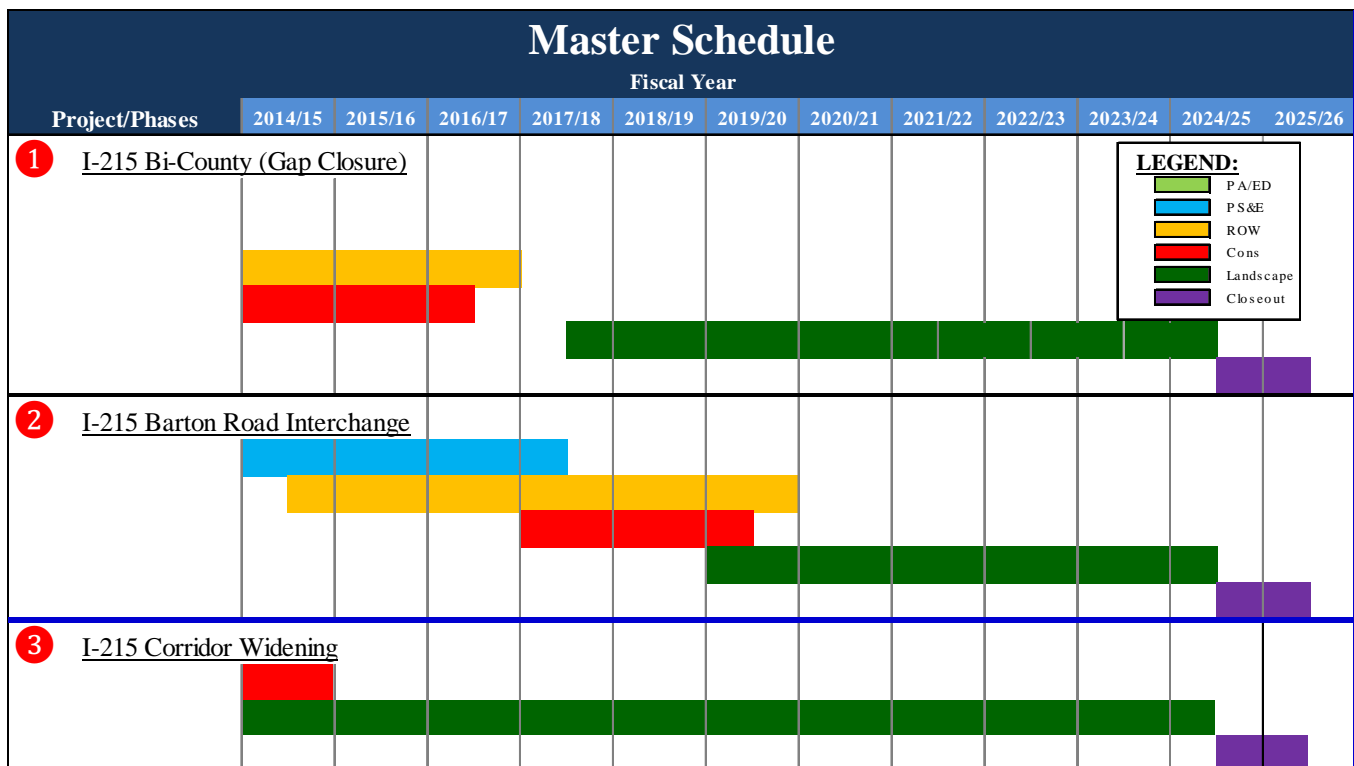
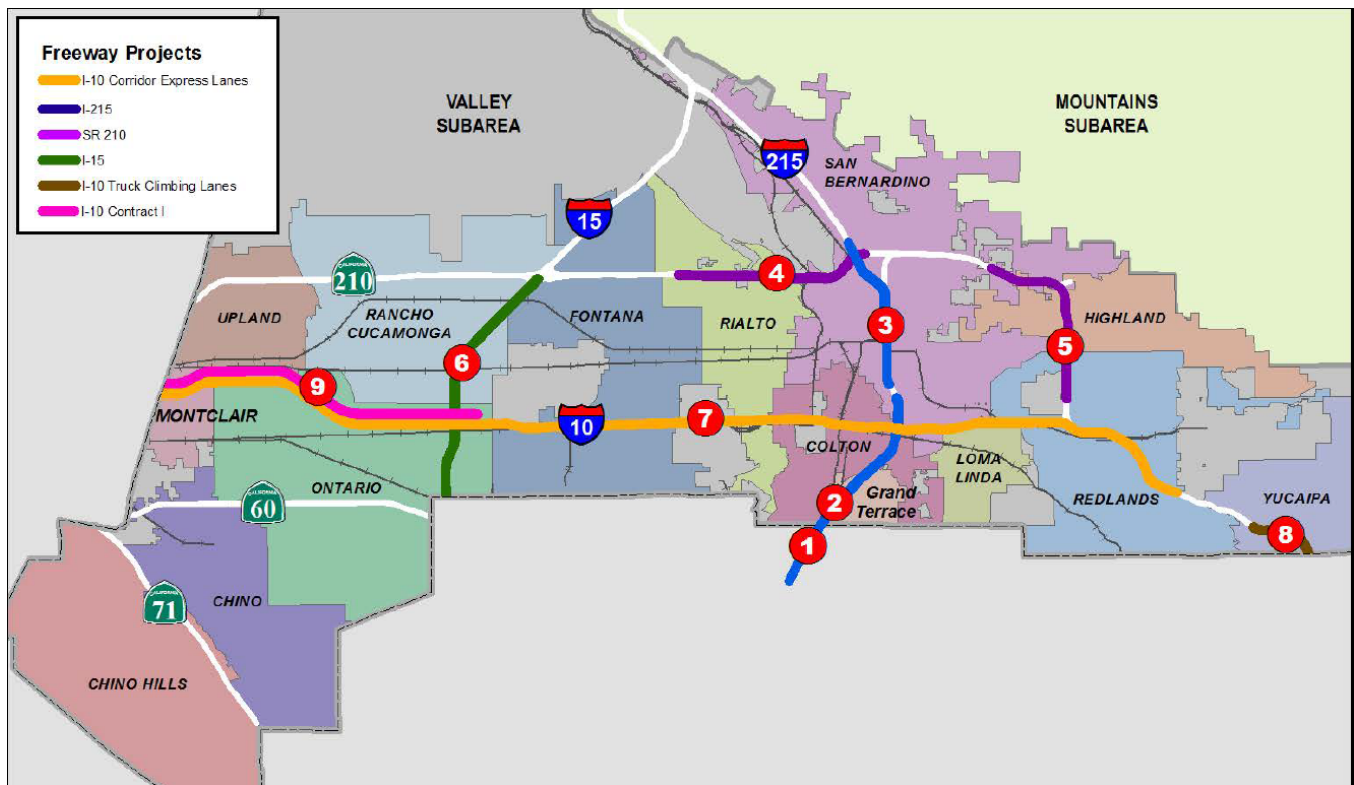
VALLEY SUBAREA

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VICTOR VALLEY SUBAREA

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Major Projects Delivery Program
Freeway Projects
Valley Subarea



Major Projects Delivery Program
Freeway Projects
Valley Subarea

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1 Project Interstate 215 Bi-County High Occupancy Vehicle (HOV) lane Project (0839)

Description

Close the gap between carpool lanes north of Orange Show Road in San Bernardino and south of the State Route 60/State Route 91/Interstate 215 interchange in Riverside, to encourage ridesharing and improve the efficiency, safety, and operations of traffic. Remaining task is corridor landscaping. Current phase: Carpool Lane Closeout, and Landscaping.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs*
\$205,953,000	\$193,772,543	\$1,211,457	\$10,969,000

*Future cost is for the landscaping phase.

Contract Information

- a. Existing Contracts
 - i. 00-1000626, Construction Capital, Amount Budgeted \$400,000.

2 Project Interstate 215 Barton Road Interchange (0840)

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Design, Right of Way, and Construction.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$102,787,000	\$28,471,012	\$19,763,829	\$29,852,159

*Additional \$24.7 million not going through SBCTA's books. The future costs exclude this amount.

Contract Information

- a. Existing Contracts
 - i. 00-1001188, Right of Way Services, Amount Budgeted \$43,000.
 - ii. 00-1000710, Right of Way Services, Amount Budgeted \$90,000.
 - iii. 15-1001259, Department of Toxic Substances Control Agreement, Amount Budgeted \$40,000.
 - iv. 16-1001464, Utility Agreement, Amount Budgeted \$30,000.
 - v. 16-1001493, Utility Agreement, Amount Budgeted \$40,000.
 - vi. 16-1001497, Utility Agreement, Amount Budgeted \$1,000,000.
 - vii. 16-1001419, Utility Agreement, Amount Budgeted \$140,000.
 - viii. 16-1001325, Utility Agreement, Amount Budgeted \$10,000.
 - ix. 16-1001498, Utility Agreement, Amount Budgeted \$50,000.
 - x. 16-1001499, Utility Agreement, Amount Budgeted \$400,000.
 - xi. 16-1001500, Utility Agreement, Amount Budgeted \$20,000.
 - xii. 16-1001501, Utility Agreement, Amount Budgeted \$150,000.
 - xiii. 16-1001494, Utility Agreement, Amount Budgeted \$10,000.
 - xiv. 17-1001649, Utility Agreement, Amount Budgeted \$1,000.
 - xv. 17-1001650, Utility Agreement, Amount Budgeted \$2,000.
 - xvi. 17-1001651, Utility Agreement, Amount Budgeted \$2,000.
 - xvii. 17-1001652, Utility Agreement, Amount Budgeted \$3,000.
 - xviii. 17-1001653, Utility Agreement, Amount Budgeted \$4,000.
 - xix. 17-1001654, Utility Agreement, Amount Budgeted \$5,000.
 - xx. 17-1001655, Utility Agreement, Amount Budgeted \$1,000.
 - xxi. 17-1001656, Utility Agreement, Amount Budgeted \$2,000.
 - xxii. 17-1001657, Utility Agreement, Amount Budgeted \$1,000.
 - xxiii. 17-1001658, Utility Agreement, Amount Budgeted \$1,000.
 - xxiv. 16-1001463, Utility Agreement, Amount Budgeted \$100,000.
 - xxv. 16-1001356, Public Outreach, Amount Budgeted \$50,000.

3 Project Interstate 215 Corridor (0834, 0836, 0838)

Description

The addition of a high-occupancy vehicle and mixed flow lane in each direction on Interstate 215 through the City of San Bernardino to relieve congestion and accommodate future traffic demand. Current Phase: Construction Closeout, Landscaping and disposition of excess right of way.

Total Estimated Cost*	Costs to Date*	Proposed Budget	Future Costs**
\$667,000,000	\$634,168,592	\$14,117,176	\$18,714,232

*Estimated Costs

** Future costs are for landscaping phase.

Contract Information

- a. Existing Contracts
 - i. 00-1000163, Construction Capital, Amount Budgeted \$5,415,178.
 - ii. 00-1000154, Construction Management Services, Amount Budgeted \$15,000.
 - iii. 00-1000190, Construction Capital, Amount Budgeted \$250,000.
 - iv. 16-1001378, Construction Management Services, Amount Budgeted \$776,000.
- b. New Contracts
 - i. IFB, Segment 3 Landscaping, Amount Budgeted \$2,760,000, Total Estimated Contract Amount \$2,760,000.
 - ii. IFB, Segment 1 Landscaping, Amount Budgeted \$3,160,000, Total Estimated Contract Amount \$3,160,000.
 - iii. IFB, Segment 2 Landscaping, Amount Budgeted \$1,177,700, Total Estimated Contract Amount \$4,060,000.

4 Project State Route 210 (0820, 0822, 0824)

Description

State Route 210 extension construction completed to enhance the east-west mobility in the San Bernardino Valley. Current Phase: Landscaping.

Total Estimated Cost*	Costs to Date*	Proposed Budget	Future Costs
Not Available – Legacy Project	Not Available – Legacy Project	\$922,962	\$1,450,000

Contract Information

- a. Existing Contracts
 - i. 00-1000910, Construction Capital, Amount Budgeted \$336,078.
 - ii. 00-1000319, Construction Management Services, Amount Budgeted \$300,000.
 - iii. 15-1001174, Construction Capital, Amount Budgeted \$130,000.

*The project was completed in 2007 and involved 11 segments over 25 years. Remaining costs relate to landscaping.

5 Project State Route 210 Lane Addition (0887)

Description

Add one mixed flow lane in each direction between Highland Avenue in the City of San Bernardino and San Bernardino Avenue in the City of Redlands to relieve existing congestion and accommodate future demands. Current Phase: Design and Right of Way.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$140,932,000	\$4,467,334	\$10,356,100	\$126,108,566

Contract Information

- a. Existing Contracts
 - i. 15-1001231, Design Services, Amount Budgeted \$4,612,271.
- b. New Contracts
 - i. RFP, Construction Management Services, Amount Budgeted \$200,000, Total Estimated Contract Amount \$12,800,000.
 - ii. IFB, Environmental Mitigation, Amount Budgeted \$4,200,000, Total Estimated Contract Amount \$4,200,000.

6 Project Interstate 15 Corridor Express Lanes (0852)

Description

Add express lanes in each direction along the Interstate 15 corridor from south of Cantu Galleano Ranch Road in Riverside County to north of State Route 210. Project includes auxiliary lanes and other operational improvements along the corridor. Current Phase: Project Approval and Environmental Document.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$370,769,000	\$7,870,307	\$4,839,268	\$358,059,425

Contract Information

- a. Existing Contracts
 - i. 15-1001154, Preliminary Design & Environmental Services, Amount Budgeted \$4,400,000.

7 Project Interstate 10 Corridor Project Development (0825)

Description

Mitigate traffic congestion and accommodate future traffic on the Interstate 10 (I-10) Corridor from the Los Angeles/San Bernardino County border to Ford Street in the City of Redlands, a distance of approximately thirty-three (33) miles. Current Phase: Ending Project Approval and Environmental Document, Beginning Design and Right of Way.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$1,225,054,000	\$28,692,597	\$1,138,177	\$1,195,223,226

Costs for Express lane Alternative Less I-10 Corridor Contract 1.

Contract Information

- a. Existing Contracts
 - i. 00-1000052, Preliminary Design & Environmental Services, Amount Budgeted \$431,794.

Note: Costs for the I-10 Corridor are separated between the sub-task 0823 and 0825. Sub-Task 0825 include the costs and budget for all I-10 Corridor work, including corridor mitigations and related costs, except what is specific to I-10 Corridor Contract 1 work. Those costs are included in sub-task 0823.

8 Project Interstate 10 Eastbound Truck Lane Project (0854)

Description

Improve traffic operations and safety along Interstate 10 by constructing a dedicated truck climbing lane for slower moving vehicles. Current phase: Project Approval and Environmental Document.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$34,942,000	\$190,387	\$1,084,220	\$33,667,393

Contract Information

- a. New Contracts
 - i. RFP, Environmental and Design Services, Amount Budgeted \$950,000, Total Estimated Contract Amount \$1,150,000.

9 Project Interstate 10 Corridor Phase 1 - Contract 1 (0823)

Description

Mitigate traffic congestion and accommodate future traffic on the Interstate 10 (I-10) Corridor from the Los Angeles/San Bernardino County border to Interstate 15 (I-15) in the City of Ontario, a distance of approximately ten (10) miles. Current Phase: Project Approval and Environmental Document/ Procurement.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$625,846,000	\$1,940,727	\$31,208,939	\$592,696,334

Costs based on Express Lanes Alternative. Costs to Date reflect contract costs incurred after Board confirmation of Locally Preferred Alternative at November 2015 meeting.

Contract Information

- a. Existing Contracts
 - i. 16-1001355, Preliminary Design & Environmental Services, Amount Budgeted \$200,000.
 - ii. 16-1001447, Legal Advisor Services, Amount Budgeted \$833,333.
 - iii. 16-1001369, Financial Advisor Services, Amount Budgeted \$292,174.
 - iv. 16-1001530, Project Management/Construction Management Services, Amount Budgeted \$8,000,000.
- b. New Contracts
 - i. RFP, Design Build Capital Construction Contract, Amount Budgeted \$6,542,366, Total Estimated Contract Amount \$450,000,000.
 - ii. RFP, Design Build Toll System Provider (TSP) Capital Construction Contract, Amount Budgeted \$1,000,000, Total Estimated Contract Amount \$30,000,000.
 - iii. RFP, Legal Support for Right of Way Services, Amount Budgeted \$1,000,000, Total Estimated Contract Amount \$2,000,000.
 - iv. RFP, Public Outreach Consultant Services, Amount Budgeted \$500,000, Total Estimated Contract Amount \$4,000,000.
 - v. Environmental Mitigations, Amount Budgeted \$1,000,000, Total Estimated Contract Amount \$1,200,000.

Note: Costs for the I-10 Corridor are separated between the sub-task 0823 and 0825 costs. Sub-Task 0823 costs are budgeted for all work specific to I-10 Contract 1 and the balance of I-10 Corridor costs are included in sub-task 0825.

Project **Alternative Project Financing (0850)**

Description

Includes development of alternative financing and delivery mechanisms through both preliminary financial and traffic and revenue studies to support delivery of major highway corridor improvements. Also includes providing public outreach to communicate study findings and project developments. Current Phase: Planning.

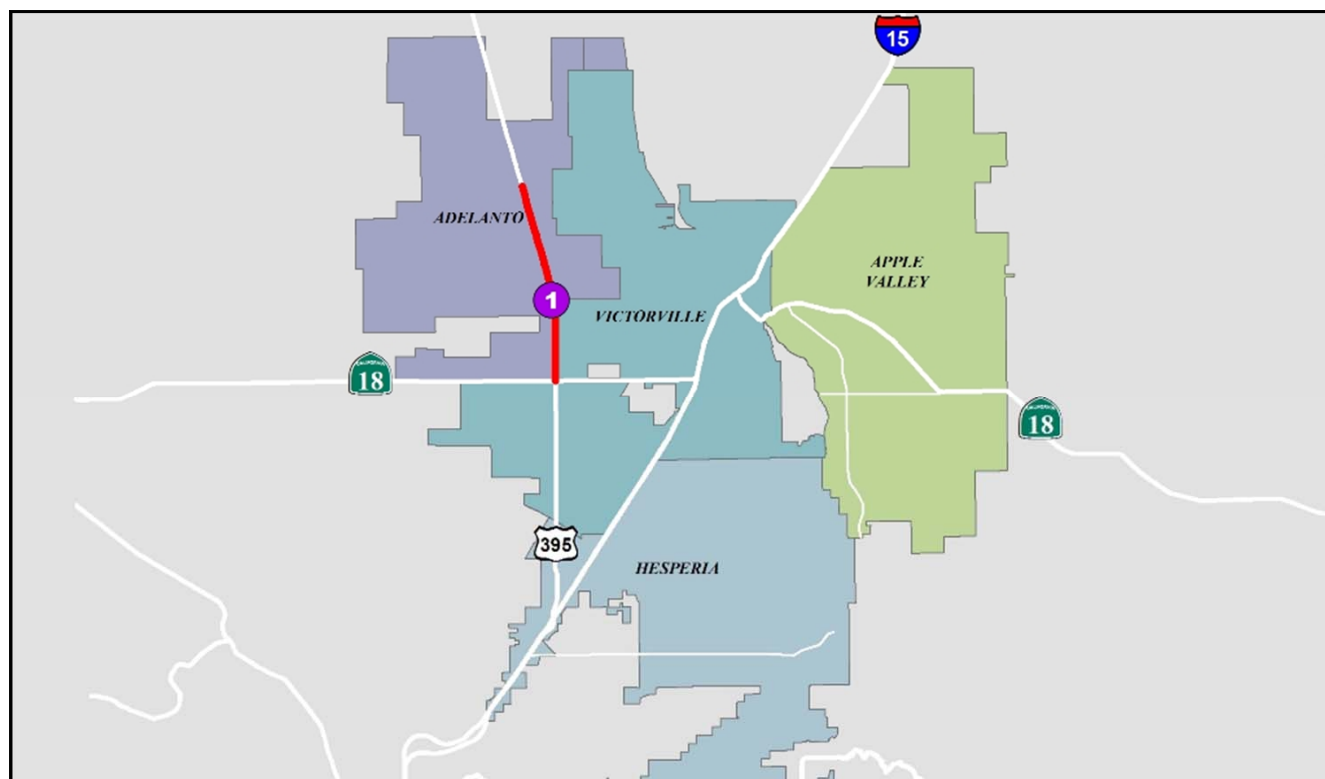
Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$6,888,236	\$5,304,146	\$834,090	\$750,000

Contract Information

- a. Existing Contracts
 - i. 16-1001335, Traffic and Revenue Study Consultant, Amount Budgeted \$800,000.

Note: This task is not project specific. Not included on the map or master schedule.

Major Projects Delivery Program
Freeway Projects
Victor Valley Subarea

[illegible]

1 Project US- 395 Widening Phase I (0891)

Description

Widen the US-395 to 4 lanes and improve intersections from State Route 18 to Chamberlaine Way in the Cities of Adelanto and Victorville to accommodate existing and future traffic. Current Phase: Design and Right of Way.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$56,828,000	\$4,380,261	\$7,829,025	\$35,968,714

***Additional \$8.65 million not going through SBCTA's books. The future costs exclude this amount.**

Contract Information

a. New Contracts

- i. IFB, Construction Support, Amount Budgeted \$100,000, Total Estimated Contract Amount \$5,236,000.

Major Projects Delivery

Task 0830 Interchange Projects

Purpose

The Interchange Projects program develops and constructs freeway interchange improvements that mitigate existing traffic congestion, accommodates future traffic, and enhances safety. The improvements range from just ramp widening to complete interchange replacement.

Accomplishments

The interchange improvement program is in full swing. Construction is anticipated to be complete for beneficial use on Interstate 10 (I-10) Pepper Avenue and the State Route 210 (SR 210) Pepper Avenue interchanges during the upcoming fiscal year. Construction is anticipated to start in 2017 on the I-10 University Street project. Project development work continues on I-10 Cedar, State Route 60 (SR-60) Central Avenue, SR-60 Archibald Avenue, Interstate 215 (I-215) University Parkway, SR-210 Baseline Avenue, and the I-10 Mount Vernon Avenue interchange projects. Project development has commenced on the I-10 Mountain View Avenue and I-10 Alabama Street projects.

Contract Information – Major Projects Program*

- a. Existing Contracts
 - i. 15-1001222, Preliminary Design & Environmental Services, Amount Budgeted \$53,917.
 - ii. 00-1000736, Procurement Services, Amount Budgeted \$1,500.
 - iii. 00-1000710, Right of Way Services, Amount Budgeted \$153,118.
 - iv. 00-1001188, Right of Way Services, Amount Budgeted \$221,000.
 - v. 00-1000770, Construction Capital, Amount Budgeted \$186,679.
 - vi. 15-1001195, Program Management Services, Amount Budgeted \$790,000.
 - vii. 00-1000004, Program Management Services, Amount Budgeted \$496,667.

* Contracts that are utilized on multiple Tasks within the Program.

Local Funding Source Detail

- i. County of San Bernardino – \$34,050.
- ii. City of Chino – \$695,954.
- iii. City of Colton – \$101,091.
- iv. City of Fontana – \$251,454.
- v. City of Highland – \$990,078.
- vi. City of Montclair – \$1,079,437.
- vii. City of Ontario – \$1,716,552.
- viii. City of Rancho Cucamonga – \$229,979.
- ix. City of Redlands – \$887,766.
- x. City of Rialto – \$102,500.
- xi. City of San Bernardino – \$126,344.
- xii. West Valley Water District – \$27,000.
- xiii. City of Loma Linda - \$309,805.
- xiv. City of Upland - \$248,143.
- xv. Inland Valley Development Agency (IVDA) - \$120,000.

Manager

Paula Beauchamp, Director of Project Delivery

Major Projects Delivery

Task 0830 Interchange Projects

			2016-2017	
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	36,991	-	-	-
Fringe Allocation-General	36,029	(10,718)	-	-
Professional Services	1,149,149	889,543	3,528,323	2,356,882
Consulting Services	9,209,693	7,315,853	8,571,096	11,739,267
Program Management Fees	1,938,257	1,533,056	1,169,700	1,286,668
Auditing & Accounting	-	-	8,390	-
Legal Fees	93,116	117,022	53,352	-
Construction Capital	48,961,106	26,613,110	22,451,506	14,941,788
Right of Way Capital	4,860,313	1,677,890	14,635,165	9,482,000
Postage	248	167	6,100	5,272
Travel Expense-Mileage-Employee	22	-	-	-
Advertising	4,210	2,676	1,100	-
Printing - External	10,661	25,659	7,000	-
Meeting Expense	554	164	500	-
Indirect Allocation-General	49,966	-	-	-
Indirect Allocation-Project Management	137,248	83,024	163,058	205,663
Total Expenditures	<u>66,487,563</u>	<u>38,247,446</u>	<u>50,595,290</u>	<u>40,017,540</u>

Funding Sources

Cajon Pass Bond Fund	1,030,766
Demonstration High Priority Program	1,343,428
Interstate Maintenance Discretionary	142,968
Local Projects Fund	6,920,153
MSI 1990-Valley Fund-Major Projects	1,654,887
MSI Cajon Pass Fund	2,085,000
MSI Valley Fund-Fwy Interchange	13,940,711
State Local Partnership Program-P1B	50,000
Surface Transportation Program	11,657,277
Trade Corridor Improvement Fund-P1B	492,277
Valley Fwy Interchange Bond Fund	700,073
Total Funding Sources	<u>40,017,540</u>



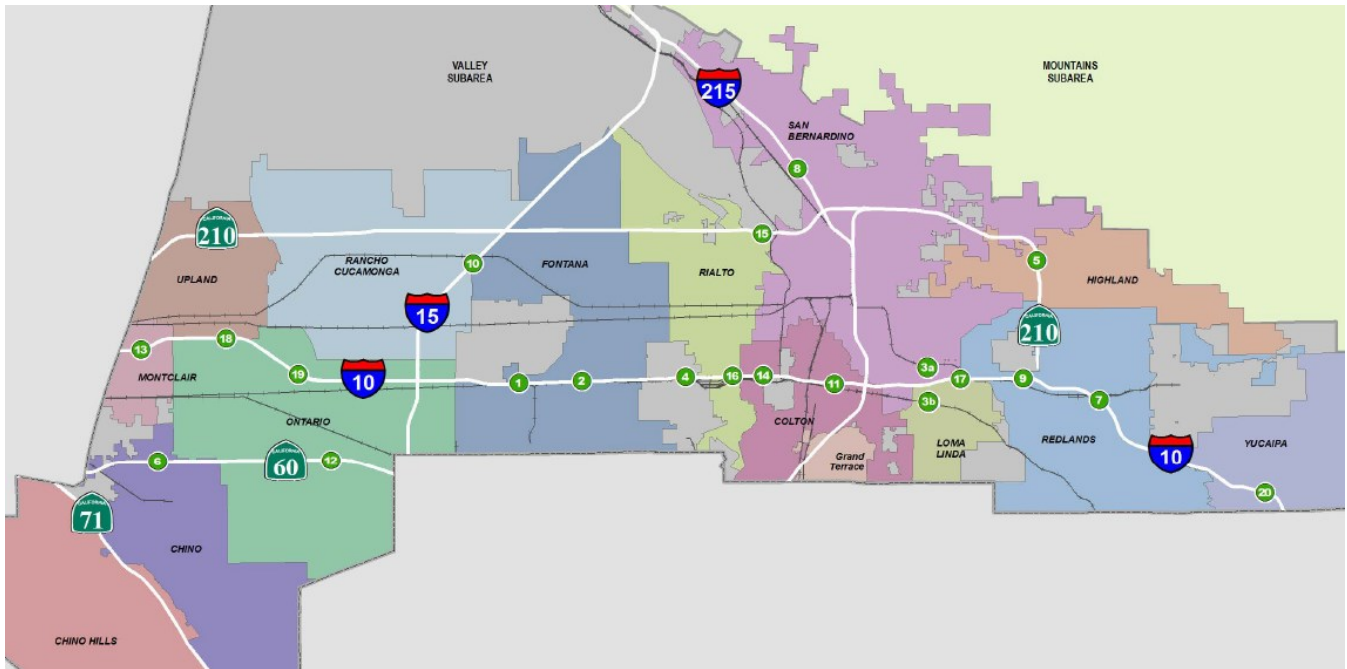
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Major Projects Delivery Program

Interchange Projects

Valley Subarea



Master Schedule													
		Fiscal Year											
Project/Phases		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
1	I-10 Cherry Avenue Interchange										LEGEND: <div><div></div> P A/ED</div> <div><div></div> P S&E</div> <div><div></div> ROW</div> <div><div></div> Cons</div> <div><div></div> Landscape</div> <div><div></div> Closeout</div>		
2	I-10 Citrus Avenue Interchange												
3a & 3b	I-10 Tippecanoe Avenue Interchange Phase I & II												
4	I-10 Cedar Avenue Interchange												

Major Projects Delivery Program
Interchange Projects
Valley Subarea

[illegible]

Major Projects Delivery Program

Interchange Projects

Valley Subarea

[illegible]

1 & 2 Project**Interstate 10 Cherry Avenue/ Citrus Avenue Interchanges (0826)****Description**

Improve the interchanges at Interstate 10 Cherry Avenue and Interstate 10 Citrus Avenue to mitigate the existing congestion and accommodate future traffic volumes. Current Phase: Construction Closeout and Landscaping.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$135,524,000	\$120,057,567	\$795,896	\$14,670,537

Contract Information

- a. Existing Contracts
 - i. 00-1000051, Design Services, Amount Budgeted \$10,000.
 - ii. 15-1001190, Construction Capital, Amount Budgeted \$72,000.
 - iii. 16-1001334, Construction Management Services, Amount Budgeted \$66,000.
 - iv. 16-1001421, Construction Management Services, Amount Budgeted \$120,000.

3a & 3b Project**Interstate 10/Tippecanoe Avenue Interchange (0842)****Description**

Reconfigure interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$79,627,000	\$49,575,351	\$2,042,114	\$2,709,535

***Additional \$25.3 million not going through SBCTA's books. The future costs exclude this amount.**

Contract Information

- a. Existing Contracts
 - i. 00-1000037, Final Design & Construction Support, Amount Budgeted \$30,000.
 - ii. 15-1001143, Construction Management Services, Amount Budgeted \$6,250.
 - iii. 15-1001223, Construction Capital, Amount Budgeted \$40,000.
 - iii. 16-1001334, Landscape Management Services, Amount Budgeted \$120,442.
- b. New Contracts
 - i. IFB, Landscape Maintenance Contract, Amount Budgeted \$200,000, Total Estimated Contract Amount \$250,000.

4 Project**Interstate 10 Cedar Avenue Interchange (0897)****Description**

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Design and Right of Way.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$71,947,000	\$35,841	\$35,303	\$71,875,856

5 Project State Route 210 Baseline Road Interchange (0803)

Description

Improve the interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Design and Right of Way.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$26,198,000	\$1,405,763	\$2,306,039	\$22,486,198

Contract Information

- a. Existing Contracts
 - i. 15-1001231, Design Services, Amount Budgeted \$850,231.
- b. New Contracts
 - i. IFB, Construction Management Services, Amount Budgeted \$50,000, Total Estimated Contract Amount \$2,538,000.

6 Project State Route 60 Central Avenue Interchange (0893)

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Project Approval and Environmental Document.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$21,496,000	\$694,296	\$1,089,550	\$19,712,154

Contract Information

- a. Existing Contracts
 - i. 15-1001251, Environmental and Design Services, Amount Budgeted \$648,000.

7 Project Interstate 10 University Street Interchange (0899)

Description

Improve interchange to reduce congestion and improve traffic operations. Current Phase: Design, Construction and Landscape Maintenance.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$5,420,000	\$711,665	\$4,147,958	\$560,377

Contract Information

- a. Existing Contracts
 - i. 15-1001239, Preliminary Engineering & Environmental Document, Design and Construction Support Services, Amount Budgeted \$121,520.
- b. New Contracts
 - i. RFP, Construction Management Services, Amount Budgeted \$600,000, Total Estimated Contract Amount \$700,000.
 - ii. IFB, Capital Construction Contract, Amount Budgeted \$3,350,000, Total Estimated Contract Amount \$3,800,000.

8 Project Interstate 215/University Parkway Interchange (0853)

Description

Improve interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Project Approval and Environmental Document.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$6,173,000	\$79,038	\$1,128,125	\$4,965,837

Contract Information

- a. Existing Contracts
 - i. 16-1001359, Environmental and Engineering Services, Amount Budgeted \$791,342.

9 Project Interstate 10 Alabama Street Interchange (0895)

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic. Current Phase: Planning.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$10,982,000	\$35,352	\$675,049	\$10,271,599

Contract Information

- a. Existing Contract
 - i. 16-1001516, Planning and Design Services, Amount Budgeted \$630,000.

10 Project Interstate 15 Baseline Road Interchange (0892)

Description

Reconstruct interchange, and widen local streets to improve traffic operations for current and future traffic. Current Phase: Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$48,974,000	\$33,172,118	\$253,823	\$15,548,059

Contract Information

- a. Existing Contracts
 - i. 00-1000893, Construction Management Services, Amount Budgeted \$11,000.
 - ii. 15-1001086, Construction Services, Amount Budgeted \$124,300.

11 Project Interstate 10 Mount Vernon Avenue Interchange (0898)

Description

Reconstruct bridge and local intersection to relieve existing congestion and to meet future traffic demands. Current Phase: Planning.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$38,491,000	\$112,877	\$679,416	\$37,698,707

Contract Information

- a. Existing Contracts
 - i. 16-1001423, Project Study Report Services, Amount Budgeted \$75,000.
 - ii. 16-1001420, Project Study Report Services, Amount Budgeted \$250,000.
- b. New Contracts
 - i. RFP, Preliminary Design and Environmental Services, Amount Budgeted \$250,000, Total Estimated Contract Amount \$1,045,000.

12 Project State Route 60 Archibald Avenue Interchange (0894)

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Environmental.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$12,745,000	\$624,059	\$1,229,415	\$10,891,526

Contract Information

- a. Existing Contracts
 - i. 16-1001328, Environmental Services, Right of Way Engineering & Design, Amount Budgeted \$630,000.
- b. New Contracts
 - i. RFP, Construction Support, Amount Budgeted \$10,000, Total Estimated Contract Amount \$1,400,000.

13 Project Interstate 10 Monte Vista Avenue Interchange (0851)

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Project Approval and Environmental Document, Design, Right of Way and Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$36,729,000	\$914,326	\$4,479,146	\$31,335,528

Contract Information

- a. Existing Contracts
 - i. 00-1000052, Preliminary Design & Environmental Services, Amount Budgeted \$883,600.
 - ii. 16-1001530, Right of Way Capital and Support Services Amount Budgeted \$2,095,546.
- b. New Contracts
 - i. RFP, Design, Construction Capital, Construction Management and EEP, Amount Budgeted \$1,500,000, Total Estimated Contract Amount \$29,000,000. (Contract is also providing services under Interstate 10 Corridor).

14 Project Interstate 10 Pepper Avenue Interchange (0896)

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$9,514,000	\$6,546,757	\$1,143,328	\$1,823,915

Contract Information

- a. Existing Contracts
 - i. 15-1001308, Construction Management Services, Amount Budgeted \$259,981.
 - ii. 15-1001238, Construction Capital Contract, Amount Budgeted \$833,347.

15 **Project** **State Route 210 Pepper Avenue Interchange (0883)**

Description

Construct new interchange to provide freeway access in the City of Rialto. Current phase: Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$24,596,000	\$6,230,830	\$12,727,377	\$5,637,793

Contract Information

- a. Existing Contracts
 - i. 00-1000357, Preliminary Design & Environmental Services, Amount Budgeted \$80,000.
 - ii. 16-1001372, Construction Management Services, Amount Budgeted \$1,098,734.
 - iii. 16-1001513, Construction Capital Contract, Amount Budgeted \$11,229,727.

16 **Project** **Interstate 10 Riverside Interchange (0841)**

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Landscaping.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$31,170,000	\$25,561,539	\$108,461	\$1,200,000

***Additional \$4.3 million not going through SBCTA's books. The future costs exclude this amount.**

Contract Information

- a. Existing Contracts
 - i. 15-1001168, Construction Capital, Amount Budgeted \$84,000.
 - ii. 00-1000867, Construction Management Services, Amount Budgeted \$18,000.

17 Project I-10 Mountain View Avenue Interchange (0804)

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic. Current Phase: Planning.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$28,100,000	\$0	\$429,805	\$27,670,195

Contract Information

- a. Existing Contracts
 - i. 16-1001560, Project Study Report Services, Amount Budgeted \$200,000.
- b. New Contracts
 - i. RFP, Preliminary Design and Environmental Services, Amount Budgeted \$200,000, Total Estimated Contract Amount \$500,000.

18 Project Interstate 10 Euclid Avenue Interchange (0807)

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Project Approval and Environmental Document, Design, Right of Way and Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$8,974,000	\$0	\$2,376,845	\$6,597,155

Contract Information

- a. Existing Contracts
 - i. 00-1000052, Preliminary Design & Environmental Services, Amount Budgeted \$240,000.
 - ii. 16-1001530, Right of Way Capital and Support Services Amount Budgeted, \$400,000.
- b. New Contracts
 - i. RFP, Design, Construction Capital, Construction Management and EEP, Amount Budgeted \$300,000, Total Estimated Contract Amount \$7,341,000. (Contract is also providing services under Interstate 10 Corridor).

19 Project Interstate 10 Vineyard Avenue Interchange (0809)

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Project Approval and Environmental Document, Design, Right of Way and Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$3,007,000	\$0	\$1,180,280	\$1,826,720

Contract Information

- a. Existing Contracts
 - i. 00-1000052, Preliminary Design & Environmental Services, Amount Budgeted \$80,280.
 - ii. 16-1001530, Right of Way Capital and Support Services, Amount Budgeted \$277,000.
- b. New Contracts
 - i. RFP, Design, Construction Capital, Construction Management and Establish Existing Planting (EEP), Amount Budgeted \$823,000, Total Estimated Contract Amount \$2,600,000. (Contract is also providing services under Interstate 10 Corridor).

20 Project I-10 Wildwood Interchange (0808)

Description

Construct new partial interchange to relieve existing congestion and accommodate future traffic. Current Phase: Planning.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$3,000,000	\$0	\$23,844	\$2,976,156

Major Projects Delivery Program
Interchange Projects
Cajon Pass

[illegible]

1 Project Interstate 15/ Interstate 215 (Devore) Interchange (0880)

Description

To accommodate existing and future traffic, this project provided four lanes in each direction on Interstate 15 (I-15) through the interchange, added truck by-pass lanes, reconfigured the interchange so that I-15 southbound becomes the primary route, reconnects Cajon Boulevard, and provides other ancillary improvements. Current Phase: Project Close-out.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$325,005,000	\$63,489,234	\$3,115,766	\$1,000,000

*Additional Estimated amount of \$257.4 million not going through SBCTA books

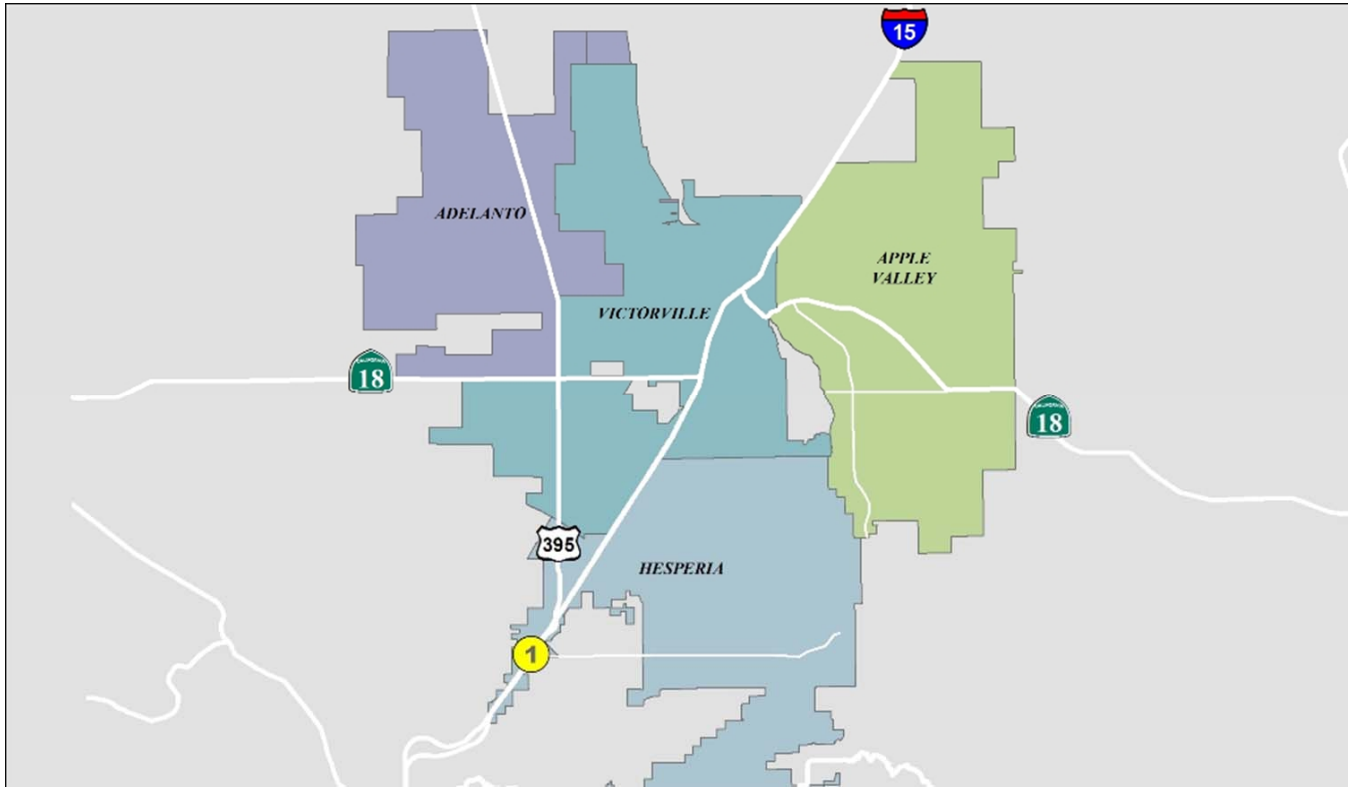
Contract Information

- a. Existing Contracts
 - i. 00-1000628, Right of Way Services, Amount Budgeted \$75,000.
 - ii. 00-1000968, Right of Way Services, Amount Budgeted \$120,000.
 - iii. 00-1000973, Right of Way Services, Amount Budgeted \$10,000.
 - iv. 00-1000971, Right of Way Services, Amount Budgeted \$90,000.
 - v. 00-1000976, Right of Way Services, Amount Budgeted \$75,000.
 - vi. 00-1000977, Right of Way Services, Amount Budgeted \$85,000.
 - vii. 00-1000629, Right of Way Services, Amount Budgeted \$75,000.
 - viii. 00-1001029, Right of Way Services, Amount Budgeted \$300,000.
- b. New Contracts
 - i. IFB, Environmental Mitigation and Monitoring, Amount Budgeted \$500,000, Total Estimated Contract Amount \$1,500,000.

Major Projects Delivery Program

Interchange Projects

Victor Valley Subarea

[illegible]

1**Project****Interstate 15 Ranchero Road Interchange (0890)****Description**

Reconstructed interchange to improve traffic operation and circulation for current and future demand.
Current Phase: Construction Closeout.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$54,019,883	\$53,864,000	\$50,000	\$105,883

Contract Information

- a. Existing Contracts
 - i. 00-1000882, Construction Capital, Amount Budgeted \$50,000.

Major Projects Delivery

Task 0840 Grade Separation Projects

Purpose

The Grade Separation Projects program develops and constructs railroad grade separations that improve mobility, reduce traffic congestion, and improve safety. Safety benefits include both eliminating the risk associated with vehicles crossing the railroad tracks and the improved response time for emergency responders.

Accomplishments

Measure I revenue supplemented by Trade Corridor Improvement Funds (TCIF) has provided an opportunity to deliver several much needed grade separation projects. The project development for all the grade separations has been completed. The Hunts Lane, Palm Avenue, North Milliken, Lenwood Road, Glen Helen Parkway Phase 1, South Milliken Avenue, Vineyard Avenue, and Laurel Avenue grade separations have all been completed. The Monte Vista Avenue Grade Separation project is anticipated to start construction in mid-2017.

Contract Information – Major Projects Program*

- a. Existing Contracts
 - i. 15-1001302, Legal Services, Amount Budgeted \$9,800.
 - ii. 15-1001195, Program Management Services, Amount Budgeted \$235,000.
 - iii. 15-1001188, Right of Way Services, Amount Budgeted \$20,000.

* Contracts that are utilized on multiple Sub Tasks within the Program.

Local Funding Source Detail

- i. City of Colton - \$25,529.
- ii. BNSF - \$26,002.
- iii. UPRR - \$881,044.
- iv. City of Montclair - \$5,384,455.

Manager

Paula Beauchamp, Director of Project Delivery

Major Projects Delivery

Task 0840 Grade Separation Projects

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	8,292	-	-	-
Fringe Allocation-General	8,041	-	-	-
Professional Services	4,004	71,045	959,843	2,510,000
Consulting Services	4,520,318	2,291,312	688,487	103,000
Program Management Fees	817,638	701,966	494,800	235,000
Auditing & Accounting	-	10,748	600	-
Legal Fees	401,078	205,994	79,000	29,801
Utilities	-	1,794	-	-
Construction Capital	44,381,398	35,896,251	25,951,321	19,050,200
Utilities Capital	(272,100)	(77,241)	-	-
Right of Way Capital	3,140,966	1,212,475	7,482,626	100,000
Postage	300	112	1,000	-
Advertising	-	-	2,000	-
Printing - External	185	2,173	5,700	-
Indirect Allocation-General	8,329	-	-	-
Indirect Allocation-Project Management	57,818	29,652	83,238	45,169
Total Expenditures	<u>53,076,267</u>	<u>40,346,281</u>	<u>35,748,615</u>	<u>22,073,170</u>

Funding Sources

Local Projects Fund	6,317,030
MSI North Desert Fund-Major Local Hwy	15,961
MSI Valley Fund-Grade Separations	1,164,083
Project National & Regional Significance	12,709,800
Trade Corridor Improvement Fund-P1B	1,689,560
Valley Major Street Bond Fund	176,736
Total Funding Sources	<u>22,073,170</u>

**Major Projects Delivery Program
Grade Separation Projects**

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NORTH DESERT SUBAREA

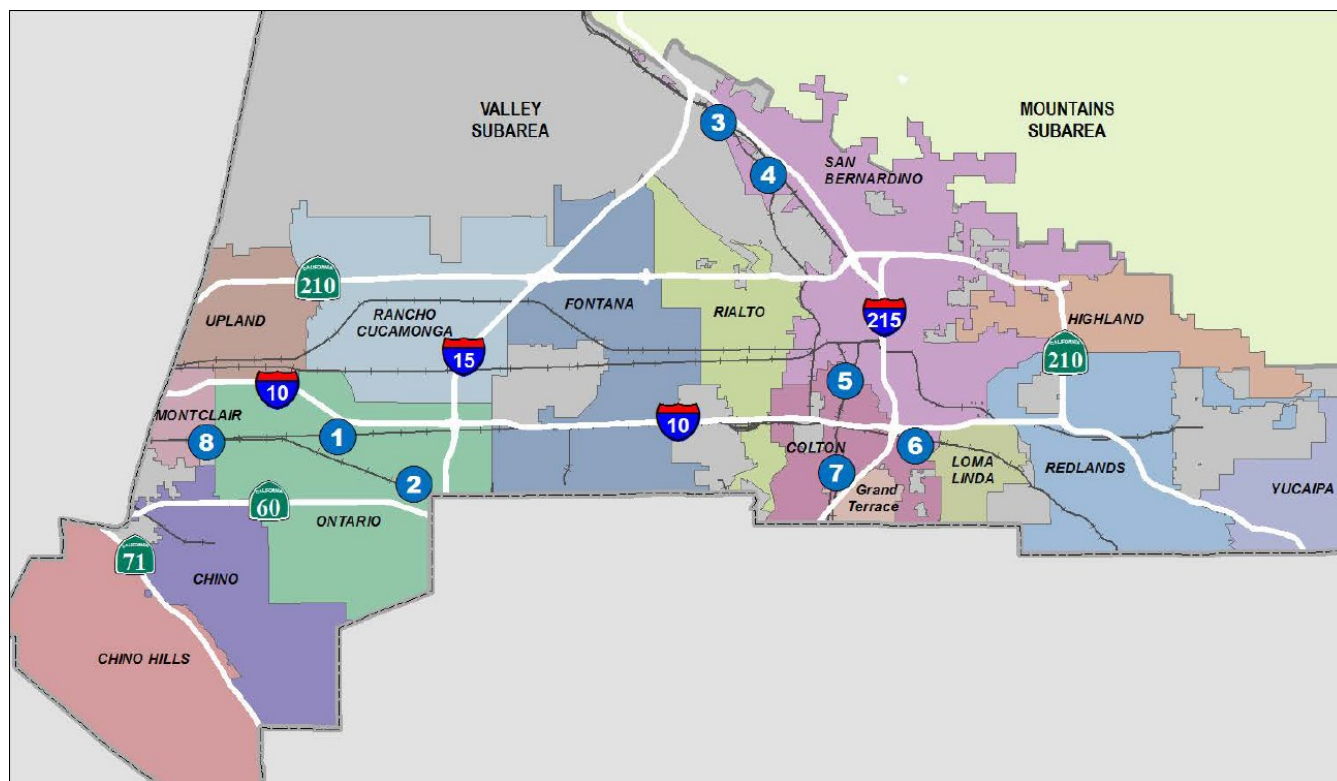
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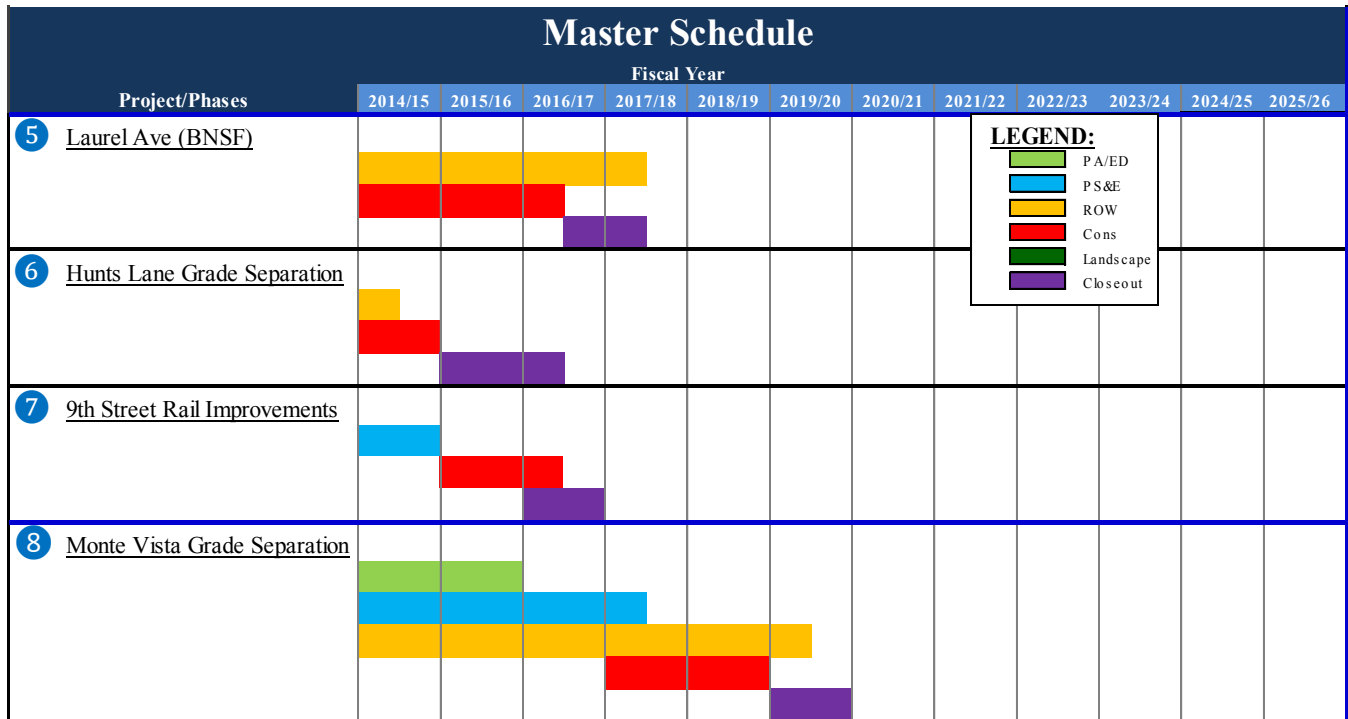
Major Projects Delivery Program

Grade Separation Projects

Valley Subarea

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Major Projects Delivery Program
Grade Separation Projects
Valley Subarea



1 Project North Vineyard Avenue Grade Separation (0877)

Description

Constructed a grade separation over the Union Pacific Railroad (UPRR) tracks to relieve traffic congestion and improve safety. Current Phase: Construction Closeout.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$50,072,000	\$18,450,078	\$21,922	\$0.00

*Additional \$31.6 million not going through SBCTA's books. The future costs exclude this amount.

2 Project South Milliken Avenue Grade Separation (0876)

Description

Construct grade separation over Union Pacific Railroad (UPRR) tracks to relieve traffic congestion and improve safety. Project is located in the City of Ontario. Current Phase: Construction.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$78,140,000	\$20,960,195	\$279,805	\$0.00

*Additional \$56.9 million not going through SBCTA's books. The future costs exclude this amount.

3 Project Glen Helen Parkway Grade Separation (0869)

Description

Constructed grade separation over the Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe Railroad (BNSF) Railway tracks which was a part of Phase 1. Complete tie in to adjacent bridge project as part of future Phase 2. The project is in the community of Devore. Current Phase: Construction Closeout Phase 1.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$25,685,000	\$14,059,039	\$5,961	\$3,920,000

*Additional \$7.7 million not going through SBCTA's books. The future costs exclude this amount.

4 Project Palm Avenue Grade Separation (0874)

Description

Constructed grade separation on Palm Avenue over the Burlington Northern Santa Fe Railroad (BNSF) railroad tracks. The project straddles the City of San Bernardino and the County of San Bernardino. Current Phase: Construction Closeout.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$23,770,000	\$23,764,039	\$5,961	\$0

5 Project Laurel Street Grade Separation (0884)

Description

Construct a railroad grade separation under the Burlington Northern Santa Fe Railroad (BNSF) tracks in the City of Colton to relieve traffic congestion and improve safety. Current phase: Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$59,885,000	\$59,592,587	\$292,413	\$0

Contract Information

- a. Existing Contracts
 - i. 00-1000734, Construction Management Services, Amount Budgeted \$53,000.
 - ii. 00-1000890, Construction Capital, Amount Budgeted \$150,000.

6 Project Hunts Lane Grade Separation (0870)

Description

Constructed grade separation on Hunts Lane over the Union Pacific Railroad (UPRR) tracks. The project straddles the cities of San Bernardino and Colton. Current Phase: Construction Closeout.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$32,430,000	\$32,424,039	\$5,961	\$0

7 Project 9th Street Rail Improvements (0885)

Description

Realign Union Pacific Railroad (UPRR) rail to improve safety and traffic operations and eliminate eleven at-grade railroad crossings in the City of Colton. Project associated with the Colton Crossing Project. Current phase: Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$4,735,313	\$4,729,352	\$5,961	\$0

8 Project Monte Vista Avenue Grade Separation (0868)

Description

Construct Grade Separation on Monte Vista Avenue over the Union Pacific Railroad (UPRR) tracks in the City of Montclair. Current Phase: Construction.

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
\$26,961,000	\$209,033	\$21,439,225	\$5,312,742

*** Construction phase costs only**

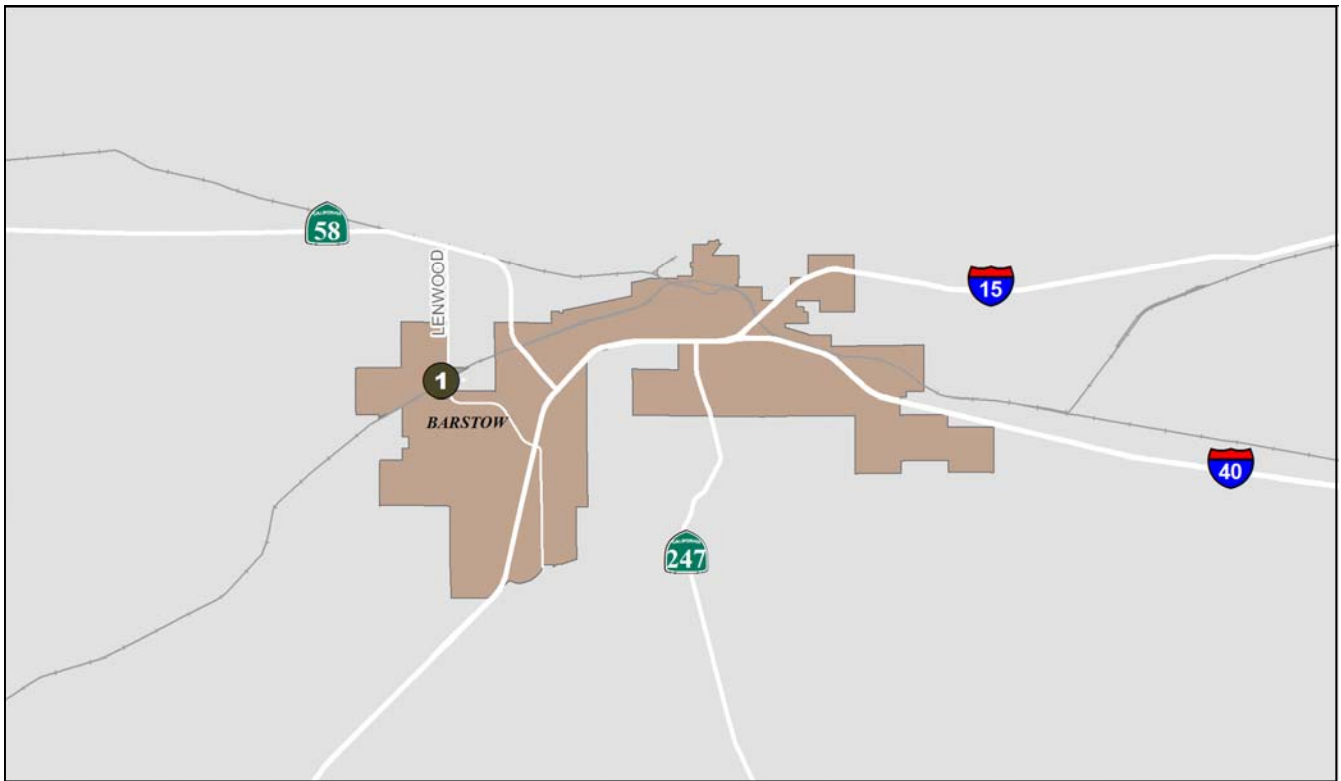
Contract Information

- a. Existing Contracts
 - i. 15-1001298, Construction Management Services, Amount Budgeted \$2,500,000.
 - ii. 16-1001450, Railroad Construction Services, Amount Budgeted \$790,200.
- b. New Contracts
 - i. IFB, Construction Services, Amount Budgeted \$18,000,000, Total Estimated Contract Amount \$22,200,000.

Major Projects Delivery Program

Grade Separation Projects

North Desert Subarea

[illegible]

1 Project **Lenwood Road Grade Separation (0881)**

Description

Constructed four lane grade-separated crossing over the Burlington Northern Santa Fe Railroad (BNSF) tracks to improve safety and reduce traffic congestion. Located in the City of Barstow. Current Phase: Construction Closeout.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$28,635,000	\$28,566,183	\$15,961	\$52,856

Contract Information

- a. Existing Contracts
 - i. 00-1000869, Construction Management Services, Amount Budgeted, \$10,000.

Major Projects Delivery

Task 0860 Arterial Projects

Purpose

Enhance circulation, safety, and flow of traffic on the San Bernardino Valley arterial streets and Metrolink Stations by completing improvements to the facilities.

Accomplishments

Construction of all four tiers of the Valley Signal Coordination Program has been completed. The operation and maintenance of the systems have been turned over to the local agencies. SBCTA currently provides an on-call specialized traffic signal coordination consultant to assist the local agencies in operating and maintaining the systems. Final design will be complete in spring 2017 for the Active Transportation Program (ATP) Metrolink improvements project and construction is anticipated to start in early 2018. Transition of the Mount Vernon Avenue Viaduct project from the City of San Bernardino to SBCTA is transpiring through federal deobligation and reobligation, respectively. Coordination with Burlington Northern Santa Fe Railroad (BNSF) and the development of a three party agreement will be finalized to assign roles, responsibilities, and identify funding sources. An environmental reevaluation of the project and preliminary design work is underway.

Contract Information – Major Projects Program*

- a. Existing Contracts
 - i. 15-1001195, Program Management Services, Amount Budgeted \$325,000.
 - ii. 15-1001222, Preliminary Design & Environmental Services, Amount Budgeted \$75,000.

* Contracts that are utilized on multiple Sub Tasks within the Program.

Local Funding Source Detail

- i. City of San Bernardino – \$438,704.

Manager

Paula Beauchamp, Director of Project Delivery

Major Projects Delivery

Task 0860 Arterial Projects

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	77	-	-	-
Fringe Allocation-General	75	-	-	-
Professional Services	12,584	87,622	1,039,604	2,103,494
Consulting Services	172,389	64,213	907,200	4,166,681
Program Management Fees	49,887	43,220	175,000	325,000
Auditing & Accounting	-	-	13,963	-
Construction Capital	-	-	50,000	4,207,391
Right of Way Capital	17,379	-	-	-
Advertising	-	-	300	-
Printing - External	-	-	500	-
Communications	145	-	-	-
Meeting Expense	-	45	100	-
Indirect Allocation-General	103	-	-	-
Indirect Allocation-Project Management	3,505	1,826	22,237	62,464
Total Expenditures	256,144	196,926	2,208,904	10,865,030

Funding Sources

Active Transportation Program - Federal	4,207,391
Highway Bridge Program	3,098,550
Local Projects Fund	438,704
Local Transportation Article 3 - Bicycle/Pedestrian	144,415
MSI Valley Fund-Grade Separations	271,380
MSI Valley Fund-Traffic Mgmt Sys	1,704,590
SCAQMD/Mobile Source Review Comm.	1,000,000
Total Funding Sources	10,865,030

Project **Metrolink ATP Improvements (0401)**

Description

Construct pedestrian and bicycle accessibility improvements to local Metrolink stations. Current Phase: Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$5,003,729	\$443,723	\$4,351,806	\$208,200

Contract Information

- a. Existing Contracts
 - i. 16-1001535, Construction Management Services, Amount Budgeted \$507,391.
- b. New Contracts
 - i. IFB, Construction Capital, Amount Budgeted \$3,700,000, Total Estimated Contract Amount \$3,700,000.

Project **Valley Signal Coordination (0701)**

Description

Improve the flow of traffic on the San Bernardino Valley arterial streets by coordinating traffic signals. Current Phase: Monitoring and maintenance.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$15,550,000	\$12,642,100	\$2,704,590	\$203,310

Contract Information

- a. Existing Contracts
 - i. 16-1001515, Construction Capital, Amount Budgeted \$1,475,175.

Notes: Project consists of 1,200 locations throughout San Bernardino County. This task is not project specific. Not included on the map or master schedule.

Project **Mount Vernon Avenue Viaduct (0827)**

Description

Replace Grade Separation Bridge on Mount Vernon Avenue over the Burlington Northern Santa Fe (BNSF) Railway Intermodal Yard in the City of San Bernardino. Current Phase: Environmental Re-evaluation and Design.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$124,147,924	\$59,083	\$3,808,634	\$120,280,207

Contract Information

- a. Existing Contracts
 - i. 16-1001511, Environmental and Design Services, Amount Budgeted \$3,500,000.

FUND ADMINISTRATION & PROGRAMMING

Fund Administration & Programming Program Budget

Description

The Fund Administration & Programming Program contains tasks that are most central to SBCTA's responsibilities for administering state and federal funds and Measure I revenue. Maximizing transportation funding to San Bernardino County, determining how best to use the many federal, state, and local funding types to improve local and regional transportation systems within the county, and fulfilling the procedural and eligibility requirements associated with various funds are core functions under this program. Tasks within the program relate directly to the allocation, programming, and administration of funds for the implementation of various transportation projects. These tasks support the policy considerations that lead to project prioritization and distribution of funds under the discretion of SBCTA.

Fund Administration and Programming tasks include administering the Measure I Transactions and Use Tax and Measure I allocations per the Measure I Ordinance and Expenditure Plan and the Measure I Strategic Plan; programming projects that receive State and Federal highway and transit funds in required State and Federal transportation improvement programs; timely allocation of various fund types to meet project financial needs at the time of project delivery; administering timely expenditure of funds per State and Federal requirements; strategic planning of fund allocations to ensure that SBCTA maximizes opportunities to bring additional State and Federal funds to meet project commitments as established in the Measure I expenditure plan; and implementation and updating of SBCTA's 10-Year Delivery Plan. Note that while Fund Administration and Programming is also responsible for administering Local Transportation Fund, State Transit Assistance Fund, and Federal Transit Administration fund revenues for local transit operators, Mountain/Desert jurisdictions, and Metrolink, these activities are budgeted in the Transit Program.

Tasks in this program include pass through of an estimated \$43 million in Measure I funds for road priorities determined by local jurisdictions on their local streets, reimbursement of an estimated \$22 million in Measure I funds for projects in the Valley Major Street and Project Advancement Programs, and \$18 million in Measure I funds for projects in the Mountain/Desert Major Local Highway Programs.

Goals and Objectives

1. Manage the allocations of SBCTA public funds (non-pass through) such as Measure I and State and Federal funds per approved 10-Year Delivery Plan to meet project delivery needs.
2. Develop and implement funding strategies that result in SBCTA using all State and Federal funds available and receiving additional State and Federal funds in the form of Obligation Authority, apportionments, and new grants.
3. Develop and amend the Federal Transportation Improvement Program (FTIP) for projects within San Bernardino County as required by law.
4. Develop and amend the State Transportation Improvement Program (STIP) as required by the California Transportation Commission (CTC).
5. Provide support to local jurisdictions in the area of FTIP development, allocation and obligation processes, and fund management strategies that have impact to SBCTA's public funds.
6. Evaluate public fund revenue when revenue assumptions change, and make allocation planning recommendations for consideration in the SBCTA budget.
7. Manage Measure I reimbursement programs:
 - a. For the arterial portion of the Measure I Valley Major Street Program, plan annual allocations in accordance with submitted Capital Project Needs Analyses, review and approve invoice submittals, and document information in SBCTA's arterial program database.
 - b. For Project Advancement Agreements, review consultant/contractor invoices, annually identify invoices eligible for reimbursement based on invoice chronology, and document information in SBCTA's project advancement database.
 - c. For Measure I Mountain/Desert Major Local Highway and Project Development/Traffic Management Systems Programs, convene subarea meetings to review/update projects identified in the 10-Year Delivery Plan, discuss proposed project allocations, recommend allocations to the Board, process funding agreements with local jurisdictions, and review and approve invoice submittals for payment.

Fund Administration & Programming Program Budget

8. Provide timely local pass through distribution to jurisdictions.
9. Complete the 2018 update to the 10-Year Delivery Plan and update the bonding strategy necessary to implement projects according to the plan.

Performance/Workload Indicators

	2014-2015 Actual	2015-2016 Actual	2016-2017 Revised Budget	2017-2018 Budget
State and Federal Funds Delivery ¹	47%	49%	114%	115%
FTIP Amendments	9	11	11	10
Additional state funds received	\$10,000,000	N/A	N/A	TBD
Additional federal funds received	\$5,000,000	N/A	N/A	TBD
Programming changes processed	268	250	200	200
10-Year Delivery Plan Update	N/A	NA	3/1/2017	4/4/2018
Measure I Valley Major Street/Arterial ²	\$8,292,988	\$8,623,528	\$13,319,336	\$20,958,276
Measure I Mtn./Desert Reimbursements	\$13,211,028	\$11,880,090	\$12,380,778	\$18,294,536
Project Advancement-Valley Interchanges ²	N/A	\$966,835	N/A	\$724,174
Project Advancement-Valley Arterials ²	\$11,361,899	\$10,560,651	\$8,188,822	\$1,020,209
Measure I Valley Local Pass-Through	\$24,196,165	\$23,547,000	\$24,663,079	\$25,918,100
Measure I Mountain/Desert Pass-Through	\$17,338,861	\$17,340,400	\$20,908,486	\$17,182,200
Local Transportation Fund Pass-Through ³	\$76,534,678	\$103,623,636	\$77,400,000	\$86,700,000
State Transit Assistance Fund Pass-Through ³	\$10,087,220	\$24,429,181	\$22,176,420	\$15,607,550
Project Advancement Agreements managed	17	15	11	4
Arterial Program Jurisdiction Master				
Agreements managed	16	16	16	16
Advance Expenditure Agreements managed	3	4	4	7
Development Share Loan Agreements managed	2	3	5	9

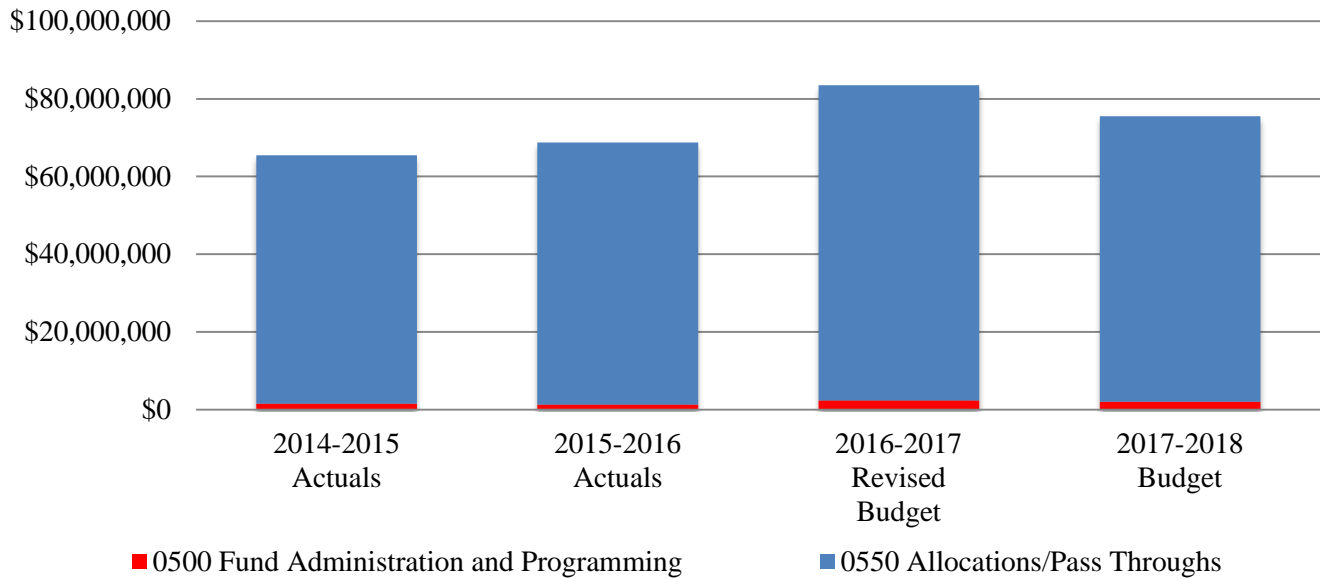
¹ Low delivery was intentional as funds were being saved for large projects being delivered in the next five years

² Amounts represent annual allocation, not expenditure. Includes arterial funds previously adjusted to reduce project advancement commitments.

³ Pass-throughs specific to Transit are budgeted in the Transit Program Budget.

**Fund Administration and Programming
Program Summary**

	<u>2014-2015 Actuals</u>	<u>2015-2016 Actuals</u>	<u>2016-2017 Revised Budget</u>	<u>2017-2018 Budget</u>
Tasks				
0500 Fund Administration and Programming	1,600,878	1,330,687	2,344,616	2,065,068
0550 Allocations/Pass Throughs	<u>63,862,257</u>	<u>67,413,731</u>	<u>81,135,304</u>	<u>73,423,972</u>
Total Tasks	<u>65,463,135</u>	<u>68,744,418</u>	<u>83,479,920</u>	<u>75,489,040</u>



Fund Administration & Programming

Task 0500 Fund Administration & Programming

Purpose

Facilitate and oversee the administration and programming of transportation projects through funding provided by a variety of Federal and State revenue sources and Measure I to allow delivery of transportation projects on schedule and to demonstrate compliance with applicable State, Federal, and local guidelines, fiscal constraint and air quality conformity requirements. Federal and State revenue sources include Fixing America's Surface Transportation (FAST) Act programs, such as Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality (CMAQ), and National Highway Freight Program (NHFP); State Transportation Improvement Program (STIP); State Active Transportation Program (ATP); State Proposition 1B Bond programs; and various federal appropriations.

Accomplishments

SBCTA staff has administered and programmed the above funding based on the Board of Director's approved priorities and strategies as communicated through the Measure I Strategic Plan; 10-Year Delivery Plan, which was updated and approved by the Board in March 2017; program apportionments; and project-specific allocations. Through strategic fund management and timely delivery of existing committed funds, SBCTA has maximized and protected State and Federal funding revenues. In addition, SBCTA has supported local agencies with information on funding opportunities and transportation program guidelines, requirements, policies, and schedules. SBCTA serves as a liaison between local agencies and the California Department of Transportation (Caltrans), the California Transportation Commission (CTC), and various other state and federal agencies to assist local implementation of projects funded by State and Federal sources.

Work Elements

1. Program and allocate State and Federal funds, leverage funding, and integrate with local and private funds to maximize delivery of high priority transportation projects, comply with Measure I Strategic Plan Policy, and minimize administrative burdens. Ensure the region's delivery goals are met or exceeded on an annual basis, long-term projects can be adequately funded, and equity is maintained within the different subareas of the county.
2. Develop program-level annual delivery plans to ensure member agencies deliver projects as planned to maximize funding opportunities and guard against loss. Maintain SBCTA's program/project-level database to support program management activities. Monitor and track obligation and implementation progress of projects funded with State and Federal funds to protect SBCTA's fiscal allocations pursuant to timely use of funds deadlines.
3. Identify eligible candidate projects for various competitive grant programs and provide support to responsible agencies to submit applications and implement projects if selected.
4. Identify and submit candidate projects for inclusion into the Federal Transportation Improvement Program (FTIP) from the SBCTA Nexus Study and Measure I 2010-2040 Strategic Plan, the 10-Year Delivery Plan, the Regional Transportation Plan (RTP), local agencies, and Caltrans. Review and assist local candidate project submittals and work with Southern California Associated Governments (SCAG), Caltrans District 8, and Caltrans Headquarters to ensure that candidate FTIP projects meet eligibility requirements, including fiscal constraint. Prepare, submit, and track FTIP amendments.
5. Prepare recommendations for project funding from the State Transportation Improvement Program (STIP) to be considered by the SBCTA Board of Directors. Meet and confer with CTC staff and Commissioners to advocate for STIP funding of key projects through the Regional and Interregional Programs as appropriate. Assist in coordination of inter-county projects during the development of STIP candidate project recommendations. Assist in development of legislative support for candidate projects.
6. Implement and monitor the 2018 Update to the Measure I 2010-2040 10-Year Delivery Plan.

Fund Administration & Programming

Task 0500 Fund Administration & Programming

7. Request Capital Project Needs Analyses (CPNA) from Valley and Victor Valley subarea jurisdictions and SBCTA program managers and compile into a comprehensive assessment of funding needs for each fiscal year. Conduct cash-flow analyses of needs versus available revenues and develop alternatives for the allocation of Measure I funds, together with the use of State and Federal funds.
8. Review member agency Measure I policy compliance through audits, Capital Improvement Plans, and CPNA.
9. Facilitate Mountain/Desert subarea meetings for project identification, prioritization, and allocations, and present Mountain/Desert subarea representatives' recommendations to the Mountain/Desert Policy Committee and Board for approval.
10. Represent San Bernardino countywide programming interests at statewide meetings such as the Regional Transportation Planning Agencies' meeting, CTC meetings, Southern California's Programming/Planning group meeting, Transportation Conformity Working Group meetings, and the California Federal Programming Group meetings.
11. Coordinate activities and provide assistance in responding to inquiries from Board members, member agencies, and transit operators through the Transportation Technical Advisory Committee (TTAC) and other interagency forums.

Budgetary changes include the funding necessary for staff training for EcoSys, the database used by Fund Administration and Programming for development and monitoring of the 10-Year Delivery Plan.

Product

An objective, efficient, and timely process to program and allocate Federal, State, and local funds in cooperation with regional and local agencies to fulfill long-term and short-term objectives, to maximize the use of revenue sources, to support the delivery of transportation projects that provide the greatest transportation benefit relative to their cost, and to ensure that all transportation funds allocated to projects within San Bernardino County are used in a timely manner without risk of loss.

Contract Information

- a. Existing Contracts
 - i. 15-1001310, On-call Air Quality Analysis, Amount Budgeted \$10,100.
- b. New Contracts
 - i. Training for EcoSys Database Administration, Amount Budgeted \$22,500, Total Estimated Contract Amount \$45,000. Cost is shared with Task 0309 – Transit Operator Support.

Manager

Andrea Zureick, Director of Fund Administration and Programming

Fund Administration & Programming

Task 0500 Fund Administration & Programming

			2016-2017	
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	370,108	332,106	552,898	542,980
Regular Part-Time Employees	20,116	1,298	-	-
Overtime	286	93	-	-
Fringe Allocation-General	360,752	313,288	592,099	557,368
Professional Services	41,183	-	-	-
Consulting Services	-	149,530	10,100	10,100
Auditing & Accounting	287,468	-	-	-
Legal Fees	753	-	-	-
Training/Membership	1,413	925	4,000	26,500
Postage	165	90	400	400
Travel Expense - Employee	3,582	4,057	8,000	9,003
Travel Expense-Mileage-Employee	919	94	3,700	3,700
Advertising	-	73	-	-
Printing - External	-	-	3,700	7,200
Office Expense	-	-	500	500
Meeting Expense	57	103	850	850
Office Equipment/Software-Inventorial	-	43,200	-	-
Indirect Allocation-General	514,076	485,830	1,168,369	906,467
Total Expenditures	<u>1,600,878</u>	<u>1,330,687</u>	<u>2,344,616</u>	<u>2,065,068</u>

Funding Sources

Local Transportation Fund - Planning	45,364
MSI Admin	422,740
MSI Valley Fund-Freeway Projects	102,950
MSI Valley Fund-Fwy Interchange	145,713
MSI Valley Fund-Metrolink/Rail Service	78,301
Planning, Programming & Monitoring	<u>1,270,000</u>
Total Funding Sources	<u>2,065,068</u>

Fund Administration & Programming

Task 0550 Allocations/Pass Throughs

Purpose

To serve as a depository for Measure I 2010-2040 local pass through and reimbursement funds prior to disbursement to local agencies.

Accomplishments

As the administrator of Measure I, SBCTA is responsible for the disbursement of funding from the Measure I 2010-2040 local pass through and reimbursement programs. SBCTA staff disburses these funds based on the Board of Director's approved priorities and strategies as communicated through the Strategic Plan, 10-Year Delivery Plan, program apportionments, and project-specific allocations.

Work Elements

1. Reimburse jurisdictions for Measure I Project Advancement Agreements, Measure I Valley Major Street/Arterial Sub-Program, and Measure I Mountain/Desert Major Local Highway (MLH) and Project Development/Traffic Management Systems Programs expenditures based on invoices received.
2. Disburse Measure I Local Pass Through funds to Valley jurisdictions and the Valley portion of the County based on the ratio of each jurisdiction's population to the total Valley population, as specified by Ordinance.
3. Disburse Measure I Local Pass Through funds to Mountain/Desert jurisdictions and the Mountain/Desert portion of the County with a formula based 50% on sales and use tax generated at point of generation in each subarea and 50% on population, as specified by Ordinance.

This Task represents only funding allocations and pass through payments. All administrative costs are budgeted in (Task 0500) Fund Administration and Programming.

Product

Fiscal Accounting. Disbursements that support the delivery of State and locally funded projects in San Bernardino County.

Contract Information

- a. Existing Contracts
 - i. Various, Jurisdictional Master Agreements, Amount Budgeted \$10,284,751.
 - ii. Various, Project Advancement Agreements, Amount Budgeted \$1,744,384.
 - iii. 00-1000662, Apple Valley Yucca Loma Bridge MLH, Amount Budgeted \$175,000.
 - iv. 15-1001116, Apple Valley Yucca Loma Road Widening MLH, Amount Budgeted \$3,166,159.
 - v. 15-1001119, Barstow First Avenue Bridge over BNSF MLH, Amount Budgeted \$1,789,208.
 - vi. 15-1001118, Barstow First Avenue Bridge over Mojave River MLH, Amount Budgeted \$600,000.
 - vii. 00-1000927, Needles Connector Project MLH, Amount Budgeted \$225,000.
 - viii. 00-1000847, San Bernardino County Yates Road MLH, Amount Budgeted \$150,000.
 - ix. 15-1001157, San Bernardino County Baker Boulevard MLH, Amount Budgeted \$300,000.
 - x. 16-1001374, San Bernardino County Park Boulevard MLH, Amount Budgeted \$1,215,951.
 - xi. 00-1001090, Twentynine Palms Lear Avenue Signal MLH, Amount Budgeted \$146,269.
 - xii. 15-1001115, Victorville Green Tree Boulevard MLH, Amount Budgeted \$1,177,646.
 - xiii. 16-1001376, San Bernardino County Arrowbear Drive Bridge Replacement, Amount Budgeted \$500,000.
 - xiv. 16-1001554, San Bernardino County National Trails Highway Resurfacing, Amount Budgeted \$3,402,303.

Fund Administration & Programming

Task 0550 Allocations/Pass Throughs

b. New Contracts

- i. Funding Agreements, Victor Valley MLH, Amount Budgeted \$5,340,000, Total Estimated Contract Amount \$21,579,605.
- ii. Funding Agreements, Morongo Basin MLH, Amount Budgeted \$107,000, Total Estimated Contract Amount \$941,355.

Manager

Andrea Zureick, Director of Fund Administration and Programming

Fund Administration & Programming

Task 0550 Allocations/Pass Throughs

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	43,217	266,039	-	-
Fringe Allocation-General	42,092	250,896	-	-
Travel Expense - Employee	-	1,011	-	-
Travel Expense-Mileage-Employee	-	517	-	-
Pass-Thru Payments	41,424,528	45,228,779	45,571,566	43,100,300
Project Advancements Payments	11,298,284	11,509,679	9,155,657	1,744,384
Major Street Payments	1,976,470	3,230,760	10,000,000	10,284,751
Major Local Highway Payments	8,519,291	6,359,979	16,208,081	18,294,537
Project Development Traffic Mgmt Sys Pmt	500,000	177,778	200,000	-
Indirect Allocation-General	58,375	388,293	-	-
Total Expenditures	<u>63,862,257</u>	<u>67,413,731</u>	<u>81,135,304</u>	<u>73,423,972</u>

Funding Sources

MSI Colorado River Fund-Local Street	168,500
MSI Colorado River Fund-Major Local High	225,000
MSI Morongo Basin Fund-Local Street	1,473,500
MSI Morongo Basin Fund-Major Local Hwy	1,469,220
MSI Mountain Fund-Local Street	1,388,300
MSI Mountain Fund-Major Local Highway	500,000
MSI North Desert Fund-Local Street	3,190,900
MSI North Desert Fund-Major Local Hwy	6,091,511
MSI Valley Fund-Arterials	10,284,751
MSI Valley Fund-Fwy Interchange	724,174
MSI Valley Fund-Local Street	25,918,100
MSI Valley Fund-Project Adv Agreements	1,020,210
MSI Victor Valley Fund-Local Street	10,961,000
MSI Victor Valley Fund-Major Local Hwy	9,858,806
Victor Valley Major Local Hwy Bond Fund	150,000
Total Funding Sources	<u>73,423,972</u>



Downtown Redlands is one of the stops for the future Arrow rail service in the east valley.

DEBT SERVICE

Debt Service Program Budget

Description

This program accounts for the debt service principal, interest and fiscal charges attributed to the outstanding bonded indebtedness of SBCTA. The Fiscal Year 2017/2018 budget includes the 2012A and 2014A Sales Tax Revenue Bond debt service expenditures.

Goals and Objectives

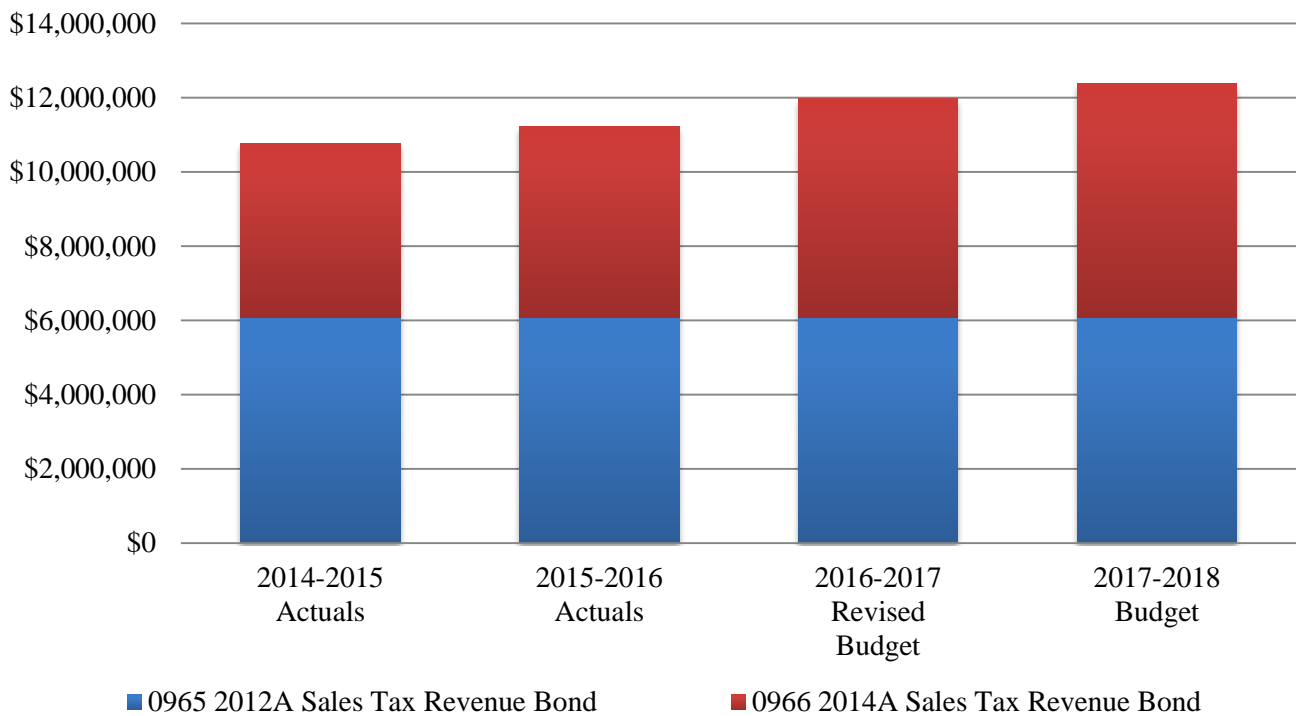
1. Record and account for all trustee activity; including interest earnings and debt service costs.
2. Manage outstanding debt ensuring compliance with applicable law and regulations.
 - a. Meet continuing disclosure requirements of the debt program.
 - b. Prepare arbitrage calculation as required.

Performance/Workload Indicators

	2014-2015 Actual	2015-2016 Actual	2016-2017 Revised Budget	2017-2018 Budget
Debt Service:				
Principal	\$1,910,000	\$1,990,000	\$2,845,000	\$3,365,000
Interest	\$8,856,259	\$9,222,051	\$9,122,550	\$9,016,301
Arbitrage Calculation	N/A	YES	YES	YES
Debt continuing disclosure requirements	YES	YES	YES	YES

**Debt Service
Program Summary**

	<u>2014-2015 Actuals</u>	<u>2015-2016 Actuals</u>	<u>2016-2017 Revised Budget</u>	<u>2017-2018 Budget</u>
Tasks				
0965 2012A Sales Tax Revenue Bond	6,075,697	6,079,228	6,084,437	6,081,838
0966 2014A Sales Tax Revenue Bond	4,695,547	5,137,488	5,897,113	6,315,463
Total Tasks	<u>10,771,244</u>	<u>11,216,716</u>	<u>11,981,550</u>	<u>12,397,301</u>



Debt Service

Task 0965 2012A Sales Tax Revenue Bond

Purpose

Account for the proceeds held by the Bond Trustee for the Debt Service on the 2012A Sales Tax Revenue Bond.

Accomplishments

SBCTA monitored the activities of the trustee in the investment and disbursement of bond proceeds. This activity relates to the 2012A Sales Tax Revenue Bond issuance.

Work Elements

This task accounts for the debt service of the 2012A Sales Tax Revenue Bond.

The task contains the accounting of the principal, interest and fiscal charges of the debt service fund. This task is for accounting purposes only.

Product

Fiscal Accounting.

Manager

Hilda Flores, Chief Financial Officer

	2014-2015	2015-2016	2016-2017	2017-2018
	Actuals	Actuals	Revised Budget	Budget
Expenditures				
Bond Principal	1,910,000	1,990,000	2,090,000	2,170,000
Bond Interest	4,163,338	4,086,938	3,987,437	3,903,838
Fiscal Agent Fees	2,359	2,290	7,000	8,000
Total Expenditures	<u>6,075,697</u>	<u>6,079,228</u>	<u>6,084,437</u>	<u>6,081,838</u>
Funding Sources				
Sales Tax Revenue Bonds 2012A Fund				<u>6,081,838</u>
Total Funding Sources				<u>6,081,838</u>

Debt Service

Task 0966 2014A Sales Tax Revenue Bond

Purpose

Account for the proceeds held by the Bond Trustee for the Debt Service on the 2014A Sales Tax Revenue Bond.

Accomplishments

SBCTA monitored the activities of the trustee in the investment and disbursement of bond proceeds. This activity relates to the 2014A Sales Tax Revenue Bond issuance.

Work Elements

This task accounts for the debt service of the 2014A Sales Tax Revenue Bond.

The task contains the accounting of the principal, interest and fiscal charges of the debt service fund. This task is for accounting purposes only.

Product

Fiscal Accounting.

Manager

Hilda Flores, Chief Financial Officer

	2014-2015	2015-2016	2016-2017	2017-2018
	Actuals	Actuals	Revised Budget	Budget
Expenditures				
Bond Principal	-	-	755,000	1,195,000
Bond Interest	4,692,921	5,135,113	5,135,113	5,112,463
Fiscal Agent Fees	2,626	2,375	7,000	8,000
Total Expenditures	<u>4,695,547</u>	<u>5,137,488</u>	<u>5,897,113</u>	<u>6,315,463</u>
Funding Sources				
Sales Tax Revenue Bonds 2014A Fund				<u>6,315,463</u>
Total Funding Sources				<u>6,315,463</u>

ENTERPRISE

Enterprise Program Budget

Description

Finance department is responsible for finance/accounting, procurement and contract administration, and risk management activities for the Enterprise program.

Goals and Objectives

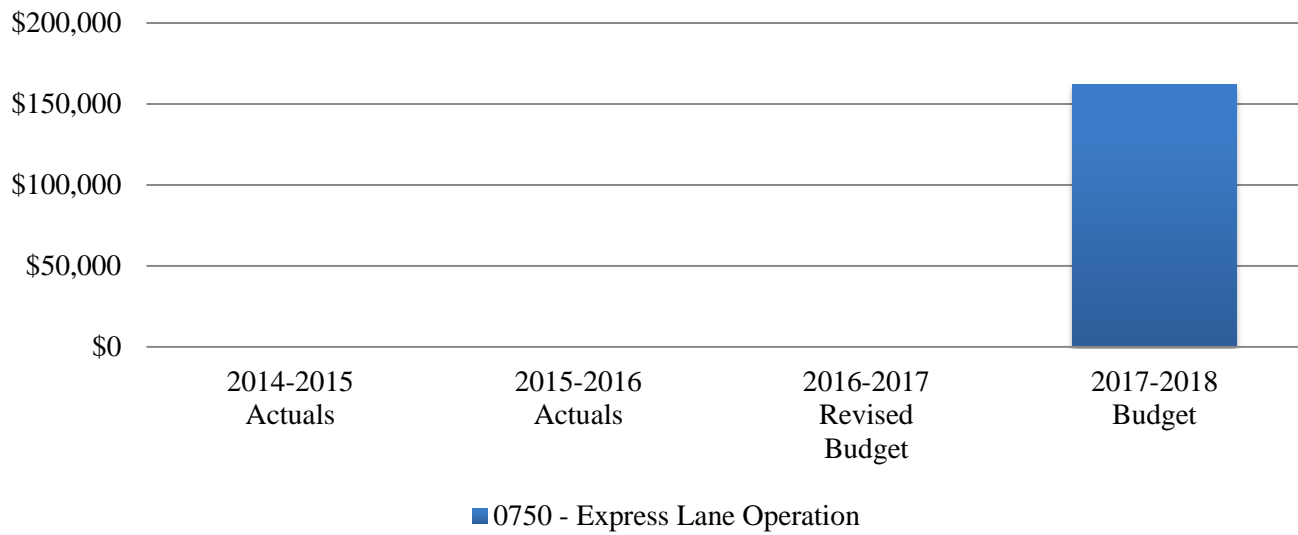
Finance will recruit for the Toll Financial Administrator position to assist in accounting, budgeting, procuring and contract administration, and Transportation Infrastructure Finance and Innovation Act (TIFIA) loan reporting/compliance for the express lane project.

Performance/Workload Indicators

	2014-2015 Actual	2015-2016 Actual	2016-2017 Revised Budget	2017-2018 Budget
Hire Toll Financial Administrator	N/A	N/A	N/A	1
Participate in the TIFIA loan process	N/A	N/A	N/A	1

Enterprise Program Summary

	<u>2014-2015 Actuals</u>	<u>2015-2016 Actuals</u>	<u>2016-2017 Revised Budget</u>	<u>2017-2018 Budget</u>
Tasks				
0750 Express Lane Operation	-	-	-	162,329
Total Tasks	<u>-</u>	<u>-</u>	<u>-</u>	<u>162,329</u>



Enterprise

Task 0750 Express Lane Operation

Purpose

Provide for SBCTA's express lane activity finance/accounting, procurement and contract administration, and risk management activities.

Accomplishments

1. Created new fund 7550, Express Lanes, to account for activities for this project.
2. Participated in establishing financing for the project which includes Transportation Infrastructure Finance and Innovation Act (TIFIA) and loan from Measure I freeway program.
3. Completed job description for Toll Financial Administrator. Salaries, fringe, and indirect are budgeted in this task fund 7550.

Work Elements

This activity will account for the finance/accounting, auditing of Express Lanes fund, audit of federal grant, TIFIA loan, and procurement/contract administration.

Product

The cost of operations for the express lanes will be accounted in fund 7550, enterprise fund. The federal loan with TIFIA will also be accounted for in this fund.

Manager

Hilda Flores, Chief Financial Officer

	2016-2017			
	2014-2015	2015-2016	Revised	2017-2018
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	-	-	-	43,921
Fringe Allocation-General	-	-	-	45,085
Indirect Allocation-General	-	-	-	73,323
Total Expenditures	-	-	-	162,329

Funding Sources

I-10 Express Lanes	162,329
Total Funding Sources	162,329

NOTE: New task created in Fiscal Year 2017/2018 budget. It does not include prior year history.



Transportation options like the Big Bear Bridge enhance both function and beauty.

SUPPLEMENTAL INFORMATION SECTION

Indirect Cost Allocations

Fiscal Year 2017/2018

The indirect cost allocation program allocates costs to the various tasks that do not benefit directly. The following tasks are included in the indirect allocation:

1. Executive Administration and Support – accounts for services to the Board of Directors and management staff.
2. General Counsel – accounts for legal representation.
3. Financial Management – accounts for strong fiscal stewardship in administering SBCTA and SBCOG funds.
4. Management Services - accounts for costs attributed to information technology, records management, and the computer network.
5. Human Resources - accounts for costs associated with personnel activity.
6. Legislation – accounts for representation of SBCTA’s interests at state and federal levels.
7. Public Affairs - accounts for project/program outreach and media relations as well as enhancing and modernizing external communications opportunities.
8. Building Operation – accounts for management and maintenance of the Santa Fe Depot.

Fund 7130, Indirect Cost Allocation Fund, allocates costs to various tasks based on salary and fringe benefit dollar amounts. Project management costs are allocated based on percentage of estimated full time equivalent consultants working in the Depot by total number of persons occupying space at the Depot.

The Fiscal Year 2017/2018 budget for indirect cost allocation is \$7,517,753 in comparison to \$7,013,462 in Fiscal Year 2016/2017. This represents a \$504,291 increase from the previous Fiscal Year. The majority of the increase is attributed to the following:

- a. Decrease in salaries, fringe, and other costs for (Task 0200), Executive Administration Support, costs related to administrative support is now charge directly to programs \$160,000.
- b. Decrease in legal fees charged to indirect tasks or now performed by staff person \$80,000.
- c. Capital improvements of Depot such as security services, ballards, AV system, and support for the project around the Depot \$30,000.
- d. New virtual servers and information technology services \$230,000.
- e. Auditing services and professional services for (Task 0400) increase of \$330,000 from prior year’s budget due to the following:
 - Increase of \$50,000 for on call temporary staff,
 - Increase of \$10,000 for insurance broker services,
 - Add \$40,000 for event planning and promotion for the business to business expo event,
 - Add budget for special engagement audits for \$125,000,
 - Increase of price review and annual financial audit of \$40,000,
 - And EDEN reporting upgrade increase of \$65,000.
- f. Maintenance expenses and deferred maintenance expense of the Depot \$30,000.

**Fiscal Year 2017/2018 Indirect Budget
General Government**

	0200	0350	0400	0450	0470	0503	0605	0805	TOTAL
Salaries	336,925	259,152	697,367	117,537	64,388	29,592	25,364	-	1,530,325
Overtime	2,500	2,500	5,000	-	-	-	-	-	10,000
Fringe	348,420	268,586	720,980	120,652	66,094	30,376	26,036	-	1,581,144
Professional Services	61,000	15,860	330,000	329,550	300	80,000	100,000	68,530	985,240
Consulting Services	120,000	10,000	85,000	-	-	-	-	-	215,000
County Fees	-	-	100,000	-	-	-	-	-	100,000
Auditing & Accounting	-	-	500,000	-	-	-	-	-	500,000
Legal Fees	-	80,000	-	-	20,000	-	-	-	100,000
Utilities	-	-	-	-	-	-	-	99,000	99,000
Maintenance-Buildings	-	-	-	-	-	-	-	750,000	750,000
Maintenance-Motor Vehicles	-	-	-	1,500	-	-	-	-	1,500
Maintenance-Office Equipment	5,000	-	-	-	-	-	-	-	5,000
Rentals-Office Equipment	57,500	-	-	-	-	-	-	-	57,500
General Liability Insurance	-	-	250,000	-	-	-	-	-	250,000
Property Insurance	-	-	50,000	-	-	-	-	-	50,000
Crime Insurance	-	-	30,000	-	-	-	-	-	30,000
Public Officials Liability Insurance	-	-	60,000	-	-	-	-	-	60,000
Automotive Insurance	-	-	2,000	-	-	-	-	-	2,000
Cyber Insurance	-	-	20,000	-	-	-	-	-	20,000
Dues & Subscriptions	2,500	-	3,000	-	619	3,500	2,500	-	12,119
Training/Membership	3,500	5,832	23,000	10,000	14,580	2,000	2,500	-	61,412
Postage	15,500	200	1,000	500	200	-	-	-	17,400
Travel Expense - Employee	5,000	6,000	4,000	1,000	6,500	4,500	2,000	-	29,000
Travel Expense-Mileage-Employee	1,500	200	2,500	200	500	2,000	1,500	-	8,400
Advertising	-	-	1,000	-	10,000	-	-	-	11,000
Public Information Activities	-	-	-	-	-	-	500	-	500
Printing - External	10,000	-	10,000	-	-	-	-	-	20,000
Printing - Internal	20,000	200	-	-	-	-	-	-	20,200
Contributions/Sponsorships	-	-	-	-	5,000	-	-	-	5,000
Communications	-	-	3,000	102,328	-	-	-	20,000	125,328
Record/Equipment Storage	29,000	-	-	-	-	-	-	-	29,000
Other Service Charges	-	-	-	-	-	-	-	5,000	5,000
Office Expense	45,000	-	-	-	-	-	-	15,500	60,500
Meeting Expense	4,800	500	2,500	200	12,500	2,000	2,000	-	24,500
Building & Structures	-	-	-	-	-	-	-	85,000	85,000
Office Furniture & Equipment	-	-	-	-	-	-	-	93,000	93,000
Office Equipment/Software-Inventorial	20,000	-	-	201,197	-	-	-	10,000	231,197
Computer Hardware & Software	-	-	-	332,488	-	-	-	-	332,488
Total	1,088,145	649,030	2,900,347	1,217,152	200,681	153,968	162,400	1,146,030	7,517,753

Index:

0200 Executive Administration and Support

0350 General Counsel

0400 Financial Management

0450 Management Services

0470 Human Resources

0503 Legislation

0605 Public Affairs

0805 Building Operation

NOTE: Prior year budget was \$7,013,462.

San Bernardino County Transportation Authority
General Assessment Dues Calculation
Fiscal Year 2017/2018

	<u>JURISDICTION:</u>	<u>POP.</u> <u>2016</u>	<u>% OF</u> <u>TOTAL</u> <u>POP.</u>	<u>ASSESSED VALUE</u> <u>BEFORE RDA</u> <u>2016/2017</u>	<u>% OF</u> <u>TOTAL</u> <u>VALUE</u>	<u>AVG. %</u> <u>POP. &</u> <u>VALUE</u>	<u>FY2017</u>		<u>FY2018</u>		<u>VAR.</u>
							<u>TOTAL</u> <u>AMOUNT</u>	<u>GA DUES</u> <u>AMOUNT</u>	<u>COG AMT</u> <u>AMOUNT (\$)</u>	<u>TOTAL</u> <u>AMOUNT</u>	
Adelanto		33,497	1.566%	\$1,824,974,065	0.933%	1.249%	3,129	1,390	3,558 \$	4,948	1,819
Apple Valley		74,656	3.489%	\$5,359,918,530	2.741%	3.115%	5,146	3,466	3,558 \$	7,024	1,878
Barstow		24,360	1.139%	\$1,193,802,181	0.611%	0.875%	2,724	973	3,558 \$	4,531	1,807
Big Bear Lake		4,905	0.229%	\$3,238,654,680	1.656%	0.943%	2,798	1,049	3,558 \$	4,607	1,809
Chino		85,934	4.016%	\$11,205,388,490	5.731%	4.874%	7,046	5,422	3,558 \$	8,980	1,934
Chino Hills		78,866	3.686%	\$10,884,915,903	5.567%	4.627%	6,779	5,147	3,558 \$	8,705	1,926
Colton		53,351	2.494%	\$3,066,251,356	1.568%	2.031%	3,974	2,259	3,558 \$	5,817	1,843
Fontana		209,895	9.810%	\$16,819,161,359	8.602%	9.206%	11,728	10,241	3,558 \$	13,799	2,071
Grand Terrace		12,315	0.576%	\$912,499,300	0.467%	0.521%	2,342	580	3,558 \$	4,138	1,796
Hesperia		93,226	4.357%	\$5,330,416,569	2.726%	3.542%	5,607	3,940	3,558 \$	7,498	1,891
Highland		53,645	2.507%	\$3,273,842,286	1.674%	2.091%	4,039	2,326	3,558 \$	5,884	1,845
Loma Linda		24,649	1.152%	\$1,899,888,091	0.972%	1.062%	2,927	1,181	3,558 \$	4,739	1,812
Montclair		38,686	1.808%	\$2,982,980,034	1.526%	1.667%	3,580	1,854	3,558 \$	5,412	1,832
Needles		5,035	0.235%	\$305,790,175	0.156%	0.196%	1,991	218	3,558 \$	3,776	1,785
Ontario		169,869	7.939%	\$21,695,380,952	11.096%	9.518%	12,065	10,588	3,558 \$	14,146	2,081
Rancho Cucamonga		175,251	8.191%	\$23,523,829,612	12.031%	10.111%	12,706	11,248	3,558 \$	14,806	2,100
Redlands		68,368	3.195%	\$8,839,270,180	4.521%	3.858%	5,948	4,292	3,558 \$	7,850	1,902
Rialto		107,330	5.016%	\$7,337,485,859	3.753%	4.385%	6,517	4,877	3,558 \$	8,435	1,918
San Bernardino		215,491	10.072%	\$12,658,595,218	6.474%	8.273%	10,720	9,203	3,558 \$	12,761	2,041
Twentynine Palms		26,138	1.222%	\$848,733,037	0.434%	0.828%	2,674	921	3,558 \$	4,479	1,805
Upland		75,774	3.542%	\$8,421,459,871	4.307%	3.924%	6,020	4,365	3,558 \$	7,923	1,903
Victorville		123,510	5.773%	\$8,131,951,130	4.159%	4.966%	7,146	5,524	3,558 \$	9,082	1,936
Yucaipa		53,779	2.514%	\$4,081,498,791	2.087%	2.300%	4,265	2,559	3,558 \$	6,117	1,852
Yuca Valley		21,281	0.995%	\$1,530,843,477	0.783%	0.889%	2,739	989	3,558 \$	4,547	1,808
County		309,759	14.478%	\$30,159,888,361	15.425%	14.951%	17,937	16,630	3,558 \$	20,188	2,251
		2,139,570	100.000%	\$195,527,419,507	100.000%	100.000%	152,547	111,242	88,945 \$	200,187	47,640

NOTES:

- 1) Population Source: Most recent Measure I population data, which is the Department of Finance estimate as of January 1 reconciled to the total population for San Bernardino County.
- 2) Net Assessed Value Source: Property Tax Section, County Auditor/Controller, 2016/2017.
- 3) These calculations are based on the most recent data received from the County of San Bernardino.
- 4) Assessed valuation of jurisdiction includes properties within redevelopment areas.
- 5) The Board of Directors approved an additional \$88,945 in FY2017/2018 dues for Council of Government (COG) activities.

GANN Appropriations Limit

In November 1979, the voters of the State approved Proposition 4, commonly known as the Gann Initiative. The Proposition created Article XIII B of the State Constitution, placing limits on the amount of revenue that can be spent by public agencies from the “proceeds of taxes.”

In 1980, the State Legislature added Section 7910 to the Government Code, providing that the governing body of each local jurisdiction must establish, by resolution, an appropriations limit for the following year. The appropriations limit for any fiscal year is equal to the previous year’s limit adjusted for population changes and changes in the California per capita income.

SBCTA is subject to the requirements of Article XIII B. Gann appropriations limits are calculated for and applied to SBCTA. In accordance with the requirements of Article XIII B implementing legislation, the Board approved Resolution No. 17-064 on June 7, 2017, establishing appropriation for San Bernardino County Transportation Authority at \$1,180,898,399.

The calculation for the Fiscal Year 2017/2018 appropriations limit is as follows:

Fiscal Year 2016/2017 Appropriations Limit	\$1,125,814,545
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Fiscal Year 2017/2018 adjustment:

Change in California per capita personal income	=	3.69%
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Change in Population, San Bernardino County	=	1.16%
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Per Capita Cost of Living converted to a ratio:

$\frac{3.69 + 100}{100}$	=	1.0369
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Population converted to a ratio:

$\frac{1.16 + 100}{100}$	=	1.0116
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Calculation of factor for Fiscal Year 2017/2018: $1.0369 \times 1.0116 = 1.048928$

$\$1,125,814,545 \times 1.048928 = \$1,180,898,399$

Fiscal Year 2017/2018 Appropriations Limit	\$1,180,898,399
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Source: California per capita income - California Department of Finance

Population, San Bernardino County - California Department of Finance

Funds/Funding Sources

General Fund

General Fund

- MSI Valley Admin
- Local Transportation Fund-Admin
- Local Transportation Fund-Planning
- Local Transportation Article 3-Bicycle/Pedestrian
- Local Transportation Fund-Rail
- State Transit Assistance Fund-Rail
- Rail Assets
- General Fund-Local/Other
- Amtrak
- Congestion Management

Special Revenue Funds

Federal Highway Fund:

- Surface Transportation Program
- Congestion Mitigation & Air Quality
- Transportation Enhancement Activities
- Project National & Regional Significance
- Demonstration High Priority Program
- Interstate Maintenance Discretionary
- Active Transportation Program - Federal

Federal Transit Administration Fund:

- Federal Transit Administration 5307
- Federal Transit Administration 5307 - CMAQ
- Federal Transit Administration 5309

State Highway Fund:

- Regional Improvement Program
- Planning, Programming & Monitoring
- Active Transportation Program-State
- SCAQMD/Mobile Source Review Commission
- CALTRANS Local Reimbursement

Proposition 1B Fund:

- Corridor Mobility Improvement Account
- Public Utilities Commission
- Trade Corridor Improvement Fund
- State Local Partnership Program
- Public Trans Modern Improve & Svc Enhance
- Transit Sys Safety Sec Disaster Recovery

Greenhouse Gas Reduction Fund:

- Low Carbon Transit Operations Program
- Low Carbon Transportation Fund

SAFE:

- SAFE-Vehicle Registration Fees
- SAFE Reimbursement

Freeway Service Patrol:

- Freeway Service Patrol

Local Transportation Fund:

- Local Transportation Fund-Pass Through

State Transit Assistance Fund:

- State Transit Assistance Fund-Pass Through

Measure I 1990-2010 Fund:

- MSI 1990-Valley Fund-Major Projects
- MSI 1990-Valley Fund-Commuter Rail
- MSI Valley Fund-S & D
- MSI 1990-Valley Fund-TMEE

Measure I 2010-2040 Fund:

- MSI Valley Fund-Freeway Projects
- MSI Valley Fund-Freeway Interchange
- MSI Valley Fund-Major Streets:
 - Grade Separations
 - Arterials
 - Project Advancement Agreements
- MSI Valley Fund-Local Street
- MSI Valley Fund-Metrolink/Rail Service
- MSI Valley Fund-Express Bus/Rapid Trans
- MSI Valley Fund-Senior/Disabled
- MSI Valley Fund-Traffic Mgmt Sys
- MSI Victor Valley-Major Local Highway
- MSI Victor Valley-Local Street
- MSI Victor Valley-Senior & Disabled
- MSI Victor Valley-Project Development/Traffic
- MSI North Desert-Major Local Highway
- MSI North Desert-Local Street
- MSI North Desert-Senior & Disabled
- MSI North Desert-Project Development/Traffic
- MSI Colorado River-Major Local Highway
- MSI Colorado River-Local Street
- MSI Colorado River-Senior & Disabled
- MSI Colorado River-Project Development/Traffic
- MSI Morongo Basin-Major Local Highway
- MSI Morongo Basin-Local Street
- MSI Morongo Basin-Senior & Disabled
- MSI Morongo Basin-Project Development/Traffic
- MSI Mountain-Major Local Highway
- MSI Mountain-Local Street
- MSI Mountain-Senior & Disabled
- MSI Mountain-Project Development/Traffic
- MSI Cajon Pass

Council of Governments Funds (COG):

- General Assessment Dues
- Property Assessed Clean Energy (PACE)
- Greenhouse Gas
- Joint Solar Power
- COG Local Reimbursement Fund

Capital Projects Funds

- Local Projects Fund
- Transit Center Project Fund
- SB Passenger Rail Project Fund
- Redlands Passenger Rail Project Fund
- San Gabriel Subdivision Line Project Fund
- Valley Freeway Interchange Bond Fund
- Valley Major Street Bond Fund
- Valley Metrolink/Rail Bond Fund
- Victor Valley Major Local Hwy Bond Fund
- Cajon Pass Bond Fund

Enterprise Funds

- 1-10 Express Lanes

**San Bernardino County Transportation Authority
Task Listing
Fiscal Year 2017/2018**

<u>Task</u>	<u>Title</u>	<u>Mgr</u>
General Government Program		
0100	Board of Directors	VW
0200	Executive Administration and Support	VW
0300	Intergovernmental – CTA	VW
0350	General Counsel	ET
0400	Financial Management	HF
0450	Management Services	DB
0470	Human Resources	DB
0501	Intergovernmental - COG	DB
0503	Legislation	OG
0605	Public Affairs	OG
0805	Building Operation	DB
Environment and Energy Conservation		
0101	Environment	DB
0111	Energy Conservation	DB
Commuter and Motorist Assistance		
0383	Vanpool Program	DB
0406	Traveler Services	DB
0702	Call Box System	DB
0704	Freeway Service Patrol/State	DB
Regional and Sub-Regional Planning Program		
0110	Regional Planning	SS
0203	Congestion Management	SS
0404	Subregional Planning	SS
0941	Mtn./Desert Planning & Project Development	SS
Transit and Passenger Rail Program		
0309	Transit Operator Support	AZ
0310	Transit Allocations/Pass Throughs	AZ
0312	General Transit	CS
0313	Transit Right of Way Management	CS
0314	Transit Operations	CS
0315	Transit	CS
Major Project Delivery Program		
0815	Measure I Program Management	PB
0820	Freeway Projects	PB
0830	Interchange Projects	PB
0840	Grade Separation Projects	PB
0860	Arterial Projects	PB
Transportation Fund Administration Program		
0500	Fund Administration and Programming	AZ
0550	Allocations/Pass Throughs	AZ
Debt Service Program		
0965	2012A Sales Tax Revenue Bond	HF
0966	2014A Sales Tax Revenue Bond	HF
Enterprise Program		
0750	Express Lane Operation	HF

San Bernardino County Transportation Authority
Sub-Task Listing
Fiscal Year 2017/2018

<u>Sub-Task</u>	<u>Title</u>	<u>Mgr</u>	<u>Sub-Task</u>	<u>Title</u>	<u>Mgr</u>
	Environment			Fund Administration and Programming	
0102	Air Quality Activities	DB	0373	Federal/State Fund Administration	AZ
0103	ARB EV Truck Demo	DB	0500	Transportation Improvement Program	AZ
0495	Greenhouse Gas	SS	0517	MSI Administration	AZ
			0609	Strategic Planning/Delivery Planning	AZ
	Energy Conservation			Allocations/Pass Throughs	
0708	Property Assessed Clean Energy (PACE)	DB			
0709	Regional Energy Leader Partnership	DB	0515	MSI Valley Apportionment & Allocation	AZ
			0516	MSI Mt/Desert Apportionment & Allocation	AZ
	Subregional Planning		0610	Measure I Project Advancement	AZ
0213	High Desert Corridor Studies	SS	0918	Measure I Local Pass Through	AZ
0402	Safe Routes to School Plan	SS			
0403	Points of Interest Pedestrian Plan	SS		Freeway Projects	
0405	Rim Of the World Plan	SS	0817	SR-60 Sound Wall	PB
			0820	SR-210 Final Design	PB
	Transit Operator Support		0822	SR-210 Right of Way Acquisition	PB
0309	Transit Support	AZ	0823	I-10 Corridor Phase 1	PB
0501	Federal Transit Act Programming	AZ	0824	SR-210 Construction	PB
0502	TDA Administration	AZ	0825	I-10 Corridor Project Development	PB
			0830	I-215 San/Riv Project Development	PB
	Transit Allocations/Pass Throughs		0834	I-215 Final Design	PB
0310	MSI S&D and Other Grants Pass Throughs	AZ	0836	I-215 Right of Way Acquisition	PB
0506	LTF Apportionment	AZ	0838	I-215 Construction	PB
0507	STAF Apportionment	AZ	0839	I-215 Bi-County HOV Gap Closure Project	PB
			0840	I-215 Barton Road Interchange	PB
	General Transit		0850	Alternative Project Financing	PB
0352	Regional Representation	CS	0852	I-15 Corridor Improvement	PB
0353	Program Management	CS	0854	I-10 EB Truck Climb/Live Oak/County	PB
0354	Short Range Transit Plan	CS	0862	I-10 Westbound Lane Addition-Yucaipa	PB
			0887	SR-210 Lane Addition	PB
	Transit Right of Way Management		0891	US395 Widen SR-18/Chamberlaine/Adelanto	PB
0360	Right of Way Property Management	CS			
0361	Maintenance of Way	CS		Interchange Projects	
0362	Plan Reviews	CS	0803	SR-210 Baseline Road Interchange	PB
			0804	I-10 Mountain View Interchange	PB
	Transit Operations		0807	I-10 Euclid Avenue Interchange	PB
0371	San Bernardino to Redlands Rail Service	CS	0808	I-10 Wildwood Interchange	PB
0372	Station Security	CS	0809	I-10 Vineyard Avenue Interchange	PB
0377	Metrolink Operating & Maintenance Subsidy	CS	0826	I-10/Cherry& I-10/Citrus Ave. Interchange	PB
			0841	I-10 Riverside Avenue Interchange	PB
	Transit Capital		0842	I-10 Tippecanoe Avenue Interchange	PB
0311	sbX	CS	0851	I-10/Monte Vista Avenue Interchange	PB
0322	San Bernardino Transit Center	CS	0853	I-215 University Pkwy/State St. Interchange	PB
0323	Downtown San Bernardino Passenger Rail	CS	0880	I-15/I-215 Devore Road Interchange	PB
0324	Redlands Passenger Rail	CS	0883	SR-210 Pepper Avenue Interchange	PB
0325	Rialto Metrolink Parking Lot Expansion Ph1	CS	0888	I-15 La Mesa Rd/Nisqualli Rd Interchange	PB
0326	Gold Line Extension to Montclair	CS	0890	I-15 Ranchero Road Interchange	PB
0327	Shortway Quiet Zone	CS	0892	I-15 Baseline Road Interchange	PB
0328	Lilac to Rancho Double Track	CS	0893	SR-60 Central Avenue Interchange	PB
0329	Rancho Cucamonga Metro Station Transit	CS	0894	SR-60 Archibald Avenue Interchange	PB
0330	Sierra Ave. Metro Grade Cross Ped Improve	CS	0895	I-10/Alabama Street Interchange	PB
0331	Juniper Ave. Metro Grade Cross Ped Improve	CS	0896	I-10 Pepper Avenue Interchange	PB
0332	Zanja Bridge Replacement	CS	0897	I-10 Cedar Avenue Interchange	PB
0333	Mountain Transit Facility Upgrade	CS	0898	I-10 Mount Vernon Avenue Interchange	PB
0334	West Valley Connector	CS	0899	I-10 University Street Interchange	PB
0379	Metrolink Capital Subsidy	CS			

San Bernardino County Transportation Authority
Sub-Task Listing
Fiscal Year 2017/2018

<u>Sub-Task</u>	<u>Title</u>	<u>Mgr</u>	<u>Sub-Task</u>	<u>Title</u>	<u>Mgr</u>
Grade Separation Projects			Administrative		
0868	Monte Vista Grade Separation	PB	0920	Financial Management	VW
0869	Glen Helen Parkway Grade Separation	PB	0921	Management Services	VW
0870	Hunts Lane Grade Separation	PB	0922	Intergovernmental Relations	VW
0871	State St./University Pkwy. Grade Separation	PB	0923	Legislation	VW
0874	Palm Avenue Grade Separation	PB	0924	Public Affairs	VW
0876	South Milliken Avenue Grade Separation	PB	0925	Building Operation	VW
0877	Vineyard Avenue Grade Separation	PB	0926	Environment and Energy Conservation	VW
0879	Colton Crossing Grade Separation	PB	0927	Vanpool Program	VW
0881	Lenwood Road Grade Separation	PB	0928	Traveler Services	VW
0882	North Milliken Avenue Grade Separation	PB	0929	Call Box System	VW
0884	Laurel Avenue Grade Separation	PB	0930	Freeway Patrol Service/State	VW
0885	9th Street Rail Improvements	PB	0931	Planning	VW
0886	Colton Quiet Zone Project	PB	0932	Mt./Desert Planning and Project Development	VW
Arterial Projects			0933	General Transit	VW
0401	Metrolink Station Accessibility Improve	PB	0934	Transit Capital	VW
0701	Valley Signal Coordination	PB	0935	General Commuter Rail	VW
0827	Mount Vernon Avenue Viaduct	PB	0936	Major Project Delivery	VW
0828	4th Street Arterial	PB	0937	Fund Administration and Programming	VW
			0938	Executive Administration and Support	VW
			0939	General Counsel	VW
			0940	Board Meeting	VW
			0941	GPC Meeting	VW
			0942	Transit Meeting	VW
			0943	MVSS Meeting	VW
			0944	1-10/I-15 Sub Committee	VW
			0945	Mtn./Desert	VW

Object Category List

Salaries & Benefits

Regular Full-Time Employees
Regular Part-Time Employees
Contract Employees
Overtime
Vacation Leave Pay
Vacation Leave Pay-Cash Out
Administrative Leave
Administrative Leave-Cash Out
Sick Leave Pay
Holiday Pay
Severance Pay
Compensated Absences
Other Pay
Medicare Contribution
Retirement Contribution-Employee
Retirement Contribution-Employer
Survivor Benefits Retire-Employer
Retirement Benefit Payout
Retirement Cash-Excess
Retirement Medical-Employer
Retirement Medical-Cash Out
Group Flex Benefits
Group Benefits
Group Health Insurance
Group Dental Insurance
Group Vision Insurance
Group Life Insurance
Group LTD Insurance
Group STD Insurance
Group Benefits-Other
Deferred Compensation
Deferred Compensation-Part-Time
Workers Compensation
Unemployment Compensation
Auto Allowance
Cellular Allowance Sanbag
Flex Spending Account
Tuition Reimbursement
Employee Assistance
Other Employee Benefits
Fringe Allocation-General

Other Services & Charges

General Liability Insurance
Umbrella Liability Insurance
Property Insurance
Crime Insurance
Public Officials Liability Insurance
Automotive Insurance
Dues & Subscriptions
Training/Membership
Postage
Travel Expense - Employee
Travel Expense - Non-Employee
Travel Expense-Mileage-Employee
Travel Expense-Mileage-Non-Employee
Travel Expense-Other-Metrolink Tickets
Employee Commuter Subsidy
Advertising
Public Information Activities
Printing - External
Printing - Internal
Contributions/Sponsorships
Communications
Administrative Charges
Record/Equipment Storage
Inland Modeling Fees
Pass-Thru Payments
Stimulus Payments
Project Advancements Payments
Major Street Payments
Major Local Highway Payments
Project Development Traffic Mgmt Sys Pmt
Bank Charges
Other Service Charges
Depreciation Expense

Supplies

Office Expense
Meeting Expense

Capital Outlay

Land
Land Easements & Improvements
Buildings & Structures
Improvements OTBS
Motor Vehicles

Professional & Technical Services

Professional Services
Consulting Services
Program Management Fees
County Fees
Auditing & Accounting
Investment Management Fees
Attendance Fees
Financial/Legal Bonding Fees
Legal Fees
Security
Information Technology Services
Mountain Avenue Callbox

Property Services

Utilities
Landscaping Care
Maintenance-Buildings
Maintenance-Motor Vehicles
Maintenance-Office Equipment
Rail Maintenance Of Way
Maintenance-Call Boxes
Rentals-Buildings
Rentals-Motor Vehicles
Rentals-Office Equipment
Construction Capital
Utilities Capital
Right Of Way Capital

Office Furniture & Equipment
Office Equipment/Software-Inventorial
Computer Hardware & Software
Call Boxes

Debt Service

Bond Principal
Bond Interest
Lease Principal
Lease Interest
Note Principal
Note Interest
Loan Principal
Loan Interest
Advance Principal
Advance Interest
Fiscal Agent Fees
Amortized Debt Discount
Amortized Debt Premium
Amortized Issuance Expense
Advance Refunding Escrow
Arbitrage Rebate

Acronym List

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ACTA	Alameda Corridor Transportation Authority
ADA	Americans with Disabilities Act
AE	Advance Expenditure
AEA	Advance Expenditure Agreement
AED	Automated External Defibrillator
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
AREMA	American Railway Engineering and Maintenance of Way Association
ARRA	American Recovery and Reinvestment Act
ARRIVE	Advanced Regional Rail Integrated Vision - East
ATAC	Aviation Technical Advisory Committee
ATMIS	Advanced Transportation Management Information Systems
ATP	Active Transportation Program
AT&SF	Atchison Topeka & Santa Fe Railway
AVL	Automatic Vehicle Location
AVR	Average Vehicle Ridership
BAT	Barstow Area Transit
BNSF	Burlington Northern Santa Fe Railroad
BOARD	Board of Directors
BOE	Board of Equalization
BRT	Bus Rapid Transit
BV	Barstow to Victor Valley
CAC	Call Answering Center
CAD/AVL	Computer Aided Dispatch and Automatic Vehicle Location
CALACT	California Association for Coordinated Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CAMP	California Asset Management Program
CARB	California Air Resources Board
CCA	Community Choice Aggregation
CCR	California Code of Regulations
CEC	California Energy Commission
CEHD	Community Economic and Human Development Committee
CEO	Chief Executive Officer
CEQA	California Environmental Quality Act
CFSP	Construction Freeway Service Patrol
CHP	California Highway Patrol
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CM/CG	Construction Management/General Contractor
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COA	Comprehensive Operational Analysis
COG	Council of Governments
COZEPP	Construction Zone Enhancement Enforcement Program
CPNA	Capital Projects Needs Analysis
CPA	Certified Public Accountant

Acronym List (Continued)

CPR	Cardiopulmonary Resuscitation
CPUC	California Public Utilities Commission
CSAC	California State Association of Counties
CSUSB	California State University at San Bernardino
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTO	Contract Task Order
CTOP	Contract Task Order Pending
CTP	Countywide Transportation Plan
CTSA	Consolidated Transportation Services Agency
CTSGP-CTAF	California Transit Security Grant Program – California Transit Assistance Funds
CVAG	Coachella Valley Association of Governments
DIF	Development Impact Fee
DMO	Data Management Office
DMU	Diesel Multiple Unit
DOE	Department of Energy
DOT	Department of Transportation
DSBPRP	Downtown San Bernardino Passenger Rail Project
E&D	Elderly and Disabled
ED	Environmental Document
EEP	Establish Existing Planting
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EMF	Eastern Maintenance Facility
EPA	Environmental Protection Agency
ETC	Employee Transportation Coordinator
EV	Electric Vehicle
EVTDM	East Valley Travel Demand Model
FAA	Federal Aviation Administration
FAST	Fixing America's Surface Transportation
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GARVEE	Grant Anticipation Revenue Vehicles Bond Program
GFOA	Government Finance Officers Association
GHG	Greenhouse Gas
GIS	Geographic Information System
GPS	Global Positioning System
HDCJPA	High Desert Corridor Joint Powers Authority
HERO	Home Energy Retrofit Opportunity
HMMP	Hydrologic Monitoring and Mitigation Plan
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HPP	High Priority Projects
HVAC	Heating, Ventilation, & Air Conditioning
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership

Acronym List (Continued)

IEOC	Inland Empire Orange County
IFB	Invitation for Bid
IMD	Interstate Maintenance Discretionary
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP	Interregional Transportation Improvement Program
ITOC	Independent Taxpayer Oversight Committee
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
JPA	Joint Powers Authority
LA	Los Angeles
LACMTA	Los Angeles County Metropolitan Transportation Authority
LAFCO	Local Agency Formation Commission
LAUS	Los Angeles Union Station
LED	Light Emitting Diode
LLP	Longer Life Pavement
LOC	Local
LONP	Letter of No Prejudice
LPA	Locally Preferred Alternative
LNG	Liquefied Natural Gas
LRTP	Long Range Transit Plan
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MAP-21	Moving Ahead for Progress in the 21st Century Act
MARTA	Mountain Area Regional Transportation Authority
MATS	Mountain Area Transportation Study
MBTA	Morongo Basin Transit Authority
McGMAP	Multi-County Goods Movement Action Plan
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MDLS	Mountain/Desert Local Street
MDMLH	Mountain/Desert Major Local Highway
MDSDT	Mountain/Desert Senior and Disabled Transit
MIS	Major Investment Study
MLH	Major Local Highway
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSI	Measure I
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTA	Los Angeles County Metropolitan Transportation Authority
MTP	Metropolitan Transportation Plan
MTT	Mobility Travel Training Program
NAT	Needles Area Transit
NBSSR	Noise Barrier Scope Summary Report
NEPA	National Environmental Protection Act
NMTP	Non-Motorized Transportation Plan
NTD	National Transit Database
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OIAA	Ontario International Airport Authority
OWP	Overall Work Program
PA	Project Advancement
PAA	Project Advancement Agreement

Acronym List (Continued)

PACE	Property Assessed Clean Energy
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PCS	Project Control System
PDT	Project Development Team
PDTF	Planning and Development Technical Forum
PDTMS	Project Development/Traffic Management Systems
PeMS	Performance Measurement System
PEAR	Preliminary Environmental Analysis Report
PEIR	Program Environmental Impact Report
PNR	Park 'N' Ride
PNRS	Projects of National and Regional Significance
POP	Program of Projects
PPM	Planning, Programming and Monitoring Funds
PS&E	Plans, Specifications & Estimates
PSR	Project Study Report
PSR-PDS	Project Study Report-Project Development Support
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
PUC	Public Utilities Commission
QA/QC	Quality Assurance/Quality Control
RCAA	Redlands Corridor Alternatives Analysis
RCSP	Redlands Corridor Strategic Plan
RCTC	Riverside County Transportation Commission
RFM	Redlands First Mile
RFP	Request for Proposal
RFQ	Request for Qualification
RHNA	Regional Housing Needs Assessment
RIP	Regional Improvement Program
ROW	Right of Way
RPRP	Redlands Passenger Rail Project
RSA	Regional Statistical Area
RTAC	Regional Transportation Agencies' Coalition
RTAP	Rural Transit Assistance Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
SAFE	Service Authority for Freeway Emergencies
SANDAG	San Diego Association of Governments
SB	Senate Bill
SBREP	San Bernardino Regional Energy Partnership
SBTAM	San Bernardino County Transportation Analysis Model
SBTC	San Bernardino Transit Center
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCNFGC	Southern California National Freight Gateway Collaboration
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data

Acronym List (Continued)

SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SIP	State Implementation Plan
SLA	Service Level Agreement
SLP	State-Local Partnership
SLPP	State and Local Partnership Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
SSTAC	Social Service Technical Advisory Council
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SUV	Sports Utility Vehicle
TA	Transportation Alternatives
TAC	Technical Advisory Committee
TAG	Transportation Assistance Program
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TCI	Transit Capital Improvement
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TE	Transportation Enhancement
TE/TA	Transportation Enhancement/Transportation Alternatives
TIA	Traffic Impact Analysis
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIGER	Transportation Investment Generating Economic Recovery
TIP	Transportation Improvement Program
TIRCP	Transit and Intercity Rail Program
TLSP	Traffic Light Synchronization Program
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOD	Transit Oriented Development
TPA	Transportation Planning Agency
TREP	Trip Reimbursement and Escort Program
TSM	Transportation Systems Management
TSSSDRA	Transit System Safety Security Disaster Recovery Account
TTAC	Transportation Technical Advisory Committee
TTY	Text Telephone
TVM	Ticket Vending Machines
ULEV	Ultra Low Emission Vehicle
USFWS	United States Fish and Wildlife Service
UPRR	Union Pacific Railroad
USDOT	United States Department of Transportation
UZAs	Urbanized Areas
VA	Value Analysis
VCTC	Ventura County Transportation Commission
VEB	Valley Express Bus
VF	Valley Freeway
VFI	Valley Freeway Interchange
VHD	Vehicle Hours of Delay

Acronym List (*Continued*)

VLS	Valley Local Street
VMPR	Valley Metrolink/Passenger Rail
VMS	Valley Major Street
VMT	Vehicle-Miles of Travel
VS	Valley Subarea
VSDT	Valley Senior and Disabled Transit
VTMS	Valley Traffic Management Systems
VTrans	Valley Transportation Services
VTs	Valley Transportation System
VVMLH	Victor Valley Major Local Streets
VVLS	Victor Valley Local Streets
VVPDTMS	Victor Valley Projects Development Traffic Management System
VVATS	Victor Valley Area Transportation Study
VVSDT	Victor Valley Senior and Disabled Transit
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments
ZEV	Zero Emission Vehicle

Glossary of Budget Terms

The following explanations of terms are presented to aid in understanding the narrative discussions and illustrations included in this budget document and the terminology generally used in governmental accounting, auditing, financial reporting and budgeting.

Accrual Basis

Method of accounting that recognizes the financial effect of transactions, events, and inter-fund activities when they occur, regardless of the timing of related cash flows.

Annual Budget

A budget that is applicable to a single Fiscal Year. *Refer to Budget.*

Audit

A systematic collection of the sufficient, competent evidential matter needed to attest to the fairness of management's assertions in the financial statements or to evaluate whether management has efficiently and effectively carried out its responsibilities. The auditor obtains this evidential matter through inspection, observation, inquiries and confirmations with third parties. *Refer to Financial Audit.*

Basis of Accounting

A term used to refer to when revenues, expenditures, expenses, and transfers and the related assets and liabilities are recognized in the accounts and reported in the financial statements. Specifically, it relates to the timing of the measurements made, regardless of the nature of the measurement, on either the cash or the accrual method.

Bond

Most often, a written promise to pay a specified sum of money (called the face value or principal amount), at a specified date or dates in the future, called the maturity date(s), together with periodic interest at a specified rate.

Budget

A plan of financial operation embodying an estimate of a proposed expenditure for a given period and the proposed means of financing that expenditure. Used without any modifier, the term usually indicates a financial plan for a single Fiscal Year. The term "budget" is used in two senses in practice. Sometimes it designates the financial plan presented to the appropriating governing body for adoption, and sometimes, the plan finally approved by the body. *Refer to Annual Budget.*

Budgetary Control

The control or management of a government or enterprise in accordance with an approved budget to keep expenditures within the limitations of available appropriations and available revenues.

Budget Document

The instrument used by the budget-making authority to present a comprehensive financial program to the appropriating governing body.

Debt

An obligation resulting from the borrowing of money or from the purchase of goods and services. Debts of governments include bonds, time warrants and notes.

Debt Coverage Ratios

Comparative statistics illustrating the relation between the issuer's outstanding debt and such factors as its tax base, income or population. These ratios often are used as part of the process of determining the credit rating of an issue, especially with general obligation bonds.

Glossary of Budget Terms (*Continued*)

Encumbrance

Commitments related to unperformed contracts for goods and services.

Expenditures

Decreases in net financial resources not properly classified as other financing uses. Expenditures include current operating expenses requiring the present or future use of net current assets, debt service, capital outlays, intergovernmental grants, entitlements and share revenues.

Financial Advisor

In the context of bond issuances, a consultant who advises the issuer on any of a variety of matters related to the issuance. The financial advisor sometimes also is referred to as the fiscal consultant.

Financial Audit

Audits designed to provide independent assurance of the fair presentation of financial information.

Fiscal Year

A twelve month period to which the annual operating budget applies and at the end of which a government determines its financial position and the results of its operations.

Fund

A fiscal and accounting entity with a self-balancing set of accounts in which cash and other financial resources, all related liabilities and residual equities or balances, and changes therein, that are segregated for the purpose of carrying on specific activities or attaining certain objectives in accordance with special regulations, restrictions or limitations.

Fund Balance

The difference between assets and liabilities reported in a governmental fund.

Generally Accepted Accounting Principles (GAAP)

Conventions, rules, and procedures that serve as the norm for the fair presentation of financial statements.

Generally Accepted Auditing Standards (GAAS)

Rules and procedures that govern the conduct of a financial audit.

Generally Accepted Government Auditing Standards (GAGAS)

Standards for the conduct and reporting of both financial and performance audits in the public sector promulgated by the Government Accountability Office through its publication Government Auditing Standards, commonly known as the “Yellow Book.”

Independent Auditor

Auditors who are independent, both in fact and appearance, of the entities they audit. Both GAAS and GAGAS set specific criteria that must be met for an audit to be considered independent.

Internal Service Fund

Proprietary fund that may be used to report any activity that provides goods or services to other funds, departments, or agencies of the government, or other governments, on a cost-reimbursement basis.

Joint Venture

A legal entity or other organization that results from a contractual arrangement and that is owned, operated, or governed by two or more participants as a separate and specific activity subject to joint control, in which the participants retain 1) an ongoing financial interest or 2) an ongoing financial responsibility.

Glossary of Budget Terms (*Continued*)

Loan Receivable

An asset account reflecting amounts loaned to organizations external to the Agency, including notes taken as security for such loans.

Modified Accrual Basis

Basis of accounting used in conjunction of with current financial resources measurement focus that modifies the accrual basis of accounting in two important ways 1) revenues are not recognized until they are measurable and available, and 2) expenditures are generally recorded when a liability is incurred, except for expenditures related to debt service and compensated absences, which are recognized when payment is due.

Operating Transfers

All inter-fund transfers other than residual equity transfers (e.g., legally authorized transfers from a fund receiving revenue to the fund through which the resources are to be expended.)

Other Financing Sources

An increase in current financial resources that is reported separately from revenues to avoid distorting revenue trends.

Other Financing Uses

A decrease in current financial resources that is reported separately from expenditures to avoid distorting expenditure trends.

Overhead/Indirect

Expenses that cannot be specifically associated with a given service, program, or department and thus cannot be clearly associated with a particular functional category. These expenses include: rent, utilities, supplies management, general staff support, and general management and supervision.

Principal

In the context of bonds, other than deep-discount debt, the face value or par value of a bond or issue of bonds payable on stated dates of maturity.

Program

Group activities, operations or organizational units directed to attaining specific purposes or objectives.

Program Budget

A budget wherein expenditures are based primarily on programs of work and secondarily on character and object class.

Purchase Order

A document authorizing the delivery of specified merchandise or the rendering of certain services and the making of a charge for them.

Reserved Fund Balance

Portion of a governmental fund's net assets that is not available for appropriation.

Trustee

A fiduciary holding property on behalf of another.



Project rendering looking at the new entrance to the Santa Fe Depot.

The historic Santa Fe Depot in San Bernardino is home to SBCTA offices on the second floor. Following many years of abandonment in the 1990s, the building experienced severe deterioration. Thanks to a historic preservation grant, the building was restored in 2004, at which time SBCTA moved into the building. At the completion of the Downtown San Bernardino Passenger Rail Project in late Summer 2017, the entrance to Depot will also see a facelift.