

Fiscal Year 2018/2019 Annual Budget



ADOPTED

San Bernardino County Transportation Authority San Bernardino Council of Governments

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www.goSBCTA.com

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GOVERNMENT FINANCE OFFICERS ASSOCIATION

Distinguished Budget Presentation Award

PRESENTED TO

San Bernardino County Transportation Authority California

For the Fiscal Year Beginning

July 1, 2017

Christopher P. Morrill

Executive Director

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) 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, SANBAG 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

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	
Division Strategy: Complete timely audits of Measure I and Transportation Development		
Manage and communicate with Audit firm to plan and complete annual audits	Finance	
1B Monitor progress of audits	Finance	
Inform Committees and SBCTA Board of status of audits	Finance	
Division Strategy: Update construction in progress and conduct annual inventory of capit	al assets	
1C Conduct annual inventory of capital and inventoriable assets, including updates to construction in progress (CIP)	Finance	
Division Strategy: Use strategic programming to ensure that no funds are lost		
1D Manage projects closely with Caltrans to ensure adequate resources are available when projects are ready	Fund Administration, Project Delivery	
Division Strategy: Protect San Bernardino County's equitable share of available state and	l federal funds	
1E Develop funding strategies that maximize resources available and result in opportunities to seize additional state and federal funds	Fund Administration	
Division Strategy: Develop long-term bonding needs to help leverage other funds and de	liver projects	
1F Establish plan for 2018 sales tax revenue bond program	Fund Administration, Finance, Project Delivery, Transit, Planning	
Notes The biennial update to the 10-Year Delivery Plan is scheduled for 2019. Because the bon	•	
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Action Plan	Responsibility		
Division Strategy: Obtain Distinguished Budget Presentation Award			
2C Apply for GFOA award for annual budget	Finance		
Division Strategy: Complete internal control self-assessment to identify areas of imp	provement.		
2D Complete and implement internal control self-assessment	Finance		
Initiative #3: Focus on Creating and Strengthening Collaborative Partnerships	s with Governmental and		
Business Entities			
Division Strategy: Work with other governments and business groups to leverage res	sources for our region's benefit		
Collaborate with WRCOG, San Bernardino and Riverside County Departments Public Health on furthering community health and wellness initiatives	s of COG		
Participate in the Inland Empire Growth Opportunity (IEGO) Project	COG		
Further the Countryvide Vision goal of making San Permerding Country a busing	955		
3A friendly location	COG		
Work with Inland Counties Emergency Medical Agency and CONFIRE on way	vs to		
improve public safety dispatch	COG		
Help increase accuracy and participation in 2020 Census	COG		
Division Strategy: Enhance COG role			
Work with the Poord to make sure the COC is responsive to the pools of our	60.5		
3B members	COG		
Division Strategy: Enhance SBCOG's and the region's ability to compete for grant	funding		
3C Host grant writing workshop for our members and other local government partr	ners COG		
Better communicate grant opportunities to member agencies	COG		
Division Strategy: Assist local governments with environmental and efficiency initia	atives		
Provide leadership and assistance to our members in implementing energy conservation projects.	Air Quality/Mobility		
3D Assist local agencies and the region with tools and funding to encourage polluti reductions through alternative fueled vehicles and new advanced technologies	ion Air Quality/Mobility		
Initiative #4: Accelerate Delivery of Capital Projects			
Division Strategy: Deliver the Redlands Passenger Rail Project			
4A Complete contract for early utility relocation & advertise invitation 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			
Division Strategy: Support Delivery of Gold Line Phase 2B			
4B Enter necessary agreements to facilitate delivery of Gold Line Phase 2B	Transit		
Division Strategy: Deliver the West Valley Connector			
4C Obtain environmental approval, submit the Small Starts Rating Package, and commence final design phase of the West Valley Connector BRT project	Transit		
Division Strategy: Complete preliminary design and environmentally approve the Me Point (CP) Lilac to CP Rancho	etrolink – Double Track – Control		
4D Environmentally clear CP Lilac to CP Rancho Double Track Project on the Metrolink San Bernardino Line	Transit		
Notes			
Preliminary engineering was completed in FY 2017/2018.			

	Action Plan	Responsibility
Division Strategy: Delivery of	Capital Projects	• • •
4E (PA/ED) Milestones	R) and Project Approval and Environmental Document	Project Delivery
Division Strategy: Delivery of		
4F Plans, Specifications and		Project Delivery
Division Strategy: Delivery of	Capital Projects	
4G Construction Milestones		Project Delivery
	ling Opportunities and Cost-Effectiveness of Investme	
Division Strategy: Conduct reg	ional forums to discuss issues of importance across our re	gion
	funding formulas at the state and federal levels that are onstruct and deliver transportation projects	Legislative/Public Affairs
Initiative #6: Awareness of S	BCTA Programs, Services, and Transit Options	
Division Strategy: Build aware	ness of SBCTA programs and services	
64	tributions to the region's transportation system	Legislative/Public Affairs, Fund Administration
Market San Bernardino C promote awareness of pro		Legislative/Public Affairs
	d grow public outreach and communication services	
Continue to enhance tradi	tional and social media presence	Legislative/Public Affairs
Contracts, Marketing and	treach Contracts, On-Call Graphic Design Services Branding Services Contract, and Redlands Passenger ntract to utilize new tools and capitalize on ties throughout the region	Legislative/Public Affairs, Fund Administration, Transit, Project Delivery
Services Contract to suppoint internally and externally	Design Services Contracts and Marketing and Branding ort each Division in their efforts to communicate	Legislative/Public Affairs, Fund Administration
	ansit options in San Bernardino County	
6C In partnership with transit region	operators, highlight transit connectivity options in the	Legislative/Public Affairs, Transit
Initiative #7: Long Range St	rategic Planning	
Division Strategy: Analyze lon	g range transit strategy in a financially constrained framev	_
Update Long Range Trans	sit Plan	Planning, Transit, Fund Administration
Update Countywide Trans	sportation Plan	Planning, Fund Administration
Division Strategy: Conduct strategic planning of Measure I projects and update policies to be consistent with practice		
1 0	mmendation concerning required percentage increase in Bus/BRT funding and percent reduction in Valley Major	Planning, Transit, Fund Administration
	ist of rail/highway grade separation projects	Planning
· ·		~

Action Plan	Responsibility		
Division Strategy: Provide current, quality planning data	_		
Create Digital Active Transportation Plan (Non-Motorized Transportation Plan)	Planning		
Coordinate SBCTA and local jurisdiction input to initial SCAG growth forecasts for 2020 RTP/SCS	Planning		
Division Strategy: Conduct subarea and modal studies			
Prepare Congested Corridor Plans (CCPs) to address SB 1 Solutions for Congested 7D Corridors requirements	d Planning		
Conduct study "Paths to Clean Vehicle Technology and Alternative Fuels Implementation in SB County" (Caltrans grant)	Planning, Air Quality/Mobility		
Initiative #8: Environmental Stewardship and Sustainability			
Division Strategy: Monitor and Provide Input to State, Federal, and Regional Plans and	Guidelines		
 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			
Conduct Habitat Preservation/Conservation Framework Phase 2, including Regional Conservation Investment Strategy (RCIS)	Planning		
^{8B} Prepare Climate Adaptation Plan (with WRCOG)	Planning		
Prepare Countywide GHG Reduction Plan	Planning		
Division Strategy: Prepare effective active transportation plans			
Conduct Active Transportation Plans: Redlands Rail Accessibility Study, Safe Routes to School Program (with County), and Countywide Sidewalk Inventory	Planning		
Update the Non-Motorized Transportation Plan to the 2019 Countywide Active Transportation Plan (CATP)	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	⁴ Project 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/Mobility		

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Celebrating the completion of the new San Bernardino-Downtown Metrolink station which began service on December 16, 2017.

INTRODUCTORY SECTION





cta san bernardino county transportation authority

Date: June 6, 2018

To: SBCTA Board of Directors

From: Raymond W. Wolfe, Executive Director

Subject: SBCTA Fiscal Year 2018/2019 Budget

The Fiscal Year 2018/2019 budget is transmitted under this cover letter. As in years past, it details the financial roadmap outlined in the last update to the 10-Year Delivery Plan in 2017, and is necessary to continue the legacy of meeting the commitments made to the voters who approved the renewal of Measure I in 2004.

This budget ushers forward another exciting year, with a number of highly anticipated projects commencing construction. Award of the design build contract for the I-10 Express Lanes Contract 1 project will be considered by the Board at its July meeting, the Redlands Passenger Rail construction contract is slated for late in the calendar year, and the widening of US 395 through Adelanto will commence construction early in 2019. Collectively, these three projects will total approximately \$815 million in construction spending over several years. Additionally, 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, is expected to start construction at the end of 2018 using design build authority approved in the last legislative session specifically for the project. Our budget is larger than ever before as a result of starting construction of these projects.

Over the past year, work commenced on the Monte Vista Grade Separation in Montclair, as well as the Barton Road Interchange in Grand Terrace. We continue work on the West Valley Connector Project, a proposed Bus Rapid Transit line operating in the West Valley servicing Ontario International Airport. The Federal Transit Administration recently granted us advancement into the project delivery phase as we continue working towards a federal Small Starts Grant to cover the costs to include partial dedicated running lanes for the service.

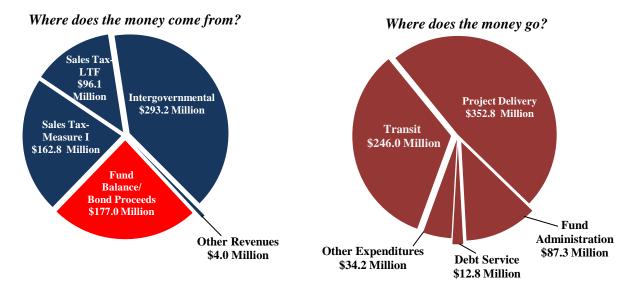
The passage of Senate Bill 1 (SB1) last year created opportunities to compete for state grant funds in specific transportation categories. SBCTA staff has been very active in pursuing funding from these various new sources for the I-10 Express Lanes, Redlands Passenger Rail, US 395 Widening, and the West Valley Connector Project, totaling \$88.6 million. We also submitted an application jointly with LA Metro to secure funding necessary to complete the Gold Line construction to Montclair through the State Transit and Intercity Rail Capital Program. Awards will be announced prior to final Board approval of this budget.

I am excited to share that progress has been made towards the possibility of operating zero-emission multiple units in our County. We recently met with the project's vehicle manufacturer, Stadler, the California State Transportation Agency, and Metrolink to discuss ideas. Subsequent to that meeting, we forwarded information about the San Bernardino Metrolink line from Los Angeles Union Station to the University of Redlands for the purposes of evaluating the viability of various propulsion systems. We submitted for a grant from the State to receive funds to purchase a fourth vehicle specifically for this purpose through the State Transit and Intercity Rail Capital Program. Board of Directors June 6, 2018 Page 2

With the passage of SB1, our "self-help" status remains crucial to the advancement of our local priorities. SB1 is largely focused on fixing existing assets, with only limited funds identified for specific competitive programs as noted above. Thus, the local investment in transportation afforded by Measure I remains the keystone to our ability to deliver important projects that will spur economic activity well into the future, an investment that would not be possible if we waited for State or federal funds solely without the ability to leverage such local funds. Discussions abound at the federal level on an infrastructure package, the details of which remain somewhat fuzzy as of this moment.

As noted previously, we were hit exceptionally hard by the reduction of the 2016 State Transportation Improvement Program (STIP) due to revenue shortfalls. SB1 augmented the STIP, making up some of the lost revenue streams. Working closely with California Transportation Commission (CTC) staff and Commissioners, we were successful in securing more than our guaranteed share in the first two years of the 2018 STIP, making up in part the deprogramming amount from the 2016 STIP.

The proposed Fiscal Year 2018/2019 budget revenue sources (including the use of fund balances) and program uses of \$733.1 million are detailed below.



The largest portion of resources to finance the proposed Fiscal Year budget includes Measure I sales tax, Local Transportation Funds and intergovernmental revenue. The latter includes reimbursements from federal, state and local agencies for various programs and capital projects. Fund balance and bond proceeds from the 2014 bond issue account for the remaining proposed budget. Drawdown of bond proceeds will reduce remaining bond proceeds to over \$2.0 million at the end of Fiscal Year 2018/2019.

The total budget for Fiscal Year 2018/2019 is \$733.1 million, an increase from the prior year due to a number of very large projects commencing the construction phase. The budget for Project Delivery is \$352.8 million, followed by Transit at \$246 million and Fund Administration at \$87.3 million. New revenues are projected at \$556.1 million. Fund balance from various funds and debt proceeds from the 2014 bond issue will cover the variance between estimated revenues and appropriations of \$177.0 million.

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

Board of Directors June 6, 2018 Page 3

The Fiscal Year 2018/2019 budget builds on a legacy of delivering on the commitments made to the voters of San Bernardino County with the renewal of Measure I. In fact, we are on pace to meet most of those commitments by 2027, a full thirteen years ahead of the sunset of the measure. That means better mobility and cleaner air, combining for an enhanced quality of life and a more vibrant future economic outlook for San Bernardino County. This feat will be accomplished through the continued leadership, guidance and support of the SBCTA Board, a talented and committed staff, and strong partnerships with the federal, state, local, and regional stakeholders.

Sincerely,

Pay Ward

Raymond W. Wolfe Executive Director

List of Principal Officials Board of Directors

Name	Jurisdiction	Title
Alan Wapner	City of Ontario	Board President Vice-Chair – General Policy Committee
James Ramos	County of San Bernardino	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 Chair - Transit Committee
Eunice Ulloa	City of Chino	
Ray Marquez	City of Chino Hills	
Frank Navarro	City of Colton	
Acquanetta Warren	City of Fontana	
Darcy McNaboe	City of Grand Terrace	Chair – Metro Valley Study Session
Bill Holland	City of Hesperia	
Larry McCallon	City of Highland	
Rhodes Rigsby	City of Loma Linda	Vice-Chair – Metro Valley Study Session
John Dutrey	City of Montclair	
Edward Paget	City of Needles	
L. Dennis Michael	City of Rancho Cucamonga	
Jon Harrison	City of Redlands	Vice-Chair – Transit Committee
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	
Josie Gonzales	County of San Bernardino	
Curt Hagman	County of San Bernardino	
Robert Lovingood	County of San Bernardino	
Janice Rutherford	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 and Toll Operations Andrea Zureick, Director of Fund Administration

*Appointed by the Board of Directors

Budget Schedule

Date	Activity
December 06, 2017	General Policy Committee review of Budget Schedule.
January 03, 2018	Board Approval of 2018/2019 Budget Schedule.
February 15, 2018	Metro Valley Study Session General Overview by Region.
February 16, 2018	Mountain/Desert Committee General Overview by Region.
March 14, 2018	General Policy Committee Review of Tasks.
March 14, 2018	BOD Metro Valley Study Session Review of Tasks.
March 14, 2018	Transit Committee Review of Tasks.
March 16, 2018	Mountain/Desert Committee Review of Tasks.
April 11, 2018	General Policy Committee Further Review, if Required.
April 12, 2018	Metro Valley Study Session Further Review, if Required.
April 13, 2018	Transit Committee Further Review, if Required.
April 13, 2018	Mountain/Desert Committee Further Review, if Required.
May 02, 2018	Board Presentation and Workshop of Proposed Budget in Conjunction with Board of Director's meeting.
June 06, 2018	Board of Directors Adoption of SBCTA's Budget for Fiscal Year 2018/2019.

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 \$6.2 billion through 2040 for funding of major freeway construction, commuter rail service, local street and road improvements, special transit service for the senior 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.

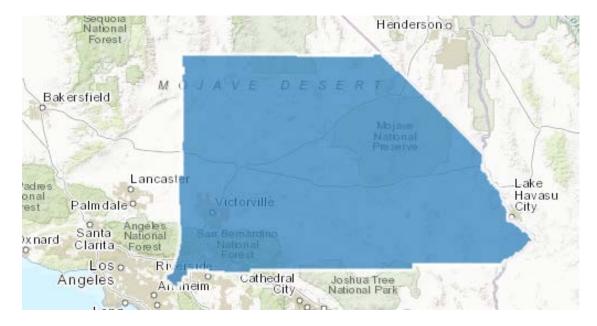
Congestion Management Agency responsible for managing the performance level of the regional transportation system in a manner that considers the impacts from new development and promotes air quality improvements through implementation of strategies in the adopted air quality plans. Under the SBCTA Nexus 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 Los Angeles and Orange Counties in the west to the deserts along the Arizona and Nevada borders in the east.



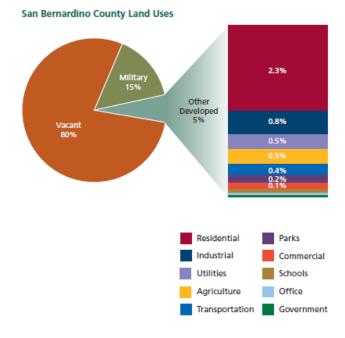
- 20,053 square miles.
- 24 incorporated cities.
- 81% land area outside the control of San Bernardino County or City Governments.
- 93% land area within the San Bernardino County Desert Region.

Source: County of San Bernardino

Land Use

- 6 acres of parkland 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



Source: San Bernardino Associated Governments, April 2014

Population and Demographics

- 2,139,570 (population 2016).
- 32% projected growth between 2015 and 2040.
- 51% of San Bernardino County residents are Latino and will increase to 57% of the population by 2045.
- 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).
- 10.4% is the high school dropout rate (2015/2016).

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 (2016).
- 1 in 5 residents living in poverty.
- 69.5% children eligible for free or reduced-priced school meals.

Economy

- 6.7% unemployment rate for Inland Empire (August 2017).
- 73% buyers who can afford an entry-level home (priced at 85% of median).
- 29% child poverty rate for Inland Empire (2016).
- \$234,460 median single-family existing home price (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. On September 6, 2017, the SBCTA Board approved the 2017 update to the Strategic 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.

The SBCTA Budget provides a detailed financial plan of operation for Fiscal Year 2018/2019 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 San Bernardino 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 usually responsible for applying for funds through SBCTA or Federal and State agencies and is responsible for maintaining compliance with various funding 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, Moving Ahead for Progress in the 21st Century (MAP-21), San Bernardino County agencies received approximately \$180 million in congressional authorizations. Total FAST Act funding begins at an equal level to MAP-21 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 toll (HOT or express) lanes and 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. In California, legislation combined the federal NHFP funds and the Trade Corridor Enhancement Program (TCEP) funds approved under Senate Bill 1 (SB1) (see State Funding Sources below) into one competitive program.

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 minimal increases based on increases received to date for San Bernardino County under these FTA FAST Act Programs. 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 minimal increases based on increases received to date for San Bernardino County under these FAST Act Programs.

STATE FUNDING SOURCES

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. CTC staff developed criteria for eliminating \$239 million in proposed STIP programming, and 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 worked collaboratively with CTC staff to develop a 2018 STIP programming proposal that restores this funding and programs an additional \$78 million through Fiscal Year 2022/2023. This proposal was approved by the CTC in March 2018.

<u>Regional Improvement Program (RIP)</u> – 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 2018 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.

<u>Interregional Improvement Program (IIP)</u> – 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 2018/2019, although work is on-going on Caltrans' State Route 58 Kramer Junction Phase 1.

Senate Bill 1 (SB1) – On April 28, 2017, the Governor signed the Road Repair and Accountability Act of 2017, SB1, providing \$52.5 billion statewide over the following decade, the first significant, stable, and on-going increase in state transportation funding in more than two decades. SB1 aims to improve California's transportation system by finding a balance of revenues and reforms to ensure the economic impact of increased funding is fairly distributed and that the revenue addresses the state's highest transportation needs. The bill provides a comprehensive and multi-modal funding package with revenue set-asides for highways, local streets and roads, goods movement projects, active transportation projects, and transit projects and services through a variety of formula and competitive programs managed by numerous State departments and agencies.

<u>Solutions for Congested Corridors Program (SCCP)</u> – Provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes \$250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement. SB1 requires preference to be given to comprehensive corridor plans that demonstrate collaboration between Caltrans and local or regional partners, reflecting a comprehensive planning approach. SBCTA has applied for program funds through the nomination of projects, and the CTC is scheduled to adopt a Program of Projects in May 2018, subsequent to the preparation of this budget.

<u>Local Partnership Program (LPP)</u> – Provides local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. Program funds will be distributed through a 50% statewide competitive component and a 50% formula component. SBCTA's formulaic share is \$6.17 million per year, totaling \$12.34 million available in the first two-year programming cycle.

<u>Trade Corridor Enhancement Program (TCEP)</u> – Provides approximately \$300 million per year in state funding for projects that more efficiently enhance the movement of goods along corridors that have a high freight volume. Subsequent legislation combined these funds with existing federal National Highway Freight Program (NHFP) freight funds of approximately \$535 million for Fiscal Years 2017/2018-2019/2020. SBCTA has applied for program funds through the nomination of projects, and the CTC is scheduled to adopt a Program of Projects in May 2018, subsequent to the preparation of this budget.

<u>State of Good Repair Program (SGR)</u> – Provides approximately \$105 million per year in state funding to provide funding for capital assistance to rehabilitate and modernize California's existing local transit systems, with a focus on upgrading, repairing and maintaining transit infrastructure in a state of good repair. The formulaic revenue estimate provided to SBCTA by the State Controller's Office (SCO) for Fiscal Years 2018/2019 and 2019/2020 is \$3,360,533, but it is anticipated that there will be nominal increases as the SGR program includes an inflation adjustment. The SCO distributes these funds using the State Transit Assistance Fund (STAF) distribution formula.

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.

<u>Trade Corridors Improvement Fund (TCIF)</u> – Proposition 1B provided \$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.

<u>Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA)</u> – Implemented in Fiscal Year 2006/2007, the PTMISEA Program was to provide funding for capital projects over a ten-year period. Proposition 1B provided \$3.6 billion statewide to the PTMISEA Program for formula distribution by the SCO using the 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. The final cycle of PTMISEA allocations occurred in Fiscal Year 2017/2018 although SBCTA continues to manage existing funds allocated to various SBCTA projects.

<u>Transit System Safety, Security and Disaster Response Account (TSSSDRA)</u> – Proposition 1B provided \$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. SBCTA continues to manage existing funds allocated to various SBCTA projects.

<u>**Transportation Development Act (TDA) Funds**</u> – 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.

<u>Local Transportation Fund (LTF)</u> – SBCTA is responsible for administering LTF. LTF is derived from onequarter cent of the sales tax collected within the County of San Bernardino. The adopted LTF apportionment for Fiscal Year 2018/2019 is \$91,322,570. Note that this apportionment includes a negative carryover amount of \$2,395,400 for the difference between estimated and actual revenue for Fiscal Year 2016/2017.

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, which for Fiscal Year 2018/2019 is \$2,739,677, for planning and programming activities during the fiscal year. A portion of these funds is also allocated to 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:

<u>Pedestrian and Bicycle Facilities</u> – 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.

<u>Transit and Street Projects</u> – 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 2018/2019, 73% of the remaining balance or \$61,853,156, 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 27%, or \$23,358,310, 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.

<u>State Transit Assistance Fund (STAF)</u> – STAF revenue had historically been derived from a portion of the sales tax on gasoline and diesel. After years of declining revenues, SB1 stabilized the STA program and provided additional funds to transit operators to help fund operations and capital projects. The revenue estimate provided to SBCTA by the SCO for Fiscal Year 2018/2019 is \$14,707,901, when adjusted by a negative carryover amount of \$1,509,635 for the difference between estimated and actual revenue for Fiscal Year 2016/2017 and a 10% fund reserve. Of this, \$12,117,058 is distributed to the Valley and Mountain/Desert areas on a population basis and \$2,590,843 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 SCO for Fiscal Year 2018/2019 is \$2,650,288. These funds are distributed to the Valley and Mountain/Desert areas on a population basis with \$1,923,844 available to the Valley in Fiscal Year 2018/2019 and \$726,444 available to the Mountain/Desert. Because the revenue available for this program is based on auction proceeds, this has not been a stable fund source from year to year.

BUDGET OVERVIEW SECTION

Budget Process

Budget Process Summary

SBCTA and SBCOG account for funds based on 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, using 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. The recording of the maintenance of the Depot building was consolidated with the General Fund in Fiscal Year 2017/2018 and the General Fund now includes expenditures related to this function. 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 and Debt Service Schedules on pg. 20*.

Additional information on funding sources is provided in the Revenue Overview pg. 55.

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 short-term and long-term Board direction. Tasks identified in long-term strategic plans have priority for the associated revenues. New tasks are added and old tasks are 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 in May, 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 2018/2019 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, payroll and benefits cost estimate, 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 in 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 Director of Fund Administration, 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 where expenditures are incurred.
- 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 2018/2019 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 2018/2019 include prior year Board approved appropriations to be expended in Fiscal Year 2018/2019.

- 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.

Revenue Policies

- 1. SBCOG establishes general assessment dues amounts for all member jurisdictions. The total dues assessment amount is \$248,545 for the Fiscal Year 2018/2019 budget. This includes a general assessment of \$115,127 which is based on jurisdictions population and net assessed property value. This was approved by the General Policy Committee on January 4, 2018 and by the Board on February 7, 2018. Additional information on the general assessment dues amounts is located on *General Assessment Dues Calculation pg. 264* of the Supplemental Information Section. The Board of Directors also approved an additional \$133,418 in dues on February 7, 2018 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. Revenues will be collected in accordance with contractual requirements. For federal reimbursable agreements, reimbursements shall be submitted to granting agency only after expenditures have been both obligated and liquidated. For these agreements, any cash advanced prior to expenditures being incurred, the advance funds must comply with federal guidelines established in Code of Federal Regulations (CFR) 2 CFR part 200.
- 4. Disbursements to local jurisdictions and vendors/consultants will be done in an expeditious and timely manner.
- 5. Idle funds will be invested in accordance with the established investment policy emphasizing in order of priority safety, liquidity, diversification, and a reasonable market rate of return.

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, current investment strategies, cash management, and cash flow projections.
- 3. SBCTA will present a monthly and quarterly investment status report to the Board of Directors.

Capital Outlay Policies

- 1. SBCTA's capital assets, which include land, buildings, equipment, and vehicles, are recorded at historical cost or estimated historical cost if purchased or constructed. Donated capital assets are recorded at estimated fair value at the date of donation.
- 2. Costs for construction or improvements on SBCTA owned assets will be capitalized as construction in progress (CIP). CIP will be capitalized upon completion of the construction or improvements.
- 3. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend the life of the asset are not capitalized.

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.

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. The costs of internal control should not exceed the anticipated benefits.

Debt Summary

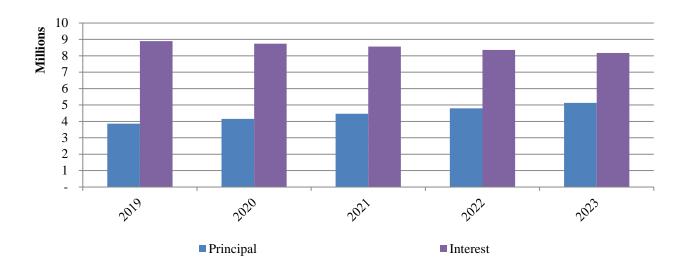
Debt Financing

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, regional arterial, grade separation 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
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	5,130,000	8,168,450	13,298,450
2024-2028	32,075,000	36,621,503	68,696,503
2029-2033	45,255,000	27,427,752	72,682,752
2034-2038	61,985,000	15,152,827	77,137,827
2039-2040	30,195,000	2,018,195	32,213,195
	191,905,000	123,945,079	315,850,079



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. If SBCTA determines 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.

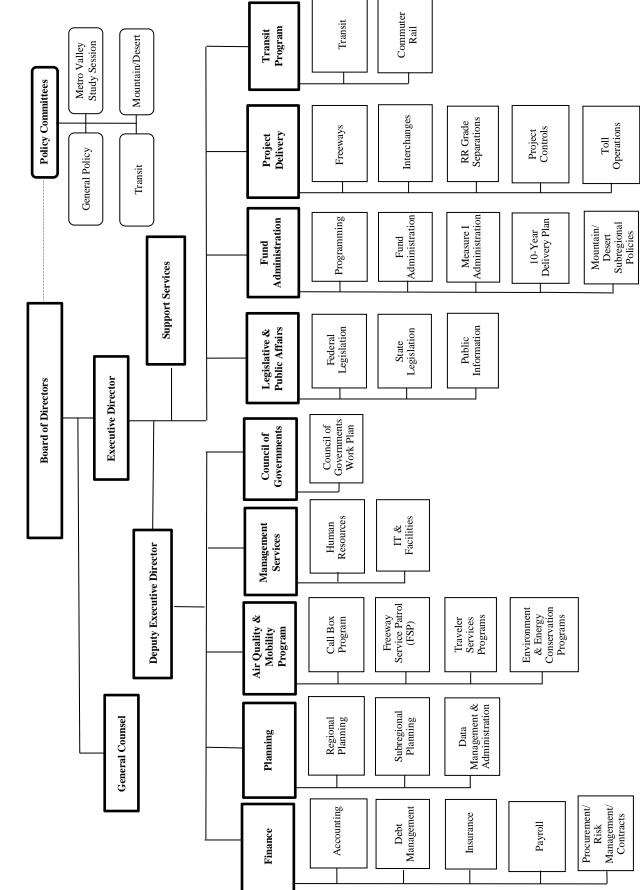
Cash Flow Borrowing

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 and no short term borrowing is budgeted.

The Fiscal Year 2018/2019 budget includes an advance of \$30,909,798 from the Measure I Freeway program to pay for costs related to the development and management of the I-10 Express Lanes Corridor Project and its associated toll service activities.

Department of Energy (DOE) grant for Electronic Vehicle Charging stations fund will receive an advance of \$21,525 from Property Assessed Clean Energy (PACE) program. The funds will be repaid to PACE upon reimbursement from the State.

Short term financing may be needed for the Mount Vernon Viaduct project. It is projected that the project will run into cash flow deficit in mid Fiscal Year 2018/2019 as federal funding is not expected to be available until later in the 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 2018/2019. 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 three student interns (*Table of Regular Positions pg. 26*). This is a net decrease 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 staff 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. 22.*

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, 40 professional/administrative positions, and 14 support positions. This is a net decrease of one position over what was approved by the Board of Directors in Fiscal Year 2017/2018. The staffing changes proposed for this budget are detailed below.

Positions to be Eliminated

An Administrative Assistant position is proposed to be eliminated in Support Services and a Management Analyst I position is proposed to be eliminated from the Council of Governments. These positions were created to assist with expanded Council of Governments activities. The incumbents in the positions have left the agency or have taken on new jobs and recent decreases in funding for the Council of Governments make it necessary to eliminate these positions.

A Management Analyst I position is proposed to be eliminated in the Transit Department. This position will become vacant with the appointment of the incumbent to a vacant Management Analyst II position. The single Management Analyst II is adequate for the Department's needs and the newly vacated position can be eliminated.

A Project Delivery Manager is proposed to be eliminated in the Project Delivery Department. This position has been vacant and an analysis of the Department's operations finds that their needs will be better served by a Construction Manager.

Positions to be Added and Adjusted

There are three additional positions being requested for the Project Delivery Department. The first position is a Toll Operations Administrator. This position will be needed to assist in establishing the necessary policies, procedures and contracts necessary for the operation of express lanes. The second position is a Project Controls Manager. Currently work associated with project controls and 10-Year Delivery Plan data in the Department are provided by consultant staff. These functions are ongoing and it is felt that SBCTA would benefit from the stability of an in-house position overseeing these key functions regardless of the ebb and flow of projects or changes in consulting firms. The third position is a Construction Manager. This position is needed as the construction workflow for the agency ramps up and will be in place of a Project Delivery Manager position that is being eliminated.

The budget also proposes upgrading the classification of three Management Analyst I positions to Management Analyst II positions in Management Services, Air Quality and Mobility, and Transit. The budget also proposes upgrading the classification of one Management Analyst II position to a Management Analyst III position in Air Quality and Mobility. The upgraded classifications reflect the increased experience and ability of the incumbents to perform tasks of greater diversity and complexity with less direct supervision. The Management Analyst series of positions anticipates a progression as incumbents gain more experience and provide more value to the organization.

<u>Contractors</u> - 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. 28* contained in this budget illustrates the total estimated costs for salaries and benefits during the Fiscal Year 2018/2019 budget, as estimated in March 2018. The total salary and benefit cost in the proposed budget is \$11,827,367 which represents 1.6% of the total budgeted new expenditures.

This budget includes three major proposals impacting salaries and benefits.

- 1. Adjust the salary range assignments higher for 35 of SBCTA's 41 job classifications based on the results of a recently completed Compensation Study. The Compensation Study was conducted to make sure that SBCTA's salaries remained competitive with comparator agencies so that we can continue to retain and attract top quality talent. The recommendation is for 6 positions to stay in their current salary range assignment, 12 positions to be assigned a salary range that is 5% higher, 22 positions to be assigned to a salary range that is 10% higher, and 1 position to be assigned to a salary range that is 15% higher. As most incumbents' salaries are already within the new salary ranges to which they are proposed to be assigned the direct cost to implement these recommendations is limited to adjustments needed for only two positions or approximately \$15,770/year.
- 2. Include a 3% cost of living adjustment (COLA) to employee salaries. This is recommended in response to a rising Consumer Price Index for our region which was 3.6% in 2017.
- 3. Include a \$500/year increase, from \$3,845/year to \$4,345/year, to the medical premium subsidy for employees that get their medical and dental insurance through SBCTA. This is to respond to medical insurance premiums which are climbing by 5.25% or \$926/year for the least expensive family plan option available to our staff.

Staff Utilization

SBCTA budgets costs related to employees by allocation of their total hours to specific tasks. The pie chart entitled *Hourly Staff Utilization by Program pg. 31* provides a visual display of staff hours distributed by program. Also provided in this chapter is a table entitled Staff Utilization Report (In Hours) that depicts hours allocated by senior management, administrative/professional, and support employees to each task in the budget.

The *Staff Utilization Report (In Hours) pg. 30* 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 2018/2019

Support Group	FY 15/16	FY 16/17	FY 17/18	FY 18/19
Accountant	.5	1	1	1
Accounting Assistant	2	4	4	4
Accounting Assistant, Senior	1	1	1	1
Administrative Assistant	2	2	2	1
Administrative Assistant, Senior	4	4	4	4
Assistant to the Clerk of the Board	0	0	1	1
Deputy Clerk of the Board	1	1	1	0
Legal Assistant	1	1	0	0
Office Assistant	1	1	1	1
Receptionist**	1	1	1	0
Records Technician **		0	0	1
	0			-
Transportation Programming Technician	1	1	0	0
Total Support Group	14.5	17	16	14
Administrative/Professional Group				
Accounting Supervisor	0	1	1	1
Chief of Air Quality & Mobility Programs	1	1	1	1
Chief of Fiscal Resources	1	1	1	1
Chief of Fund Administration	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	1	1	1
Construction Manager	1	1	1	2
Deputy Clerk of the Board	0	0	0	1
GIS Administrator	1	1	1	1
GIS Analyst	1	1	1	1
Human Resources/Information Services Administrator	1	1	1	1
Management Analyst I	3	4	4	0
Management Analyst II	8	8	6	7
Management Analyst III	3	3	6	6
Procurement Analyst	2	2	2	2
Procurement Manager	1	1	1	1
Program Manager	0	1	1	1
Project Controls Manager	0	0	0	1
Project Delivery Manager	2	2	2	1
Right of Way Administrator*	0	0	0	1
Risk Manager	0	0	1	1
Senior Planner	1	1	1	1
Senior Accountant	1	1	1	1
Toll Financial Administrator	0	0	1	1
Toll Operations Administrator	0	0	0	1
Total Administrative/Professional Group	32	36	39	40

Table of Regular Positions

Fiscal Year 2018/2019

Senior Management Group				
Assistant General Counsel	0	1	1	1
Chief Financial Officer	1	1	1	1
Deputy Executive Director	1	1	1	1
Director of Fund Administration	1	1	1	1
Director of Legislative and Public Affairs	1	1	1	1
Director of Planning	1	1	1	1
Director of Project Delivery and Toll Operations	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	10	10	10
TOTAL REGULAR POSITIONS	55.5	63	65	64

* In January 2018, the Executive Director approved renaming a position within the Management Analyst III classification to the separate classification of Right of Way Administrator.

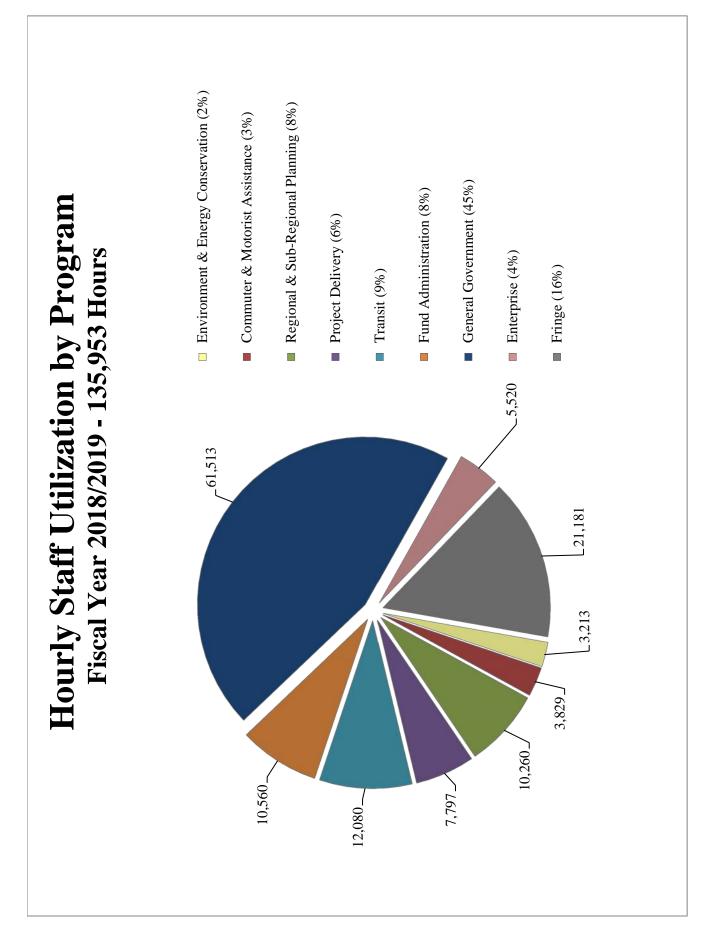
**In March 2018, the SBCTA Board of Directors approved the reclassification of the Receptionist position to Records Technician at Step 16.

		Salaries a	Salaries and Benefits Schedule (Board Approved April 4, 2018) For Fiscal Year 2018/2019	its Schedule (Board Appre For Fiscal Year 2018/2019	rd Approve 018/2019	d April 4, 201	8)			Laborator C	
Sumort Groun	<u>Salaries</u> 802.780	Retirement 332.035	Deferred <u>Comp.</u> 42.165	Worker's <u>Comp.</u> 26.908	<u>Medicare</u> 12.177	Medical <u>Retire Trust</u> 1.434	<u>UI*</u> 4.400	Flexible <u>Benefits</u> 152.961	Auto/Cell <u>Allowance</u> -	Contracted County <u>Supp.**</u> 9.301	<u>Total</u> 1.384.161
Accounting and Procurement (6) Administrative Assistants (5) Assistant to the Clerk of the Board Office Assistant Records Technician Interns/Part-Time (3)											
Administrative/troj essional Group Accounting Supervisor Accounting Supervisor Air Quality/Mobility Positions (3) Chief of Fiscal Resources Clerk of the Board/Administrative Supervisor Construction Manager Contract/Procurement/Risk (4) Council of Governments Administrator Data Management (2) Deputy Clerk of the Board	4,193,972 arvisor	1,829,000	911,090	144,597	446,60	165'1	10,725	481,141	10/ 07	43,000	868,411,7
Human Resources/Information Svcs Positions (2) Legislative/Public Information Positions (3) Management Analyst III Planning/Programming Positions (9) Project Controls Manager (2) Project Controls Manager Project Delivery Manager Project Delivery Manager Project Delivery Manager Project Controls Manager Project Delivery	sitions (2) s (3)										
Toll Operations Administrator Transit Positions (3) <i>Senior Management Group</i> Executive Director	1,996,515	838,025	159,574	68,174	30,851	10,255	2,750	114,333	92,400	15,976	3,328,853
Assistant General Counsel Chief Financial Officer General Counsel Director of Fund Administration Director of Project Delivery and Toll Operations Director of Legislative Affairs Deputy Executive Director Director of Transit and Rail Programs	perations										
TOTALS		2,999,726	512,829	239,479	108,372	19,280	17,875	748,435	119,161	68,943	11,827,367
* Unemployment Insurance ** Includes Short Term Disability, Long Term Disability, Survivors Benefits, FMLA, 50k Life and Vision		<u>Employer Provided Benefits:</u> Retirement Pickup Employer Contribution Deferred Compensation Flexible Benefit Plan	tribution	\$247,337 512,829 748,435		<u>Employer Mandatory Benefits:</u> Retirement Employer Contribution Workers' Compensation Medicare	<u>datory Ben</u> ıployer Con pensation	e <u>fits:</u> tribution		\$2,752,389 239,479 108,372	
	Contracted County Supple Auto/Cell Allowance Medical Retirement Trust	Contracted County Supplemental Benefits Auto/Cell Allowance Medical Retirement Trust	Benefits	68,943 119,161 19,280		Unemployment Insurance Total	t Insurance			17,875 \$3,118,115	
	Total			\$1,715,985		Employee Paid Retirement Contribution	Retirement	t Contributic	u	\$555,879	

	edule by Class Tit ar 2018/2019	le		
Class Title	Salary Range	Bottom of Range*	Top of Range*	Maximum*
Office Assistant	16	\$37,325	\$55,988	\$61,586
Records Technician	17	\$39,192	\$58,787	\$64,666
Accounting Assistant	19	\$43,209	\$64,813	\$71,294
Administrative Assistant	19	\$43,209	\$64,813	\$71,294
Administrative Assistant, Senior	22	\$50,019	\$75,028	\$82,531
Accounting Assistant, Senior	23	\$52,520	\$78,780	\$86,658
Assistant to the Clerk of the Board	23	\$52,520	\$78,780	\$86,658
Management Analyst I	24	\$55,146	\$82,719	\$90,991
Accountant	25	\$57,904	\$86,855	\$95,541
GIS Analyst	27	\$63,837	\$95,756	\$105,332
Management Analyst II	27	\$63,837	\$95,756	\$105,332
Procurement Analyst	27	\$63,837	\$95,756	\$105,332
Senior Accountant	28	\$67,030	\$100,546	\$110,600
Deputy Clerk of the Board	29	\$70,382	\$105,573	\$116,130
GIS Administrator	30	\$73,900	\$110,851	\$121,936
Management Analyst III	30	\$73,900	\$110,851	\$121,936
Right of Way Administrator	30	\$73,900	\$110,851	\$121,936
Accounting Supervisor	31	\$77,596	\$116,394	\$128,034
Senior Planner	31	\$77,596	\$116,394	\$128,034
Risk Manager	31	\$77,596	\$116,394	\$128,034
Clerk of the Board/Administrative Supervisor	33	\$85,551	\$128,326	\$141,159
Council of Governments Administrator	33	\$85,551	\$128,326	\$141,159
Human Resources/Information Services Administrator	33	\$85,551	\$128,326	\$141,159
Toll Financial Administrator	33	\$85,551	\$128,326	\$141,159
Procurement Manager	35	\$94,319	\$141,479	\$155,627
Program Manager	37	\$103,987	\$155,980	\$171,578
Project Controls Manager	37	\$103,987	\$155,980	\$171,578
Toll Operations Administrator	37	\$103,987	\$155,980	\$171,578
Chief of Air Quality & Mobility Programs	38	\$109,186	\$163,779	\$180,157
Chief of Fiscal Resources	38	\$109,186	\$163,779	\$180,157
Chief of Fund Administration	38	\$109,186	\$163,779	\$180,157
Chief of Legislative and Public Affairs	38	\$109,186	\$163,779	\$180,157
Chief of Planning	38	\$109,186	\$163,779	\$180,157
Chief of Transit & Rail Programs	38	\$109,186	\$163,779	\$180,157
Construction Manager	38	\$109,186	\$163,779	\$180,157
Project Delivery Manager	38	\$109,186	\$163,779	\$180,157
Assistant General Counsel	42	\$132,717	\$199,075	\$218,982
Chief Financial Officer	42	\$132,717	\$199,075	\$218,982
Director of Fund Administration	42	\$132,717	\$199,075	\$218,982
Director of Legislative and Public Affairs	42	\$132,717	\$199,075	\$218,982
Director of Planning	42	\$132,717	\$199,075	\$218,982
Director of Transit & Rail Programs	42	\$132,717	\$199,075	\$218,982
Director of Project Delivery and Toll Operations	43	\$139,352	\$209,028	\$229,930
Deputy Executive Director	45	\$153,636	\$230,454	\$253,499
General Counsel	Employme	ent Agreement	\$235,070	
Executive Director		ent Agreement	\$294,250	

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

	Executive Director	Deputy Executive Director	Deputy Executive SBCTA Coursel Director	Chief Financial Officer	Director of Project Delivery and Toll Operations	Director of Fund Administration	Director of Transit & Rail	Director of Planning	Director of Legislative & Public Affairs	OTHER STAFF *	TOTAL
GENERAL GOVERNMENT 0100 Brand of Directors											
	1,760	'	1	1	1	'	1	'	1	18,190	19,950
	1	1	1,760		1	1	1		1	3,520	5,280
0400 Financial Management 0450 Management Services	1 1	- 280		1,/60						22,690	24,450 2.020
	1	300	'	1	1		1		1	1,000	1,300
	1	310	1	1	1	'	1		1	1,220	1,530
0503 Legislation 0605 Dublications and Outreach									740	1,163	1,903 4 340
		40							-	00L	740
TOTAL GENERAL GOVERNMENT	1,760	930	1,760	1,760		1.	•		1,500	53,803	61,513
ENVIRONMENT AND ENERGY CONSERVATION											
0101 Environment	1	200	1		1		1			1,923	2,123
0111 Energy Conservation		60	1		1				1	1,030	1,090
TOTAL ENVIRONMENT AND ENERGY CONSERVATION		260	•				•			2,953	3,213
COMMUTER AND MOTORIST ASSISTANCE											
0383 V anpool Program	1	120	1	'	1	'	1	'	1	735	855
0406 Traveler Services 0702 Call Box System	1 1	125	1 1							920 674	1,045 799
		150								086	1,130
TOTAL COMMUTER AND MOTORIST ASSISTANCE	•	520	•	•	•		•	•	•	3,309	3,829
REGIONAL AND SUB-BEGIONAL PLANNING	_										
0110 Regional Planning		,	'	'				640		3 370	4.010
			'				'	160		160	320
	1	'	'		1	'	1		1	1,760	1,760
	1		1		1		1	250		2,910	3,700
0941 Mtn./Desert Planning and Project Development	-	'		'			1	170		300	470
101AL REGIONAL AND SUB-REGIONAL PLANNING							•	1,760	•	8,500	10,260
TRANSIT											
	1	'	'	'	1	330	1	'	1	2,990	3,320
	1	'	'	'	1	'	1	'	1	'	•
	1		1	1	1		700		1	1117	1,411
0.2.1.2 ITAINSILINGIL OL WAY IMAINAGEIREIR 03.1.4 Transit Onarchions							300			1,10/	1,30/
							540			4.744	5.284
RAN						330	1,720	•	•	10,030	12,080
PROJECT DELIVERY PROGRAM 0815 Measure 1 Program Management			'		1 540					5 060	6.600
										-	-
		'	'	'	1	'	1				•
	1	'	1	1	1	'	1			' !	
U860 Artenal Projects	,				200				260	737	1,197
TOTAL PROJECT DELIVERY PROGRAM		'	•	•	1,740		•	•	260	191,5	161.1
Į										0000	078.01
0550 Fund Administration 0550 Allocations/Pass Throughs						065,1 -				- -	10,500
UND						1.390	•			9.170	10.560
				'		0/14-				01467	anatar
ENTERPRISE										2 200	100
UJJU EAPLESS LAIRE OPERAUDI	'	'	'	'	'	'	•		'	070'2	5,520
IUIAL ENIEKPKISE	•		•		•		•		•	07 C'C	075,5
FRINGE		CEC.			010	0.0		000	000	1000	101.10
FRINGE FILIGE TOTAL ERINGE	320	3/0	320	440	340	360	440 AAA	320	320	166/1	21,181
1014FLMM05	070	0/0	070	0++	0+0	000	0++	070	070	TCCIT	101,12
GRAND TOTALS	2,080	2,080	2,080	2,200	2,080	2,080	2,160	2,080	2,080	117,033	135,953
* OTHER STAFF comprised of (55) FULL-TIME PROFESSIONAL STAFF: (3) PAR											



Budget Summary by Organization Type

	County		
	Transportation	Council of	
_	Authority	Governments	Total
Revenues			
Sales Tax-MSI	162,800,000		162,800,000
Sales Tax-LTF	96,075,522		96,075,522
Intergovernmental	293,118,723	87,760	293,206,483
Charges for Services	742,203	87,700	742,203
Special Assessments	742,205	248,545	248,545
Investment Earnings	2,339,000	248,949	2,361,000
Miscellaneous	2,359,000	458,730	673,652
Total Revenues	555,290,370	817,035	556,107,405
Expenditures			
General Government	12 052 762	462,590	12 /16 252
	12,953,762	494,294	13,416,352
Environment and Energy Conservation Commuter and Motorist Assistance	5,759,429	494,294	6,253,723
	10,284,717	-	10,284,717
Regional & Subregional Planning Program	3,696,270	20,588	3,716,858
Transit	246,056,649	-	246,056,649
Project Delivery	352,760,365	-	352,760,365
Fund Administration	87,337,815	-	87,337,815
Debt Service	12,769,650	-	12,769,650
Enterprise	499,465	-	499,465
Total Expenditures	732,118,122	977,472	733,095,594
Other Financing Sources			
Transfers in	92,885,134	-	92,885,134
Transfers out	(92,767,921)	(117,213)	(92,885,134)
Total Other Financing Sources	117,213	(117,213)	-
Revenues Over (Under) Expenditures	(176,710,539)	(277,650)	(176,988,189)
Fund Balances at Beginning of Year	523,979,379	1,855,225	525,834,604
Fund Balances at End of Year	347,268,840	1,577,575	348,846,415

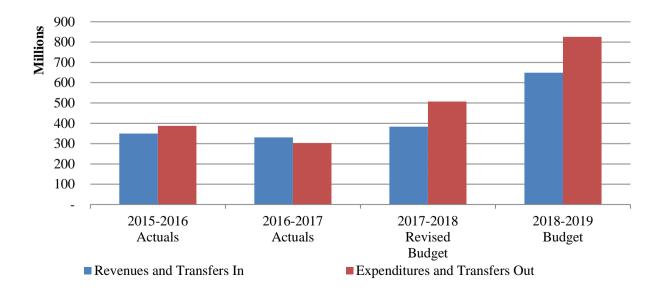
Use of New Renenues vs. Use of Fund Balance



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

Budget Summary - All Governmental Funds

			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
-	Actuals	Actuals	Budget	Budget
Revenues				
Sales Tax-MSI	160,848,014	163,814,528	160,871,944	162,800,000
Sales Tax-LTF	97,002,999	87,040,490	95,990,471	96,075,522
Intergovernmental	84,373,453	74,863,972	119,878,887	293,206,483
Charges for Services	425,936	387,841	1,114,285	742,203
Special Assessments	113,886	152,547	234,987	248,545
Investment Earnings	4,869,747	2,160,348	2,092,284	2,361,000
Miscellaneous	2,103,662	2,164,487	3,020,730	673,652
Total Revenues	349,737,697	330,584,213	383,203,588	556,107,405
Expenditures				
General Government	4,129,647	4,110,713	7,598,732	13,416,352
Environment and Energy Conservation	1,359,673	2,191,719	7,114,306	6,253,723
Commuter and Motorist Assistance	5,329,651	4,969,483	8,837,729	10,284,717
Regional & Subregional Planning Program	2,302,398	2,857,099	4,521,534	3,716,858
Transit	187,333,020	155,886,174	218,068,873	246,056,649
Project Delivery	107,304,689	71,994,232	172,249,065	352,760,365
Fund Administration	68,744,418	48,995,089	76,589,040	87,337,815
Debt Service	11,216,716	11,976,336	12,397,301	12,769,650
Enterprise			162,329	499,465
Total Expenditures	387,720,212	302,980,845	507,538,909	733,095,594
Other Financing Sources				
Transfers in	-	-	-	92,885,134
Transfers out				(92,885,134)
Total Other Financing Sources				
Revenues Over (Under) Expenditures	(37,982,515)	27,603,368	(124,335,321)	(176,988,189)



Budget Summary Changes in Fund Balances - Funding Sources

	Beginning			Net Operating	Ending
	Fund Balances	Revenues	Expenditures	Transfers	Fund Balances
General Fund					
MSI Valley Admin	2,014,485	1,628,000	2,287,516	-	1,354,969
Local Transportation Fund - Admin	862,945	-	581,896	(281,049)	-
Local Transportation Fund - Planning	2,848,989	-	2,768,806	1,172,275	1,252,458
Local Transportation Article 3 - Bicycle/Pedestrian	-	-	77,314	77,314	-
Local Transportation Fund - Rail	-	-	20,840,721	20,840,721	-
State Transit Assistance Fund - Rail	-	-	15,402,892	15,402,892	-
State of Good Repair - SBCTA - SB1	-	-	1,295,652	1,295,652	-
Rail Assets	1,717,632	450,000	283,822	-	1,883,810
General Fund-Local/Other	20,000	-	-	-	20,000
Amtrak	4,725	12,000	12,000	-	4,725
Congestion Management Program	4,430	-	4,430	-	-
Modeling Fees	1,932	-	1,932	-	-
Loan Admin Fee	19,656	-	-	-	19,656
Santa Fe Depot Building Fund	108,544	300,000	400,100	-	8,444
Indirect Fund	-	-	6,920,298	7,914,679	994,381
Total General Fund	7,603,338	2,390,000	50,877,379	46,422,484	5,538,443

Note: Ending fund balance not adjusted by reserve of \$994,381 for *indirect fund pg. 61*.

Council Of Governments (COG)

COG Capital Projects	-	546,490	546,490	-	-
General Assessment Dues	302,948	254,545	367,360	(95,688)	94,445
Property Assessed Clean Energy Fund	1,531,689	16,000	43,034	(21,525)	1,483,130
Greenhouse Gas Fund	20,588	-	20,588	-	-
Total Council of Governments Fund	1,855,225	817,035	977,472	(117,213)	1,577,575
Federal Highway Fund					
Surface Transportation Program	-	36,980,488	36,980,488	-	-
Congestion Mitigation & Air Quality	-	33,101,009	33,101,009	-	-
Project National & Regional Significance	-	11,073,343	11,073,343	-	-
Federal Repurposed Earmarks	-	1,279,000	1,279,000	-	-
Demonstration High Priority Program	-	824,561	824,561	-	-
Active Transportation Program - Federal	-	3,423,642	3,423,642	-	-
Highway Bridge Program	-	64,120,225	64,120,225	-	-
Transportation Investment Generating Eco		4,355,419	4,355,419		
Total Federal Highway Fund		155,157,687	155,157,687		<u> </u>
Federal Transit Administration Fund					
Federal Transit Administration 5307	-	622,211	622,211	-	-
Federal Transit Administration 5307 - CMAQ		26,930,429	26,930,429		-
Total Federal Transit Administration Fund		27,552,640	27,552,640		<u> </u>
State Highway Fund					
Regional Improvement Program	-	8,449,798	8,449,798	-	-
State Highway Oper & Protection Program	-	24,011,150	24,011,150	-	-
Planning, Programming & Monitoring	-	635,000	635,000	-	-
Transit and Intercity Rail Capital Program	-	4,345,860	4,345,860	-	-
Total State Highway Fund		37,441,808	37,441,808		-

Budget Summary Changes in Fund Balances - Funding Sources

	Beginning	Pavanuag	Expandituras	Net Operating Transfers	Ending
	Fund Balances	Revenues	Expenditures	Transfers	Fund Balances
Proposition 1B Fund					
Trade Corridor Improvement Fund-P1B	-	1,005,361	1,005,361	-	-
Public Trans Modern,Improve&Svc Enhance-P1B Transit Sys Safety Sec Disaster Recovery-P1B	18,424,295 137,317	250,000 1,500	11,318,000	-	7,356,295 138,817
Total Propostion 1B Fund	18,561,612	1,256,861	12,323,361		7,495,112
Local Transportation Fund					
Local Transportation Fund - Pass Through	72,707,106	96,075,522	87,876,000	(24,570,938)	56,335,690
Total Local Transportation Fund	72,707,106	96,075,522	87,876,000	(24,570,938)	56,335,690
Note: Ending Fund Balance not adjusted by 10% Reserved	rve of \$9,607,552	for <i>Local Trans</i>	portation Fund	- Pass Through	pg. 61 .
State Transit Assistance Fund					
State Transit Assistance Fund - Pass Through	39,261,355	17,731,613	18,900,000	(15,402,892)	22,690,076
Total State Transit Assistance Fund	39,261,355	17,731,613	18,900,000	(15,402,892)	22,690,076
Note: Ending Fund Balance not adjusted by 10% Reserved	rve of \$1,773,161	for <i>State Transi</i>	t Assistance Fu	nd - Pass Throug	gh pg. 61 .
Measure I 1990-2010 Fund					
MSI 1990-Valley Fund-Major Projects	11,468,219	50,000	6,437,908	-	5,080,311
MSI 1990-Valley Fund-TMEE	2,795,721	20,000	1,926,536		<u>889,185</u>
Total Measure I 1990-2010 Fund	14,263,940	70,000	8,364,444		5,969,496
Measure I 2010-2040 Fund					
MSI Valley Fund-Freeway Projects	113,179,338	38,556,561	63,789,009	(32,946,509)	55,000,381
MSI Valley Fund-Fwy Interchange MSI Valley Fund-Major Streets:	51,444,336	14,785,247	18,149,926	(2,301,408)	45,778,249
Grade Separations	1,908,949	5,249,181	1,904,387	(5,253,743)	-
Arterials	69,532,948	21,396,723	27,728,254	(407,822)	62,793,595
MSI Valley Fund-Local Street	-	26,245,904	26,245,904	-	-
MSI Valley Fund-Metrolink/Rail Service	26,430,689	10,668,361	23,623,290	(2,260,738)	11,215,022
MSI Valley Fund-Express Bus//Rapid Trans MSI Valley Fund-Senior/Disabled	9,038,837	2,674,590	10,819,270	(163,475)	730,682
MSI Valley Fund-Traffic Mgmt Sys	20,333,673 9,372,137	10,668,361	10,524,363 2,715,190	-	20,477,671 9,331,537
MSI Valley Fund-Major Local Hwy	20,480,502	2,674,590 4,277,777	18,603,132	(1,799,412)	4,355,735
MSI Victor Valley Fund-Local Street	20,480,502	11,144,997	11,144,997	(1,799,412)	4,333,735
MSI Victor Valley Fund-Senior/Disabled	-	908,111	908,111	-	_
MSI Victor Valley Fund-Traffic Mgmt Sys	773,239	333,222	845,104	-	261,357
MSI North Desert Fund-Major Local Hwy	9,498,017	1,183,656	5,479,236	(20,756)	5,181,681
MSI North Desert Fund-Local Street	-	3,015,544	3,015,544	-	-
MSI North Desert Fund-Senior/Disabled	-	221,731	221,731	-	-
MSI North Desert Fund-Traffic Mgmt Sys	865,343	93,692	10,931	-	948,104
MSI Colorado River Fund-Major Local High	44,986	68,989	-	-	113,975
MSI Colorado River Fund-Local Street	-	186,833	186,833	-	-
MSI Colorado River Fund-Senior/Disabled	-	13,738	13,738	-	-
MSI Colorado River Fund-Traffic Mgmt Sys	34,073	5,695	1,796	-	37,972
MSI Morongo Basin Fund-Major Local Hwy	2,045,499	557,672	1,346,269	(5,313)	1,251,589
MSI Morongo Basin Fund-Local Street	-	1,470,627	1,470,627	-	-
MSI Morongo Basin Fund-Senior/Disabled	-	108,134	108,134	-	-
MSI Morongo Basin Fund-Traffic Mgmt Sys	245,322	45,254	9,304	-	281,272
MSI Mountain Fund-Major Local Highway	1,697,680	509,503	500,000	(1,973)	1,705,210
MSI Mountain Fund-Local Street	-	1,353,208	1,353,208	-	-
MSI Mountain Fund-Senior/Disabled	-	99,501	99,501	-	-
MSI Mountain Fund-Traffic Mgmt Sys	133,757	40,800	14,523	-	160,034
MSI Cajon Pass Fund	11,479,957	4,619,298	2,100,000	(3,402,299)	10,596,956
Total Measure I 2010-2040 Fund	348,539,282	163,177,500	232,932,312	(48,563,448)	230,221,022

Note: Ending Fund Balance not adjusted by 20% Reserve of \$23,315,217 for *Measure I Funds pg. 61*.

Budget Summary Changes in Fund Balances - Funding Sources

	Beginning Fund Balances	Revenues	Expenditures	Net Operating Transfers	Ending Fund Balances
Debt Service Fund					
Sales Tax Revenue Notes 2012A Fund	2,535,287	-	6,085,037	6,085,037	2,535,287
Sales Tax Revenue Notes 2014A Fund	2,211,941		6,684,613	6,684,613	2,211,941
Total Debt Service Fund	4,747,228		12,769,650	12,769,650	4,747,228
Capital Projects Fund					
Local Projects Fund	-	31,735,103	31,735,103	-	-
Redlands Passenger Rail Project Fund	- -	1,187,400	1,187,400	-	-
San Gabriel Subdivision Line Project Fur Victorville Project Fund	3,336,933	62,720	62,720	-	- 3,336,933
Victor Valley Project Fund	1,991,936	-	-	-	1,991,936
CALTRANS Local Reimbursement	-	497,399	497,399	-	-
Valley Fwy Interchange Bond Fund	3,046,821	-	1,960,353	-	1,086,468
Cajon Pass Bond Fund Total Capital Projects Fund	<u>1,484,528</u> 9,860,218	33,482,622	<u>540,000</u> 35,982,975		<u>944,528</u> 7,359,865
Total Capital Projects Fund	9,000,218	55,482,022	55,962,975		7,339,803
Nonmajor Governmental Funds					
Active Transportation Program - State	-	420,000	420,000	-	-
Low Carbon Transit Operations Program	961,748	12,000	355,000	-	618,748
Low Carbon Transportation Fund	-	4,500,000	4,500,000	-	-
SCAQMD/Mobile Source Review Comm SAFE-Vehicle Registration Fees	4,111,744	4,900,960 1,800,000	4,900,960 1,730,060	(173,314)	4,008,370
SAFE Reimbursement		131,425	101,425	- (175,514)	30,000
Local Partnership Program-Formula-SB1	-	919,614	919,614	-	-
Freeway Service Patrol (SAFE)-SB1	-	1,400,000	435,200	-	964,800
State of Good Repair Fund - Pass Throug		3,360,533	5,425,414	(1,295,652)	-
Freeway Service Patrol State CEC AB118 ARFVT Program	-	3,323,885 181,000	2,033,895 181,000	-	1,289,990
Electric Vehicle Charging Stations	1,275	4,700	27,500	21,525	-
Total Nonmajor Governmental Fund		20,954,117	21,030,068	(1,447,441)	6,911,908
Enterprise Fund					
I-10 Express Lanes	-	-	30,909,798	30,909,798	-
Total Enterprise Fund	-		30,909,798	30,909,798	-
Total Changes in Fund Balance	525,834,604	556,107,405	733,095,594		348,846,415
350					
Succession and Succes					
Z50					
200					
150					
100					
50					
	Beginning Fund Balances are				
	Ending Fund Balances as sho	•			
General Fund	Council of Govern		*	sition 1B Fund	. .
Senate Bill 1 Fund	Local Transportat			Transit Assistan	
 State of Good Repair Fund Debt Service Fund 	 Measure I 1990-2 Capital Projects F 			ure I 2010-2040 najor Governmer	
	1 5				
Federal Highway, Federal Tra	ansit, State Highway and Enterpr	ise Funds have no	Beginning or Er	iding Fund Balan	ces

SBCTA Fiscal Year 2018/2019

		Ŧ	xplanation for F	und Balance	Explanation for Fund Balances Changes Over 10%
	Beginning Fund Balances	Ending Fund Balances	Difference Between Beginning and Finding	Percent of Change	Explanation for change in Fund Balance over 10%
General Fund			Sums		
MSI Valley Admin	2,014,485	1,354,969	(659,516)	-32.74%	Appropriations exceed estimated revenues to fund administrative costs for Measure I. Costs are recorded in the general government, regional and subregional planning, and fund administraton programs.
					Appropriations, including transfers out, equal estimated revenues, transfers in, and beginning fund balance to fund administrative costs for LTF projects and the Indirect Fund resulting in ending fund balance of \$0. Budgeted expenditures are recorded in the general government, regional and subregional
Local Transportation Fund - Admin	862,945		(862,945)	-100.00%	planning, and transit programs.
Local Transportation Fund - Planning	2,848,989	1,252,458	(1,596,531)	-56.04%	Appropriations, including transfers out, exceed estimated revenues and transfers in to fund local transportation planning activities and the Indirect Fund. Budgeted expenditures are recorded in the general government, regional and subregional planning, transit, and fund administration programs.
Santa Fe Depot Building Fund	108,544	8,444	(100,100)	-92.22%	Appropriations exceed estimated revenues to fund maintenance of the Santa Fe Depot in the general government program.
Indirect Costs Fund		994,381	994,381	100.00%	Appropriations exceed transfers in to fund indirect costs for the entire agency. Fund balance will be reserved for capital improvements and emergencies.
Council Of Governments (COG)					
General Assessment Dues	302,948	94,445	(208,503)	-68.82%	Appropriations exceed estimated revenues to fund council of government activities in the general government program.
Greenhouse Gas Fund	20,588	I	(20,588)	-100.00%	Appropriations equal estimated revenues and beginning fund balance resulting in ending fund balance of \$0. Budgeted expenditures are recorded in the regional and subregional program.
Proposition 1B Fund					Anwonristions for rail projects are funded with funds received in advance. The funds earn interest until
Public Trans Modern,Improve&Svc Enhance-P1B	18,424,295	7,356,295	(11,068,000)	-60.07%	expenditures are incurred.
Local Transportation Fund					
Local Transportation Fund - Pass Through	72,707,106	56,335,690	(16,371,416)	-22.52%	Appropriations, including transfers out for rail projects, exceed estimated revenues. Local transportation funds and pass throughs to participating agencies are recorded in this fund.
State Transit Assistance Fund					
State Transit Assistance Fund - Pass Through	39,261,355	22,690,076	(16,571,279)	-42.21%	Appropriations, including transfers out for rail projects, exceed estimated revenues. State transit assistance funds and pass throughs to participating agencies are recorded in this fund.
Measure I 1990-2010 Fund					
MSI 1990-Valley Fund-Major Projects	11,468,219	5,080,311	(6,387,908)	-55.70%	Appropriations including transfers out are for expenditures for projects allowed in the 1990-2010 Measure. Interest is the only revenue budgeted for this fund.
MSI 1990-Valley Fund-TMEE	2,795,721	889,185	(1,906,536)	-68.19%	Appropriations are for expenditures for projects allowed for the 1990-2010 Measure. Interest is the only revenue budgeted for this fund.

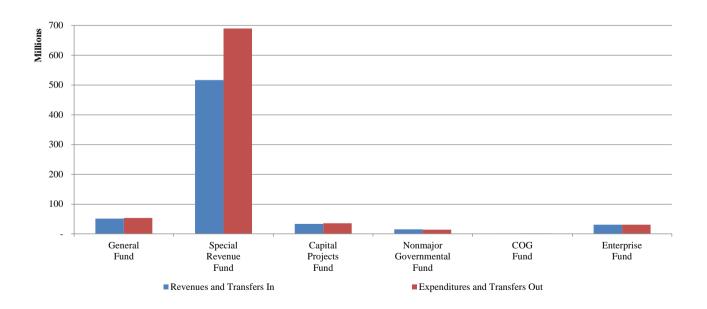
Explanation for Fund Balances Changes Over 10%

	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	113,179,338	55,000,381	(58,178,957)	-51.40%	Appropriations, including transfers out for freeway projects, exceed estimated revenues.
MSI Valley Fund-Fwy Interchange	51,444,336	45,778,249	(5,666,087)	-11.01%	Appropriations for interchange projects exceed estimated revenues.
MSI Valley Fund-Major Streets: Grade Separations	1,908,949		(1,908,949)	-100.00%	Appropriations, including transfers out for grade separation projects equal estimated revenues and beginning fund balance resulting in \$0 ending fund balance.
MSI Valley Fund-Metrolink/Rail Service	26,430,689	11,215,022	(15,215,667)	-57.57%	Appropriations, including transfers out for rail projects exceed estimated revenues.
MSI Valley Fund-Express Bus//Rapid Trans	9,038,837	730,682	(8,308,155)	-91.92%	Appropriations including transfers out for bus rapid transit system exceed estimated revenues.
MSI Victor Valley Fund-Major Local Hwy	20,480,502	4,355,735	(16,124,767)	-78.73%	Appropriations for major local highway exceed estimated revenues.
MSI Victor Valley Fund-Traffic Mgmt Sys	773,239	261,357	(511,882)	-66.20%	Appropriations for traffic management system projects exceed estimated revenues.
MSI North Desert Fund-Major Local Hwy	9,498,017	5,181,681	(4,316,336)	-45.44%	Appropriations, including transfers out for major local highway in the north desert exceed estimated revenues.
MSI Colorado River Fund-Major Local High	44,986	113,975	68,989	153.36%	Estimated revenues exceed appropriations for major local highway in the Colorado river project area.
MSI Colorado River Fund-Traffic Mgmt Sys	34,073	37,972	3,899	11.44%	Estimated revenues exceed appropriations for traffic management in the Colorado river project area.
MSI Morongo Basin Fund-Major Local Hwy	2,045,499	1,251,589	(793,910)	-38.81%	Appropriations, including transfers out for major local highway in the Morongo project area exceed estimated revenues.
MSI Morongo Basin Fund-Traffic Mgmt Sys	245,322	281,272	35,950	14.65%	Estimated revenues exceed appropriations for traffic management in the Morongo project area.
MSI Mountain Fund-Traffic Mgmt Sys	133,757	160,034	26,277	19.65%	Estimated revenues exceed appropriations for traffic management in the mountain project area.
Capital Projects Fund					
Valley Fwy Interchange Bond Fund	3,046,821	1,086,468	(1,960,353)	-64.34%	Appropriations are for interchange projects using bond proceeds; the only revenue budgeted is for interest earnings.
Cajon Pass Bond Fund	1,484,528	944,528	(540,000)	-36.38%	Appropriations are for debt service for the Cajon pass. Interest is the only budgeted revenue for this fund.
Nonmajor Governmental Funds SAFE Reimbursement Fund	ı	30,000	30,000	100.00%	Estimated revenues exceed appropriations for the SAFE reimbursement fund.
Freeway Service Patrol (SAFE) SB1		964,800	964,800	100.00%	Estimated revenues exceed appropriations for freeway service patrol SB1.
State of Good Repair Fund - Pass Through	3,360,533	ı	(3,360,533)	-100.00%	Appropriation, including transfers out, equal estimated revenue resulting in \$0 ending fund balance. Sate of Good Repair Funds and pass-through to participating agencies are recorded in this fund.
Freeway Service Patrol Fund		1,289,990	1,289,990	100.00%	Estimated revenues exceed appropriations for the Freeway Service Patrol fund.

Explanation for Fund Balances Changes Over 10%

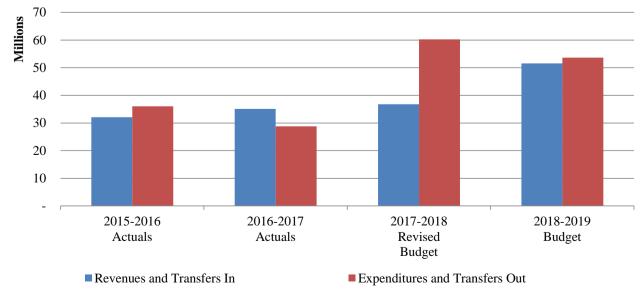
Budget Summary by Fund Type

		Special	Capital	Nonmajor			
	General	Revenue	Projects	Governmental	COG	Enterprise	
	Fund	Fund	Fund	Fund	Fund	Fund	Total
Revenues							
Sales Tax-MSI	1,628,000	161,172,000	-	-	-	-	162,800,000
Sales Tax-LTF	-	96,075,522	-	-	-	-	96,075,522
Intergovernmental	-	244,569,256	33,423,622	15,125,845	87,760	-	293,206,483
Charges for Services	737,503	-	-	4,700	-	-	742,203
Special Assessments	-	-	-	-	248,545	-	248,545
Investment Earnings	-	2,327,000	-	12,000	22,000	-	2,361,000
Miscellaneous	24,497		59,000	131,425	458,730		673,652
Total Revenues	2,390,000	504,143,778	33,482,622	15,273,970	817,035		556,107,405
Expenditures							
General Government	11,500,283	1,090,385	-	363,094	462,590	-	13,416,352
Environment and Energy Conservation	-	665,929	-	5,093,500	494,294	-	6,253,723
Commuter and Motorist Assistance	-	5,833,393	497,399	3,953,925	-	-	10,284,717
Regional & Subregional Planning Program	1,010,263	740,686	200,000	1,745,321	20,588	-	3,716,858
Transit	37,997,759	204,603,144	1,361,746	2,094,000	-	-	246,056,649
Project Delivery	-	287,426,202	33,923,830	1,000,000	-	30,410,333	352,760,365
Fund Administration	369,074	86,968,741	-	-	-	-	87,337,815
Debt Service	-	12,769,650	-	-	-	-	12,769,650
Enterprise					-	499,465	499,465
Total Expenditures	50,877,379	600,098,130	35,982,975	14,249,840	977,472	30,909,798	733,095,594
Other Financing Sources							
Transfers in	49,184,161	12,769,650	-	21,525	-	30,909,798	92,885,134
Transfers out	(2,761,677)	(89,832,930)		(173,314)	(117,213)		(92,885,134)
Total Other Financing Sources	46,422,484	(77,063,280)	-	(151,789)	(117,213)	30,909,798	-
Revenues Over (Under) Expenditures	(2,064,895)	(173,017,632)	(2,500,353)	872,341	(277,650)		(176,988,189)

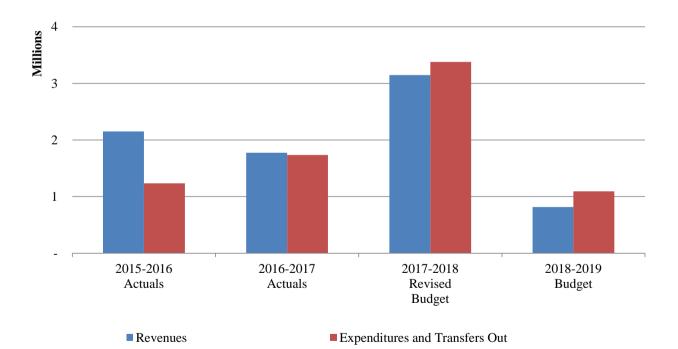


			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
	Actuals	Actuals	Budget	Budget
GENERAL FUND				
Revenues				
Sales Tax-MSI	1,608,480	1,638,145	1,579,742	1,628,000
Sales Tax-LTF	26,421,971	30,708,599	33,894,919	-
Intergovernmental	3,484,088	1,873,919	191,050	-
Charges for Services	432,387	382,341	1,114,285	737,503
Special Assessments	8,940	-	-	-
Investment Earnings	130,251	86,226	-	-
Miscellaneous	6,000	421,698	12,000	24,497
Total Revenues	32,092,117	35,110,928	36,791,996	2,390,000
Expenditures				
General Government	2,163,710	1,923,063	3,911,993	11,500,283
Environment and Energy Conservation	1,924	-	-	-
Regional & Subregional Planning Program	895,226	851,505	1,394,290	1,010,263
Transit	32,050,264	25,277,425	54,345,950	37,997,759
Project Delivery	-	125,174	144,415	-
Fund Administration	918,643	614,035	468,104	369,074
Total Expenditures	36,029,767	28,791,202	60,264,752	50,877,379
Other Financing Sources				
Transfers in	-	-	-	49,184,161
Transfers out		-	-	(2,761,677)
Total Other Financing Sources		-	-	46,422,484
Revenues Over (Under) Expenditures	(3,937,650)	6,319,726	(23,472,756)	(2,064,895)

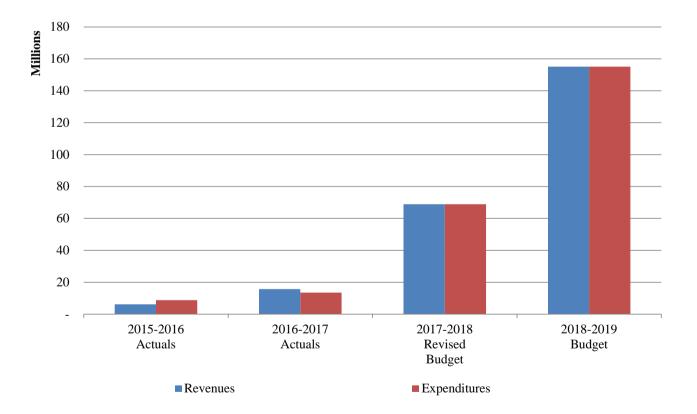
Note: Starting in Fiscal Year 2018/2019 sales tax LTF revenue is now budgeted 100% in the LTF fund and a transfer is recorded to allocate the revenue for the amount allocated to SBCTA. Also indirect costs are recorded in the general fund in the general government program and include transfers in from Local Transportation Funds and State Transit Assistance Funds.



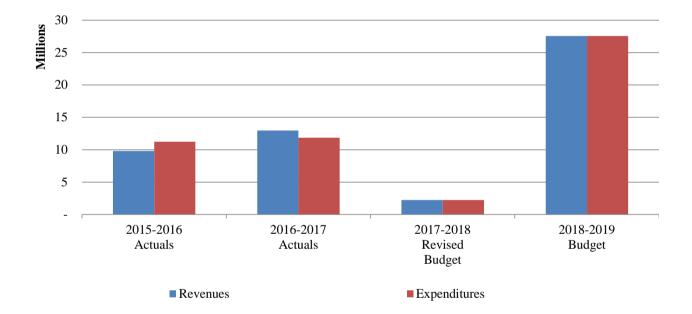
			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
	Actuals	Actuals	Budget	Budget
COUNCIL OF GOVERNMENTS FUND				
Revenues				
Intergovernmental	9,198	-	103,467	87,760
Special Assessments	104,946	152,547	234,987	248,545
Investment Earnings	5,360	12,506	-	22,000
Miscellaneous	2,032,789	1,610,046	2,809,232	458,730
Total Revenues	2,152,293	1,775,099	3,147,686	817,035
Expenditures				
General Government	149,296	889,218	1,479,647	462,590
Environment and Energy Conservation	1,086,294	846,128	1,880,359	494,294
Regional & Subregional Planning Program			20,376	20,588
Total Expenditures	1,235,590	1,735,346	3,380,382	977,472
Other Financing Sources				
Transfers out				(117,213)
Total Other Financing Sources			-	(117,213)
Revenues Over (Under) Expenditures	916,703	39,753	(232,696)	(43,224)



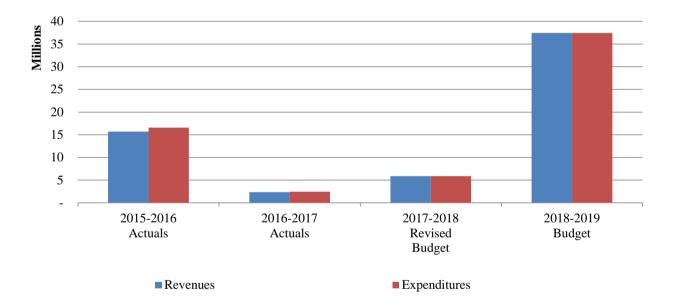
			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
	Actuals	Actuals	Budget	Budget
FEDERAL HIGHWAY FUND				
Revenues				
Intergovernmental	6,201,555	15,515,336	68,906,119	155,157,687
Investment Earnings	99	966	-	-
Miscellaneous		192,096		
Total Revenues	6,201,654	15,708,398	68,906,119	155,157,687
Expenditures				
Commuter and Motorist Assistance	1,276,913	1,218,275	1,420,176	1,509,176
Transit	-	-	-	4,355,419
Project Delivery	7,528,559	12,307,676	67,485,943	149,293,092
Total Expenditures	8,805,472	13,525,951	68,906,119	155,157,687
Revenues Over (Under) Expenditures	(2,603,818)	2,182,447		_



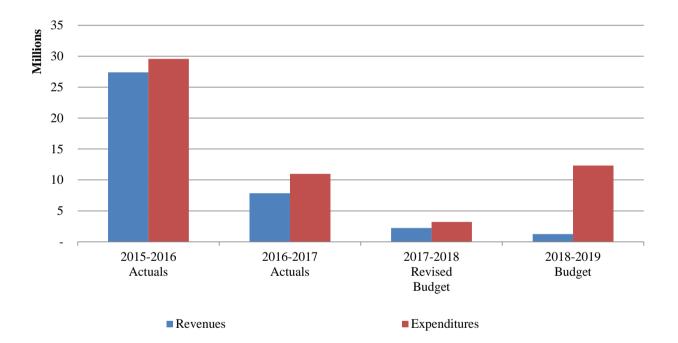
			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
	Actuals	Actuals	Budget	Budget
FEDERAL TRANSIT ADMINISTRATION FUN	D			
Revenues				
Intergovernmental	9,804,715	12,960,481	2,244,300	27,552,640
Total Revenues	9,804,715	12,960,481	2,244,300	27,552,640
Expenditures				
Commuter and Motorist Assistance	47,682	268,568	1,634,300	1,398,500
Transit	11,189,473	11,575,725	610,000	26,154,140
Total Expenditures	11,237,155	11,844,293	2,244,300	27,552,640
Revenues Over (Under) Expenditures	(1,432,440)	1,116,188		-



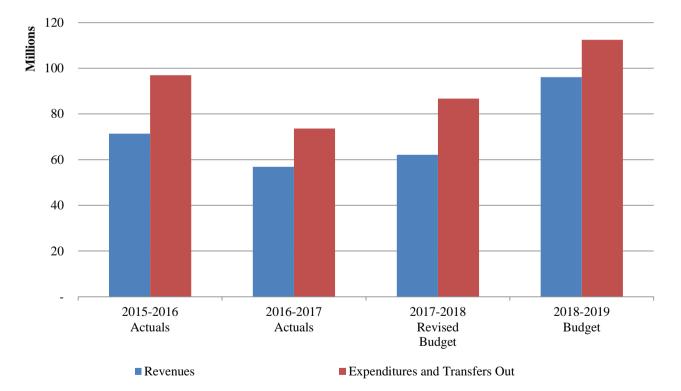
	2015-2016 Actuals	2016-2017 Actuals	2017-2018 Revised Budget	2018-2019 Budget
STATE HIGHWAY FUND				
Revenues				
Intergovernmental	15,697,683	2,269,797	5,885,000	37,441,808
Investment Earnings	10,759	56,971	-	-
Total Revenues	15,708,442	2,326,768	5,885,000	37,441,808
Expenditures				
General Government	15,626	5,917	-	12,535
Regional & Subregional Planning Program	106,733	72,865	-	4,382
Transit	-	-	-	4,345,860
Project Delivery	15,383,070	1,165,386	4,615,000	32,460,948
Fund Administration	1,077,641	1,191,220	1,270,000	618,083
Total Expenditures	16,583,070	2,435,388	5,885,000	37,441,808
Revenues Over (Under) Expenditures	(874,628)	(108,620)		-



	2015-2016 Actuals	2016-2017 Actuals	2017-2018 Revised Budget	2018-2019 Budget
PROPOSITION 1B FUND				
Revenues				
Intergovernmental	27,043,733	7,460,228	2,004,530	1,005,361
Investment Earnings	355,519	398,627	214,997	251,500
Total Revenues	27,399,252	7,858,855	2,219,527	1,256,861
Expenditures				
Transit	7,537,888	8,007,464	992,527	11,318,000
Project Delivery	22,020,666	2,980,016	2,231,837	1,005,361
Total Expenditures	29,558,554	10,987,480	3,224,364	12,323,361
Revenues Over (Under) Expenditures	(2,159,302)	(3,128,625)	(1,004,837)	(11,066,500)

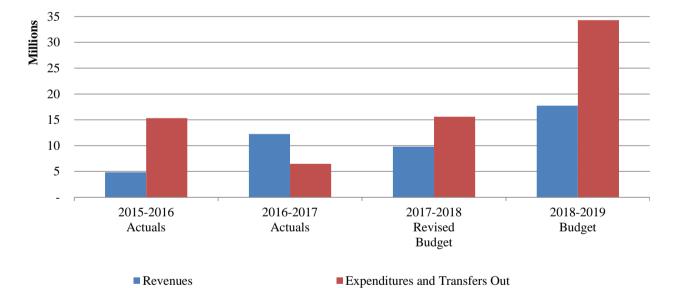


			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
	Actuals	Actuals	Budget	Budget
LOCAL TRANSPORTATION FUND				
Revenues				
Sales Tax-LTF	70,581,027	56,331,891	62,095,552	96,075,522
Investment Earnings	762,453	496,529	-	-
Miscellaneous	26,849	-	-	-
Total Revenues	71,370,329	56,828,420	62,095,552	96,075,522
Expenditures				
Transit	96,950,328	73,603,791	86,700,000	87,876,000
Total Expenditures	96,950,328	73,603,791	86,700,000	87,876,000
Other Financing Sources				
Transfers out		-	-	(24,570,938)
Total Other Financing Sources		-	-	(24,570,938)
Revenues Over (Under) Expenditures	(25,579,999)	(16,775,371)	(24,604,448)	(16,371,416)



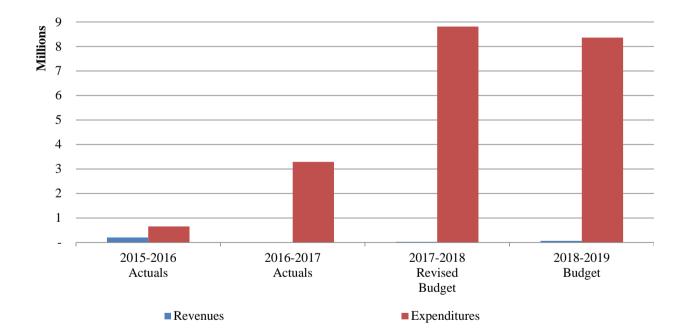
Note: Starting in Fiscal Year 2018/2019 Sales Tax - LTF is not net of the amount allocated to SBCTA. This amount is now recorded as a transfer.

	2015-2016	2016-2017	2017-2018 Revised	2018-2019
	Actuals	Actuals	Budget	Budget
STATE TRANSIT ASSISTANCE FUND				
Revenues				
Intergovernmental	4,411,385	11,986,867	9,791,716	17,731,613
Investment Earnings	435,375	272,899	-	-
Total Revenues	4,846,760	12,259,766	9,791,716	17,731,613
Expenditures Transit	15,319,706	6,482,841	15,607,550	18,900,000
Total Expenditures	15,319,706	6,482,841	15,607,550	18,900,000
Other Financing Sources				
Transfers out		-	-	(15,402,892)
Total Other Financing Sources	<u> </u>			(15,402,892)
Revenues Over (Under) Expenditures	(10,472,946)	5,776,925	(5,815,834)	(16,571,279)

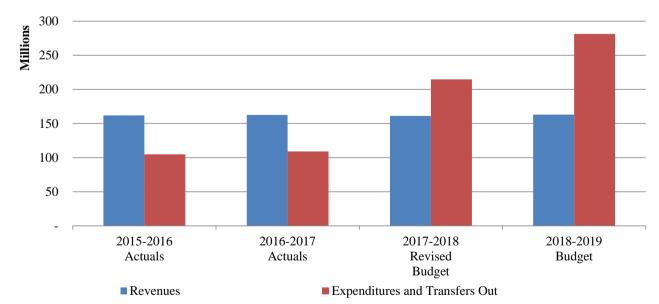


Note: Starting in Fiscal Year 2018/2019 State Transit Assistance Fund is not net of the amount allocated to SBCTA. This amount is now recorded as a transfer.

	2015-2016 Actuals	2016-2017 Actuals	2017-2018 Revised Budget	2018-2019 Budget
MEASURE I 1990-2010 FUND				
Revenues				
Investment Earnings	200,796	(7,980)	30,000	70,000
Total Revenues	200,796	(7,980)	30,000	70,000
Expenditures General Government	51,032	-	-	-
Environment and Energy Conservation	116	2,433	-	442,000
Commuter and Motorist Assistance	584,809	50,125	-	1,050,000
Regional & Subregional Planning Program	-	(9,886)	-	-
Transit	433,785	1,955,228	-	-
Project Delivery	(417,096)	1,291,770	8,814,125	6,872,444
Total Expenditures	652,646	3,289,670	8,814,125	8,364,444
Revenues Over (Under) Expenditures	(451,850)	(3,297,650)	(8,784,125)	(8,294,444)



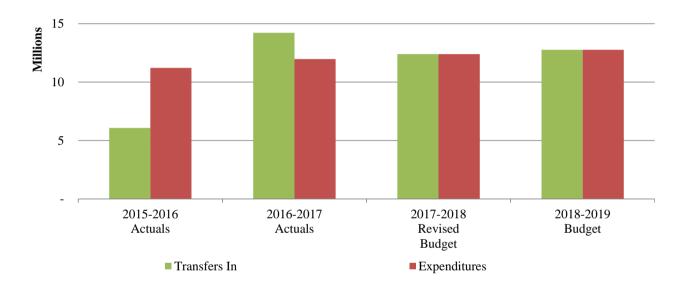
			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
	Actuals	Actuals	Budget	Budget
MEASURE I 2010-2040 FUND				
Revenues				
Sales Tax-MSI	159,239,535	162,176,383	159,262,205	161,172,000
Investment Earnings	2,805,066	391,872	2,062,284	2,005,500
Total Revenues	162,044,601	162,568,255	161,324,489	163,177,500
Expenditures				
General Government	1,507,251	998,772	1,647,135	1,077,850
Environment and Energy Conservation	271,339	262,931	361,947	223,929
Commuter and Motorist Assistance	367,631	558,831	1,714,871	1,440,517
Regional & Subregional Planning Program	917,563	1,065,621	1,345,355	736,304
Transit	11,882,425	16,042,951	54,712,854	46,228,311
Project Delivery	22,071,117	29,283,070	67,716,986	96,874,743
Fund Administration	61,801,539	46,656,979	74,637,466	86,350,658
Total Expenditures	98,818,865	94,869,155	202,136,614	232,932,312
Other Financing Sources				
Transfers out	(6,081,593)	(14,222,703)	(12,559,630)	(48,563,448)
Total Other Financing Sources	(6,081,593)	(14,222,703)	(12,559,630)	(48,563,448)
Revenues Over (Under) Expenditures	57,144,143	53,476,397	(53,371,755)	(118,318,260)



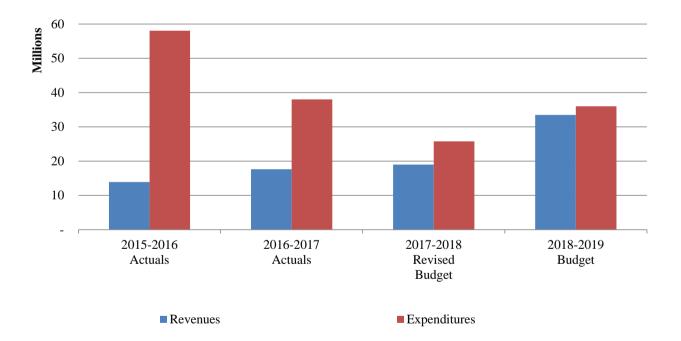


			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
_	Actuals	Actuals	Budget	Budget
DEBT SERVICE FUND				
Expenditures				
Debt Service	11,216,716	11,976,336	12,397,301	12,769,650
Total Expenditures	11,216,716	11,976,336	12,397,301	12,769,650
Other Financing Sources				
Transfers in	6,081,593	14,222,703	12,397,301	12,769,650
Total Other Financing Sources	6,081,593	14,222,703	12,397,301	12,769,650
Revenues Over (Under) Expenditures	5,135,123	(2,246,367)	-	

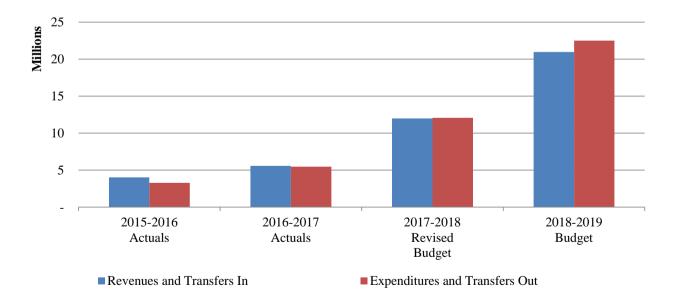
Note: Debt service expenditures are recorded in this fund. Transfers from Measure I funds that received bond proceeds are recorded to fund the debt service.



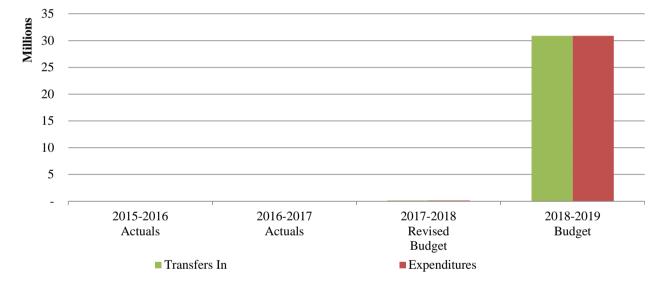
			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
	Actuals	Actuals	Budget	Budget
CAPITAL PROJECTS FUND				
Revenues				
Intergovernmental	13,584,260	16,711,561	18,898,207	33,423,622
Investment Earnings	131,222	436,214	-	-
Miscellaneous	185,624	458,124	78,073	59,000
Total Revenues	13,901,106	17,605,899	18,976,280	33,482,622
Expenditures				
General Government	153,797	172,843	-	-
Commuter and Motorist Assistance	225,420	76,981	600,000	497,399
Regional & Subregional Planning Program	11,118	104,734	225,000	200,000
Transit	11,969,151	12,254,749	4,470,393	1,361,746
Project Delivery	40,718,373	24,830,603	20,240,759	33,923,830
Fund Administration	4,946,595	532,855	213,470	-
Total Expenditures	58,024,454	37,972,765	25,749,622	35,982,975
Revenues Over (Under) Expenditures	(44,123,348)	(20,366,866)	(6,773,342)	(2,500,353)



			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
	Actuals	Actuals	Budget	Budget
NONMAJOR GOVERNMENTAL FUNDS				
Revenues				
Intergovernmental	3,846,977	5,509,066	11,854,498	20,805,992
Charges for Services	-	-	-	4,700
Investment Earnings	32,847	10,526	-	12,000
Miscellaneous	129,618	64,740	121,425	131,425
Total Revenues	4,009,442	5,584,332	11,975,923	20,954,117
Expenditures				
General Government	88,935	120,900	559,957	363,094
Environment and Energy Conservation	-	1,080,227	4,872,000	5,093,500
Commuter and Motorist Assistance	2,827,196	2,796,703	3,468,382	4,389,125
Regional & Subregional Planning Program	371,758	772,260	1,536,513	1,745,321
Transit	-	686,000	629,599	7,519,414
Project Delivery		10,537	1,000,000	1,919,614
Total Expenditures	3,287,889	5,466,627	12,066,451	21,030,068
Other Financing Sources				
Transfers in	-	-	-	21,525
Transfers out		-	-	(1,468,966)
Total Other Financing Sources		-	-	(1,447,441)
Revenues Over (Under) Expenditures	721,553	117,705	(90,528)	(1,523,392)

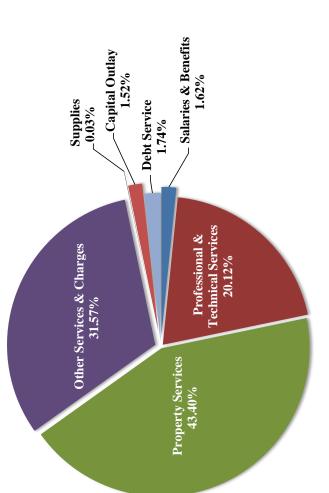


			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
	Actuals	Actuals	Budget	Budget
ENTERPRISE FUND				
Expenditures				
Project Delivery	-	-	-	30,410,333
Enterprise			162,329	499,465
Total Expenditures		<u> </u>	162,329	30,909,798
Other Financing Sources				
Transfers in			162,329	30,909,798
Total Other Financing Sources			162,329	30,909,798
Revenues Over (Under) Expenditures				



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

		rvice Total	- 13,416,352	- 6,253,723	- 10,284,717	- 3,716,858	- 246,056,649	- 352,760,365	- 87,337,815	,650 12,769,650	- 499,465	,650 733,095,594	
		Debt Service								12,769,650		12,769,65(
	Capital	Outlay	554,140	430,000	155,000	4,000	10,000,000	6,500	ı	I	I	11,149,640	
		Supplies	202,450	11,125	12,450	1,600	9,000	2,247	1,350	ı	ı	240,222	
Other	Services &	Charges	1,262,650	176,000	340,300	1,641,000	141,747,830	36,530	86,240,779	ı	ı	231,445,089	
	Property	Services	1,965,100	450	1,400,720	I	54,946,356	259,862,335	ı	I	I	318,174,961	
Professional	& Technical	Services	3,360,206	5,381,200	7,993,040	1,065,403	37,960,816	91,717,900	10,100	ı	I	147,488,665	
	Salaries &	Benefits *	6,071,806	254,948	383,207	1,004,855	1,392,647	1,134,853	1,085,586		499,465	11,827,367	
			General Government	Environment and Energy Conservation	Commuter and Motorist Assistance	Regional & Subregional Planning Program	Transit	Project Delivery	Fund Administration	Debt Service	Enterprise	Total Expenditures	



*The amount for salaries and benefits includes Board approved adjustments on April 4, 2018.

Revenue Overview

The revenue for Fiscal Year 2018/2019 is projected at \$556,107,405. 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 of Good Repair, State Transit Assistance Fund-rail, Rail Assets and Amtrak. Starting in Fiscal Year 2018/2019, the Indirect Fund has been consolidated with the General Fund and indirect costs are not allocated to various funds and tasks. Instead, revenue from Measure I, LTF, COG and Service Authority for Freeway Emergencies (SAFE) are transferred. Also, the revenue generated from operations of the building, such as rental charges, will be recorded in the General Fund.

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, Senate Bill 1, Local Transportation Fund, State Transit Assistance Fund, State of Good Repair, 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 Ordinance.

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 is 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 \$162.8 million for Fiscal Year 2018/2019 in comparison to \$161 million for Fiscal Year 2017/2018.

SBCTA has opted to remain conservative in the budgeting of Measure I 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

2015-2016 2015-2016 2016-2017 Revised 2018-2019 Actuals Actuals Budget Budget Budget Taxes Sales Tax-LTF 97.002.999 87.040.490 95.990.471 96.075.522 Total Taxes 257.851.011 250.855.018 256.862.415 258.875.522 Intergovernmental - 538.963 4.207.391 3.423.642 Active Transportation Program-Federal - 538.963 4.207.391 3.423.642 Active Transportation Program-Stute 341.758 582.486 211.513 420.000 Caltrans 225.420 76.980 600.000 497.399 Corridor Mobility Improvement 217.844 - - - 1.279.000 Corridor Mobility Improvement 2.17.844 - - - 1.279.000 2.007.11 Federal Transi Administration 9.804.715 1.286.00 2.244.300 2.020.711 Freeway Service Patrol 1.254.705 1.285.047 1.407.617 3.333.885 Highway Bridge Program </th <th></th> <th></th> <th></th> <th>2017-2018</th> <th></th>				2017-2018	
Actuals Actuals Budget Budget Tares 5<		2015 2016	2016 2017		2018 2010
Taxes Ion Ion <thion< th=""> <thion< td<="" th=""><th></th><th></th><th></th><th></th><th></th></thion<></thion<>					
Sales Tax-MSI 160,848,014 163,814,528 160,871,941 162,800,000 Sales Tax-LTF 257,851,013 250,855,018 256,862,415 258,875,522 Intergovernmental - 538,963 4,207,391 3,423,642 Active Transportation Program-Federal - 538,963 4,207,391 3,423,642 Corridor Mobility Improvement 217,844 - - - - - - - - - 1,279,000 200,017 5,188,260 2,993,428 824,561 2,993,428 824,561 - - - 1,279,000 - 1,279,000 - 1,279,000 - 3,098,550 64,120,225 - - 1,279,000 - 3,098,550 64,120,225 - - - 1,279,000 - 3,098,550 64,120,225 - - - 1,279,000 - 3,098,550 64,120,225 - - - - - 1,279,000 - - - - - -		Actuals	Actuals	Budget	Budget
Sales Tax-LTF 97,002,999 87,040,490 95,990,471 96,075,522 Total Taxes 257,851,013 250,855,018 256,862,415 258,875,522 Intergovernmental Active Transportation Program-Federal - 538,963 4,207,391 3,423,642 Congestion Mitigation & Air Quality 965,921 1,905,880 5,820,176 58,632,938 Corridor Mobility Improvement 217,844 - - - 1,279,000 Federal Repurposed Farmarks - 24,4300 2,020,711 51,882,603 2,993,428 824,561 Freeway Service Patrol 1,254,705 1,285,347 1,407,617 3,233,885 Highway Bridge Program - - - 1,279,000 - 3,098,550 64,120,225 1,002,000 - 1,279,000 63,0000 - 3,008,550 64,120,225 1,002,000 4,500,000 4,500,000 4,500,000 - 0,003,5000 - 1,002,000 1,073,434 - - 1,000,000 1,073,034 1,001,282 - - <td< td=""><td>Taxes</td><td></td><td></td><td></td><td></td></td<>	Taxes				
Total Taxes 257,851,013 256,862,415 258,875,522 Intergovernmental - 538,963 4,207,391 3,423,642 Active Transportation Program-Federal 3,41,758 S82,486 211,513 420,000 Caltrans 225,420 76,980 600,000 497,399 Corridor Mobility Improvement 217,844 - - - Demonstration Priority Project 7,204,971 5,188,260 2,993,428 824,561 Federal Repurposed Earmarks - - - 1,279,000 Federal Repurposed Forgram 1,254,705 1,285,347 1,407,617 3,323,885 Highway Bridge Program - - 9,804,715 1,2960,481 142,968 - Low Carbon Transit Operations Program 461,683 683,459 1,091,282 - - Low Carbon Transportation Fund - 972,204 4,650,000 4,500,000 Preway Service Patrol (SAFE)-SB1 - - - - - Low Carbon Transit Operations Program 1,497,68	Sales Tax-MSI	160,848,014	163,814,528	160,871,944	162,800,000
Intergovernmental - 538,963 4,207,391 3,423,642 Active Transportation Program-State 341,758 582,486 211,513 420,000 Caltrans 225,420 76,980 600,000 497,399 Corgidor Mobility Improvement 217,844 - - - Demonstration Priority Project 7,204,971 5,188,260 2,993,428 824,561 Federal Repurposed Earmarks - - - 1,279,000 Federal Repurposed Earmarks - - - 1,279,000 Federal Repurposed Earmarks - - 3,203,885 64,120,225 Intersitate Minitenance Discretionary 36,869 851,164 142,968 - Low Carbon Transit Operations Program 461,683 683,459 1,091,282 - Low Carbon Transportation Fund - 972,204 4,500,000 4,500,000 Project National & Regional Significance - - (201,001 - Public Utilitics Commission 5,159,572 791,064 - - </td <td>Sales Tax-LTF</td> <td>97,002,999</td> <td>87,040,490</td> <td>95,990,471</td> <td>96,075,522</td>	Sales Tax-LTF	97,002,999	87,040,490	95,990,471	96,075,522
Active Transportation Program-Federal - 538,963 4,207,391 3,423,642 Active Transportation Program-State 341,758 582,486 600,000 497,399 Congestion Mitigation & Air Quality 965,921 1,905,580 5,820,176 58,863,238 Corridor Mobility Improvement 217,844 - - - - Demonstration Priority Project 7,204,971 5,188,260 2,993,428 824,361 Federal Repurposed Earmarks - - 1,279,000 1,279,000 1,279,000 1,226,0481 2,244,300 2,020,711 Freeway Service Patrol 1,254,705 1,285,347 1,407,617 3,323,885 Highway Bridge Program - - 3,098,550 64,120,225 Interstate Maintenance Discretionary 36,869 851,164 142,968 - - Low Carbon Transit Operations Program 461,683 683,459 1,091,282 - - Low Carbon Transit Operations Program 4,612,954 20,525,700 11,073,343 Public Trans Modern,Improve&Svc Enhance - - - 1,400,000 - 2,140,000 - 1,400,000 -	Total Taxes	257,851,013	250,855,018	256,862,415	258,875,522
Active Transportation Program-Federal - 538,963 4,207,391 3,423,642 Active Transportation Program-State 341,758 582,486 600,000 497,399 Congestion Mitigation & Air Quality 965,921 1,905,580 5,820,176 58,863,238 Corridor Mobility Improvement 217,844 - - - - Demonstration Priority Project 7,204,971 5,188,260 2,993,428 824,361 Federal Repurposed Earmarks - - 1,279,000 1,279,000 1,279,000 1,226,0481 2,244,300 2,020,711 Freeway Service Patrol 1,254,705 1,285,347 1,407,617 3,323,885 Highway Bridge Program - - 3,098,550 64,120,225 Interstate Maintenance Discretionary 36,869 851,164 142,968 - - Low Carbon Transit Operations Program 461,683 683,459 1,091,282 - - Low Carbon Transit Operations Program 4,612,954 20,525,700 11,073,343 Public Trans Modern,Improve&Svc Enhance - - - 1,400,000 - 2,140,000 - 1,400,000 -	Intergovernmental				
Caltrans 225,420 76,980 600,000 497,399 Congestion Mitigation & Air Quality 965,921 1,905,580 5,802,176 58,632,938 Cornidor Mobility Improvement 217,844 - - - - Demonstration Priority Project 7,204,971 5,188,260 2,993,428 824,561 Federal Repurposed Earmarks - - - 1,279,000 Federal Risk Administration 9,804,715 1,285,347 1,407,617 3,323,885 Highway Bridge Program - - - 3,323,885 Highway Bridge Program - - 3,028,550 64,120,225 Low Carbon Transportation Fund - 972,204 4,500,000 4,500,000 1,270,000 1,270,000 635,000 Project National & Regional Significance (3,710,383)** 4,612,954 20,525,700 11,073,343 Public Utilities Commission 5,159,572 791,064 - - 919,614 Vehicle Registration Fees 1,788,831 1,839,193 1,756,126 1,800,0	Active Transportation Program-Federal	-	538,963	4,207,391	3,423,642
Caltrans 225,420 76,980 600,000 497,399 Congestion Mitigation & Air Quality 965,921 1,905,580 5,802,176 58,632,938 Cornidor Mobility Improvement 217,844 - - - - Demonstration Priority Project 7,204,971 5,188,260 2,993,428 824,561 Federal Repurposed Earmarks - - - 1,279,000 Federal Risk Administration 9,804,715 1,285,347 1,407,617 3,323,885 Highway Bridge Program - - - 3,323,885 Highway Bridge Program - - 3,028,550 64,120,225 Low Carbon Transportation Fund - 972,204 4,500,000 4,500,000 1,270,000 1,270,000 635,000 Project National & Regional Significance (3,710,383)** 4,612,954 20,525,700 11,073,343 Public Utilities Commission 5,159,572 791,064 - - 919,614 Vehicle Registration Fees 1,788,831 1,839,193 1,756,126 1,800,0	Active Transportation Program-State	341,758	582,486	211,513	420,000
Corridor Mobility Improvement 217,844 - - Demonstration Priority Project 7,204,971 5,188,260 2,993,428 824,561 Federal Repurposed Earmarks - - 1,279,000 Federal Transit Administration 9,804,715 12,960,481 2,244,300 2,020,711 Freeway Service Patrol 1,254,705 1,285,347 1,407,617 3,323,885 Highway Bridge Program - 3,098,550 64,120,225 Interstate Maintenance Discretionary 36,869 851,164 142,968 - Low Carbon Transit Operations Program 461,683 683,459 1,091,282 - Low Carbon Transportation Fund - 972,204 4,500,000 4,500,000 Planning, Programming & Monitoring 1,200,000 1,270,000 1,270,000 635,000 Project National & Regional Significance (3,710,383)** 4,612,954 20,525,700 11,073,343 Public Utilities Commission 5,159,572 791,064 - - 1,400,000 Local Patrenship Program-Formula-SB1 - -		225,420	76,980	600,000	497,399
Demonstration Priority Project 7,204,971 5,188,260 2,993,428 824,561 Federal Repurposed Earmarks - - 1,279,000 Federal Resurposed Earmarks - - 1,279,000 Federal Resurposed Earmarks 1,254,705 1,285,347 1,407,617 3,323,885 Highway Bridge Program - - 3,098,550 64,120,225 Interstate Maintenance Discretionary 36,869 851,164 142,968 - Low Carbon Transit Operations Program 461,683 683,459 1,091,282 - Low Carbon Transit Malming 1,200,000 1,270,000 635,000 Project National & Regional Significance (3,710,383)** 4,612,954 20,525,700 1,073,343 Public Trans Modern, Improve&Svc Enhance - - (201,050) - Freeway Service Patrol (SAFE)-SB1 - - 919,614 Vehicle Registration Fees 1,788,831 1,839,193 1,756,126 1,800,000 SCAQMD/Mobile Source Review Committee 146,377 2,706,960 4,490,966	Congestion Mitigation & Air Quality	965,921	1,905,580	5,820,176	58,632,938
Federal Repurposed Earmarks - - 1,279,000 Federal Transit Administration 9,804,715 12,960,481 2,244,300 2,020,711 Freeway Service Patrol 1,254,705 1,285,347 1,407,617 3,323,885 Highway Bridge Program - 3,098,550 64,120,225 Interstate Maintenance Discretionary 36,869 851,164 142,968 - Low Carbon Transit Operations Program 461,683 683,459 1,091,282 - Low Carbon Transportation Fund - 972,204 4,500,000 4,500,000 Planning, Programming & Monitoring 1,200,000 1,270,000 1,270,000 635,000 Project National & Regional Significance (3,710,383)** 4,612,954 20,525,700 11,073,343 Public Uilities Commission 5,159,572 791,064 - - - Regional Improvement Program 14,497,683 718,797 4,615,000 8,449,798 Freeway Service Patrol (SAFE)-SB1 - - 1,400,000 Local Pattnership Program-Formula-SB1 -	Corridor Mobility Improvement	217,844	-	-	-
Federal Tansit Administration 9,804,715 12,960,481 2,244,300 2,020,711 Freeway Service Patrol 1,254,705 1,285,347 1,407,617 3,333,885 Highway Bridge Program 3,088,500 64,120,225 Interstate Maintenance Discretionary 36,869 851,164 142,968 - Low Carbon Transit Operations Program 461,683 683,459 1,091,282 - Low Carbon Transportation Fund - 972,204 4,500,000 4,500,000 Planning, Programming & Monitoring 1,200,000 1,270,000 1,270,000 635,000 Public Utilities Commission 5,159,572 791,064 - - - Public Utilities Commission 5,159,572 791,064 - - - 14,400,000 Local Partnership Program-Formula-SB1 - - 14,400,000 SCAQMD/Mobile Source Review Committee - 181,000 181,000 181,000 State Development Act 7,895,473 13,855,286 9,982,766 17,731,613 State Highway Oper & Protection Program - -	Demonstration Priority Project	7,204,971	5,188,260	2,993,428	824,561
Freeway Service Patrol 1,254,705 1,285,347 1,407,617 3,323,885 Highway Bridge Program - - 3,098,550 64,120,225 Interstate Maintenance Discretionary 36,869 851,164 142,968 - Low Carbon Transi Operations Program 461,683 683,459 1,091,282 - Low Carbon Transi Operations Fund - 972,204 4,500,000 4,500,000 Planning, Programming & Monitoring 1,200,000 1,270,000 635,000 Project National & Regional Significance (3,710,383)** 4,612,954 20,525,700 11,073,343 Public Trans Modern, Improve&Six Enhance - - - - - Public Utilities Commission 5,159,572 791,064 - - - - - - - 1,400,000 Local Partnership Program-Formula-SB1 - - - 919,614 Vehicle Registration Fees 1,788,831 1,839,193 1,756,126 1,800,000 State Ab118 Program - 146,377 2,706,960 4,900,960	Federal Repurposed Earmarks	-	-	-	1,279,000
Highway Bridge Program - - 3,098,550 64,120,225 Interstate Maintenance Discretionary 36,869 851,164 142,968 - Low Carbon Transit Operations Program 461,683 683,459 1,091,282 - Low Carbon Transportation Fund - 972,204 4,500,000 4,500,000 Planning, Programming & Monitoring 1,200,000 1,270,000 635,000 Project National & Regional Significance (3,710,383)** 4,612,954 20,525,700 11,073,343 Public Utilities Commission 5,159,572 791,064 - - - Regional Improvement Program 14,497,683 718,797 4,615,000 8,449,798 Freeway Service Patrol (SAFE)-SB1 - - - 1400,000 Local Partnership Program-Formula-SB1 - - 146,377 2,706,960 4,900,960 State Development Act 7,895,473 13,855,286 9,982,766 17,731,613 State Development Act 7,895,473 13,855,286 9,982,766 17,731,613 Stat	Federal Transit Administration	9,804,715	12,960,481	2,244,300	2,020,711
Interstate Maintenance Discretionary 36,869 851,164 142,968 - Low Carbon Transit Operations Program 461,683 683,459 1,091,282 - Low Carbon Transit Operations Program 1,200,000 1,270,000 635,000 Project National & Regional Significance (3,710,383)** 4,612,954 20,525,700 11,073,343 Public Utilities Commission 5,159,572 791,064 - - Regional Improvement Program 14,497,683 718,797 4,615,000 8,449,798 Freeway Service Patrol (SAFE)-SB1 - - 14,00,000 1,000,960 SCAQMD/Mobile Source Review Committee 1,788,831 1,839,193 1,756,126 1,800,000 SCAQMD/Mobile Source Review Committee 1,865,373 13,855,286 9,982,766 17,731,613 State Highway Oper & Protection Program - 281,000 - 24,011,150 State O Good Repair (SGR)-Pass-Through - - 3,360,533 Surface Transportation Program - - 3,69,834 Trade Corridor Improvement 17,264,770 <t< td=""><td>Freeway Service Patrol</td><td>1,254,705</td><td>1,285,347</td><td>1,407,617</td><td>3,323,885</td></t<>	Freeway Service Patrol	1,254,705	1,285,347	1,407,617	3,323,885
Low Carbon Transit Operations Program 461,683 683,459 1,091,282 - Low Carbon Transportation Fund 972,204 4,500,000 4,500,000 Project National & Regional Significance (3,710,383)* 4,612,954 20,525,700 11,073,343 Public Trans Modern,Improve&Svc Enhance - (201,050) - - Public Utilities Commission 5,159,572 791,064 - - Regional Improvement Program 14,497,683 718,797 4,615,000 8,449,798 Freeway Service Patrol (SAFE)-SB1 - - 919,614 Vehicle Registration Fees 1,788,831 1,839,193 1,756,126 1,800,000 SCAQMD/Mobile Source Review Committee - 146,377 2,706,960 4,900,960 State Ab118 Program - 281,000 - 24,011,150 State Development Act 7,895,473 13,855,286 9,982,766 17,731,613 State Good Repair (SGR)-Pass-Through - - 24,011,150 State of Good Repair (SGR)-Pass-Through - - 4,345,8	Highway Bridge Program	-	-	3,098,550	64,120,225
Low Carbon Transportation Fund - 972,204 4,500,000 4,500,000 Planning, Programming & Monitoring 1,200,000 1,270,000 1,270,000 635,000 Project National & Regional Significance (3,710,383)** 4,612,954 20,525,700 11,073,343 Public Utilities Commission 5,159,572 791,064 - - Regional Improvement Program 14,497,683 718,797 4,615,000 8,449,798 Freeway Service Patrol (SAFE)-SB1 - - 1,400,000 Local Partnership Program-Formula-SB1 - - 919,614 Vehicle Registration Fees 1,788,831 1,839,193 1,756,126 1,800,000 SCAQMD/Mobile Source Review Committee - 181,000 181,000 State Development Act 7,895,473 13,855,286 9,982,766 17,731,613 State Highway Oper & Protection Program - 281,000 - 24,011,150 State Of Good Repair (SGR)-Pass-Through - - 3,360,533 30,4652 2,181,837 1,005,361 Transit and Intercity Rail Capital Program<	Interstate Maintenance Discretionary	36,869	851,164	142,968	-
Planning, Programming & Monitoring 1,200,000 1,270,000 1,270,000 635,000 Project National & Regional Significance (3,710,383)** 4,612,954 20,525,700 11,073,343 Public Utilities Commission 5,159,572 791,064 - - Regional Improvement Program 14,497,683 718,797 4,615,000 8,449,798 Freeway Service Patrol (SAFE)-SB1 - - 14,00,000 Local Partnership Program-Formula-SB1 - - 919,614 Vehicle Registration Fees 1,788,831 1,839,193 1,756,126 1,800,000 State Ab 18 Program - - 181,000 181,000 State Development Act 7,895,473 13,855,286 9,982,766 17,731,613 State Local Partnership Program-P1B 4,246,987 - - 3,360,533 Surface Transportation Program 1,704,177 2,418,415 32,117,906 36,980,488 Trade Corridor Improvement 17,264,770 3,164,502 2,181,837 1,005,361 Transit and Intercity Rail Capital Program 1<	Low Carbon Transit Operations Program	461,683	683,459	1,091,282	-
Project National & Regional Significance (3,710,383)** 4,612,954 20,525,700 11,073,343 Public Trans Modern,Improve&Svc Enhance - - (201,050) - Public Utilities Commission 5,159,572 791,064 - - Regional Improvement Program 14,497,683 718,797 4,615,000 8,449,798 Freeway Service Patrol (SAFE)-SB1 - - - 919,614 Vehicle Registration Fees 1,788,831 1,839,193 1,756,126 1,800,000 SCAQMD/Mobile Source Review Committee - 146,377 2,706,960 4,900,960 State Ab118 Program - - 181,000 181,000 State Development Act 7,895,473 13,855,286 9,982,766 17,731,613 State Local Partnership Program-P1B 4,246,987 - - 3,360,533 Surface Transportation Program 17,04,177 2,418,415 32,117,906 36,980,488 Trade Corridor Improvement 17,264,770 3,164,502 2,181,837 1,005,361 Transit and Intercity Rail	Low Carbon Transportation Fund	-	972,204	4,500,000	4,500,000
Public Trans Modern, Improve&Svc Enhance - (201,050) - Public Utilities Commission 5,159,572 791,064 - - Regional Improvement Program 14,497,683 718,797 4,615,000 8,449,798 Freeway Service Patrol (SAFE)-SB1 - - 1,400,000 Local Partnership Program-Formula-SB1 - - 919,614 Vehicle Registration Fees 1,788,831 1,839,193 1,756,126 1,800,000 SCAQMD/Mobile Source Review Committee - 146,377 2,706,960 4,900,960 State Ab118 Program - 13,855,286 9,982,766 17,731,613 State Development Act 7,895,473 13,855,286 9,982,766 17,731,613 State Highway Oper & Protection Program - 281,000 - 24,011,150 State Good Repair (SGR)-Pass-Through - - 3,360,533 Surface Transportation Program - 4,345,860 Trade Corridor Improvement 17,264,770 3,164,502 2,181,837 1,005,361 Transit And Intercity Rail Capital Program </td <td>Planning, Programming & Monitoring</td> <td>1,200,000</td> <td>1,270,000</td> <td>1,270,000</td> <td>635,000</td>	Planning, Programming & Monitoring	1,200,000	1,270,000	1,270,000	635,000
Public Utilities Commission 5,159,572 791,064 - - Regional Improvement Program 14,497,683 718,797 4,615,000 8,449,798 Freeway Service Patrol (SAFE)-SB1 - - 919,614 Vehicle Registration Fees 1,788,831 1,839,193 1,756,126 1,800,000 SCAQMD/Mobile Source Review Committee - 146,377 2,706,960 4,900,960 State Ab118 Program - 181,000 181,000 181,000 State Ab18 Program - 281,000 - 24,011,150 State Highway Oper & Protection Program - 281,000 - 24,011,150 State Coral Partnership Program-P1B 4,246,987 - - 3,360,533 Strafee Transportation Program 1,704,177 2,418,415 32,117,906 36,980,488 Trade Corridor Improvement 17,264,770 3,164,502 2,181,837 1,005,361 Transit Sys Safety See Disaster Recovery 154,560 3,504,662 (26,257) - Transit Sys Safety See Disaster Recovery 154,560	Project National & Regional Significance	(3,710,383)**	4,612,954	20,525,700	11,073,343
Regional Improvement Program $14,497,683$ $718,797$ $4,615,000$ $8,449,798$ Freeway Service Patrol (SAFE)-SB11,400,000Local Partnership Program-Formula-SB1919,614Vehicle Registration Fees $1,788,831$ $1,839,193$ $1,756,126$ $1,800,000$ SCAQMD/Mobile Source Review Committee- $146,377$ $2,706,960$ $4,900,960$ State Ab118 Program-146,377 $2,706,960$ $4,900,960$ State Development Act $7,895,473$ $13,855,286$ $9,982,766$ $17,731,613$ State Local Partnership Program-P1B $4,246,987$ - $24,011,150$ State Local Partnership Program-P1B $4,246,987$ - $3,360,533$ Surface Transportation Program $1,704,177$ $2,418,415$ $32,117,906$ $36,980,488$ Trade Corridor Improvement $17,264,770$ $3,164,502$ $2,181,837$ $1,005,361$ Transit and Intercity Rail Capital Program $4,345,860$ Transit Sys Safety Sec Disaster Recovery154,560 $3,504,662$ $(26,257)$ -Transport Invest Generate Econ Recovery $4,355,419$ $32,976$ $334,050$ Barstow $42,109$ $1,031,682$ Chino $323,976$ $393,464$ $695,954$ $2,288,071$ Colton $1,415,486$ $900,042$ $226,620$ $63,950$ Barstow $42,109$ $1031,682$ Chino $323,976$ $393,464$	Public Trans Modern,Improve&Svc Enhance	-	-	(201,050)	-
Freeway Service Patrol (SAFE)-SB11,400,000Local Partnership Program-Formula-SB1919,614Vehicle Registration Fees1,788,8311,839,1931,756,1261,800,000SCAQMD/Mobile Source Review Committee-146,3772,706,9604,900,960State Ab118 Program181,000181,000State Development Act7,895,47313,855,2869,982,76617,731,613State Local Partnership Program-P1B4,246,987-24,011,150State Cood Repair (SGR)-Pass-Through3,360,533Surface Transportation Program1,704,1772,418,41532,117,906Trade Corridor Improvement17,264,7703,164,5022,181,837Transit and Intercity Rail Capital Program4,345,860Transit Sys Safety Sec Disaster Recovery154,5603,504,662(26,257)San Bernardino County275,951218,740256,050334,050Barstow42,1091,031,682Chino323,976393,464695,9542,288,071Colton1,415,486900,042226,62063,950Forntana217,612713,670852,686314,674Hesperia879,364432,760Highland173,705167,180970,0781,104,488Loma Linda16,6725,9511,078,443992,450	Public Utilities Commission	5,159,572	791,064	-	-
Local Partnership Program-Formula-SB1 - - 919,614 Vehicle Registration Fees 1,788,831 1,839,193 1,756,126 1,800,000 SCAQMD/Mobile Source Review Committee 146,377 2,706,960 4,900,960 State Ab118 Program - 181,000 181,000 State Development Act 7,895,473 13,855,286 9,982,766 17,731,613 State Highway Oper & Protection Program - 281,000 - 24,011,150 State Local Partnership Program-P1B 4,246,987 - - 3,360,533 Surface Transportation Program 1,704,177 2,418,415 32,117,906 36,980,488 Trade Corridor Improvement 17,264,770 3,164,502 2,181,837 1,005,361 Transit and Intercity Rail Capital Program - - 4,345,860 Transport Invest Generate Econ Recovery 154,560 3,504,662 (26,257) - San Bernardino County 275,951 218,740 256,050 33,4050 Barstow 42,109 1,031,682 - -	Regional Improvement Program	14,497,683	718,797	4,615,000	8,449,798
Vehicle Registration Fees1,788,8311,839,1931,756,1261,800,000SCAQMD/Mobile Source Review Committee-146,3772,706,9604,900,960State Ab118 Program181,000181,000State Development Act7,895,47313,855,2869,982,76617,731,613State Highway Oper & Protection Program-281,000-24,011,150State Local Partnership Program-P1B4,246,987-50,000-State of Good Repair (SGR)-Pass-Through3,360,533Surface Transportation Program17,04,1772,418,41532,117,90636,980,488Trade Corridor Improvement17,264,7703,164,5022,181,8371,005,361Transit and Intercity Rail Capital Program4,345,860Transit Sys Safety Sec Disaster Recovery154,5603,504,662(26,257)-Transport Invest Generate Econ Recovery4,355,419San Bernardino County275,951218,740256,050334,050Barstow42,1091,031,682Chino323,976333,464695,9542,288,071Colton1,415,486900,042226,62063,950Fontana217,612713,670852,686314,674Hesperia879,364432,760Highland173,705167,180970,0781,104,488Loma Linda16,6725,9511,078,443992,450 <td>Freeway Service Patrol (SAFE)-SB1</td> <td>-</td> <td>-</td> <td>-</td> <td>1,400,000</td>	Freeway Service Patrol (SAFE)-SB1	-	-	-	1,400,000
SCAQMD/Mobile Source Review Committee - 146,377 2,706,960 4,900,960 State Ab118 Program - - 181,000 181,000 State Ab118 Program 7,895,473 13,855,286 9,982,766 17,731,613 State Highway Oper & Protection Program 281,000 - 24,011,150 State Local Partnership Program-P1B 4,246,987 - 50,000 - State of Good Repair (SGR)-Pass-Through - - 3,360,533 32,117,906 36,980,488 Trade Corridor Improvement 17,264,770 3,164,502 2,181,837 1,005,361 Transit and Intercity Rail Capital Program - - 4,345,860 Transit Sys Safety Sec Disaster Recovery 154,560 3,504,662 (26,257) - Transport Invest Generate Econ Recovery 1,54,560 3,544 695,954 3,28,071 San Bernardino County 275,951 218,740 256,050 334,050 Barstow 42,109 1,031,682 - - Chino 323,976 393,464 695,9	Local Partnership Program-Formula-SB1	-	-	-	919,614
State Ab118 Program181,000181,000State Development Act7,895,47313,855,2869,982,76617,731,613State Highway Oper & Protection Program-281,000-24,011,150State Local Partnership Program-P1B4,246,987-50,000-State of Good Repair (SGR)-Pass-Through3,360,533Surface Transportation Program1,704,1772,418,41532,117,90636,980,488Trade Corridor Improvement17,264,7703,164,5022,181,8371,005,361Transit and Intercity Rail Capital Program4,345,860Transport Invest Generate Econ Recovery154,5603,504,662(26,257)-Transport Invest Generate Econ Recovery4,355,419San Bernardino County275,951218,740256,050334,050Barstow42,1091,031,682Chino323,976393,464695,9542,288,071Colton1,415,486900,042226,62063,950Fontana217,612713,670852,686314,674Hesperia879,364432,760Highland173,705167,180970,0781,104,488Loma Linda16,6725,9511,078,443992,450	Vehicle Registration Fees	1,788,831	1,839,193	1,756,126	1,800,000
State Development Act7,895,47313,855,2869,982,76617,731,613State Highway Oper & Protection Program-281,000-24,011,150State Local Partnership Program-P1B4,246,987-50,000-State of Good Repair (SGR)-Pass-Through3,360,533Surface Transportation Program1,704,1772,418,41532,117,90636,980,488Trade Corridor Improvement17,264,7703,164,5022,181,8371,005,361Transit and Intercity Rail Capital Program4,345,860Transport Invest Generate Econ Recovery154,5603,504,662(26,257)-Transport Invest Generate Econ Recovery275,951218,740256,050334,050Barstow42,1091,031,682Chino323,976393,464695,9542,288,071Colton1,415,486900,042226,62063,950Fontana217,612713,670852,686314,674Hesperia879,364432,760Highland173,705167,180970,0781,104,488Loma Linda16,6725,9511,078,443992,450	SCAQMD/Mobile Source Review Committee	-	146,377	2,706,960	4,900,960
State Highway Oper & Protection Program- $281,000$ - $24,011,150$ State Local Partnership Program-P1B $4,246,987$ - $50,000$ -State of Good Repair (SGR)-Pass-Through $3,360,533$ Surface Transportation Program $1,704,177$ $2,418,415$ $32,117,906$ $36,980,488$ Trade Corridor Improvement $17,264,770$ $3,164,502$ $2,181,837$ $1,005,361$ Transit and Intercity Rail Capital Program $4,345,860$ Transport Invest Generate Econ Recovery154,560 $3,504,662$ $(26,257)$ -Transport Invest Generate Econ Recovery $4,355,419$ San Bernardino County $275,951$ $218,740$ $256,050$ $334,050$ Barstow $42,109$ $1,031,682$ Chino $323,976$ $393,464$ $695,954$ $2,288,071$ Colton $1,415,486$ $900,042$ $226,620$ $63,950$ Fontana $217,612$ $713,670$ $852,686$ $314,674$ Hesperia $879,364$ $432,760$ Highland $173,705$ $167,180$ $970,078$ $1,104,488$ Loma Linda $16,672$ $5,951$ $1,078,443$ $992,450$	State Ab118 Program	-	-	181,000	181,000
State Local Partnership Program-P1B 4,246,987 - 50,000 - State of Good Repair (SGR)-Pass-Through - - 3,360,533 Surface Transportation Program 1,704,177 2,418,415 32,117,906 36,980,488 Trade Corridor Improvement 17,264,770 3,164,502 2,181,837 1,005,361 Transit and Intercity Rail Capital Program - - 4,345,860 Transport Invest Generate Econ Recovery 154,560 3,504,662 (26,257) - Transport Invest Generate Econ Recovery 275,951 218,740 256,050 334,050 Barstow 42,109 1,031,682 - - - Chino 323,976 393,464 695,954 2,288,071 Colton 1,415,486 900,042 226,620 63,950 Fontana 217,612 713,670 852,686 314,674 Hesperia 879,364 432,760 - - Highland 173,705 167,180 970,078 1,104,488 Loma Linda 16,672 5,951 1,078,443 992,450 <td>State Development Act</td> <td>7,895,473</td> <td>13,855,286</td> <td>9,982,766</td> <td>17,731,613</td>	State Development Act	7,895,473	13,855,286	9,982,766	17,731,613
State of Good Repair (SGR)-Pass-Through3,360,533Surface Transportation Program $1,704,177$ $2,418,415$ $32,117,906$ $36,980,488$ Trade Corridor Improvement $17,264,770$ $3,164,502$ $2,181,837$ $1,005,361$ Transit and Intercity Rail Capital Program $4,345,860$ Transport Invest Generate Econ Recovery $154,560$ $3,504,662$ $(26,257)$ -Transport Invest Generate Econ Recovery $4,355,419$ San Bernardino County $275,951$ $218,740$ $256,050$ $334,050$ Barstow $42,109$ $1,031,682$ Chino $323,976$ $393,464$ $695,954$ $2,288,071$ Colton $1,415,486$ $900,042$ $226,620$ $63,950$ Fontana $217,612$ $713,670$ $852,686$ $314,674$ Hesperia $879,364$ $432,760$ Highland $173,705$ $167,180$ $970,078$ $1,104,488$ Loma Linda $16,672$ $5,951$ $1,078,443$ $992,450$	State Highway Oper & Protection Program	-	281,000	-	24,011,150
Surface Transportation Program1,704,1772,418,41532,117,90636,980,488Trade Corridor Improvement17,264,7703,164,5022,181,8371,005,361Transit and Intercity Rail Capital Program4,345,860Transit Sys Safety Sec Disaster Recovery154,5603,504,662(26,257)-Transport Invest Generate Econ Recovery4,355,419San Bernardino County275,951218,740256,050334,050Barstow42,1091,031,682Chino323,976393,464695,9542,288,071Colton1,415,486900,042226,62063,950Fontana217,612713,670852,686314,674Hesperia879,364432,760Highland173,705167,180970,0781,104,488Loma Linda16,6725,9511,078,443992,450	State Local Partnership Program-P1B	4,246,987	-	50,000	-
Trade Corridor Improvement17,264,7703,164,5022,181,8371,005,361Transit and Intercity Rail Capital Program4,345,860Transit Sys Safety Sec Disaster Recovery154,5603,504,662(26,257)-Transport Invest Generate Econ Recovery4,355,419San Bernardino County275,951218,740256,050334,050Barstow42,1091,031,682Chino323,976393,464695,9542,288,071Colton1,415,486900,042226,62063,950Fontana217,612713,670852,686314,674Hesperia879,364432,760Highland173,705167,180970,0781,104,488Loma Linda16,6725,9511,078,443992,450	State of Good Repair (SGR)-Pass-Through	-	-	-	3,360,533
Transit and Intercity Rail Capital Program4,345,860Transit Sys Safety Sec Disaster Recovery154,560 $3,504,662$ $(26,257)$ -Transport Invest Generate Econ Recovery4,355,419San Bernardino County275,951218,740256,050334,050Barstow42,1091,031,682Chino323,976393,464695,9542,288,071Colton1,415,486900,042226,62063,950Fontana217,612713,670852,686314,674Hesperia879,364432,760Highland173,705167,180970,0781,104,488Loma Linda16,6725,9511,078,443992,450	Surface Transportation Program	1,704,177	2,418,415	32,117,906	36,980,488
Transit Sys Safety Sec Disaster Recovery $154,560$ $3,504,662$ $(26,257)$ $-$ Transport Invest Generate Econ Recovery $ 4,355,419$ San Bernardino County $275,951$ $218,740$ $256,050$ $334,050$ Barstow $42,109$ $1,031,682$ $ -$ Chino $323,976$ $393,464$ $695,954$ $2,288,071$ Colton $1,415,486$ $900,042$ $226,620$ $63,950$ Fontana $217,612$ $713,670$ $852,686$ $314,674$ Hesperia $879,364$ $432,760$ $ -$ Highland $173,705$ $167,180$ $970,078$ $1,104,488$ Loma Linda $16,672$ $5,951$ $1,078,443$ $992,450$	Trade Corridor Improvement	17,264,770	3,164,502	2,181,837	1,005,361
Transport Invest Generate Econ Recovery4,355,419San Bernardino County275,951218,740256,050334,050Barstow42,1091,031,682Chino323,976393,464695,9542,288,071Colton1,415,486900,042226,62063,950Fontana217,612713,670852,686314,674Hesperia879,364432,760Highland173,705167,180970,0781,104,488Loma Linda16,6725,9511,078,443992,450	Transit and Intercity Rail Capital Program	-	-	-	4,345,860
San Bernardino County275,951218,740256,050334,050Barstow42,1091,031,682Chino323,976393,464695,9542,288,071Colton1,415,486900,042226,62063,950Fontana217,612713,670852,686314,674Hesperia879,364432,760Highland173,705167,180970,0781,104,488Loma Linda16,6725,9511,078,443992,450	Transit Sys Safety Sec Disaster Recovery	154,560	3,504,662	(26,257)	-
Barstow42,1091,031,682Chino323,976393,464695,9542,288,071Colton1,415,486900,042226,62063,950Fontana217,612713,670852,686314,674Hesperia879,364432,760Highland173,705167,180970,0781,104,488Loma Linda16,6725,9511,078,443992,450	Transport Invest Generate Econ Recovery	-	-	-	4,355,419
Chino323,976393,464695,9542,288,071Colton1,415,486900,042226,62063,950Fontana217,612713,670852,686314,674Hesperia879,364432,760Highland173,705167,180970,0781,104,488Loma Linda16,6725,9511,078,443992,450	San Bernardino County	275,951	218,740	256,050	334,050
Colton1,415,486900,042226,62063,950Fontana217,612713,670852,686314,674Hesperia879,364432,760Highland173,705167,180970,0781,104,488Loma Linda16,6725,9511,078,443992,450	Barstow	42,109	1,031,682	-	-
Fontana217,612713,670852,686314,674Hesperia879,364432,760Highland173,705167,180970,0781,104,488Loma Linda16,6725,9511,078,443992,450	Chino	323,976	393,464	695,954	2,288,071
Hesperia879,364432,760-Highland173,705167,180970,0781,104,488Loma Linda16,6725,9511,078,443992,450	Colton	1,415,486	900,042	226,620	63,950
Highland173,705167,180970,0781,104,488Loma Linda16,6725,9511,078,443992,450	Fontana	217,612	713,670	852,686	314,674
Loma Linda 16,672 5,951 1,078,443 992,450	Hesperia	879,364	432,760	-	-
	Highland	173,705	167,180	970,078	1,104,488
Montclair 107,608 353,657 6,476,805 5,554,045	Loma Linda	16,672	5,951	1,078,443	992,450
	Montclair	107,608	353,657	6,476,805	5,554,045

Estimated Revenue Summary

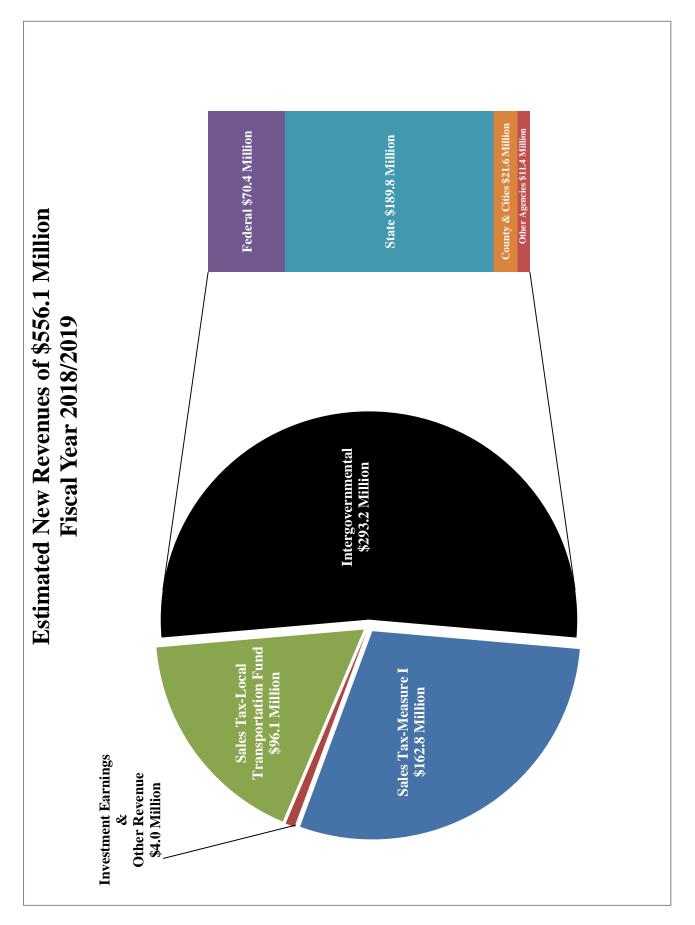
Ontario 412,334 415,460 1,716,552 3,563,262 Rancho Cucamonga 13,389,417 9,371,726 2,43,979 2,105,500 Redlands 87,266 342,407 83,7766 1,146,985 Riato 78,054 94,656 102,500 62,066 San Bernardino 557,737 220,412 2,332,048 3,394,4612 Upland - - 248,143 738,254 - Vitorville (6,41,786)* 1,000,000 - - - Vita - 34,976 25,000 - - University Of Redlands - 162,035 182,540 - Metro Transportation Authority - 158 300,481 6,000 Inland Valley Development Agency 16,671 2,550 13,1000 10,000 SCAG 11,118 38,882 - 100,000 - SCAG 11,118 38,882 - 100,000 - Other Goury Forest Services 2		2015-2016 Actuals	2016-2017 Actuals	2017-2018 Revised Budget	2018-2019 Budget
Rancho Cucamonga 13,389,417 9,371,726 254,979 2,105,500 Redlands 87,266 342,407 837,766 1,146,988 Rialto 78,054 94,656 102,500 62,066 San Bernardino 557,737 220,412 2,332,048 3,394,612 Upland - - 248,143 738,214 Victorville (64,417,866) 100,000 - - VVTA - 34,976 25,000 - University Of Redlands - 162,035 182,540 - Metro Transportation Authority - 158 300,481 6,000 Rancho Cucamonga Fire Protection District 4,599 - 72,067 59,718 SCAG 11,118 38,882 - 100,000 BNSF 26,2586 - 26,002 10,050,000 Other Governmental Units 1345,836 1,095,301 27,000 - Total Intergovernmental 84,373,453 74,863,972 119,878,887	Ontario	412.334	415.460	1.716.552	3.563.262
Redlands 87.266 342,407 837,766 1,146.985 Rialto 78.054 94.656 100.500 62.066 San Bernardino 557,737 220,412 2,332,048 3,394,612 Upland - - 248,143 738,214 Victorville (6,441,786)* 1,000,000 - - Uviror - 34.976 25,000 - University Of Redlands - 162,035 182,540 - Metro Transportation Authority - 158 300,481 6,000 Renardino County Forest Service 4,599 - 31,400 28,042 San Bernardino County Forest Service 4,599 - 100,000 BNSF 262,586 - 26,002 10,501,000 UPRR 1,309,255 59,460 881,044 54,623 MARTA - 69,826 143,516 100,626 Ommirans 167,728 91,803 533,000 - Total Intergovernmental		,			
Rialto 78,054 94,656 102,500 62,066 San Bernardino 557,737 220,412 22,32,048 3,394,612 Victorville (6,441,786)* 1,000,000 - - VVTA - 34,976 25,000 - University Of Redlands - 162,035 182,540 - Metro Transportation Authority - 158 300,481 6,000 Inland Valley Development Agency 16,671 2,550 131,000 10,000 ScAG 11,118 38,882 - 100,000 SCAG 11,118 38,882 - 100,000 UPRR 1,309,255 59,460 881,044 546,230 MARTA - 69,826 143,516 100,620 Omitrans 167,728 91,803 533,000 - Total Intergovernmental 84,373,453 74,863,972 119,878,887 293,206,483 Charges For Services - 5,500 - - -	÷				
San Bernardino 557,737 220,412 2,332,048 3,394,612 Upland - - 248,143 738,214 Victorville (6,41,786)* 1,000,000 - - VVTA - 34,976 25,000 - University Of Redlands - 162,035 182,540 - Metro Transportation Authority - 158 300,481 6,000 Inand Valley Development Agency 16,671 2,550 131,000 10,000 Rancho Cucamonga Fire Protection District 4,599 - 72,067 59,718 SCAG 11,118 38,882 - 100,000 BNSF 262,586 - 26,002 10,501,000 UPRR 1,309,255 59,460 881,044 546,230 Other Governmental Units 345,836 1,095,301 27,000 - Total Intergovernmental 84,373,453 74,863,972 119,878,887 293,206,483 Charges For Services 2,000 - -					
Upland - - 248,143 738,214 Victorville (6,441,786)* 1,00,000 - - University Of Redlands - 162,035 182,540 - University Of Redlands - 158 300,481 6,000 Inland Valley Development Agency 16,671 2,550 131,000 128,042 San Bernardino County Forest Service 4,599 - 72,067 59,718 SCAG 11,118 38,882 - 100,000 BNSF 262,586 - 26,002 10,501,000 UPRR 1,309,255 59,460 881,044 546,230 Ominirans 167,728 91,803 533,000 - Other Governmental Units 345,836 1,095,301 27,000 - Total Intergovernmental 84,373,453 74,863,972 119,878,887 293,206,483 Administrative Charges - 5,500 - - - Administrative Charges - 5,500 -	San Bernardino		220,412		
Victorville (6,441,786)* 1,000,000 - - VVTA - 34,976 25,000 - University Of Redlands - 162,035 182,540 - Metro Transportation Authority - 158 300,481 6,000 Rancho Cucamonga Fire Protection District 4,599 - 31,400 10,000 SCAG 11,118 38,882 - 100,000 BNSF 262,586 - 26,002 10,501,000 UPRR 1,309,255 59,460 881,044 546,230 MARTA - 69,826 143,516 100,626 Omiritans 167,728 91,803 533,000 - Total Intergovernmental Units 345,836 109,531 27,000 - Total Intergovernmental 84,373,453 74,863,972 119,878,887 293,206,483 Charges For Services - 2,400 6,000 - - Administrative Charges - 5,500 - - </td <td></td> <td>-</td> <td>-</td> <td></td> <td></td>		-	-		
VVTA - 34,976 25,000 - University Of Redlands - 162,035 182,540 - Metro Transportation Authority - 158 300,481 6,000 Rancho Cucamonga Fire Protection District 4,599 - 72,067 59,718 San Bernardino County Forest Service 4,599 - 72,067 59,718 SCAG 11,118 38,882 - 100,000 BNSF 262,586 - 26,002 10,501,000 UPR 1,309,255 59,460 881,044 546,230 Omnitrans 167,728 91,803 533,000 - Other Governmental Units 345,836 1,095,301 27,000 - Total Intergovernmental 84,373,453 74,863,972 119,878,887 293,206,483 Charges For Services - - - - - Administrative Charges - 5,500 - - - Administrative Charges - -	-	(6,441,786)*	1,000,000	-	-
Metro Transportation Authority - 158 300,481 6,000 Inland Valley Development Agency 16,671 2,550 131,000 10,000 Rancho Cucamonga Fire Protection District 4,599 - 31,400 28,042 San Bernardino County Forest Service 4,599 - 72,067 59,718 SCAG 11,118 38,882 - 100,000 BNSF 262,586 - 26,002 10,501,000 UPRR 1,309,255 59,460 881,044 546,230 Other Governmental Units 345,836 1,095,301 27,000 - Total Intergovernmental 84,373,453 74,863,972 119,878,887 293,206,483 Charges For Services - - - - Administrative Charges - 5,500 - - Application Fee 20,070 17,840 - - Application Fee 20,070 17,840 - - Rodeling Fees - - 1,108,353 <td>VVTA</td> <td>-</td> <td></td> <td>25,000</td> <td>-</td>	VVTA	-		25,000	-
Metro Transportation Authority - 158 300,481 6,000 Inland Valley Development Agency 16,671 2,550 131,000 10,000 Rancho Cucamonga Fire Protection District 4,599 - 31,400 28,042 San Bernardino County Forest Service 4,599 - 72,067 59,718 SCAG 11,118 38,882 - 100,000 BNSF 262,586 - 26,002 10,501,000 UPRR 1,309,255 59,460 881,044 546,230 Other Governmental Units 345,836 1,095,301 27,000 - Total Intergovernmental 84,373,453 74,863,972 119,878,887 293,206,483 Charges For Services - - - - Administrative Charges - 5,500 - - Application Fee 20,070 17,840 - - Application Fee 20,070 17,840 - - Rodeling Fees - - 1,108,353 <td>University Of Redlands</td> <td>-</td> <td></td> <td></td> <td>-</td>	University Of Redlands	-			-
Inland Valley Development Agency 16.671 2.550 131,000 10,000 Rancho Cucamonga Fire Protection District 4.599 - 31,400 28,042 San Bernardino County Forest Service 4.599 - 72,067 59,718 SCAG 11,118 38,882 - 100,000 BNSF 262,586 - 26,002 10,501,000 UPRR 1,309,255 59,460 881,044 546,230 MARTA - 69,826 143,516 100,626 Omnitrans 167,728 91,803 533,000 - Other Governmental Units 345,836 1,095,301 27,000 - Total Intergovernmental 84,373,453 74,863,972 119,878,887 293,206,483 Charges For Services - <t< td=""><td>•</td><td>-</td><td></td><td></td><td>6,000</td></t<>	•	-			6,000
Rancho Cucamonga Fire Protection District 4,599 - 31,400 28,042 San Bernardino County Forest Service 4,599 - 72,067 59,718 SCAG 11,118 38,882 - 100,000 BNSF 262,2586 - 26,002 10,501,000 UPRR 1,309,255 59,460 881,044 546,230 MARTA - 69,826 143,516 100,626 Omnitrans 167,728 91,803 533,000 - Other Governmental Units 345,836 1,095,301 27,000 - Administrative Charges - 5,500 - - Administrative Charges - 5,500 - - Administrative Charges - - - 282,703 Admendment or Extension Fee 2600 - - - Application Fee 20,070 17,840 - - Modeling Fees - - 287,503 - - <t< td=""><td>· ·</td><td>16,671</td><td>2,550</td><td></td><td></td></t<>	· ·	16,671	2,550		
San Bernardino County Forest Service 4,599 - 72,067 59,718 SCAG 11,118 38,882 - 100,000 BNSF 260,256 - 26,002 10,501,000 MARTA - 69,826 143,516 100,626 Omnitrans 167,728 91,803 533,000 - Other Governmental Units 345,836 1,095,301 27,000 - Total Intergovernmental 84,373,453 74,863,972 119,878,887 293,206,483 Administrative Charges - 5,500 - - - Administration Fee 2,400 6,000 - - Administration Fee 2,0070 17,840 - - Application Fee - 3,700 5,932 - Modeling Fees - - 287,503 - - Raid Asset General Revenue - - 1,108,353 450,000 Rail Asset General Revenue - - - -<		4,599	-		
SCAG 11,118 38,882 - 100,000 BNSF 262,586 - 26,002 10,501,000 UPRR 1,309,255 59,460 881,044 546,230 MARTA - 69,826 144,3516 100,626 Omnitrans 167,728 91,803 533,000 - Other Governmental Units 345,836 1.095,301 27,000 - Total Intergovernmental 84,373,453 74,863,972 119,878,887 293,206,483 Charges For Services - 5500 - - - Administrative Charges - 5,500 - - - Administrative Charges - 5,500 - - - Administrative Charges - 5,00 - - - - Administrative Charges - 5,00 - - - - - - - - - - - - - - -	-	4,599	-		
BNSF 262,586 - 26,002 10,501,000 UPRR 1,309,255 59,460 881,044 546,230 MARTA - 69,826 143,516 100,626 Omnitrans 167,728 91,803 533,000 - Other Governmental Units 345,836 1,095,301 27,000 - Total Intergovernmental 84,373,453 74,863,972 119,878,887 293,206,483 Charges For Services Administrative Charges - 5,500 - - Administrative Charges - - - 287,503 Administrative Charges - - - - Administrative Charges - - - - Application Fee 20,070 17,840 - - <td>SCAG</td> <td>11,118</td> <td>38,882</td> <td>-</td> <td></td>	SCAG	11,118	38,882	-	
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Other Governmental Units 345,836 1,095,301 27,000 - Total Intergovernmental 84,373,453 74,863,972 119,878,887 293,206,483 Charges For Services 293,206,483 Administrative Charges - 5,500 - - - - Administrative Charges - 5,500 - - - - Administrative Charges - 5,500 - - - - Administrative Charges - 5,600 - - - - Amendment or Extension Fee 20,070 17,840 - - - - 287,503 - - 287,503 - - 287,503 - - - 287,503 - - - - 287,503 - - - - - - - - - - - - - - - - <td>MARTA</td> <td>-</td> <td>69,826</td> <td>143,516</td> <td></td>	MARTA	-	69,826	143,516	
Total Intergovernmental 84,373,453 74,863,972 119,878,887 293,206,483 Charges For Services	Omnitrans	167,728	91,803	533,000	-
Total Intergovernmental 84,373,453 74,863,972 119,878,887 293,206,483 Charges For Services	Other Governmental Units	345,836	1,095,301	27,000	-
Administrative Charges - 5,500 - - Administration Fee 2,400 6,000 - - Amendment or Extension Fee 560 - - - Application Fee 20,070 17,840 - - Modeling Fees - 3,700 5,932 - Property Rental Fees - - 287,503 Rail Asset General Revenue - - 1,108,353 450,000 Rail Asset General Revenue - - 1,108,353 450,000 Rail Asset Lease Revenue 378,546 277,580 - - Rental Fee - Santa Fe Depot EV Station - - 4,700 Use Fee - Loagi tudinal Uses 4,000 10,582 - - Use Fee - Surface Uses 2,000 - - - Use Fee - Transverse Crossings 8,160 54,088 - - Total Charges For Services 425,936 387,841 1,114,285 742,203 Special Assessments 104,946 152,547 234,987 248,545 <	Total Intergovernmental	84,373,453		119,878,887	293,206,483
Administrative Charges - 5,500 - - Administration Fee 2,400 6,000 - - Amendment or Extension Fee 560 - - - Application Fee 20,070 17,840 - - Modeling Fees - 3,700 5,932 - Property Rental Fees - - 287,503 Rail Asset General Revenue - - 1,108,353 450,000 Rail Asset General Revenue - - 1,108,353 450,000 Rail Asset Lease Revenue 378,546 277,580 - - Rental Fee - Santa Fe Depot EV Station - - 4,700 Use Fee - Loagi tudinal Uses 4,000 10,582 - - Use Fee - Surface Uses 2,000 - - - Use Fee - Transverse Crossings 8,160 54,088 - - Total Charges For Services 425,936 387,841 1,114,285 742,203 Special Assessments 104,946 152,547 234,987 248,545 <	Charges For Services				
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Amendment or Extension Fee 560 - - - Application Fee 20,070 17,840 - - Modeling Fees - 3,700 5,932 - Property Rental Fees - - 287,503 Rail Asset General Revenue - 1,108,353 450,000 Rail Asset Lease Revenue 378,546 277,580 - - Rental Fee - Santa Fe Depot EV Station - - 4,700 Use Fee - Lease Fees/Rents 10,200 12,551 - - Use Fee - Longitudinal Uses 4,000 10,582 - - Use Fee - Surface Uses 2,000 - - - - Use Fee - Transverse Crossings 8,160 54,088 - - - Total Charges For Services 425,936 387,841 1,114,285 742,203 Special Assessment Jues 104,946 152,547 234,987 248,545 Congestion Management Program 8,940 - - - Total Special Assessments 113,886 152,547 234,987		2 400		_	_
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Investment Earnings 4,869,747 2,160,348 2,092,284 2,361,000	Total Special Assessments	113,886	152,547	234,987	248,545
	Investment Earnings				
Total Investment Earnings 4,869,747 2,160,348 2,092,284 2,361,000	Investment Earnings	4,869,747	2,160,348	2,092,284	2,361,000
	Total Investment Earnings	4,869,747	2,160,348	2,092,284	2,361,000

Estimated Revenue Summary

			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
	Actuals	Actuals	Budget	Budget
Miscellaneous				
Atkinson Construction COOP_R14187	15,600	3,800	-	-
Southern California Edison	16,760	33,013	288,085	239,508
Southern California Gas Co.	12,877	28,054	294,394	219,222
Inland Empire 66ers	5,024	4,921	-	-
Esri	-	349,403	78,073	59,000
ATT	165,000	-	-	-
AMTRAK	6,000	12,000	12,000	12,000
Fees for PACE Program	2,003,152	1,535,359	2,226,753	-
LAFCO	-	113,620	-	12,497
Callbox Knockdown Recovery	129,618	64,740	121,425	131,425
Other Miscellaneous Revenues	(277,218)	19,577	-	-
Refund of Disbursed Funds-Rail	26,849			
Total Miscellaneous	2,103,662	2,164,487	3,020,730	673,652
Other Financing Sources				
Transfers in	6,081,593	14,222,703	12,559,630	92,885,134
Total Other Financing Sources	6,081,593	14,222,703	12,559,630	92,885,134
Total Revenues and Other Financing Sources	355,819,290	344,806,916	395,763,218	648,992,539

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

**Credit amount for Project National & Regional Significance is due to reversal of cost estimate and revenue deferral from prior year for Interstate 215 and Hunt Lane projects.



Sales Tax Measure I Revenue Summary

			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
	Actual	Actual	Budget	Budget
Measure I Administration				
Administration	1,608,480	1,638,145	1,609,750	1,628,000
Total Measure I Administration	1,608,480	1,638,145	1,609,750	1,628,000
Measure I Valley				
Freeway Projects	36,298,625	38,223,742	37,581,350	38,056,561
Fwy Interchange	13,768,444	14,498,661	14,255,000	14,435,247
Major Street	25,033,535	26,361,200	25,918,100	26,245,904
Local Street	25,033,534	26,361,201	25,918,100	26,245,904
Metrolink/Rail Service	10,013,414	10,544,480	10,367,300	10,498,361
Express Bus/Bus Rapid Trans	2,503,353	2,636,120	2,591,800	2,624,590
Senior/Disabled	10,013,414	10,544,480	10,367,300	10,498,361
Traffic Mgmt Sys	2,503,353	2,636,120	2,591,800	2,624,590
Total Measure I Valley	125,167,672	131,806,004	129,590,750	131,229,518
Measure I Victor Valley				
Major Local Hwy	4,056,271	4,186,671	4,029,800	4,127,777
Local Street	11,033,057	11,387,745	10,961,000	11,144,997
Senior/Disabled	811,254	837,334	806,000	908,111
Traffic Mgmt Sys	324,502	334,934	322,400	330,222
Total Measure I Victor Valley	16,225,084	16,746,684	16,119,200	16,511,107
Measure I North Desert				
Major Local Hwy	2,311,830	1,119,954	1,173,100	1,108,656
Local Street	6,288,178	3,046,276	3,190,900	3,015,544
Senior/Disabled	462,366	223,991	234,600	221,731
Traffic Mgmt Sys	184,947	89,596	93,900	88,692
Total Measure I North Desert	9,247,321	4,479,817	4,692,500	4,434,623
Measure I Colorado River				
Major Local Hwy	56,779	59,842	62,000	68,689
Local Street	154,439	162,770	168,500	186,833
Senior/Disabled	11,356	11,969	12,400	13,738
Traffic Mgmt Sys	4,542	4,787	5,000	5,495
Total Measure I Colorado River	227,116	239,368	247,900	274,755
Measure I Morongo Basin				
Major Local Hwy	536,185	569,994	541,700	540,672
Local Street	1,458,422	1,550,384	1,473,500	1,470,627
Senior/Disabled	107,237	113,999	108,300	108,134
Traffic Mgmt Sys	42,895	45,600	43,300	43,254
Total Measure I Morongo Basin	2,144,739	2,279,977	2,166,800	2,162,687
Measure I Mountain				
Major Local Hwy	463,658	507,530	510,400	497,503
Local Street	1,261,149	1,380,482	1,388,300	1,353,208
Senior/Disabled	92,731	101,506	102,100	99,501
Traffic Mgmt Sys	37,093	40,602	40,800	39,800
Total Measure I Mountain	1,854,631	2,030,120	2,041,600	1,990,012
Measure I Cajon Pass				
Cajon Pass	4,372,972	4,594,413	4,506,500	4,569,298
Total Measure I Cajon Pass	4,372,972	4,594,413	4,506,500	4,569,298
Total Sales Tax Measure I	160,848,015	163,814,528	160,975,000	162,800,000
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Reserves Fiscal Year 2018/2019

Measure I 2010-2040 Funds

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Valley:	
Freeway	\$7,611,312
Interchange	2,887,049
Major Street - Arterials	8,398,689
Metrolink/Rail	2,099,672
Express Bus/Bus Rapid Transit	524,918
Traffic Management	524,918
Total Valley	\$22,046,558
Mountain/Desert:	
Major Local Highway	
Victor Valley	\$825,555
North Desert	221,731
Colorado River	13,738
Morongo Basin	108,134
Mountain	99,501
Total Mountain/Desert	\$1,268,659
Total Reserves for Measure I Funds	\$23,315,217

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.

Transportation Development Act (TDA) Funds

Local Transportation Fund	\$9,607,552
State Transit Assistance Fund	1,773,161
Total Reserves for Transportation Development Act Funds	\$11,380,713
Total Reserves for Measure I and TDA Funds	\$34,695,930

Policy 31010 delineates that a reserve be established equivalent to 10% of the estimated annual revenues for the apportionment in the following year for TDA funds.

Indirect Fund (General Fund)	
Emergencies	\$500,000
Capital Projects	494,381
Total Reserve for Indirect Fund	\$994,381

Policy 20600 delineates that reserves be established for emergencies (shall be at least \$500,000 and shall not exceed 20% of indirect costs budgeted for the next fiscal year) and for capital improvements for capital costs anticipated in future years.

Program Overview

The Fiscal Year 2018/2019 SBCTA budget is organized into nine distinct program areas with budget requirements of \$733,095,594. Within these nine program areas, thirty-seven 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 2018/2019 budget year. The Fiscal Year 2018/2019 budget request includes prior year Board approved appropriations to be expended in Fiscal Year 2018/2019.

Budget Summary by Program Expenditures

	2015-2016 Actuals	2016-2017 Actuals	2017-2018 Revised Budget	2018-2019 Budget	% Budget Change
General Government	4,129,647	4,110,713	7,598,732	13,416,352	76.6%
Environment & Energy Conservation	1,359,673	2,191,719	7,114,306	6,253,723	-12.1%
Commuter & Motorist Assistance	5,329,651	4,969,483	8,837,729	10,284,717	16.4%
Regional & Subregional Planning	2,302,398	2,857,099	4,521,534	3,716,858	-17.8%
Transit	187,333,020	155,886,174	218,068,873	246,056,649	12.8%
Project Delivery	107,304,689	71,994,232	172,249,065	352,760,365	104.8%
Fund Administration	68,744,418	48,995,089	76,589,040	87,337,815	14.0%
Debt Service	11,216,716	11,976,336	12,397,301	12,769,650	3.0%
Enterprise	-	-	162,329	499,465	207.7%
Total Expenditures	387,720,212	302,980,845	507,538,909	733,095,594	

It should be noted that 93.6% of the total expenditures will fall into the Transit, Project Delivery, and Fund Administration 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.

Percent changes from prior year budget in each program are mainly attributed to the following:

- Budgeted expenditures in the general government program increased significantly since indirect costs are now budgeted in this program and they are no longer allocated to various funds and programs as in prior years. These costs are funded by transfers from certain Measure I programs, Local Transportation Fund, Council of Governments, and Service Authority for Freeway Emergencies.
- Budgeted expenditures for the environment & energy conservation program decreased due to the reduction from the Property Assessed Clean Energy fund as a result of no longer administering projects under the Home Energy Retrofit Opportunity (HERO) program.
- Budgeted expenditures for the commuter and motorist assistance program increased due to an expansion of freeway service patrol services.
- Budgeted expenditures in the regional and subregional planning program are reduced due to completion of grant activities funded by the South Coast Air Quality Management District/Mobile Source Review Committee grant.
- Budgeted expenditures for the transit program increased as some rail capital projects are moving into the construction phase.

- Budgeted expenditures for project delivery program increased due to freeway and arterial projects moving towards the construction phase.
- Budgeted expenditures for allocations to valley arterials and major local highway projects increased in the fund administration program.
- Budgeted expenditures for the Debt Service Program increased based on anticipated principal payments.
- Budgeted expenditures in the Enterprise program increased significantly as a result of the addition of two positions necessary for administration, construction management, and toll operations of the express lanes.

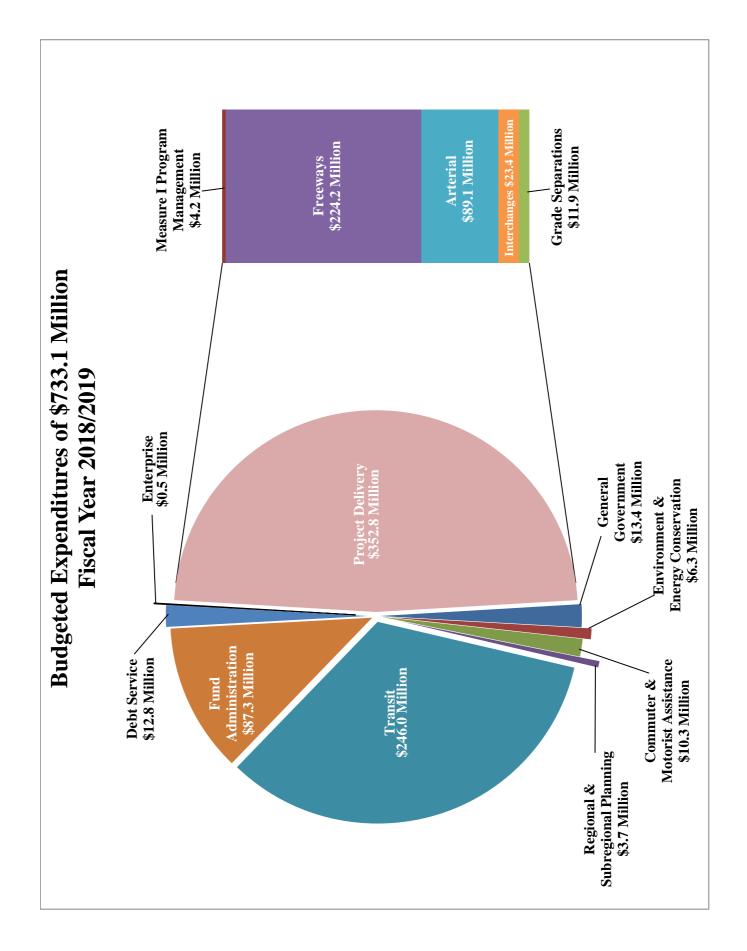
A complete listing of the tasks contained in the nine programs is included in the Supplemental Information Section of the budget document on the table entitled *Task Listing Fiscal Year 2018/2019 pg. 269* and the *Sub-Task Listing Fiscal Year 2018/2019 pg. 270*. Please refer to each program in the Program Expenditure Section for detailed information on funding sources and expenditures.

General Budgetary changes include the following:

- Change in the recording of indirect costs. Indirect costs will not be allocated to various funds, but recorded in one fund, with revenue sources allocated from Measure I (MSI), Local Transportation Fund, Council of Governments (COG), and Service Authority for Freeway Emergencies (SAFE). Reserves will also be set up for emergencies and capital projects needed for building repairs and upgrades and information technology needs.
- COG budget decreased significantly as a result of no longer participating in the HERO program.
- Project advancement agreements are fully repaid and the projects are completed. Grade separations will be allocated 20% and arterials 80% of the monthly sales tax allocation for the Valley Major Street program.
- Short-term funding for the Mount Vernon Viaduct project may be required. Finance is exploring short term financing for the Mount Vernon Viaduct project since it is projected that the project will run into cash flow deficit in mid Fiscal Year 2018/2019 as federal funding is not expected to be available until later in the project.

Cash flow borrowing will be required for the following:

- Department of Energy (DOE) grant for Electronic Vehicle Charging stations fund will receive an advance of \$21,525 from Property Assessed Clean Energy (PACE) program. The funds will be repaid to PACE upon reimbursement from the State.
- I-10 Express Lanes fund may receive a long-term advance of \$30,909,798 from MSI Valley-Freeway fund. The advance will be repaid to MSI Valley Freeway when express lanes are operating and if funds are available after payment of operations and debt service. Also, interest on Measure I investments will be accrued based on the average interest yield of San Bernardino County Transportation Authority (SBCTA) operating reserve investment portfolio from the previous fiscal year.



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 2018/2019 are estimated to be \$51.6 million, an increase of \$12.3 million from prior year. Revenue recorded in the general fund is mainly derived from the following sources:

Taxes

Sales tax-Measure I of \$1.6 million represents 3.2% of the estimated general fund revenue. 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 and legislation and fund administration. Other tax revenue such as: sales tax-Local Transportation Fund (LTF), State Development Act Fund (STAF) and State of Good Repair Fund (SGR) are now processed as transfers to the general fund and reflected in the Other Financing Sources revenue category.

Charges for Services

Charges for services include \$450,000 of rail asset revenue generated from railroad right of way lease revenue, application fees, and user fees, and \$287,503 in rent fees. Charges for services represent 1.4% of the estimated general fund revenue.

Miscellaneous

Miscellaneous include \$24,497 related to modeling fees, reimbursements from LAFCO for tenant improvements and AMTRAK for station host program. This represents .05% of the estimated general fund revenue.

General Fund Revenue Information

Other Financing Sources

Other financing sources are a new revenue category to reflect operating cash transfers between funds. This category represents 95.35% of the estimated general fund revenue. The main sources of transfers are: Local Transportation Funds, State Transit Assistance Fund, Measure I sales taxes from Measure I programs, Local Transportation Fund-Planning, Local Transportation Fund-Administration, State of Good Repair Fund, Special Assessments from the Council of Government fund, and state funding from the Service Authority for Freeway Emergencies Fund. Explanation for each operating transfer in is listed below.

- \$24.6 million is from the Local Transportation Fund for administration of the program, planning, Article 3 Bicycle and Pedestrian, and rail projects.
- \$15.4 million is from the State Transit Assistance Fund for rail projects.
- \$4.9 million is from Measure I programs to fund the Indirect Costs fund.
- \$1.5 million is from the Local Transportation Fund Planning to fund the Indirect Costs fund.
- 1.3 million is from the State of Good Repair fund for projects.
- \$1.2 million in operating transfers come from the Local Transportation Fund Administration to fund the Indirect Costs fund.
- \$173,314 is from the Service Authority Freeway Emergencies (SAFE) fund to fund the Indirect Costs fund.
- \$95,688 is from the Council of Governments fund to fund the Indirect Costs fund.

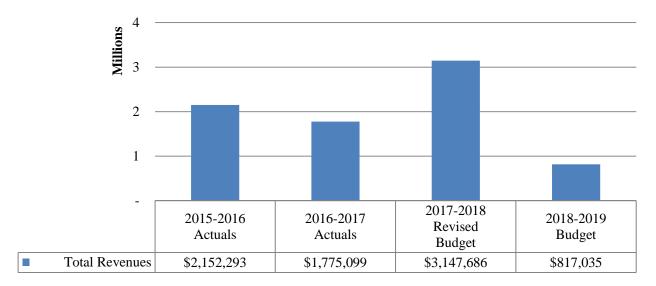
General Fund Revenue Information

			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
	Actuals	Actuals	Budget	Budget
Taxes				
Sales Tax-MSI	1,608,480	1,638,145	1,579,742	1,628,000
Sales Tax-LTF	26,421,971	30,708,599	33,894,919	-
Total Taxes	28,030,451	32,346,744	35,474,661	1,628,000
Intergovernmental				
Highland	-	2,750	-	-
Redlands	-	2,750	-	-
State Development Act	3,484,088	1,868,419	191,050	
Total Intergovernmental	3,484,088	1,873,919	191,050	
Charges For Services				
Administrative Charges	432,387	382,341	1,114,285	737,503
Total Charges For Services	432,387	382,341	1,114,285	737,503
Special Assessments				
Congestion Management Program	8,940			
Total Special Assessments	8,940			
Investment Earnings				
Investment Earnings	130,251	86,226		
Total Investment Earnings	130,251	86,226		
Miscellaneous				
AMTRAK.NPRC C08100 Lobby	6,000	12,000	12,000	12,000
Other Miscellaneous Revenues		409,698		12,497
Total Miscellaneous	6,000	421,698	12,000	24,497
Other Financing Sources				
Transfers in		_		49,184,161
Total Other Financing Sources				49,184,161
Total Revenues and Other Financing Sources	32,092,117	35,110,928	36,791,996	51,574,161

Note: Starting in Fiscal Year 2018/2019 sales tax LTF revenue is now budgeted 100% in the LTF fund and a transfer is recored to allocate the revenue for the amount allocated to SBCTA.

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 2018/2019 are estimated to be \$817 thousand, a decrease of \$2.3 million from prior year mainly due to cancelling the Home Energy Retrofit Opportunity (HERO) Program. Revenue recorded in the COG fund is mainly derived from the following sources:

Intergovernmental

Intergovernmental revenues of \$87,760 represent 10.8% 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 \$115,127 and is utilized to support intergovernmental relations. The Board of Directors approved an additional \$133,418 in dues for COG activities. General Assessment Dues of \$248,545 represents 30.4% of the estimated COG revenue.

Investment Earnings

Interest earnings are generated from investing idle cash and represent 2.7% of the estimated COG revenues.

Miscellaneous

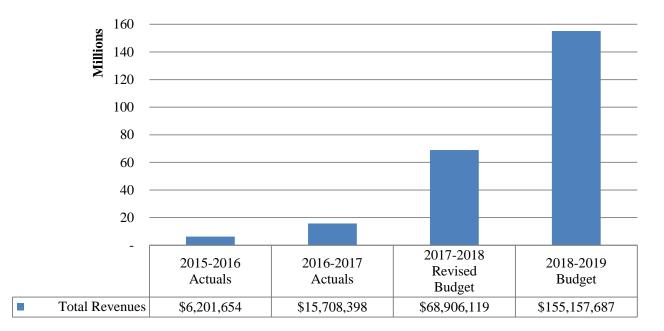
Miscellaneous revenue of \$458,730 represents 56.1% of the estimated COG revenues. It includes amounts received from two energy companies for the San Bernardino Regional Energy Partnership.

Council of Governments Fund Revenue Information

			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
_	Actuals	Actuals	Budget	Budget
Intergovernmental				
Rancho Cucamonga Fire Protection District	4,599	-	31,400	28,042
San Bernardino County Forest Service	4,599		72,067	59,718
Total Intergovernmental	9,198		103,467	87,760
Special Assessments				
General Assessment Dues	104,946	152,547	234,987	248,545
Total Special Assessments	104,946	152,547	234,987	248,545
Investment Earnings				
Investment Earnings	5,360	12,506		22,000
Total Investment Earnings	5,360	12,506		22,000
Miscellaneous				
Fees for PACE Program	2,003,152	1,535,359	2,226,753	-
LAFCO	-	13,620	-	-
Southern California Edison	16,760	33,013	288,085	239,508
Southern California Gas Company	12,877	28,054	294,394	219,222
Total Miscellaneous	2,032,789	1,610,046	2,809,232	458,730
Total Revenues	2,152,293	1,775,099	3,147,686	817,035

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 2018/2019 are estimated to be \$155.2 million in comparison to \$68.9 million of the previous year. Revenue budgeted in the federal highway fund is mainly derived from the following sources:

Intergovernmental

- Active Transportation Program Federal
- Congestion Mitigation & Air Quality
- Demonstration High Priority Program
- Highway Bridge Program
- Projects of National & Regional Significance
- Surface Transportation Program
- Federal Repurposed Earmarks
- Transportation Investment Generating Economic Recovery

Active Transportation Program – Federal

Active Transportation Program – Federal Fiscal Year 2018/2019 estimated revenue of \$3.4 million represents 2.2% of the total fund revenue. This Federal money is used for arterial projects of the Project Delivery program.

Congestion Mitigation & Air Quality

Congestion Mitigation & Air Quality Fiscal Year 2018/2019 estimated revenue of \$33.1 million represents 21.3% 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 Project Delivery program.

Federal Highway Fund Revenue Information

Demonstration Priority Project

Demonstration Priority Project federal reimbursements of \$824,561 represent 0.6% of the Fiscal Year 2018/2019 federal highway revenue. The money will provide funding for Project Delivery program freeway and interchange projects.

Highway Bridge Program

Highway Bridge Program Fiscal Year 2018/2019 estimated revenue of \$64.1 million represents 41.3% of the total fund revenue. This Federal money is used for arterial projects of the Project Delivery program.

Projects of National & Regional Significance

Projects of National & Regional Significance estimated revenue of \$11.1 million represents 7.2% of the total revenue. The revenue will provide \$5.7 million and \$5.4 million for freeway projects and grade separation projects, respectively, of the Project Delivery program.

Surface Transportation Program

Fiscal Year 2018/2019 Surface Transportation Program revenue of \$36.9 million represents 23.8% of the estimated federal highway fund revenue. The money will finance \$35.5 million and \$1.4 million in various freeway projects and interchange projects, respectively, of the Project Delivery program.

Federal Repurposed Earmarks

Federal Repurposed Earmarks estimated revenue of \$1.3 million represents 0.8% of the total fund revenue. This Federal money is used for freeway projects of the Project Delivery program.

Transportation Investment Generating Economic Recovery (TIGER)

TIGER reimbursement of \$4.4 million represents 2.8% of the total fund revenue. This Federal money is used for transit projects.

Federal Highway Fund Revenue Information

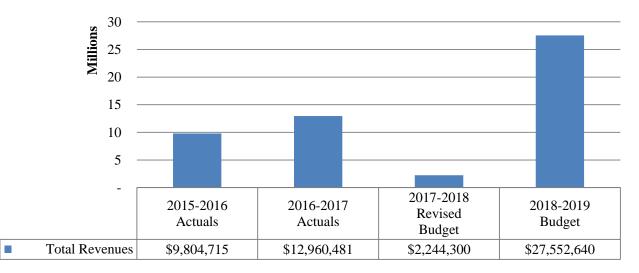
			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
	Actuals	Actuals	Budget	Budget
Intergovernmental				
Active Transportation Program-Federal	-	538,963	4,207,391	3,423,642
Congestion Mitigation & Air Quality	965,921	1,905,580	5,820,176	33,101,009
Demonstration Priority Project	7,204,971	5,188,260	2,993,428	824,561
Highway Bridge Program	-	-	3,098,550	64,120,225
Interstate Maintenance Discretionary	36,869	851,164	142,968	-
Project National & Regional Significance	(3,710,383)*	4,612,954	20,525,700	11,073,343
Surface Transportation Program	1,704,177	2,418,415	32,117,906	36,980,488
Federal Repurposed Earmarks	-	-	-	1,279,000
Transport Invest Generate Econ Recovery				4,355,419
Total Intergovernmental	6,201,555	15,515,336	68,906,119	155,157,687
Investment Earnings				
Investment Earnings	99	966	-	-
Total Investment Earnings	99	966		
Miscellaneous				
Other Miscellaneous Revenues	_	192,096	_	_
		·		
Total Miscellaneous	-	192,096	-	-
Total Revenues	6,201,654	15,708,398	68,906,119	155,157,687

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

*Credit amount for Project National & Regional Significance is due to reversal of cost estimate and revenue deferral from prior year for Interstate 215 and Hunt Lane projects.

Federal Transit Administration Fund Revenue Information

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

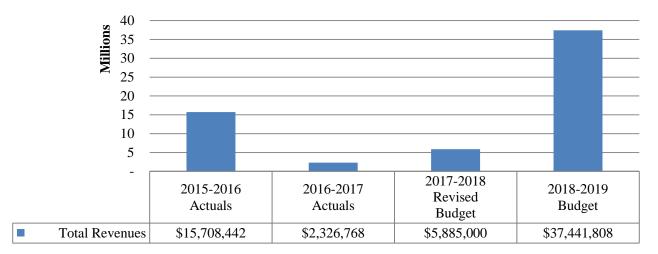


Federal Transit Administration (FTA) fund revenues for Fiscal Year 2018/2019 are estimated to be \$27.6 million in comparison to \$2.2 million of the previous year. FTA, under Transit Administration section 5307, are funds granted for various transit capital projects.

			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
-	Actuals	Actuals	Budget	Budget
Intergovernmental				
Federal Transit Administration	9,804,715	12,960,481	2,244,300	27,552,640
Total Intergovernmental	9,804,715	12,960,481	2,244,300	27,552,640
Total Revenues	9,804,715	12,960,481	2,244,300	27,552,640

State Highway Fund Revenue Information

State Highway Fund accounts for various state and federal grants and reimbursements administered by the State for 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 Highway Fund revenues for Fiscal Year 2018/2019 are estimated to be \$37.4 million in comparison to \$5.9 million of the previous year due to new available state funding. Revenue recorded in the state highway fund is mainly derived from the following sources:

Intergovernmental

- Planning, Programming, & Monitoring
- Regional Improvement Program
- State Highway Operation & Protection Program
- Transit and Intercity Rail Capital Program

Planning, Programming, & Monitoring (PPM)

PPM state reimbursements of \$635,000 represent 1.7% of the Fiscal Year 2018/2019 state highway revenue. The money will provide funding for administration costs in the fund administration program.

Regional Improvement Program

Regional improvement program Fiscal Year 2018/2019 estimated revenue of \$8.4 million represents 22.6% of the total fund revenue. This State money is used for freeway projects of the project delivery program.

State Highway Operation & Protection Program (SHOPP)

SHOPP Fiscal Year 2018/2019 estimated revenue of \$24.0 million represents 64.1% of the total fund revenue. This State money is used for freeway projects of the project delivery program.

Transit and Intercity Rail Capital Program (TIRCP)

TIRCP Fiscal Year 2018/2019 estimated revenue of \$4.3 million represents 11.6% of the total fund revenue. This State money is used for transit capital projects.

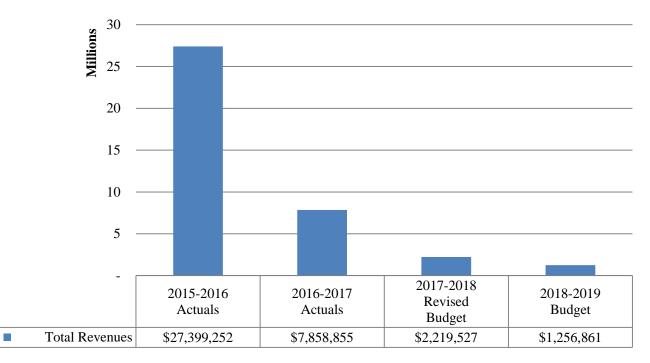
State Highway Fund Revenue Information

		2017-2018	
2015-2016	2016-2017	Revised	2018-2019
Actuals	Actuals	Budget	Budget
1,200,000	1,270,000	1,270,000	635,000
14,497,683	718,797	4,615,000	8,449,798
-	281,000	-	24,011,150
			4,345,860
15,697,683	2,269,797	5,885,000	37,441,808
10,759	56,971		
10,759	56,971		
15,708,442	2,326,768	5,885,000	37,441,808
	Actuals 1,200,000 14,497,683 15,697,683 10,759 10,759	Actuals Actuals 1,200,000 1,270,000 14,497,683 718,797 - 281,000 - - 15,697,683 2,269,797 10,759 56,971 10,759 56,971	2015-2016 2016-2017 Revised Actuals Actuals Budget 1,200,000 1,270,000 1,270,000 14,497,683 718,797 4,615,000 - 281,000 - 15,697,683 2,269,797 5,885,000 10,759 56,971 - 10,759 56,971 -

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, and transit systems safety security disaster recovery programs.



State fund revenues for Fiscal Year 2018/2019 are estimated to be \$1.3 million in comparison to \$2.2 million of the previous year. Revenue recorded in the Proposition 1B fund is derived from the following sources:

Intergovernmental

• Trade Corridor Improvement Fund

Trade Corridor Improvement Fund

Fiscal Year 2018/2019 Trade Corridor Improvement Fund revenue of \$1.0 million represents 80% of the estimated Proposition 1B fund revenue. The money will finance various freeway interchange and grade separation projects of the project delivery program.

Investment Earnings

Interest earnings of \$251,500 represents interest earned on advances received from the Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) and Transit System Safety Security Disaster Recovery Account (TSSSDR) grant programs. Interest earnings represent 20% of the estimated Proposition 1B fund revenue.

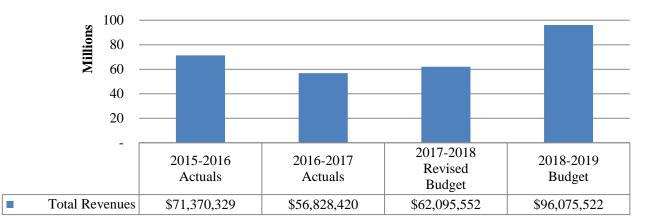
Proposition 1B Fund Revenue Information

	2017-2018				
	2015-2016	2016-2017	Revised	2018-2019	
	Actuals	Actuals	Budget	Budget	
Intergovernmental					
Corridor Mobility Improvement	217,844	-	-	-	
Public Trans Modern, Improve & Svc Enhance	-	-	(201,050)	-	
Public Utilities Commission	5,159,572	791,064	-	-	
State Local Partnership Program-P1B	4,246,987	-	50,000	-	
Trade Corridor Improvement	17,264,770	3,164,502	2,181,837	1,005,361	
Transit Sys Saftey Sec Disaster Recovery	154,560	3,504,662	(26,257)		
Total Intergovernmental	27,043,733	7,460,228	2,004,530	1,005,361	
Investment Earnings					
Investment Earnings	355,519	398,627	214,997	251,500	
Total Investment Earnings	355,519	398,627	214,997	251,500	
Total Revenues	27,399,252	7,858,855	2,219,527	1,256,861	

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 2018/2019 are estimated to be \$96.1 million in comparison to \$62.1 million of the previous year.

Sales Tax-Local Transportation Fund

Current sales tax revenue and existing fund balance will provide \$87.9 million of transit allocations and pass-throughs to local jurisdictions and agencies and \$24.6 million for SBCTA transit, planning and administration activities in the transit program for Fiscal Year 2018/2019.

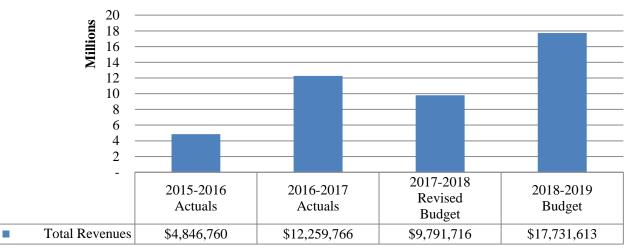
			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
	Actuals	Actuals	Budget	Budget
Taxes				
Sales Tax-LTF	70,581,027	56,331,891	62,095,552	96,075,522
Total Taxes	70,581,027	56,331,891	62,095,552	96,075,522
Investment Earnings				
Investment Earnings	762,453	496,529		
Total Investment Earnings	762,453	496,529		
Miscellaneous				
Miscellaneous	26,849			
Total Miscellaneous	26,849			
Total Revenues	71,370,329	56,828,420	62,095,552	96,075,522

Note: Starting in Fiscal Year 2018/2019 Sales Tax - LTF is not net of the amount allocated to SBCTA. This amount is now recorded as a transfer.

State Transit Assistance Fund Revenue Information

This fund serves as the depository for the State Transit Assistance Fund (STAF) of the Transportation Development Act. 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 2018/2019 are estimated to be \$17.7 million in comparison to \$9.8 million of the previous year.

Intergovernmental

• State Development Act

State Development Act

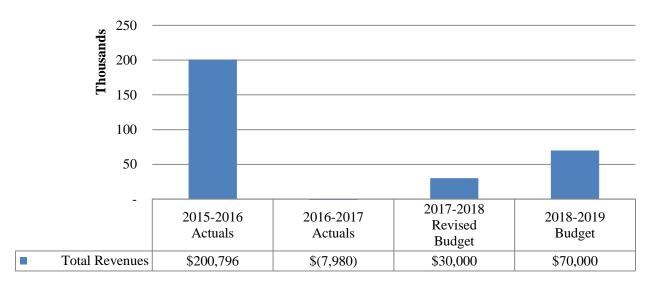
Current State Development Act revenue and existing fund balance will provide \$18.9 million of transit allocations and pass-throughs for transit agencies and \$15.4 million for SBCTA transit activities in Fiscal Year 2018/2019.

			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
	Actuals	Actuals	Budget	Budget
Intergovernmental				
State Development Act	4,411,385	11,986,867	9,791,716	17,731,613
Total Intergovernmental	4,411,385	11,986,867	9,791,716	17,731,613
Investment Earnings				
Investment Earnings	435,375	272,899		
Total Investment Earnings	435,375	272,899		
Total Revenues	4,846,760	12,259,766	9,791,716	17,731,613

Note: Starting in Fiscal Year 2018/2019 State Transit Assistance Fund is not net of the amount allocated to SBCTA. This amount is now recorded as a transfer.

Measure I 1990-2010 Fund Revenue Information

The Measure I 1990-2010 fund accounts for the $\frac{1}{2}$ 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 2018/2019 are estimated to be \$70,000 from investment earnings.

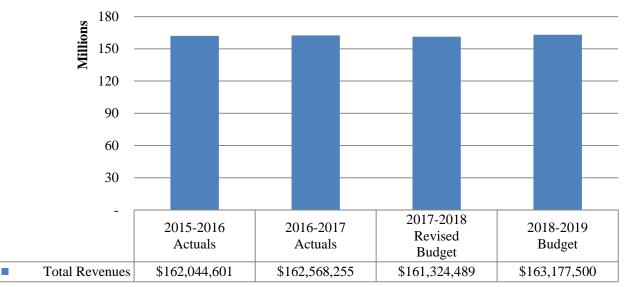
Investment Earnings

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

			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
	Actuals	Actuals	Budget	Budget
Investment Earnings				
Investment Earnings	200,796	(7,980)	30,000	70,000
Total Investment Earnings	200,796	(7,980)	30,000	70,000
Total Revenues	200,796	(7,980)	30,000	70,000

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.



Fund revenues for Fiscal Year 2018/2019 are estimated to be \$163.2 million in comparison to \$161.3 million of the previous year.

Measure I sales tax

Measure I 2010-2040 sales tax revenue of \$161.3 million represent 98.8% of the estimated fund revenue.

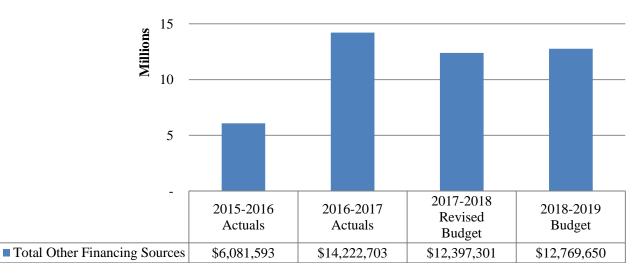
Investment Earnings

Investment earnings of \$2.0 million are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year for each Measure I program. This revenue source represents 1.2% of the estimated Measure I 2010-2040 fund revenues.

	2017-2018					
	2015-2016	2016-2017	Revised	2018-2019		
	Actuals	Actuals	Budget	Budget		
Taxes						
Sales Tax-MSI	159,239,535	162,176,383	159,262,205	161,172,000		
Total Taxes	159,239,535	162,176,383	159,262,205	161,172,000		
Investment Earnings						
Investment Earnings	2,805,066	391,872	2,062,284	2,005,500		
Total Investment Earnings	2,805,066	391,872	2,062,284	2,005,500		
Total Revenues	162,044,601	162,568,255	161,324,489	163,177,500		

Debt Service Fund Revenue Information

Debt fund accounts for debt service payments of principal and interest. Bond proceeds are issued to accelerate projects for transit and project delivery programs.



Revenues for payments of debt service are processed as transfers from various Measure I programs. These programs were allocated funds from bond proceeds. The transfers for Fiscal Year 2018/2019 are estimated to be \$12.8 million in comparison to \$12.4 million of the previous year, due to principal payment increased from prior fiscal year.

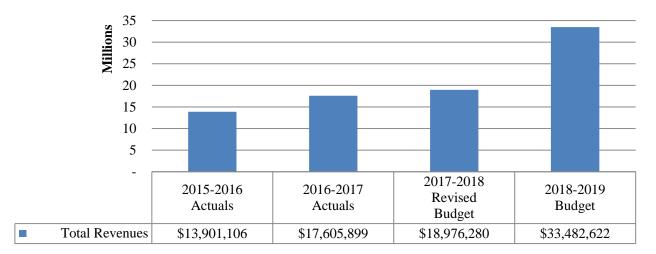
Other Financing Sources

Cash is transferred from various Measure I programs that received funds from bond proceeds to complete various projects. The debt service payments are budgeted in those respective funds.

			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
	Actuals	Actuals	Budget	Budget
Other Financing Sources				
Transfers in	6,081,593	14,222,703	12,397,301	12,769,650
Total Other Financing Sources	6,081,593	14,222,703	12,397,301	12,769,650
Total Revenues and Other Financing Sources	6,081,593	14,222,703	12,397,301	12,769,650

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 2018/2019 are estimated to be \$33.5 million in comparison to \$19.0 million of the previous year.

Intergovernmental

Intergovernmental revenues of \$33.4 million include County of San Bernardino, Cities within the county, and other governmental agencies and represent 99.8% of the Capital Projects Fund estimated revenue.

Miscellaneous

Miscellaneous revenue of \$59,000 accounts for a reimbursement agreement to fund a portion of a capital project, which represents 0.2% of the Capital Projects Fund estimated revenue.

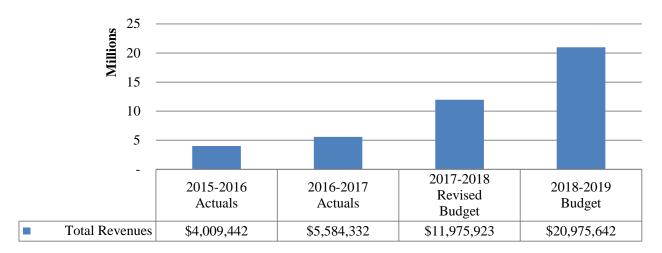
Capital Projects Fund Revenue Information

	2017-2018					
	2015-2016	2016-2017	Revised	2018-2019		
	Actuals	Actuals	Budget	Budget		
				<u> </u>		
Intergovernmental						
Barstow	42,109	1,031,682	-	-		
BNSF	262,586	-	26,002	10,501,000		
Caltrans	225,420	76,980	600,000	497,399		
Chino	323,976	393,464	695,954	2,288,071		
Colton	1,415,486	900,042	226,620	63,950		
Fontana	217,612	713,670	852,686	314,674		
Hesperia	879,364	432,760	-	-		
Highland	173,705	164,430	970,078	1,104,488		
Inland Valley Development Agency	16,671	2,550	131,000	10,000		
Loma Linda	16,672	5,951	1,078,443	992,450		
MARTA	-	69,826	143,516	100,626		
Metro Transportation Authority	-	158	300,481	6,000		
Montclair	107,608	353,657	6,476,805	5,554,045		
Omnitrans	167,728	91,803	533,000	-		
Ontario	412,334	415,460	1,716,552	3,563,262		
Rancho Cucamonga	13,389,417	9,371,726	254,979	2,105,500		
Redlands	87,266	339,657	837,766	1,146,985		
Rialto	78,054	94,656	102,500	62,066		
San Bernardino	557,737	220,412	2,332,048	3,394,612		
San Bernardino County	275,951	218,740	256,050	334,050		
SCAG	11,118	38,882	-	100,000		
University Of Redlands	-	162,035	182,540	-		
Upland	-	-	248,143	738,214		
UPRR	1,309,255	59,460	881,044	546,230		
Victorville	(6,441,786)*	1,000,000	-	-		
VVTA	-	34,976	25,000	-		
Other Governmental Units	55,977	518,584	27,000			
Total Intergovernmental	13,584,260	16,711,561	18,898,207	33,423,622		
-						
Investment Earnings Investment Earnings	131,222	436,214	-	_		
Total Investment Earnings	131,222	436,214				
Total investment Earnings	131,222	430,214				
Miscellaneous						
Atkinson Construction COOP_R14187	15,600	3,800	-	-		
ATT COOP_R13102	165,000	-	-	-		
Esri	-	349,403	78,073	59,000		
Inland Empire 66ers	5,024	4,921	-	-		
LAFCO		100,000				
Total Miscellaneous	185,624	458,124	78,073	59,000		
Total Revenues	13,901,106	17,605,899	18,976,280	33,482,622		
				<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 Transportation Fund, Road Repair & Accountability-SB1, State of Good Repair, Mobile Source Air Pollution Reduction Review Committee, State CEC AB 118 and the Active Transportation Program. The revenue is recorded in the general government, commuter and motorist assistance, regional & subregional planning, transit, and project delivery programs.



Nonmajor governmental revenues for Fiscal Year 2018/2019 are estimated to be \$21.0 million in comparison to \$12.0 million of the previous year. Revenue budgeted is from the following sources:

Intergovernmental

- Active Transportation Program-State
- Freeway Service Patrol Program
- Low Carbon Transportation Fund
- Road Repair & Accountability-SB1
- State of Good Repair
- South Coast Air Quality Management District (SCAQMD)/Mobile Source Air Pollution Reduction Review Committee
- State CEC AB 118
- Service Authority for Freeway Emergencies

Active Transportation Program-State

Fiscal Year 2018/2019 Active Transportation Program – State revenue of \$420,000 represents 2.0% of nonmajor revenue. This program accounts for state funding for points of interests pedestrian plan and safe route to school program.

Freeway Service Patrol (FSP)

Fiscal Year 2018/2019 FSP program revenue of \$3.3 million represents 15.8% of nonmajor revenue. The FSP program revenue covers eight beats operating along eighty-three centerline miles of highway in the Valley area. The funds are used for technical communications, California Highway Patrol, and various tow agreements.

Low Carbon Transportation Fund

Fiscal Year 2018/2019 Low Carbon Transportation Fund revenue of \$4.5 million represents 21.5% of nonmajor revenue. The Low Carbon Transportation Fund revenue accounts for state funding to reduce carbon for various transportation programs.

Road Repair & Accountability-SB1

Road Repair & Accountability-SB1 revenues of \$2.3 million include \$919,614 for freeway projects and \$1.4 million for FSP. This revenue source represents 11.0% of nonmajor revenue.

State of Good Repair

State of Good Repair revenue of \$3.4 million will pass-through to other agencies for transit projects. This revenue source represents 16.0% of nonmajor revenue.

SCAQMD/Mobile Source Air Pollution Reduction Review Committee

Fiscal Year 2018/2019 SCAQMD/Mobile Source Air Pollution Reduction Review Committee revenue of \$4.9 million represents 23.4% 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.

State CEC AB 118

Fiscal Year 2018/2019 State CEC AB 118 revenue of \$181,000 represents 1.0% of nonmajor revenue. The CEC revenue accounts for state funding for Zero-Emission Vehicle readiness and implementation plan.

Service Authority for Freeway Emergencies

Fiscal Year 2018/2019 Service Authority for Freeway Emergencies revenue of \$1.8 million represents 8.5% of nonmajor revenue. Revenues are vehicle registration fees received from the Department of Motor Vehicles for emergency call boxes to assist motorists.

Charges for Services

Fiscal Year 2018/2019 Electric Vehicle Charging Stations revenue of \$4,700 represents 0.02% of nonmajor revenue and is derived from proceeds of the charging stations installed at the Santa Fe Depot and San Bernardino Transit Center.

Investment Earnings

Investment earnings of \$12,000 are generated from investing idle cash related to a advance from Low Carbon Transportation Operations Program. Investment earnings represent 0.06% of nonmajor revenue.

Miscellaneous

Fiscal Year 2018/2019 miscellaneous revenue of \$131,425 represents 0.6% of nonmajor revenue. The Miscellaneous revenues are reimbursements from local agencies for the call box system program.

Other Financing Sources

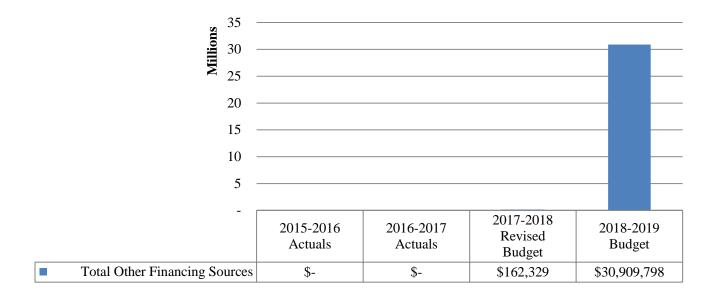
Budgeted short term borrowing of \$21,525 from Property Assessed Clean Energy (PACE) funds to Electric Vehicle Charging Stations which represents 0.1% of nonmajor revenue. The Vehicle Charging Stattion Fund will repay the PACE fund as soon as the reimbursement funds are received.

Nonmajor Governmental Funds Revenue Information

			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
	Actuals	Actuals	Budget	Budget
Intergovernmental				
Active Transportation Program-State	341,758	582,486	211,513	420,000
Freeway Service Patrol	1,254,705	1,285,347	1,407,617	3,323,885
Low Carbon Transit Operations Program	461,683	683,459	1,091,282	-
Low Carbon Transportation Fund	-	972,204	4,500,000	4,500,000
Road Repair & Accountability-SB1	-	-	-	2,319,614
State of Good Repair	-	-	-	3,360,533
SCAQMD/Mobile Source Review Committee	-	146,377	2,706,960	4,900,960
State AB118 Program	-	-	181,000	181,000
Vehicle Registration Fees (SAFE)	1,788,831	1,839,193	1,756,126	1,800,000
Total Intergovernmental	3,846,977	5,509,066	11,854,498	20,805,992
Charges For Services				
Administrative Charges				4,700
Total Charges For Services				4,700
Investment Earnings				
Investment Earnings	32,847	10,526		12,000
Total Investment Earnings	32,847	10,526		12,000
Miscellaneous				
Call Box	74,595	63,026	121,425	131,425
Miscellaneous	55,023	1,714	-	-
Total Miscellaneous	129,618	64,740	121,425	131,425
Other Financing Sources				
Transfers in	-	-	-	21,525
Total Other Financing Sources				21,525
Total Revenues and Other Financing Sources	4,009,442	5,584,332	11,975,923	20,975,642

Enterprise Fund Revenue Information

Enterprise fund accounts for operating activities relating to the Interstate 10 (I-10) Express Lanes.



Enterprise fund revenue includes a transfer of \$30.9 million from Measure I Freeway program.

Other Financing Sources

Fiscal Year 2018/2019 revenue budgeted in the enterprise fund of \$30.9 million is from long-term cash flow borrowing from Measure I Freeway program. The advance is necessary to finance the administration and construction of the express lanes and will be repaid from toll revenue.

			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
_	Actuals	Actuals	Budget	Budget
Other Financing Sources				
Transfers in			162,329	30,909,798
Total Other Financing Sources			162,329	30,909,798
Total Revenues and Other Financing Sources		-	162,329	30,909,798

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

PROGRAM EXPENDITURE DETAIL SECTION

GENERAL GOVERNMENT

Description

The General Government Support Program provides general services and support to 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 of 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

Financial Management provides 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.

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. Complete, refine and assist with implementation of new agency Records Retention Policy.
- 2. Develop legal strategy and structure for imposition and enforcement of Express Lanes tolling.
- 3. Provide timely, quality legal advice to and representation of Board and staff regarding matters relating to or arising from projects, programs and policies.

Financial Management

- 1. Implement electronic accounts receivable records system.
- 2. Update long-term debt and investment policies.
- 3. Implement electronic scoring and evaluation when soliciting proposals or bids by scanning documents.
- 4. Develop and oversee financing plan for Interstate 10 corridor including Transportation Infrastructure Finance and Innovation Act (TIFIA), and procurement for design/build contract.

Management Services

- 1. Award contracts for new internet bandwidth and Wi-Fi providers.
- 2. Implement most current version of SharePoint for agency files.
- 3. Continue to integrate Laserfiche into business processes.

Human Resources

- 1. Conduct recruitments to keep SBCTA fully staffed.
- 2. Evaluate benefits for potential cost saving opportunities.
- 3. Perform comprehensive review of all personnel policies.

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 annual City/County Conference.
- 3. Hold grant opportunity workshop for member agencies.
- 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. Help agencies prepare for 2020 Census.

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 Federal funding programs 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

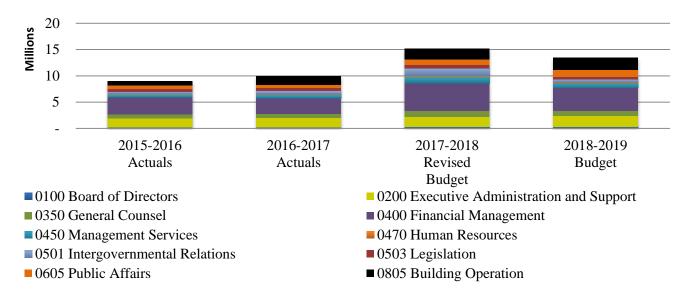
- 1. Complete structural repair project at the Depot.
- 2. Develop and maintain a long term capital improvement plan and budget for SBCTA owned facilities.
- 3. Evaluate building for possible efficiency improvements.

Performance/Workload Indicators

	2015-2016 Actual	2016-2017 Actual	2017-2018 Revised Budget	2018-2019 Budget
Realized yield on operating investments	1.2%	1.59%	1.2%	1.6%
Sales tax revenue note/bond rating (S&P/Fitch)	AAA/AA+	AAA/AA+	AAA/AA+	AAA/AA+
Measure I sales tax revenue forecast	YES	YES	YES	YES
Capital budget cash flow bond needs analysis	YES	N/A	N/A	N/A
Long-term/short-term financing	YES	YES	YES	YES
City/County Conference	YES	YES	YES	YES
Countywide Vision Element Presentations to Board of Directors and Community	8	6	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	1,850	2,200	3,000	4,000
Maintain constitutional protections for existing state funds	YES	YES	YES	YES
Percentage of bill positions resulting in desired outcomes	75%	80%	80%	80%
Conduct series of regional forums	2	2	1	2
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

		2015-2016 Actuals	2016-2017 Actuals	2017-2018 Revised Budget	2018-2019 Budget
Tasks					
0100	Board of Directors	137,977	134,046	249,860	255,560
0200	Executive Administration and Support	1,704,078	1,890,714	1,952,394	2,094,318
0350	General Counsel	826,515	723,910	1,148,020	943,009
0400	Financial Management	3,212,774	3,009,445	5,250,646	4,444,666
0450	Management Services	560,612	605,842	1,211,052	852,444
0470	Human Resources	145,249	157,107	206,781	213,428
0501	Intergovernmental - COG	361,106	576,043	1,430,580	528,332
0503	Legislation	514,029	598,435	581,027	476,995
0605	Public Affairs	720,087	590,532	1,128,975	1,268,952
0805	Building Operation	765,518	1,647,954	2,011,733	2,338,648
Tota	al Tasks	8,947,945	9,934,028	15,171,068	13,416,352
Less Inc	lirect Costs:				
0200	Executive Administration and Support	(1,013,669)	(1,102,493)	(1,088,145)	-
0350	General Counsel	(485,274)	(722,511)	(649,030)	-
0400	Financial Management	(1,945,845)	(1,736,437)	(2,900,347)	-
0450	Management Services	(560,612)	(578,834)	(1,211,052)	-
0470	Human Resources	(145,249)	(157,107)	(206,781)	-
0503	Legislation	-	(276,421)	(153,968)	-
0605	Public Affairs	-	(210,576)	(191,983)	-
0805	Building Operation	(667,649)	(1,038,936)	(1,171,030)	-
Tot	al Tasks Excluding Indirect Costs	4,129,647	4,110,713	7,598,732	



Note: Starting in Fiscal Year 2018/2019 indirect costs are recorded as an indirect fund in the general fund. Thus, required reductions of indirect costs are not needed since the costs are no longer allocated.

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 advances the delivery of critical programs and projects, and provides good stewardship of tax dollars used for these programs and projects. The 2017 update to the 10-Year Delivery Plan outlines an aggressive project delivery program estimated at \$4.3 billion. This program includes 69 projects, from interchanges to freeway improvements, new rail investment to arterial improvements. It is estimated that upon conclusion of the current 10-Year Delivery Plan, we will have exhausted 85% of the funds anticipated through the life of the Measure I renewal, which runs to 2040. Thus, these next several years will be critical to ensuring the success of our ambitious plan to accelerate delivery of projects that will alleviate congestion and improve the quality of life for the residents, businesses and recreationalists in San Bernardino County.

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

Task 0100 Board of Directors

Task 0100 Doard of Directors				
			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Professional Services	-	4,526	5,000	7,000
Attendance Fees	93,583	73,378	147,800	147,800
Security	8,487	3,377	23,260	23,260
Dues/Memberships	-	199	1,000	-
Training/Registration	1,425	550	6,000	6,000
Postage	450	-	7,300	-
Travel Expense - Non-Employee	13,985	259	13,500	13,500
Travel Expense-Mileage-Non-Employee	18,418	15,370	17,000	17,000
Meeting Expense	1,629	7,150	7,000	19,000
Office Equipment/Software-Inventorial		29,237	22,000	22,000
Total Expenditures	137,977	134,046	249,860	255,560

Funding Sources	
MSI Admin	149,500
Local Transportation Fund - Admin	10,000
Local Transportation Fund - Planning	36,260
SAFE-Vehicle Registration Fees	18,000
General Assessment Dues	34,800
MSI Valley Fund-Freeway Projects	5,000
MSI Valley Fund-Fwy Interchange	2,000
Total Funding Sources	255,560

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. Continued to advocate for partnerships within the state to introduce the transformational concept of zero or near zero emission multiple units for testing on Redlands Passenger Rail to potentially replace the Diesel Multiple Units planned for operation therein. Additionally, concluding a study with Los Angeles Metropolitan Transportation Authority contemplating operating such units on the San Bernardino Line from the University of Redlands to Los Angeles Union Station throughout the day except during peak commuting hours in the morning and evening. Collaborated with the California State Transportation Authority (CalSTA), the California Air Resources Board (CARB), and the South Coast Air Quality Management District (SCAQMD) on options, leading to a meeting with the vehicle manufacturer, CalSTA and Metrolink to hone in on viable zero/near zero emission technologies. We submitted a grant application to fund the pilot through CalSTA at their request.
- 2. Worked with California Transportation Commission to ensure that the cuts we absorbed in the 2016 State Transportation Improvement Program (STIP) adoption when fuel excise receipts were down are recognized and addressed as they develop and adopt the 2018 STIP.

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 for all activities are now accounted for in various tasks.

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.

Manager

Vicki Watson, Clerk of the Board/Administrative Supervisor

Task0200Executive Administration and Support

Task 0200 Executive Administration and	Support		2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	643,507	707,232	530,721	764,626
Overtime	6,285	5,826	8,100	13,809
Fringe Allocation-General	612,800	655,172	553,097	803,033
Professional Services	18,497	-	61,000	61,000
Consulting Services	-	-	120,000	120,000
County Fees	-	216	-	-
Maintenance-Motor Vehicles	-	(35)	-	-
Maintenance-Office Equipment	866	1,085	5,000	1,500
Rentals-Office Equipment	43,074	41,544	57,500	57,500
Dues/Memberships	360	428	2,500	35,500
Training/Registration	2,515	3,017	38,900	10,000
Postage	9,596	5,387	30,000	30,000
Travel Expense - Employee	6,914	8,280	19,550	14,500
Travel Expense-Mileage-Employee	916	1,113	1,950	1,950
Travel Expense-Mileage-Non-Employee	-	-	900	-
Advertising	-	-	-	500
Printing - External	2,407	4,241	10,000	10,000
Printing - Internal	10,206	7,356	61,500	43,500
Record/Equipment Storage	18,236	21,732	29,000	38,900
Office Expense	30,207	41,645	65,000	65,000
Meeting Expense	2,408	1,238	4,800	3,000
Office Equip/Software-Inventorial	-	-	20,000	20,000
Indirect Allocation-General	295,284	385,237	332,876	
Total Expenditures	1,704,078	1,890,714	1,952,394	2,094,318

MSI Admin259,222Local Transportation Fund - Admin8,323Local Transportation Fund - Planning344,178Planning, Programming & Monitoring12,535SAFE-Vehicle Registration Fees27,829General Assessment Dues30,338Property Assessed Clean Energy Fund7,470MSI Valley Fund-Freeway Projects102,887MSI Valley Fund-Freeway Projects68,946MSI Valley Fund-Grade Separations47,224MSI Valley Fund-Traffic Mgmt Sys26,696MSI Victor Valley Fund-Traffic Mgmt Sys10,028Indirect Cost Fund1,148,642Total Funding Sources2,094,318		
Local Transportation Fund - Planning344,178Planning, Programming & Monitoring12,535SAFE-Vehicle Registration Fees27,829General Assessment Dues30,338Property Assessed Clean Energy Fund7,470MSI Valley Fund-Freeway Projects102,887MSI Valley Fund-Fwy Interchange68,946MSI Valley Fund-Grade Separations47,224MSI Valley Fund-Traffic Mgmt Sys26,696MSI Victor Valley Fund-Traffic Mgmt Sys10,028Indirect Cost Fund1,148,642	MSI Admin	259,222
Planning, Programming & Monitoring12,535SAFE-Vehicle Registration Fees27,829General Assessment Dues30,338Property Assessed Clean Energy Fund7,470MSI Valley Fund-Freeway Projects102,887MSI Valley Fund-Freeway Projects68,946MSI Valley Fund-Grade Separations47,224MSI Valley Fund-Traffic Mgmt Sys26,696MSI Victor Valley Fund-Traffic Mgmt Sys10,028Indirect Cost Fund1,148,642	Local Transportation Fund - Admin	8,323
SAFE-Vehicle Registration Fees27,829General Assessment Dues30,338Property Assessed Clean Energy Fund7,470MSI Valley Fund-Freeway Projects102,887MSI Valley Fund-Freeway Projects68,946MSI Valley Fund-Grade Separations47,224MSI Valley Fund-Traffic Mgmt Sys26,696MSI Victor Valley Fund-Traffic Mgmt Sys10,028Indirect Cost Fund1,148,642	Local Transportation Fund - Planning	344,178
General Assessment Dues30,338Property Assessed Clean Energy Fund7,470MSI Valley Fund-Freeway Projects102,887MSI Valley Fund-Fwy Interchange68,946MSI Valley Fund-Grade Separations47,224MSI Valley Fund-Traffic Mgmt Sys26,696MSI Victor Valley Fund-Traffic Mgmt Sys10,028Indirect Cost Fund1,148,642	Planning, Programming & Monitoring	12,535
Property Assessed Clean Energy Fund7,470MSI Valley Fund-Freeway Projects102,887MSI Valley Fund-Fwy Interchange68,946MSI Valley Fund-Grade Separations47,224MSI Valley Fund-Traffic Mgmt Sys26,696MSI Victor Valley Fund-Traffic Mgmt Sys10,028Indirect Cost Fund1,148,642	SAFE-Vehicle Registration Fees	27,829
MSI Valley Fund-Freeway Projects102,887MSI Valley Fund-Fwy Interchange68,946MSI Valley Fund-Grade Separations47,224MSI Valley Fund-Traffic Mgmt Sys26,696MSI Victor Valley Fund-Traffic Mgmt Sys10,028Indirect Cost Fund1,148,642	General Assessment Dues	30,338
MSI Valley Fund-Fwy Interchange68,946MSI Valley Fund-Grade Separations47,224MSI Valley Fund-Traffic Mgmt Sys26,696MSI Victor Valley Fund-Traffic Mgmt Sys10,028Indirect Cost Fund1,148,642	Property Assessed Clean Energy Fund	7,470
MSI Valley Fund-Grade Separations47,224MSI Valley Fund-Traffic Mgmt Sys26,696MSI Victor Valley Fund-Traffic Mgmt Sys10,028Indirect Cost Fund1,148,642	MSI Valley Fund-Freeway Projects	102,887
MSI Valley Fund-Traffic Mgmt Sys26,696MSI Victor Valley Fund-Traffic Mgmt Sys10,028Indirect Cost Fund1,148,642	MSI Valley Fund-Fwy Interchange	68,946
MSI Victor Valley Fund-Traffic Mgmt Sys10,028Indirect Cost Fund1,148,642	MSI Valley Fund-Grade Separations	47,224
Indirect Cost Fund 1,148,642	MSI Valley Fund-Traffic Mgmt Sys	26,696
	MSI Victor Valley Fund-Traffic Mgmt Sys	10,028
Total Funding Sources2,094,318	Indirect Cost Fund	1,148,642
	Total Funding Sources	2,094,318

Task0350 General Counsel

Purpose

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

Accomplishments

- 1. Drafted SBCTA Administrative Code and revised SANBAG Bylaws.
- 2. Guided successful transfer of SANBAG employees to SBCTA and approval by San Bernardino County Employees' Retirement Association.
- 3. Advised and negotiated Redlands Passenger Rail Project vehicle procurement (Diesel Multiple Units).
- 4. Advised regarding Interstate 10 (I-10) Express Lanes design-build and Toll Services Provider procurement.
- 5. Negotiated I-10 Express Lanes back office services agreement.
- 6. Provided comprehensive quarterly litigation and claims updates for the Board.
- 7. 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 SANBAG 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 SANBAG 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.

The Fiscal Year 2018/2019 budget includes costs in the Indirect Cost Fund, Local Transportation Fund (LTF), Measure I Valley Funds for 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. 00-1000801, Legal Research Database, Amount Budgeted \$7,000.
 - iii. 00-1001039, Legal Services Construction Law, 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.
- ii. RFQ, Outside Counsel for various specialty legal services, Amount Budgeted \$55,000, Contract amounts will vary based on services provided.

Manager

Eileen Monaghan Teichert, General Counsel

Task 0350 General Counsel

2015-2016 2016-2017 Revised 2018-2019 Expenditures Actuals Actual Budget Budget Regular Full-Time Employees 255,610 335,232 394,163 405,416 Overtime 1,847 832 2,500 - Fringe Allocation-General 242,803 308,785 407,174 418,228 Professional Services 7,209 6,530 15,860 15,900 Consulting Services 46,614 - 10,000 - Legal Fees 190,997 65,096 80,000 80,000 Training/Registration 3,152 3,376 5,832 6,365 Postage - - 200 200 Travel Expense - Employee 1,557 3,577 6,000 6,000 Travel Expense-Mileage-Employee 30 - 200 200 Printing - Internal - - - - Office Expense 32 482 500 500 Office Expense	Task 0550 General Counsel				
ExpendituresActualsActualBudgetBudgetRegular Full-Time Employees255,610335,232394,163405,416Overtime1,8478322,500-Fringe Allocation-General242,803308,785407,174418,228Professional Services7,2096,53015,86015,900Consulting Services46,614-10,000-Legal Fees190,99765,09680,00080,000Training/Registration3,1523,3765,8326,365Postage200200Travel Expense - Employee1,5573,5776,0006,000Printing - Internal200200Office Expense2,450Meeting Expense32482500500				2017-2018	
Regular Full-Time Employees255,610335,232394,163405,416Overtime1,8478322,500-Fringe Allocation-General242,803308,785407,174418,228Professional Services7,2096,53015,86015,900Consulting Services46,614-10,000-Legal Fees190,99765,09680,00080,000Training/Registration3,1523,3765,8326,365Postage200200Travel Expense - Employee1,5573,5776,0006,000Printing - Internal200200Office Expense2,450Meeting Expense32482500500		2015-2016	2016-2017	Revised	2018-2019
Overtime1,8478322,500-Fringe Allocation-General242,803308,785407,174418,228Professional Services7,2096,53015,86015,900Consulting Services46,614-10,000-Legal Fees190,99765,09680,00080,000Training/Registration3,1523,3765,8326,365Postage200200Travel Expense - Employee1,5573,5776,0006,000Travel Expense-Mileage-Employee30-200200Office Expense2,450Meeting Expense32482500500	Expenditures	Actuals	Actual	Budget	Budget
Fringe Allocation-General242,803308,785407,174418,228Professional Services7,2096,53015,86015,900Consulting Services46,614-10,000-Legal Fees190,99765,09680,00080,000Training/Registration3,1523,3765,8326,365Postage200200Travel Expense - Employee1,5573,5776,0006,000Travel Expense-Mileage-Employee30-200200Office Expense2,450Meeting Expense32482500500	Regular Full-Time Employees	255,610	335,232	394,163	405,416
Professional Services 7,209 6,530 15,860 15,900 Consulting Services 46,614 - 10,000 - Legal Fees 190,997 65,096 80,000 80,000 Training/Registration 3,152 3,376 5,832 6,365 Postage - - 200 200 Travel Expense - Employee 1,557 3,577 6,000 6,000 Travel Expense-Mileage-Employee 30 - 200 200 Printing - Internal - - 200 200 Office Expense 2,450 - - - Meeting Expense 32 482 500 500	Overtime	1,847	832	2,500	-
Consulting Services 46,614 - 10,000 - Legal Fees 190,997 65,096 80,000 80,000 Training/Registration 3,152 3,376 5,832 6,365 Postage - - 200 200 Travel Expense - Employee 1,557 3,577 6,000 6,000 Travel Expense-Mileage-Employee 30 - 200 200 Printing - Internal - - 200 200 Office Expense 2,450 - - - Meeting Expense 32 482 500 500	Fringe Allocation-General	242,803	308,785	407,174	418,228
Legal Fees190,99765,09680,00080,000Training/Registration3,1523,3765,8326,365Postage200200Travel Expense - Employee1,5573,5776,0006,000Travel Expense-Mileage-Employee30-200200Printing - Internal200200Office Expense2,450Meeting Expense32482500500	Professional Services	7,209	6,530	15,860	15,900
Training/Registration3,1523,3765,8326,365Postage200200Travel Expense - Employee1,5573,5776,0006,000Travel Expense-Mileage-Employee30-200200Printing - Internal200200Office Expense2,450Meeting Expense32482500500	Consulting Services	46,614	-	10,000	-
Postage - - 200 200 Travel Expense - Employee 1,557 3,577 6,000 6,000 Travel Expense-Mileage-Employee 30 - 200 200 Printing - Internal - - 200 200 Office Expense 2,450 - - - Meeting Expense 32 482 500 500	Legal Fees	190,997	65,096	80,000	80,000
Travel Expense - Employee 1,557 3,577 6,000 6,000 Travel Expense-Mileage-Employee 30 - 200 200 Printing - Internal - - 200 200 Office Expense 2,450 - - - Meeting Expense 32 482 500 500	Training/Registration	3,152	3,376	5,832	6,365
Travel Expense-Mileage-Employee30-200200Printing - Internal200200Office Expense2,450Meeting Expense32482500500	Postage	-	-	200	200
Printing - Internal200200Office Expense2,450Meeting Expense32482500500	Travel Expense - Employee	1,557	3,577	6,000	6,000
Office Expense2,450Meeting Expense32482500500	Travel Expense-Mileage-Employee	30	-	200	200
Meeting Expense 32 482 500 500	Printing - Internal	-	-	200	200
	Office Expense	2,450	-	-	-
Office Equip/Software-Inventorial 10.000	Meeting Expense	32	482	500	500
	Office Equip/Software-Inventorial	-	-	-	10,000
Indirect Allocation-General 74,214 - 225,391 -	Indirect Allocation-General	74,214		225,391	-
Total Expenditures826,515723,9101,148,020943,009	Total Expenditures	826,515	723,910	1,148,020	943,009

Funding Sources

Local Transportation Fund - Rail	254,125
MSI Valley Fund-Freeway Projects	209,767
MSI Valley Fund-Fwy Interchange	45,918
Indirect Cost Fund	433,199
Total Funding Sources	943,009

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. Received Government Finance Officers Association (GFOA) awards for the Comprehensive Annual Financial Report and Annual Budget.
- 2. Established short-term financing programs including notes, commercial paper and other options.
- 3. Centralized revenue claiming functions.
- 4. Revised Financial Policies to include capital outlay and revenue claiming compliance requirements as required for federal grants.
- 5. Revised the Surplus Property Policy to update regulations requirements and established a new Surplus Real Property Policy.
- 6. Established Policy for funding indirect cost and fund balance reserves.
- 7. Established a five year capital improvement plan.
- 8. Hired a Risk Manager to perform risk management functions.
- 9. Revised accounts receivable and cash receipt procedures to improve internal controls.
- 10. Revamped the budget to actual report to include data by fund and revenue amounts.
- 11. Updated procurement policy to comply with State and Federal regulations.

Work Elements

Finance and Accounting

This activity provides for the financial administration, general accounting and 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:
 - 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, current investment strategies, cash management and cash flow projections.
 - ii. Monthly and quarterly preparation of investment report and review.
 - iii. Review investment policies, practices, procedures and portfolio status.
 - iv. Observations and recommendations regarding the adequacy of investment controls.
- 4. Review financing timetables and structure new debt issue, as necessary, including rating agency presentations and official statements.

Task0400 Financial Management

Budgetary changes include excluding the \$1.2 million of sales tax funds repayment to the State Board of Equalization for potential audits conducted on certain entities that may have overstated Measure I Sales Tax. It was identified that any audit corrections will instead reduce future sales tax allocations.

Procurement and contract administration

This activity provides the centralized purchasing and contracts administration for 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:

- 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 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 utilizing Laserfiche and EDEN financial system 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

Provide financial management support for all activities, complete the Comprehensive Annual Financial Report, prepare budget and submit to Government Finance Officers Association for award consideration. Conduct annual financial audit. The majority of the costs attributed to financial management are accounted for in the indirect costs fund.

Contract Information

a. Existing Contracts

- i. 00-1000874, Financial Advisory Services, Amount Budgeted \$30,000.
- 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.

Task0400 Financial Management

- v. 15-1001158, Insurance and Risk Management Services, Amount Budgeted, \$70,000.
- 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 \$50,000.
- 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 \$140,000.
- b. New Contracts
 - i. RFP, Insurance Broker, Amount Budgeted \$70,000, Total Estimated Contract Amount \$275,000.
 - ii. RFP, Bank services, short term financing, Amount Budgeted \$0, Total Estimated Contract Amount \$0.

Manager

Hilda Flores, Chief Financial Officer

Task0400Financial Management

Task 0400 Timanciai Management			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	704,935	742,029	819,731	1,225,427
Regular Part-Time Employees	6,523	6,066	12,000	18,720
Overtime	3,128	7,347	5,000	11,835
Retirement Contribution-Employer	51,768	-	-	-
Fringe Allocation-General	667,755	689,239	858,904	1,253,484
Professional Services	295,387	165,057	1,574,500	215,000
Consulting Services	17,650	-	145,000	50,000
County Fees	14,328	43,552	100,000	100,000
Auditing & Accounting	565,737	624,079	959,000	1,005,000
Investment Management Fees	68,619	83,025	90,000	85,000
Financial/Legal Bonding Fees	-	3,288	-	-
General Liability Insurance	161,557	229,000	230,000	270,000
Umbrella Liability Insurance	86,857	-	82,000	-
Property Insurance	51,591	33,352	50,000	50,000
Crime Insurance	10,281	15,959	30,000	30,000
Public Officials Liability Insurance	198,057	-	-	60,000
Automotive Insurance	1,815	-	2,000	3,000
Cyber Liability Insurance	-	16,404	18,000	20,000
Dues/Memberships	870	2,045	3,000	3,000
Training/Registration	13,629	4,436	23,000	23,000
Postage	2,955	2,289	1,200	1,200
Travel Expense - Employee	3,210	4,272	4,000	4,000
Travel Expense-Mileage-Employee	825	3,613	2,500	2,000
Advertising	751	686	1,000	1,000
Printing - External	14,219	9,683	10,000	10,000
Printing - Internal	-	(112)	-	-
Communications	827	-	3,000	-
Bank Charges	(10)	194	-	1,000
Other Service Charges	-	10,962	-	-
Office Expense	691	812	-	-
Meeting Expense	(4,476)	1,914	2,500	2,000
Computer Hardware & Software	5,972	-	-	-
Indirect Allocation-General	267,323	310,254	224,311	-
Total Expenditures	3,212,774	3,009,445	5,250,646	4,444,666
Funding Sources				
MSI Admin				856,241
Local Transportation Fund - Admin				165,379
Local Transportation Fund - Planning				282,429
SAFE-Vehicle Registration Fees				56,265
MSI Valley Fund-Freeway Projects				148,601
MSI Valley Fund-Fwy Interchange				77,847
MSI Valley Fund-Grade Separations				75,864
MSI Valley Fund-Metrolink/Rail Service				26,815
MSI Valley Fund-Express Bus/Rapid Trans				1,296
Indirect Cost Fund				2,753,929
Total Funding Sources				4,444,666
Total Funding Sources				1,117,000

Task 0450 Management Services

Purpose

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

Accomplishments

- 1. Transitioned to a new IT Services support provider "Brea IT".
- 2. Replaced standard network cable runs with fiber cable runs for increased efficiencies for staff and improved performance for future network infrastructure projects.
- 3. Fortified the data backup processes and disaster recovery capabilities into one fully integrated backup solution.
- 4. Completed a virtual network infrastructure upgrade. SBCTA was able to reduce the carbon footprint of the organization by going from (6) host virtual servers down to (3) resulting in an increase to the amount of virtual servers that can be added to the host servers.

Work Elements

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

Budgetary changes include a reduction of expenditures due to the completion of a one-time IT infrastructure upgrade completed in the current year.

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).

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.

Task 0450 Management Services

- 4. Upgrade firewall for improved performance and enhanced online security features.
- 5. Provide computer software training to increase employee learning and efficiency.
- 6. Procure new service agreement for agency network internet bandwidth.
- 7. Procure new service agreement for Depot Wi-Fi service.

Contract Information

- a. Existing Contracts
 - i. 00-1000887, Depot Wi-Fi Service, Amount Budgeted \$2,000.
 - ii. 17-1001582, Agiline, SharePoint 2013 Deployment and Migration, Amount Budgeted \$25,022.
 - iii. 17-1001628, City of Brea, Information Technology Network Consultant, Amount Budgeted \$203,860.
- b. New Contracts
 - i. IFB, Communication Services Internet Bandwidth, Amount Budgeted \$26,400, Total Estimated Contract Amount \$150,000.
 - ii. IFB, Communication Services Depot Wi-Fi Service, Amount Budgeted \$10,000, Total Estimated Contract Amount \$50,000.

Manager

Duane Baker, Deputy Executive Director

Task 0450 Management Services

Task 0450 Wanagement Services			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	103,822	112,269	117,537	100,412
Fringe Allocation-General	97,912	103,156	120,652	103,584
Professional Services	168,692	166,321	323,450	317,260
Consulting Services	15,933	-	-	-
Maintenance-Motor Vehicles	1,408	909	1,500	2,500
Training/Registration	225	-	10,000	10,000
Postage	51	-	500	700
Travel Expense - Employee	797	-	1,000	1,000
Travel Expense-Mileage-Employee	60	28	200	200
Advertising	-	232	-	-
Communications	13,746	16,325	102,328	74,448
Bank Charges	-	58	-	-
Office Expense	4,145	551	-	1,500
Meeting Expense	89	84	200	200
Office Equip/Software-Inventorial	142,399	178,901	201,197	208,140
Computer Hardware & Software	11,333	27,008	332,488	32,500
Total Expenditures	560,612	605,842	1,211,052	852,444

852,444

852,444

Funding Sources

Indirect Cost Allocation Fund-General

Total Funding Sources

Task0470 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 nine (9) full-time positions and three (3) intern positions.
- 2. Processed over four hundred twenty-nine (429) employment applications.
- 3. Conducted agency-wide fire, earthquake, and other safety related training and practice drills.
- 4. Recognized and rewarded employee contributions, longevity, and successes through several service awards and employee recognition events.
- 5. Implemented new paperless applicant tracking, performance evaluations, and employee onboarding processes.
- 6. Completed compensation study of approved agency positions.

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 resources processes to improve efficiency and reduce costs.
- 4. Utilize consultant services to seek medical, dental, and vision benefit plan options that are cost effective.

Manager

Duane Baker, Deputy Executive Director

Task 0470 Human Resources

Task 0470 Human Resources			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	63,479	62,415	64,388	67,513
Fringe Allocation-General	59,865	57,349	66,094	69,646
Professional Services	712	620	16,400	650
Legal Fees	-	3,529	10,000	25,000
Maintenance-Motor Vehicles	-	24	-	-
Dues/Memberships	459	271	619	649
Training/Registration	1,532	4,714	14,580	14,270
Postage	7	36	200	200
Travel Expense - Employee	49	(263)	6,500	6,500
Travel Expense-Mileage-Employee	42	129	500	500
Advertising	9,878	15,452	10,000	10,000
Contributions/Subsidies	5,000	5,000	5,000	5,000
Office Expense	94	97	-	1,000
Meeting Expense	4,132	7,734	12,500	12,500
Total Expenditures	145,249	157,107	206,781	213,428

Funding Sources

Indirect Cost Allocation Fund-General Total Funding Sources

 213,428
 213,428

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.

- 1. Partnered with local agencies for grant applications, with over \$2.3 million in awards since the contract with the Grant Consultant began.
- 2. Partnered with County Public Health Departments in San Bernardino and Riverside to create a best practices toolkit with a sample resolution and development checklist.
- 3. Partnered with County of San Bernardino Department of Behavioral Health to identify sites and implement a prescription drug drop-box program throughout the county.
- 4. Partnered with Southern California Associated Governments and several local jurisdictions in San Bernardino County to implement Open Streets event through the Go Human program.

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.
- 8. Work with Western Riverside Council of Governments on community health and wellness policy.
- 9. Work with local public safety dispatch centers to improve public safety communications.
- 10. Work with Census bureau on the Local Update of Census Addresses.
- 11. Partner with the County School District and the County Department of Public Health to expand Summer Meals Programs.

Budgetary changes include the reduction of expenditures for salaries and fringe benefits due to the elimination of two positions and limiting staff charging time to this task. This reduction was necessary because of a loss of ongoing revenue from the Property Assessed Clean Energy (PACE) Program.

Task 0501 Intergovernmental – Council of Governments

Product

- 1. Monthly meeting of the City/County Managers Technical Advisory Committee.
- 2. Annual City/County Conference.
- 3. Two 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 \$147,218.
 - ii. 16-1001379, Grant Search and Writing services, Amount Budgeted \$98,500.

Local Funding Source Detail

- i. Rancho Cucamonga Fire Protection District \$28,042.
- ii. San Bernardino County Forest Service \$59,718.

Manager

Duane Baker, Deputy Executive Director

Task 0501 Intergovernmental – Council of Governments

Task 0501 intergovernmental – Council	2017-2018			
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	64,039	104,035	276,059	81,593
Fringe Allocation-General	60,393	95,591	283,375	84,171
Professional Services	47,463	97,664	108,500	108,500
Maintenance-Motor Vehicles	-	-	-	200
Dues/Memberships	753	477	500	500
Training/Registration	21,603	29,018	27,750	28,750
Postage	-	-	200	200
Travel Expense - Employee	1,426	3,618	1,000	5,000
Travel Expense - Non-Employee	-	213	1,000	1,000
Travel Expense-Mileage-Employee	222	496	3,000	500
Travel Expense-Mileage-Non-Employee	-	-	-	500
Travel Expense-Other-Metrolink Tickets	-	106	200	100
Printing - External	59	-	-	-
Contributions/Subsidies	23,798	-	180,534	152,218
Office Expense	-	-	100	100
Meeting Expense	47,884	47,689	87,500	65,000
Indirect Allocation-General	93,466	197,136	460,862	
Total Expenditures	361,106	576,043	1,430,580	528,332

Funding Sources	
MSI Admin	138,350
General Assessment Dues	302,222
Council of Governments Fund	87,760
Total Funding Sources	528,332

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. Advocacy for the Small Starts grant for the Redlands Passenger Rail Project.
- 2. Advocacy for the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for the Interstate 10 (I-10) Corridor Project.
- 3. Advocacy for amending the Federal Aviation Administration's (FAA) rule on state and local sales taxes as they apply to aviation fuel.
- 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. Successful passage of Assembly Bill 1523 authored by Assemblyman Jay Obernolte. AB 1523 authorizes SBCTA to use a Design-Build procurement process for the Mt. Vernon Viaduct project.
- 2. Advocating to replenish funding losses in the State Transportation Improvement Program (STIP) and local streets and roads programs which deprogrammed \$62 million for SBCTA projects.
- 3. Advocating for Cap and Trade program allocations for transportation projects and worked with statewide partners to promote maximum flexibility in program guidelines.
- 4. 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.
- 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.

Task 0503 Legislation

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 2018/2019, 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

Task 0503 Legislation

Lask 0505 Legislation			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	82,649	161,450	70,196	95,464
Overtime	-	-	1,000	-
Fringe Allocation-General	77,944	148,343	73,083	98,481
Professional Services	171,516	151,732	259,242	175,200
Dues/Memberships	9,242	9,607	19,500	19,500
Training/Registration	25,449	25,055	31,600	31,600
Postage	11	-	350	350
Travel Expense - Employee	17,034	13,965	34,550	34,550
Travel Expense-Mileage-Employee	2,932	2,086	7,600	7,600
Printing - External	130	-	-	-
Contributions/Subsidies	-	300	600	600
Record/Equipment Storage	-	-	200	-
Office Expense	-	-	500	500
Meeting Expense	6,493	296	13,150	13,150
Office Equip/Software-Inventorial	-	70	-	-
Indirect Allocation-General	120,629	85,531	69,456	-
Total Expenditures	514,029	598,435	581,027	476,995

Funding Sources	
MSI Admin	124,530
Local Transportation Fund - Planning	93,648
Local Transportation Fund - Rail	44,000
MSI Valley Fund-Freeway Projects	11,318
MSI Valley Fund-Grade Separations	650
Indirect Cost Fund	202,849
Total Funding Sources	476,995

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 2017/2018, 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, Facebook, and Instagram, as well as continuing a news blog @sbctanewsroom.
- 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. SBCTA had garnered 175 media mentions in the major media publications in San Bernardino County, resulting in an ad value of more than \$1.8 million.
- 4. Continued to enhance 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 the various programs within the COG function; and lead the planning of the 7th Annual General Assembly in June 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. Introduced online streaming tools to enhance public engagement.
- 9. Managed 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.

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 2018/2019, 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. 16-1001371, 16-1001443, 16-1001444, 16-1001445 On-Call Graphic Design, Amount Budgeted \$45,000.
 - ii. 17-1001749 LCTOP Marketing & Branding Services for Mountain/Desert Transit Agencies, Amount Budgeted \$260,000.
 - iii. 3-year agency website maintenance and content posting, Amount Budgeted \$25,000.
 - iv. Media support services for enhanced presence, Amount Budgeted \$80,000.
- 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.

Manager

Otis Greer, Director of Legislative and Public Affairs

Task 0605 Public Affairs

	2015-2016	2016-2017	2017-2018 Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	197,202	115,835	65,968	200,508
Regular Part-Time Employees	-	1,536	-	-
Overtime	-	-	1,000	-
Fringe Allocation-General	185,975	106,432	68,743	206,844
Professional Services	6,985	149,915	796,266	733,000
Maintenance-Office Equipment	20	-	-	-
Dues/Memberships	3,250	4,317	4,000	11,000
Training/Registration	3,341	6,395	9,000	5,500
Postage	116	-	1,100	1,100
Travel Expense - Employee	6,483	5,773	10,000	14,000
Travel Expense-Mileage-Employee	2,513	1,557	3,650	4,500
Public Information Activities	24,302	33,277	90,500	85,000
Printing - External	-	-	2,500	2,500
Meeting Expense	641	-	4,000	3,500
Office Equip/Software-Inventorial	1,437	(1,788)	2,792	1,500
Computer Hardware & Software	-	27,008	-	-
Indirect Allocation-General	287,822	140,275	69,456	
Total Expenditures	720,087	590,532	1,128,975	1,268,952

Funding Sources

MSI Admin	463,614
Local Transportation Fund - Planning	103,843
Local Transportation Fund - Rail	11,100
Low Carbon Transit Operations Program	261,000
MSI Valley Fund-Freeway Projects	149,199
MSI Valley Fund-Fwy Interchange	52,293
MSI Valley Fund-Grade Separations	15,501
Indirect Cost Fund	212,402
Total Funding Sources	1,268,952

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 four tenants occupying the Depot which include San Bernardino Historical and Pioneer Society, Southern California Association of Governments (SCAG) local office and teleconferencing location, the Local Agency Formation Commission of San Bernardino County (LAFCO), and new café tenant for the lobby. 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. The Depot will turn 100 years old in 2018. As with any historic structure, maintenance can be an issue. Recent investigations revealed some structural issue in the basement that require repair. State funds have been identified and will be included in the budget for that purpose.

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. Coordinate all furniture procurements and repairs for SBCTA.
- 4. Review building operating budgets quarterly and adjust as necessary.
- 5. Ongoing oversight of the property management account.
- 6. Continued oversight over added security measures.

Budgetary changes include budgeting of \$800,000 in State funds to be used for structural repairs to the basement of the Depot. This year will also see the start of a Capital Improvement Plan to set aside funds for capital improvements and maintenance to the Depot.

Product

Active management of the facility.

Contract Information

- a. New Contracts
 - i. IFB, new contract for structural repairs to the Depot, Budgeted amount \$800,000, Total Estimated Contract Amount \$800,000.

Local Funding Source Detail

- i. LAFCO \$60,000.
- ii. SCAG \$42,000.
- iii. City of San Bernardino \$180,000.
- iv. Depot Café \$12,000.

SBCTA receives \$12,000 annually from AMTRAK for the rail station host program which is recorded in the general fund.

Manager

Duane Baker, Deputy Executive Director

Task 0805 Building Operation

Santa Fe Depot Building Fund

Total Funding Sources

			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	24,818	26,732	23,350	24,125
Fringe Allocation-General	23,405	24,562	23,969	24,887
Professional Services	7,444	22,324	80,530	90,636
Program Management Fees	2,565	-	-	-
Utilities	66,628	72,423	99,000	99,000
Maintenance-Buildings	554,635	735,887	1,517,403	1,804,400
Maintenance-Motor Vehicles	180	-	-	-
Advertising	185	-	-	-
Communications	11,337	12,429	20,000	20,000
Bank Charges	-	-	-	100
Other Service Charges	-	467,997	5,000	-
Office Expense	5,686	9,594	15,500	15,500
Buildings & Structures	-	-	85,000	25,000
Office Furniture & Equipment	-	114,266	93,000	225,000
Office Equip/Software-Inventorial	2,841	17,332	10,000	10,000
Computer Hardware & Software	29,572	93,753	-	-
Indirect Allocation-General	36,222	50,655	38,981	
Total Expenditures	765,518	1,647,954	2,011,733	2,338,648
Funding Sources				
State of Good Repair – SBCTA				800,000
Rail Assets				25,000
Amtrak				12,000
Indirect Cost Fund				1,101,548

400,100 2,338,648



The University of Redlands, a small liberal arts college, will serve as the eastern terminus for the future Arrow rail service.

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 conservation through the San Bernardino Regional Energy Partnership (SBREP) program.

Accomplishments

- 1. Assisted twelve partnership cities with the SBREP and hosted six light emitting diode (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. 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 of which are located in the Inland Empire.
- 5. Began installation of electric vehicle (EV) charging stations at SBCTA/Santa Fe Depot, using a \$450,000 grant from the Mobile Source Air Pollution Reduction Review Committee (MSRC).
- 6. Received a \$181,000 grant from the California Energy Commission (CEC) to develop a San Bernardino Countywide Zero-Emission Vehicle Readiness and Implementation Plan.

Goals and Objectives

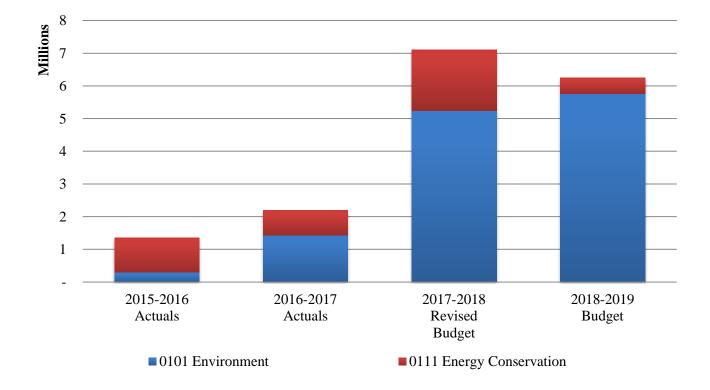
- 1. Work to achieve Senate Bill (SB) 375 targets for greenhouse gasses as part of Southern California Association of Governments (SCAG's) Sustainable Communities Strategy.
- 2. Develop a zero-emission vehicle readiness and implementation plan for the San Bernardino County area.
- 3. Add additional cities to the SBREP, initiate benchmarking and apply for additional strategic planning funds to conduct Energy Action Plans and to implement Energy Efficiency Revolving Funds.
- 4. 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.
- 5. Install additional EV charging stations at SBCTA/Santa Fe Depot and the San Bernardino Transit Center.
- 6. Seek grants for countywide EV infrastructure deployment.

Performance/Workload Indicators

			2017-2018	
	2015-2016 Actual	2016-2017 Actual	Revised Budget	2018-2019 Budget
Regional Energy Partnership Meetings	7	9	10	12
LED Holiday Light Exchanges/Energy Efficiency Starter Kit Events	5	5	6	8
Electric Vehicle Workshops held	N/A	N/A	N/A	4
Electric Vehicle Chargers Installed	N/A	N/A	2	11

Environment and Energy Conservation Program Summary

	2015-2016 Actuals	2016-2017 Actuals	2017-2018 Revised Budget	2018-2019 Budget
Tasks				
0101 Environment	299,113	1,430,634	5,233,947	5,759,429
0111 Energy Conservation	1,060,560	761,085	1,880,359	494,294
Total Tasks	1,359,673	2,191,719	7,114,306	6,253,723



Task0101 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. Implemented Phase I of 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 demonstration 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.
- 3. Began installation of electric vehicle (EV) chargers through a \$450,000 grant received from the Mobile Source Air Pollution Review Committee (MSRC).
- 4. Received a \$181,000 grant from the California Energy Commission (CEC) to develop a San Bernardino Countywide Zero-Emission Vehicle Readiness and Implementation Plan. Procured the Center for Sustainable Energy (CSE) to assist in development of the plan.
- 5. Continued to work with the U.S. Department of Energy (DOE) on the asset management and the disposition procedures of the combined 202 Compress Natural Gas (CNG) and Liquefied Natural Gas (LNG) Truck Project.

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 fleet/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 to identify "shovel-ready" EV charging locations, so that the plan can be easily adapted and used to apply for grant opportunities to fund EV infrastructure.
- 7. Install additional EV charging stations at SBCTA/Santa Fe Depot and the San Bernardino Transit Center.
- 8. Work to achieve Senate Bill 375 targets for greenhouse gasses as part of Southern California Association of Governments (SCAG's) Sustainable Communities Strategy.
- 9. Oversee Phase I and II of CARB Zero Emission Truck Projects in San Bernardino, Fontana, and Los Angeles.

Budgetary changes include an increase of \$175,000 for the preparation of a ZEV readiness and implementation plan funded from a CEC grant. Budgetary increases also include contingency funds of \$75,000 in contingency related to the installation of Level 2 and Level 3 electric vehicle chargers at SBCTA and downtown San Bernardino Transit Center.

Task 0101 Environment

Product

- 1. Completion of a regional Zero-Emission Vehicle readiness and implementation plan.
- 2. Identification of "shovel-ready" EV charging stations for purposes of streamlining grant applications when funding becomes available for EV infrastructure.
- 3. Identify LNG/CNG funding opportunities to help the urban Valley improve air quality.
- 4. Completion of Phase II of CARB Zero Emission yard and service truck deployment in San Bernardino, Fontana and Los Angeles.
- 5. Continue to manage assets (equipment and trucks) that were part of a grant from the Department of Energy (DOE).

Contract Information

- a. Existing Contracts
 - i. 16-1001509, CALSTART, Amount Budgeted \$150,000.
 - ii. 16-1001507, BYD, Amount Budgeted \$4,350,000.
- b. New Contracts
 - i. IFB, Electric Vehicle Infrastructure Preparation for chargers at SBCTA and San Bernardino Transit Center, Amount Budgeted \$250,000, Total Estimated Contract Amount \$250,000.

Manager

Duane Baker, Deputy Executive Director

Task 0101 Environment

Task 0101 Environment	2015-2016	2016-2017	2017-2018 Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	68,567	66,393	70,146	99,077
Regular Part-Time Employees	6,174	2,346	600	600
Overtime	1,337	195	-	-
Fringe Allocation-General	66,153	61,183	72,620	102,827
Professional Services	17,381	1,087,599	4,710,000	4,922,500
Consulting Services	-	-	-	75,000
Maintenance-Motor Vehicles	-	-	-	450
Training/Registration	116	(122)	2,000	2,000
Postage	213	430	350	500
Travel Expense - Employee	1,329	114	9,000	15,000
Travel Expense-Mileage-Employee	883	312	2,500	6,500
Printing - External	1,288	-	1,000	1,200
Printing - Internal	-	-	300	350
Contributions/Subsidies	25,734	82,776	59,000	100,000
Office Expense	423	-	325	425
Meeting Expense	-	915	3,000	3,000
Electric Vehicle Charging Stations	-	-	135,000	335,000
Office Equip/Software-Inventorial	-	-	50,000	95,000
Indirect Allocation-General	109,515	128,493	118,106	-
Total Expenditures	299,113	1,430,634	5,233,947	5,759,429

Low Carbon Transportation Fund	4,500,000
State CEC AB118 ARFVT Program	181,000
SCAQMD/Mobile Source Review Comm.	385,000
Electric Vehicle Charging Stations	27,500
MSI Valley Fund-Traffic Mgmt Sys	223,929
MSI 1990-Valley Fund-TMEE	442,000
Total Funding Sources	5,759,429

Task0111 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. Administered levy and annual collection administration related to 12,384 existing Property Assessed Clean Energy (PACE) liens originated from 2013 until 2017.
- 2. Transitioned two new cities to the San Bernardino Regional Energy Partnership (SBREP), hosted ten (10) meetings and assisted all 12 cities with saving approximately 1,012,605 kWh and 720 therms, and receiving \$349,230 in incentives.
- 3. Hosted six (6) holiday light emitting diode (LED) light exchange and free energy efficiency starter kit events in Chino Hills, Fontana, Rancho Cucamonga, Rialto and Upland.
- 4. Received funding from Southern California Edison (SCE) and Southern California Gas Company (SoCalGas) to conduct Energy Benchmarking for four cities participating in the SBREP.

Work Elements

- 1. In coordination with both SCE and SoCalGas, continue assisting cities with reducing energy consumption and achieving savings through the SBREP.
- 2. Through the SBREP and in coordination with SCE, provide assistance to cities who submitted an application to acquire their streetlights and to receive an incentive to convert them to LED.
- 3. Through the SBREP and in coordination with SCE, identify city facilities that would benefit from SoCalGas' new and free Direct Install program to achieve additional therm savings.
- 4. Conduct Energy Benchmarking for the cities of Chino Hills, Fontana, Rancho Cucamonga and Twentynine Palms.
- 5. Increase participation in the SBREP by encouraging the few additional remaining cities to pass resolutions to join.
- 6. Host holiday LED light exchange and free energy efficiency starter kit events in 2018.

Budgetary changes include a reduction of expenditures of over \$1 million due to the elimination of new assessments through the Home Energy Renovation Opportunity (HERO) Program.

Product

- 1. Reduce energy and water consumption by private property owners and public agencies.
- 2. Achieve savings identified by SCE and SoCalGas through the SBREP and upload Benchmarking data to the Energy Star Portfolio.
- 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 Home Energy Renovation Opportunity (HERO) Program.
 - ii. 00-1000775, Financial Advisor and Program Manager for the HERO Program.
 - iii. 00-1000776, Special Tax Consultant and Assessment Engineer for the HERO Program.

- Task0111 Energy Conservation
- b. New Contracts
 - i. RFP, Marketing Materials (this contract is rebid each year), Amount Budgeted \$50,000, Total Estimated Contract Amount \$50,000.
 - ii. RFP, Energy Planning (this contract is rebid each year), Amount Budgeted \$75,000, Total Estimated Contract Amount \$75,000.
 - iii. RFP, Energy Action Planning (this contract is rebid each year), Amount Budgeted \$200,000, Total Estimated Contract Amount \$200,000.

Local Funding Source Detail

- i. Southern California Edison \$239,508.
- ii. Southern California Gas Company \$219,222.

Manager

Duane Baker, Deputy Executive Director

Task0111Energy Conservation

			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	39,201	44,411	70,335	16,334
Regular Part-Time Employees	-	5,394	10,080	9,480
Fringe Allocation-General	36,742	40,807	82,547	26,630
Professional Services	418,796	323,045	1,057,700	383,700
Legal Fees	-	406	-	-
Training/Registration	110	-	4,000	2,000
Postage	47	52	1,200	200
Travel Expense - Employee	1,113	2,513	6,000	4,000
Travel Expense-Mileage-Employee	562	1,335	2,500	2,500
Printing - External	-	-	10,000	10,600
Printing - Internal	-	-	-	150
Contributions/Subsidies	-	-	-	9,000
Bank Charges	41,645	20,115	22,000	22,000
Other Service Charges	465,553	232,305	475,000	-
Office Expense	1,467	267	2,250	2,700
Meeting Expense	957	955	2,500	5,000
Indirect Allocation-General	54,367	89,480	134,247	-
Total Expenditures	1,060,560	761,085	1,880,359	494,294

Property Assessed Clean Energy Fund	35,564
Council of Governments Fund	458,730
Total Funding Sources	494,294

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), 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. Following a 3G cellular call box system upgrade and transition to Verizon Wireless, converted satellite call box sites to cellular sites and relocated the satellite call box sites to areas with no cellular coverage.
- 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 marketing campaigns and interactive workshops for employers to encourage and promote ridesharing to commuters.
- 5. Initiated a Rideshare Pilot Project to evaluate a rideshare software platform that offers expanded ridematching capabilities, enhanced commuter data logging as well as the ability to implement reward programs and commuter challenges (gamification).
- 6. Branded the vanpool subsidy program, SB Loop, began customization and development of the online software system and approved contracts with two vanpool lease vehicle providers for the program.
- 7. Expanded hours of operations for FSP program to include extended weekday hours and weekend service on selected beats.

Goals and Objectives

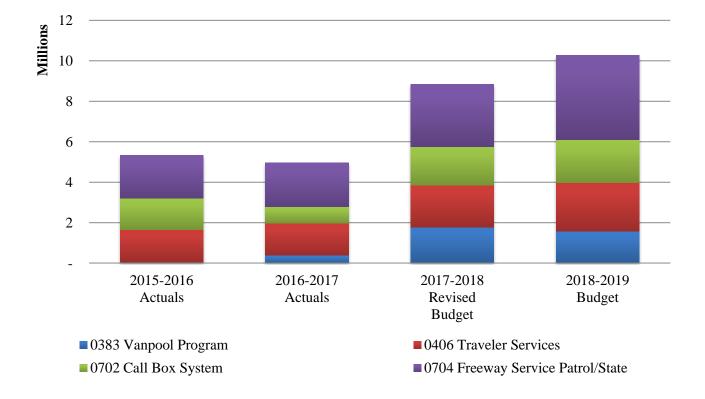
- 1. Analyze the call box network for call usage, urban growth and proximity to other available motorist aid services in preparation of a 3G cellular phase out and 4G conversions.
- 2. Research implementation of a Mobile Call Box program.
- 3. Evaluate and convert non-American with Disabilities Act (ADA) 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 an ongoing vanpool subsidy program.
- 6. Reduce traffic congestion by encouraging ridesharing with enhanced marketing efforts, 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.
- 8. Reduce additional single occupancy vehicles and provide education on rideshare.

Performance/Workload Indicators

			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
	Actual	Actual	Budget	Budget
Annual Employer Participants	97	101	115	120
Park and Ride Lots	21	21	21	19
Motorists assisted by Freeway Service Patrol	36,000	33,369	36,000	43,000
Calls to 511	282,180	201,099	345,000	200,000
Visits to IE511.org	605,000	618,627	610,000	620,000
Calls to 1-866-RIDESHARE	5,026	5,231	5,750	5,750
Visits to IECommuter.org	806,893	862,531	900,000	900,000

Commuter and Motorist Assistance Program Summary

		2015-2016 Actuals	2016-2017 Actuals	2017-2018 Revised Budget	2018-2019 Budget
Tasks					
0383	Vanpool Program	47,682	391,634	1,779,339	1,589,861
0406	Traveler Services	1,603,829	1,589,146	2,063,750	2,376,856
0702	Call Box System	1,548,467	814,020	1,903,045	2,132,065
0704	Freeway Service Patrol/State	2,129,673	2,174,683	3,091,595	4,185,935
Tota	al Tasks	5,329,651	4,969,483	8,837,729	10,284,717



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 and other regional vanpools in the area, 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 receive funds associated with the Vanpool Program. Currently, staff is in the early stages of implementing the Vanpool Program with an anticipated soft launch in Spring 2018 and a public launch in Summer 2018. Staff released three Requests for Proposals (RFP) and hired a consultant to develop the vanpool online software, a consultant to develop and implement the branding and marketing strategy, and a vanpool leasing vendor to provide vanpool vehicles to participants. Additionally, staff has recommended to the Board that SBCTA join and become a member of the California Vanpool Authority, a public agency who provides vanpool vehicles in member areas, to provide a secondary option of vanpool vehicles for participants. SBCTA's vanpool program, branded as SB Loop Vanpool Services and the proprietary software being customized for the program will provide a sense of ease to participants looking to join or start a stress free commute.

Work Elements

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

Product

- 1. Launch of the SB Loop vanpool subsidy program.
- 2. Implement marketing campaign on introduction to new Vanpool Program.
- 3. Monitor and report on Vanpool Program participation regularly to the SBCTA Board.
- 4. Submit annual NTD report to the FTA.

Contract Information

- a. Existing Contracts
 - i. 00-1000940, Consulting Services and Program Administration, Amount Budgeted \$315,000.
 - ii. 17-1001683, Online System Developer, Amount Budgeted \$75,000.
 - iii. 17-1001616, Vanpool Leasing Vendor, Amount Budgeted \$500,000.
 - iv. 17-1001740, Marketing Services, Amount Budgeted \$150,000.
- b. New Contracts
 - i. California Vanpool Authority, Amount Budgeted \$225,000, Total Estimated Contract Amount \$225,000.

Manager

Duane Baker, Deputy Executive Director

Task 0383 Vanpool Program

	2015-2016	2016-2017	2017-2018 Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	-	30,734	31,718	45,339
Regular Part-Time Employees	-	6	1,951	-
Overtime	-	424	-	-
Fringe Allocation-General	-	28,628	34,562	46,772
Professional Services	-	24,557	1,109,300	1,098,500
Consulting Services	47,682	244,011	525,000	315,000
Training/Registration	-	1,300	5,000	5,000
Postage	-	20	200	400
Travel Expense - Employee	-	2,436	5,000	5,000
Travel Expense-Mileage-Employee	-	-	3,000	4,000
Travel Expense-Other-Metrolink Tickets	-	-	200	300
Printing - External	-	370	5,000	55,000
Printing - Internal	-	-	200	300
Communications	-	-	-	2,000
Office Expense	-	-	1,000	1,250
Meeting Expense	-	102	1,000	6,000
Office Equip/Software-Inventorial	-	-	-	5,000
Indirect Allocation-General		59,046	56,208	
Total Expenditures	47,682	391,634	1,779,339	1,589,861

Federal Transit Administration 5307 - CMAQ
MSI Valley Fund-Traffic Mgmt Sys
Total Funding Sources

1,398,500
191,361
1,589,861

Task0406 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 (bus, train, bike, walk, carpool, vanpool, and telecommute).

Accomplishments

Ongoing implementation of IE Commuter (IECommuter.org, 1-866-RIDESHARE), a bi-county rideshare and 511 program with Riverside County Transportation Commission, providing employer services, ride-matching and incentives and coordination of IE511. IE511 is 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 (P&R) lot information. Ongoing participation in regional rideshare activities with Los Angeles County Metropolitan Transportation Authority (LACMTA), Orange County Transportation Authority (OCTA) and Ventura County Transportation Commission, which includes offering a regional guaranteed ride home program; monthly rideshare newsletter for commuters, bi-monthly newsletters for employers and traffic reporter outreach.

In 2017, 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 60,000 downloads.

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.

IE Commuter hosted two marketing workshops for employers in 2017 and an annual Rideshare Week kick-off event themed as "Go Green, Save Green" by all Southern California transportation commissions. IE Commuter had more than 5,500 participants pledge to take the bus, train, walk, bike, carpool, vanpool or telecommute during Rideshare Week, resulting in 165,036 vehicle commute miles reduced, 127,078 pounds of vehicle emissions reduced and 165 Rideshare Week winners who received prizes provided through sponsorships from employers and businesses.

SBCTA continues its P&R lease program, which reimburses businesses for the use of their parking spaces for P&R purposes, in lieu of SBCTA constructing and owning P&R lots. SBCTA currently leases five P&R lots adding to the region's network of 19 lots.

SBCTA executed a contract with Loma Linda University Medical Center (LLUMC) to further evaluate and pilot a rideshare software platform that offers expanded ridematching capabilities, enhanced commuter data logging as well as the ability to implement reward programs and commuter challenges (gamification). SBCTA through a rideshare and customer based transit interconnectivity study funded through Southern California Association of Governments, discovered this opportunity to test and pilot the software technology with LLUMC who is faced with parking constraints and the need to promote and encourage employees to rideshare.

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.

Task0406 Traveler Services

- 3. Seek grant opportunities and other funding programs for enhancement opportunities for SBCTA's rideshare program.
- 4. Provide feedback, and participate in rideshare studies conducted by other public agencies.
- 5. Solicit public/private interest to lease parking for P&R spaces.
- 6. Continue to research/explore the possibility of merging the IE511 system with the LACMTA and 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. 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.

Budgetary changes include an increase of \$100,000 for rideshare grant matching opportunities and an additional \$50,000 for P&R lot leases.

Product

- 1. Add three new P&R 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. Seek opportunities to fund enhancements for the rideshare program.
- 4. Explore possible regional partnerships with other 511 systems in the Southern California region, which includes LACMTA and OCTA and their GO511 system.
- 5. 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. 16-1001475, Park and Ride Lot lease, Amount Budgeted \$6,636.
 - ii. 15-1001303, Park and Ride Lot lease, Amount Budgeted \$4,320.
 - iii. 18-1001863, Park and Ride Lot lease, Amount Budgeted \$9,000.
 - iv. 18-1001247, Park and Ride Lot lease, Amount Budgeted \$3,060.
 - v. 18-1001812, Rideshare Pilot Project, Amount Budgeted \$15,000.
- b. New Contracts
 - i. San Bernardino County Implementation of Trip Reduction/Rideshare and 511 Programs (this contract with RCTC is one year only and a new contract is executed each year), Amount Budgeted \$1,300,000, Total Estimated Contract Amount \$1,300,000.
 - ii. Park and Ride Lot Leases, Amount Budgeted \$80,000, Total Estimated Contract(s) Amount \$80,000.
 - iii. RFP, Rideshare Program Expansion, Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.
 - iv. Rideshare/511 Marketing, Amount Budgeted \$15,000, Total Estimated Contract Amount \$20,000.
 - v. LACTMA Annual Agreement for GO511, Amount Budgeted \$300,000, Total Estimated Contract Amount \$300,000.

Manager

Duane Baker, Deputy Executive Director

Task0406Traveler Services

			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	89,097	65,177	50,368	52,461
Regular Part-Time Employees	-	570	-	-
Overtime	280	201	2,250	-
Fringe Allocation-General	84,289	60,071	54,013	54,119
Professional Services	1,291,953	1,318,757	1,790,176	2,209,176
Consulting Services	-	1,384	20,000	20,000
Program Management Fees	528	6,066	-	-
Maintenance-Motor Vehicles	-	-	200	200
Training/Registration	1,555	575	5,000	6,000
Postage	32	53	100	100
Travel Expense - Employee	1,771	2,975	5,000	6,000
Travel Expense-Mileage-Employee	3,301	2,995	3,200	3,200
Printing - External	398	5,500	45,000	25,000
Printing - Internal	-	-	100	100
Office Expense	64	78	250	250
Meeting Expense	91	-	250	250
Indirect Allocation-General	130,448	124,447	87,843	-
Indirect Allocation-Project Management	22	297		
Total Expenditures	1,603,829	1,589,146	2,063,750	2,376,856
Funding Sources				
Congestion Mitigation & Air Quality				1,509,176
MSI Valley Fund-Traffic Mgmt Sys				126,580
MSI Victor Valley Fund-Traffic Mgmt Sys				741,100
Total Funding Sources				2,376,856
i otal i ananig sources				_,;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;

Task0702 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 more than 6,000 calls were received through the call box system including both 3G digital cellular and satellite call boxes. Satellite call box sites were selected to help fill service gaps in areas that are more remote, that do not have 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 the current inventory of digital cellular call boxes to determine call usage, urban growth and proximity to other available motorist aid services due to an upcoming 3G transition. Continue assessing current satellite call box locations to see if a consistent digital signal is available. If so, replace satellite 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. Research and work to implement a Mobile Call Box program that would allow motorists to call for motorist assistance from their cellular phones. Work with the California Highway Patrol (CHP) to determine if new technology exists that may provide a solution for updating the current call box call answering center software.

- 1. Manage day-to-day operations and maintenance of the Call Box Program.
- 2. Oversee work performed by consultants 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 CHP with traffic mitigation projects.
- 6. Continue to review and consider reducing 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.
- 9. Research new technology for updating the call answering center software.

Budgetary changes include a \$150,000 increase for a one time call box call answering center software update and \$150,000 for an ADA analysis and necessary upgrades as needed for the call box network.

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 or removing 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), evaluating the current state of the call answering center software and 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.
- 5. Implement updated software for the call answering center.

Contract Information

- a. Existing Contracts
 - i. 17-1001737, Call Box Liaison support with CHP Sacramento, Amount Budgeted \$2,400.
 - ii. 15-1001148, Call Box Knockdown Recovery Services, Amount Budgeted \$35,000.
- b. New Contracts
 - i. RFP, Call Box Technical Consultation (work delayed until Fiscal Year 2018/2019), Amount Budgeted, \$50,000, Total Estimated Contract Amount \$50,000.
 - ii. RFP, Mobile Call Box Program (work delayed until Fiscal Year 2018/2019), Amount Budgeted, \$150,000, Total Estimated Contract Amount \$150,000.
 - iii. RFP, Call Box Call Answering Services (work delayed until Fiscal Year 2018/2019), Amount Budgeted \$175,000 Total Estimated Contract Amount \$550,000.
 - iv. RFP, Call Box Call Answering Center Software, Amount Budgeted \$150,000, Total Estimated Contract Amount \$150,000.
 - v. RFP, Call Box Maintenance Services, Amount Budgeted \$500,000, Total Estimated Contract Amount \$1,500,000.

Manager

Duane Baker, Deputy Executive Director

Task 0702 Call Box System

Task 0702 Can box System			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	38,722	23,193	41,950	43,227
Regular Part-Time Employees	-	474	600	-
Overtime	177	28	2,250	-
Fringe Allocation-General	36,685	21,336	45,988	44,593
Professional Services	141,792	111,789	590,400	364,800
Consulting Services	8,073	2,616	174,000	80,000
Mountain Avenue Callbox	408	1,277	1,425	1,425
Maintenance-Motor Vehicles	-	-	120	120
Maintenance-Call Boxes	1,174,410	589,679	920,000	1,400,000
Training/Registration	-	-	150	150
Postage	20	12	100	100
Travel Expense - Employee	2,813	1,537	5,000	5,000
Travel Expense-Mileage-Employee	426	204	620	5,000
Printing - External	-	-	500	500
Printing - Internal	-	-	150	150
Communications	85,163	13,770	30,000	30,000
Record/Equipment Storage	3,002	3,635	5,000	5,000
Office Expense	-	-	1,500	1,500
Meeting Expense	-	-	8,500	500
Computer Hardware & Software	-	-	-	150,000
Indirect Allocation-General	56,776	44,470	74,792	
Total Expenditures	1,548,467	814,020	1,903,045	2,132,065

SAFE-Vehicle Registration Fees	980,640
SAFE Reimbursement	101,425
MSI 1990-Valley Fund-TMEE	1,050,000
Total Funding Sources	2,132,065

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

SBCTA operates an FSP Program on a total of eight (8) beats along 83.66 centerline miles of highway in the Valley area that assisted more than 36,000 motorists last fiscal year.

SBCTA staff continued to monitor the performance of each of the FSP service areas and determined that some adjustments to the program were needed. On August 1, 2017, SBCTA extended the FSP peak commute service hours, increasing the morning shift to end at 9:00 a.m. (previously ending at 8:30 a.m.), and also extending the afternoon shift hours to begin earlier as well. This was done so that FSP services could address the increased need in assisting motorists that were stranded during these timeframes and reduce congestion and secondary incidents as well.

In addition, on December 2, 2017, SBCTA launched its first ever "Weekend Service Pilot", which brought service to five (5) of the current eight (8) FSP service areas on Saturdays and Sundays from 10:00 a.m. to 6:00 p.m. The pilot kicked off successfully, assisting more than 140 motorists in its first weekend.

As well as the operational adjustments that were made to the FSP Program, in September 2017, staff worked diligently to update the data collection software being used by the FSP drivers in the program. The software was reviewed and modified to reduce the amount of time a driver was entering data while in the field. The updated application was successfully uploaded to all of the FSP driver tablets in November 2017. The revision of the software reduced overall driver entry time significantly. This allowed FSP drivers to assist more motorists and reduce their exposure time at an assist.

The FSP Program was recognized for its use of compressed natural gas (CNG) tow trucks. In October 2017, SBCTA was awarded with the "Model Community Achievement" award by the South Coast Air Quality Management District (SCAQMD). SCAQMD hosted its 29th Annual Clean Air Awards honoring individuals, businesses, public agencies and others who are making significant contributions to cleaner air in the Southland. The "Model Community Achievement" award is presented to an exceptional single program or strategy that improves air quality and sustainability in the community. The award is intended to recognize the collaborative efforts involving the public, business non-profit and government agencies. The FSP use of CNG tow trucks eliminated more than 1,477 pounds of criteria air pollutants over the span of three years. Since the initial deployment of the FSP tow trucks in August of 2014, it is estimated that more than 1,038,400 gallons of fuel has been saved by the reduction of freeway congestion due the efforts of this program.

SBCTA also participated in a presentation session and booth at the Great American Tow Show, which is in conjunction with the California Tow Truck Association (CTTA). This opportunity allowed staff to do some outreach and networking with tow operators to encourage interest in providing FSP services in the Inland Empire region in the future. The opportunity also provided staff with additional tools, knowledge, and networking opportunities on future tow truck technologies and the impacts they may have on FSP.

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 Riverside County Transportation Commission (RCTC), local and state California Highway Patrol (CHP) offices, California Department of Transportation (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.

Task0704 Freeway Service Patrol/State

- 5. Explore new and cost saving technologies for the program.
- 6. Continue to evaluate the current eight beat areas of the FSP Program and seek other possible service areas.
- 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 request for proposals (RFP) for FSP beats.
- 9. Continue to work toward public outreach and 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.

Budgetary changes include approximately \$1.1 million used for expanding FSP service with extended weekday hours, weekend service, and a new beat in the Cajon Pass area.

Product

Ongoing oversight of the 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 Inland Empire Chapter, as well as presenting at the CTTA annual show in 2018.
- 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 \$416,613.
 - ii. 15-1001074, FSP tow services along Beat 10, Amount Budgeted \$233,424.
 - iii. 15-1001224, FSP tow services along Beat 11, Amount Budgeted \$305,520.
 - iv. 15-1001181, FSP tow services along Beat 5, Amount Budgeted \$247,132.
 - v. 15-1001095, FSP tow services along Beat 23, Amount Budgeted \$239,700.
 - vi. 16-1001523, FSP tow services along Beat 14, Amount Budgeted \$391,818.
 - vii. 15-1001225, FSP tow services along Beat 29, Amount Budgeted \$308,310.
 - viii. 16-1001556, FSP tow services along Beat 31, Amount Budgeted \$362,613.
 - ix. 16-1001521, Mobile Relay Associates, FSP digital radio services, Amount Budgeted \$40,000.
 - x. 15-1001164, Bernard Arroyo, FSP Technical Consultant, Amount Budgeted \$24,000.
- b. New Contracts
 - i. CHP, FSP daily oversight and supervision plus additional ½ of a full-time CHP Officer, Amount Budgeted \$282,610, Total Estimated Contract Amount \$847,830.
 - ii. RFP, FSP Beat in Cajon Pass, Amount Budgeted \$544,000, Total Estimated Contract Amount \$2,720,000.

Manager

Duane Baker, Deputy Executive Director

Task 0704 Freeway Patrol Service/State

Task 0704 Theeway Failor Service/State			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	50,198	48,390	49,218	47,596
Regular Part-Time Employees	-	3,672	1,560	-
Fringe Allocation-General	47,341	44,462	52,123	49,100
Professional Services	1,877,779	1,902,745	2,740,123	3,876,139
Consulting Services	21,306	26,025	26,000	28,000
Maintenance-Motor Vehicles	-	-	400	400
Training/Registration	-	-	300	300
Postage	29	113	1,000	1,000
Travel Expense - Employee	248	1,107	4,000	4,000
Travel Expense-Mileage-Employee	1,626	2,214	3,000	3,000
Printing - External	19,971	20,664	56,000	95,000
Printing - Internal	-	-	500	500
Communications	37,186	26,297	70,900	78,200
Office Expense	60	-	700	700
Meeting Expense	663	3,674	1,000	2,000
Indirect Allocation-General	73,266	95,320	84,771	
Total Expenditures	2,129,673	2,174,683	3,091,595	4,185,935

CALTRANS Local Reimbursement497,399Freeway Service Patrol (SAFE)-SB1435,200SAFE-Vehicle Registration Fees647,005Freeway Service Patrol2,033,895SCAQMD/Mobile Source Review Comm.190,960MSI Valley Fund-Traffic Mgmt Sys381,476Total Funding Sources4,185,935		
SAFE-Vehicle Registration Fees647,005Freeway Service Patrol2,033,895SCAQMD/Mobile Source Review Comm.190,960MSI Valley Fund-Traffic Mgmt Sys381,476	CALTRANS Local Reimbursement	497,399
Freeway Service Patrol2,033,895SCAQMD/Mobile Source Review Comm.190,960MSI Valley Fund-Traffic Mgmt Sys381,476	Freeway Service Patrol (SAFE)-SB1	435,200
SCAQMD/Mobile Source Review Comm.190,960MSI Valley Fund-Traffic Mgmt Sys381,476	SAFE-Vehicle Registration Fees	647,005
MSI Valley Fund-Traffic Mgmt Sys 381,476	Freeway Service Patrol	2,033,895
	SCAQMD/Mobile Source Review Comm.	190,960
Total Funding Sources4,185,935	MSI Valley Fund-Traffic Mgmt Sys	381,476
	Total Funding Sources	4,185,935



Freeway Service Patrol (FSP) vehicle helping reduce traffic congestion and improve air quality on one of the most congested areas that currently exists in the County.

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, support ongoing congestion management, travel demand modeling, growth analysis, focused transportation study efforts, and grant applications.

There were several major focal points for Fiscal Year 2017/2018:

- 1. Completed major update of the Measure I 2010-2040 Strategic Plan.
- 2. Began the update to the SBCTA Long Range Transit Plan (LRTP).
- 3. Continuation 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 and update of project lists.
- 4. Began implementation of the Valley Freeway Interchange Phasing Program. The program was approved by the SBCTA Board in December 2016, and the phasing opportunities and funding have been reflected in the 2017 10-Year Delivery Plan.
- 5. Submission of applications for Cycle 4 of the State Active Transportation Program (ATP). Approximately \$50 million in grants has been awarded to San Bernardino County jurisdictions in Cycles 1, 2, and 3 of this program.
- 6. A new, more cost-effective methodology for the monitoring of the Congestion Management Program (CMP) roadway system was implemented in 2016 and is being applied to congestion monitoring countywide.
- 7. Phase II of the Habitat Preservation/Conservation Framework was continued, being funded by the County of San Bernardino and SCAG, with leadership from the Environment Element Group of the Countywide Vision. The goal is the development of a Regional Conservation Investment Strategy (RCIS) under Assembly Bill (AB) 2087.
- 8. Input was provided to the South Coast Air Quality Management District (SCAQMD) working groups on the Facility-Based Mobile Source Measures, pursuant to the 2016 South Coast Air Quality Management Plan.
- 9. The Mountain Area Transportation Study (MATS) was completed.
- 10. SBCTA staff provided comments on a variety of statewide plans and guidelines. Examples include comments on Senate Bill SB 743 guidelines, the 2017 update to the Air Resources Board Scoping Plan for greenhouse gas reduction, and guidelines for several Senate Bill 1 (SB1) and cap-and-trade grant programs.
- 11. SBCTA provided input to a variety of regional studies, including the Los Angeles/San Bernardino Inter-County Transit Connectivity Study.
- 12. A range of grant applications were pursued, including a federal Infrastructure for Rebuilding America (INFRA) grant, SB1 grants for multiple SBCTA projects, state ATP and cap-and-trade grants, California Department of Transportation (Caltrans) transportation planning grants, and SCAG Sustainability Planning Grants.

Activities for Fiscal Year 2018/2019 include:

- 1. Implementation of the 2016 RTP/SCS will continue to be a theme for Fiscal Year 2018/2019, 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. Complete the update of the SBCTA LRTP, a countywide plan addressing the provision of transit services countywide. Included in this will be an analysis to support the Board decision to increase the Measure I funding percentage for the Valley Bus Rapid Transit/Express Bus program and decrease the funding percentage for the Valley Major Street Program, per requirements of the Measure I 2010-2040 Expenditure Plan.

Regional & Subregional Planning Program Budget

- 3. Continued pursuit of grant applications and assistance to local jurisdictions for grants through SB1, ATP, Caltrans Sustainable Transportation Planning Grants, cap-and-trade funding, and other state/federal grant programs.
- 4. Providing continuing input to and comments on a variety of state and regional plans and guidelines.
- 5. Continued support for SBCTA technical committees.
- 6. 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.
- 7. Work with Caltrans District 8 and the Riverside County Transportation Commission (RCTC) to create a Congested Corridor Plan, in support of the SB1 Solutions for Congested Corridors Program (SCCP).
- 8. Transition the Non-Motorized Transportation Plan (NMTP) to an Active Transportation Plan (ATP), to include full consideration of pedestrian as well as bicycle mode of travel.
- 9. The Planning Department will continue to support other SBCTA departments as well as individual jurisdictions with modeling, Geographic Information System (GIS), mapping, and analysis support where appropriate.

Goals and Objectives

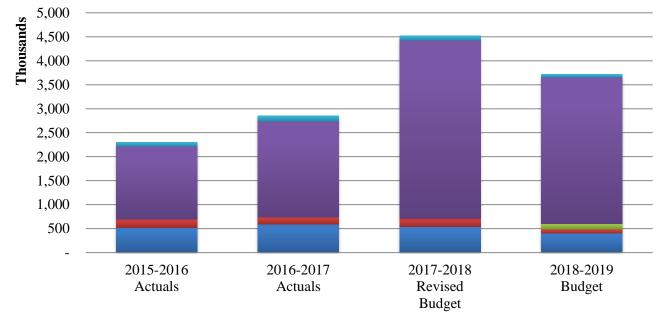
- 1. Work with SCAG, other counties, and local jurisdictions in San Bernardino County to implement the 2016 RTP/SCS, with emphasis on Measure I projects, active transportation projects, and freight initiatives.
- 2. Provide updates on countywide plans, such as the LRTP and Measure I Strategic Plan, as well as Active Transportation Plans at the countywide and subarea level.
- 3. Work with SCAG on regional planning 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.

			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
	Actual	Actual	Budget	Budget
	Coordinate	Coordinate	Coordinate	Coordinate
RTP/SCS Growth forecasts	Reviews for	Reviews for	Reviews for	Reviews for
and project submittals	SBCTA Projects	SBCTA Projects	SBCTA Projects	SBCTA Projects
and project submittais	and 25	and 25	and 25	and 25
	Jurisdictions	Jurisdictions	Jurisdictions	Jurisdictions
	Applied to CTP,	Applied to CTP,	Applied to LRTP,	Applied to LRTP,
Transportation Modeling	I-10 PA/ED and	I-10 PA/ED and	I-10 TIFIA and	I-10 TIFIA and
	subarea analysis	subarea analysis	subarea analysis	subarea analysis
Support SBCTA and	20+ SBTAM	20+ SBTAM	20+ SBTAM	20+ SBTAM
Jurisdiction analysis of projects	Model Products	Model Products	Model Products	Model Products
Data Management Maintain data sets	Existing Land Use; General Plan L.U. Proj. Mgmt. Growth Forecast Model Answer calls/emails from 25 invitations	Existing Land Use; General Plan L.U. Proj. Mgmt,. Growth Forecast Model; Answer calls/emails from 25 invitations	Existing Land Use General Plan L.U. Proj. Mgmt. Dbbase Growth Forecast Model Answer calls/ emails from 25	Existing Land Use General Plan L.U. Proj. Mgmt. Dbbase Growth Forecast Model Answer calls/ emails from 25
Mapping/Data Products	25 jurisdictions 40+ Monthly	25 jurisdictions 40+ Monthly	jurisdictions 40+ Monthly	jurisdictions 40+ Monthly

Performance/Workload Indicators

Regional & Subregional Planning Program Summary

		2015-2016 	2016-2017 Actuals	2017-2018 Revised Budget	2018-2019 Budget
Tasks					
0110	Regional Planning	518,574	595,383	537,538	403,075
0203	Congestion Management	171,818	138,546	166,980	85,884
0206	Data Program Management	-	-	-	116,438
0404	Subregional Planning	1,524,874	2,001,529	3,723,740	3,050,254
0941	Mtn./Desert Planning & Project Development	87,132	121,641	93,693	61,207
Tot	al Tasks	2,302,398	2,857,099	4,521,951	3,716,858



0941 Mtn./Desert Planning & Project Development
 0206 - Data Program Management

■ 0404 Subregional Planning

■ 0203 Congestion Management

0110 Regional 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 Senate Bill (SB) 375 Sustainable Communities Strategy, Greenhouse Gas (GHG) Reduction Strategies, 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, Office of Planning and Research (OPR) General Plan Guidelines, 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. In Fiscal Year 2017/2018, SBCTA worked with local jurisdictions to provide draft growth forecasts for the 2020 RTP/SCS and lists of highway, transit, and other projects for inclusion in San Bernardino County's portion of the RTP/SCS. As SCAG gears up for the 2020 RTP/SCS, SBCTA will continue to work with local jurisdictions to provide growth projections that are consistent with locally adopted plans and policies in San Bernardino County. 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 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 for developing land use scenarios for the 2020 RTP. SBCTA will coordinate with the local jurisdictions in providing a growth scenario consistent with currently adopted local development plans and policies. In addition, SBCTA will coordinate with SCAG, other County Transportation Commissions, and other subregions to address regional or intercounty transportation planning and implementation issues.

Task 0110 Regional Planning

- 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.
- 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, GHG reduction, 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, Transportation Safety Report, Scenario Planning Model, Public Health Analysis Framework, 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 California Freight Advisory Committee (CFAC) and the Southern California Freight Consensus Group.
- 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.
- 13. Coordinate with WRCOG on development of joint Regional Climate Adaptation Toolkit for Transportation Infrastructure Phase 1 to address climate change related natural disaster preparedness of the region from the transportation sector's perspective.
- 14. Develop Regional GHG Reduction Plan Update study to assist member jurisdictions in complying with SB 32 requirements of reducing GHGs to meet 2030 goals.
- 15. Implement countywide Safe Routes to School Program in partnership with San Bernardino County Department of Public Health and San Bernardino County Superintendent of Schools.
- 16. Develop Comprehensive Pedestrian Sidewalk Connectivity Plan that is consistent with SCAG's data collection platform to assist local jurisdictions to better compete for active transportation grants and begin prioritizing new pedestrian projects to ensure the cost-effectiveness of these investments.
- 17. Continue to coordinate with Countywide Vision Environment Element Group to develop habitat preservation plan that is consistent with State's Regional Conservation Investment Strategies (RCIS) program.

Task0110 Regional Planning

18. Compile and assemble active transportation studies and plans developed by SBCTA over the years in order to transform the Non-Motorized Transportation Plan (NMTP) into a comprehensive Active Transportation Plan that addresses many different aspects of active transportation modes.

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

Task 0110 Regional Planning

			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	151,310	153,293	140,976	187,299
Regular Part-Time Employees	-	-	-	3,720
Fringe Allocation-General	142,697	140,850	144,712	197,056
Professional Services	-	7,424	10,000	10,000
Travel Expense - Employee	1,870	2,575	2,500	2,500
Travel Expense-Mileage-Employee	740	33	2,500	1,500
Travel Expense-Other-Metrolink Tickets	730	392	1,000	500
Office Expense	-	45	200	200
Meeting Expense	384	297	300	300
Indirect Allocation-General	220,842	290,474	235,350	
Total Expenditures	518,573	595,383	537,538	403,075

Local Transportation Fund - Planning	403,075
Total Funding Sources	403,075

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 a revision to cost estimates was completed 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. Tables and graphics on historical congestion levels are now available through the SBCTA Performance Measurement System (iPeMS) 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. A new update will be considered in Fiscal Year 2018/2019. In 2017, changes were also made to the estimates of costs for the Development Mitigation Nexus Study based on local input and the Caltrans Construction Cost Index, with the opportunity to add new local arterial projects to the list. This update will begin again in 2019 and continue on a two-year interval.
- 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 \$35,000.

Manager

Steven Smith, Director of Planning

Task0203Congestion Management

			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	30,644	26,889	24,177	22,029
Fringe Allocation-General	28,900	24,706	24,818	22,725
Consulting Services	67,548	36,000	75,923	39,430
Travel Expense - Employee	-	-	500	500
Travel Expense-Mileage-Employee	-	-	500	500
Printing - Internal	-	-	200	200
Meeting Expense	-	-	500	500
Indirect Allocation-General	44,726	50,951	40,362	
Total Expenditures	171,818	138,546	166,980	85,884

Congestion Management Program	4,430
MSI Valley Fund-Traffic Mgmt Sys	70,266
MSI Victor Valley Fund-Traffic Mgmt Sys	11,188
Total Funding Sources	85,884

Task 0206 Data Program Management

Purpose

The Data Management Office provides services not only for the Planning Department, but other departments within SBCTA and SBCOG as well. The scope of these data management services has increased as the array of activities has grown for SBCTA and SBCOG. Task 0206, Data Program Management, is a new task for Fiscal Year 2018/2019, the purpose of which is to capture work done for other departments on a request basis.

Accomplishments

This is a new task and was not previously active.

Work Elements

It is not always possible to predict specific work elements that will need to be accomplished for other departments. However, general levels of support are based on discussions with the staff of each department as part of the budgeting process, and examples of the work elements are provided below.

- 1. Project Delivery Department:
 - i. Freeway project support, including right of way mapping.
 - ii. Maps for quarterly reports.
 - iii. Modeling/analysis support.
 - iv. Interchange analysis.
- 2. Transit Department:
 - i. Rail right of way maps and exhibits.
 - ii. Small operator data analysis assistance.
 - iii. Miscellaneous mapping.
- 3. Air Quality and Mobility Department:
 - i. Callbox mapping.
 - ii. Freeway Service Patrol mapping.
 - iii. Vanpool program support.
 - iv. Electric Vehicle (EV) readiness support.
- 4. Fund Administration Department:
 - i. Mapping and support for Federal Transportation Improvement Program (FTIP) and project tracking.
 - ii. Measure I funding distribution maps.
 - iii. Measure I 10-Year Delivery Plan maps.
- 5. Special mapping and analysis requests not identified during budget planning.

Product

Products will include maps, analysis, and data provided for other SBCTA/SBCOG departments, supporting the work elements listed above.

Manager

Steve Smith, Director of Planning

Task 0206 Data Program Management

			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	-	-	-	57,314
Fringe Allocation-General				59,124
Total Expenditures				116,438

Funding Sources MSI Admin 4,262 55,464 Local Transportation Fund - Planning Planning, Programming & Monitoring 4,382 321 SAFE-Vehicle Registration Fees MSI Valley Fund-Freeway Projects 27,455 MSI Valley Fund-Fwy Interchange 17,797 MSI Valley Fund-Metrolink/Rail Service 5,794 MSI Valley Fund-Traffic Mgmt Sys 963 **Total Funding Sources** 116,438

NOTE: New task created in Fiscal Year 2018/2019 budget. It does not include prior year history.

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 conducting 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 in Fiscal Year 2017/2018. An improved process for monitoring of Congestion Management Program roadways was implemented in 2016 with various improvements to the software accomplished in 2017. 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.

A comprehensive update to the Measure I Strategic Plan was completed in Fiscal Year 2017/2018, updating the programs and policies for projects funded through the county half-cent sales tax. SBCTA staff also worked on multiple sustainability initiatives in Fiscal Year 2017/2018. 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. SBCTA has continued to update and enhance the San Bernardino County Transportation Model (SBTAM) including additional model updates to improve transit forecasts. Staff has continued to work with SCAG on the Customer-Based Ridesharing and Transit Interconnectivity Study, focusing on ways to optimize SBCTA and transit agency investments in ridesharing and transit service. Staff has assisted jurisdictions in competing for the State's Active Transportation Program grants. The Data Management Office (DMO) supported the maintenance and update of several datasets that are needed for regional and subregional planning activities and continue to enhance a 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.
- 2. Support the jurisdictions of San Bernardino County in the planning and implementation of sustainability initiatives and the Countywide Vision.

Task0404 Subregional Planning

- 3. Prepare applications for federal and State grants, including federal Infrastructure for Rebuilding America (INFRA) and Senate Bill 1 (SB1), to secure funding for major transportation projects, support partnerships with the California Department of Transportation (Caltrans), SCAG, and other regional agencies in coordinating efforts on multi-jurisdictional projects. Actively pursue grant applications across multiple sectors, to include planning, freight, transit, and active transportation.
- 4. Support both TTAC and PDTF, consisting of staff from local jurisdictions providing input on transportation and local government planning issues.
- 5. Manage multiple SCAG and California Department of Transportation (Caltrans) grant-funded and otherfunded projects, including: Points of Interest Pedestrian Plan, Customer-Based Ridesharing and Transit Interconnectivity Study, San Bernardino County Habitat Conservation Framework, LA/San Bernardino Inter-County Transit Connectivity Study, Safe Routes to School, Pathways to Clean Vehicle Technology and Alternative Fuels Implementation, 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.
- 6. Manage the development of an update to the 2009 SBCTA LRTP. Included in this is an analysis of options for increasing the percentage of Valley Measure I funding for Bus Rapid Transit/Express Bus program and reduction of percentage for the Valley Major Street Program, as required by the Measure I 2010-2040 Expenditure Plan for years 2020 and beyond.
- 7. Support SBCTA project development efforts with traffic analyses and impact assessments.
- 8. Maintain the policies in the Measure I 2010-2040 Strategic Plan.
- 9. 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 ongoing in Fiscal Year 2018/2019 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.
- 10. 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.
- 11. Participate in subregional planning efforts led by local jurisdictions, SCAG, transit agencies or other agencies.
- 12. Maintain data management capabilities including the Data Management Office Network, Geographic Information System (GIS) workstations and data sets needed to support SBCTA programs.
- 13. As needed, provide assistance to local jurisdictions to access and manage planning and project data disseminated by SBCTA.
- 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. Coordinate implementation of SRTS programs in 25 public schools around the county, with funding from state and regional agencies. Implement the countywide SRTS Program in partnership with San Bernardino County Department of Public Health and San Bernardino County Superintendent of Schools.
- 17. Develop Comprehensive Pedestrian Sidewalk Connectivity Plan that is consistent with SCAG's data collection platform to assist local jurisdictions to better compete for active transportation grants and begin prioritizing new pedestrian projects to ensure the cost effectiveness of these investments.
- 18. Continue to coordinate with Countywide Vision Environment Element Group to develop a habitat preservation plan that is consistent with the State's Regional Conservation Investment Strategy (RCIS) program.
- 19. Transform the Non-Motorized Transportation Plan (NMTP) into a comprehensive Active Transportation Plan that addresses many different aspects of active transportation modes.

Task0404 Subregional Planning

Product

Update of the Non-Motorized Transportation Plan to an Active Transportation Plan and supporting reports on active transportation; update of SBTAM; Long Range Transit Plan update; analysis support for the Measure I Strategic Plan and project development activities; grant applications for SB1 and other State and federal grant programs; updates to the DMO data and mapping portal.

Contract Information

- a. Existing Contracts
 - i. 16-1001417, Rim of the World Active Transportation Plan, Amount Budgeted \$20,000.
 - ii. 16-1001454, Habitat Preservation/Conservation Framework, Phase II, Amount Budgeted \$100,000.
 - iii. 15-1001101, MSRC Signal Synchronization Partnership Program, Amount Budgeted \$90,000 (City of Yucaipa).
 - iv. 15-1001102, MSRC Signal Synchronization Partnership Program, Amount Budgeted \$325,390 (City of Highland).
 - v. 15-1001103, MSRC Signal Synchronization Partnership Program, Amount Budgeted \$305,000 (City of Chino).
 - vi. 15-1001104, MSRC Signal Synchronization Partnership Program, Amount Budgeted \$268,800 (City of Ontario).
 - vii. 15-1001105, MSRC Signal Synchronization Partnership Program, Amount Budgeted \$124,810 (City of Rancho Cucamonga).
 - viii. 15-1001106, MSRC Signal Synchronization Partnership Program, Amount Budgeted \$136,000 (City of Colton).
 - ix. 17-1001622, SBTAM Update and Transit Model Calibration/Validation, Amount Budgeted \$50,000.
- b. New Contracts
 - i. RFP, San Bernardino County Sub-regional Greenhouse Gas Reduction Plan Update, Amount Budgeted \$300,000, Total Estimated Contract Amount \$400,635.
 - ii. RFP, Comprehensive Pedestrian Sidewalk Connectivity Plan, Amount Budgeted \$400,000, Total Estimated Contract Amount \$600,000.
 - iii. RFP, Regional Climate Adaptation Toolkit (WRCOG will be the lead agency managing the \$683,431 contract). Amount Budgeted by SBCTA \$0.
 - iv. RFP, On-Call Planning Services, Amount Budgeted \$200,000, Total Estimated Contract Amount \$600,000.
 - v. RFP, LRTP Support, Amount Budgeted \$50,000, Total Estimated Contract Amount \$50,000.

Local Funding Source Detail

- i. San Bernardino County \$100,000.
- ii. SCAG \$100,000.

Manager

Steven Smith, Director of Planning

Task 0404 Subregional Planning

TASK 0404 Sublegional Flamming			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	280,039	257,109	280,266	194,123
Fringe Allocation-General	264,096	236,237	287,693	200,258
Professional Services	43,240	183,595	-	-
Consulting Services	378,502	506,133	689,020	973,723
Program Management Fees	48,012	-	-	-
Information Technology Services	32,913	33,097	37,375	42,250
Maintenance-Office Equipment	299	-	-	-
Training/Registration	3,089	2,951	3,000	3,000
Postage	-	-	100	-
Travel Expense - Employee	2,670	2,282	5,000	5,000
Travel Expense-Mileage-Employee	2,196	1,741	1,600	1,600
Advertising	50	68	200	200
Printing - Internal	119	493	500	500
Contributions/Subsidies	55,384	283,825	1,945,000	1,625,000
Office Expense	-	286	300	300
Meeting Expense	-	67	300	300
Office Equip/Software-Inventorial	1,737	-	4,500	3,000
Computer Hardware & Software	-	6,455	1,000	1,000
Indirect Allocation-General	408,341	487,190	467,886	-
Indirect Allocation-Project Management	4,187			
Total Expenditures	1,524,874	2,001,529	3,723,740	3,050,254

Funding Sources

Local Transportation Fund - Admin	20,424
Local Transportation Fund - Planning	520,676
Modeling Fees	1,932
Active Transportation Program - State	420,000
SCAQMD/Mobile Source Review Comm.	1,325,000
Greenhouse Gas Fund	20,588
MSI Valley Fund-Freeway Projects	20,206
MSI Valley Fund-Fwy Interchange	12,190
MSI Valley Fund-Express Bus/Rapid Trans	7,184
MSI Valley Fund-Traffic Mgmt Sys	443,919
MSI Victor Valley Fund-Traffic Mgmt Sys	50,000
MSI North Desert Fund-Traffic Mgmt Sys	3,254
MSI Morongo Basin Fund-Traffic Mgmt Sys	1,627
MSI Mountain Fund-Traffic Mgmt Sys	3,254
Local Projects Fund	200,000
Total Funding Sources	3,050,254

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 2017/2018, 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 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and longer-term priorities over the life of Measure I 2010-2040. In 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 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.
- 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 next steps toward implementation of the High Desert Corridor.
- 8. Prepare and/or support grant applications for funding of Mountain/Desert Subarea project under the various State and federal grant programs. This may include highway, transit, ridesharing, or active transportation projects.

Product

- 1. Policy recommendations 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. Preparation and/or support of grant applications for funding of Mountain/Desert Subarea priorities.

Manager

Steven Smith, Director of Planning

Task 0941 Mountain/Desert Planning and Project Development

Tusk 0941 Mountain/Desett Flamming	2017-2018			
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	6,554	13,202	18,586	30,128
Fringe Allocation-General	6,181	12,130	19,079	31,079
Professional Services	63,708	13,360	-	-
Consulting Services	-	57,933	25,000	-
Travel Expense-Mileage-Employee	889	-	-	-
Advertising	176	-	-	-
Meeting Expense	58	-	-	-
Indirect Allocation-General	9,566	25,016	31,028	
Total Expenditures	87,132	121,641	93,693	61,207

Funding Sources

MSI Victor Valley Fund-Traffic Mgmt Sys	32,788
MSI North Desert Fund-Traffic Mgmt Sys	7,677
MSI Colorado River Fund-Traffic Mgmt Sys	1,796
MSI Morongo Basin Fund-Traffic Mgmt Sys	7,677
MSI Mountain Fund-Traffic Mgmt Sys	11,269
Total Funding Sources	61,207



The recently opened headquarters for the Victor Valley Transit Authority represents state of the art facility planning and dispatches the premier transit service of the Victor Valley and Barstow.

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 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 previous Fiscal Year 2016/2017 Budget, the task and sub-task Structure for the Transit Program was revised to align more closely with Project 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. Construction of grade crossing improvements at three locations in the Metrolink service corridor.
- 2. Execution of the cooperative agreement with the Foothill Gold Line Construction Authority and award of the design-build contract for the Gold Line Phase 2B.
- 3. Complete removal of Zanja Bridge.
- 4. Environmental approval and final design of the West Valley Connector.
- 5. Complete the Mountain Transit Facility Upgrade Study.
- 6. Proceed with development of the Metrolink Double Track Control Point (CP) Lilac to CP Rancho Project to "shovel" ready status.
- 7. Management of SBCTA railroad right of way in an efficient and comprehensive fashion.
- 8. Provide technical assistance to various cities related to transit-oriented development efforts, including the Rancho Cucamonga Empire Yard development at the Milliken Metrolink Station.
- 9. Support the SBCTA Planning Department efforts to update the SBCTA Long Range Transit Plan (LTRP).
- 10. Provide allocations and pass-through funding to the County's transit operators.
- 11. Implement a Private Transportation Provider Pilot Program to connect passengers from designated Metrolink stations to the Ontario International Airport.

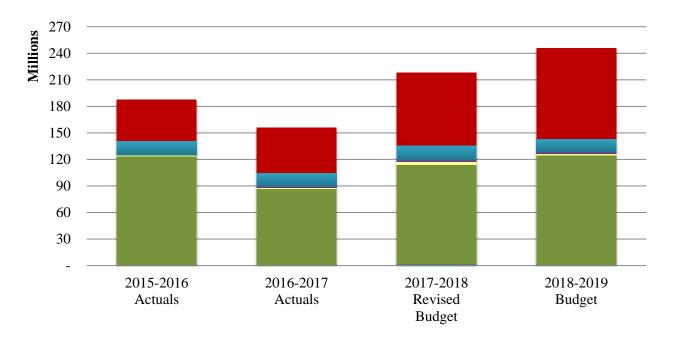
Transit Program Budget

	2015-2016 Actual	2016-2017 Actual	2017-2018 Revised Budget	2018-2019 Budget
Downtown San Bernardino Passenger Rail Project	Construction	Construction	Close-out	Close-out
San Bernardino Transit Center	Project Closeout (Phase 1)	Design (Phase 2)	Construction (Phase 2)	Close-out (Phase 2)
Redlands Passenger Rail Project	Final Design/ Vehicle Procurement	Final Design/ Vehicle Procurement	Final Design/ Vehicle Procurement	Construction/ Vehicle Procurement
Gold Line Extension	Advanced Conceptual Engineering	Advanced Conceptual Engineering	Advanced Conceptual Engineering	Early Utilities/ Construction
Metrolink Double Track – CP Lilac to CP Rancho	Preliminary Engineering/ Environmental Clearance	Preliminary Engineering/ Environmental Clearance	Preliminary Engineering/ Environmental Clearance	Preliminary Engineering/ Environmental Clearance
Shortway Subdivision Quiet Zone	Final Design/ Environmental Clearance	Final Design/ Environmental Clearance	Final Design/ Environmental Clearance	Final Design
Sierra Avenue and Juniper Avenue Grade Crossing Improvements	Final Design	Final Design	Construction	Close-out
West Valley Connector	N/A	N/A	Preliminary Engineering/ Environmental Clearance	Design/ Environmental Clearance

Performance/Workload Indicators

Transit Program Summary

		2015-2016 Actuals	2016-2017 Actuals	2017-2018 Revised Budget	2018-2019 Budget
Tasks	i				
0309	Transit Operator Support	570,259	824,139	1,202,170	750,562
0310	Transit Allocations/Pass Throughs	122,762,474	85,896,377	112,490,461	124,050,992
0312	General Transit	1,479,459	1,321,602	3,380,588	1,704,556
0313	Transit Right of Way Management	-	1,792,003	2,301,041	2,116,892
0314	Transit Operations	15,910,493	15,015,464	16,482,798	14,668,025
0315	Transit Capital	46,610,335	51,036,589	82,211,815	102,765,622
To	tal Tasks	187,333,020	155,886,174	218,068,873	246,056,649
10					



- 0309 Transit Operator Support
- 0312 General Transit
- ■0314 Transit Operations

0310 Transit Allocations/Pass Throughs

■0313 Transit Right of Way Management

■ 0315 Transit Capital

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 and Senate Bill 1 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

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. During Fiscal Year 2017/2018, Omnitrans has reported cost savings of \$500,444 compared to previous years which was presented to the VTrans Board of Directors meeting On October 6, 2017. Additionally with the assistance of SBCTA, Omnitrans implemented a call for projects for their Measure I CTSA funds to create a fair process in distributing funding to non-profit transportation providers.

As part of the requirement under the Transit Development Act (TDA), SBCTA completed the Triennial Performanace Audit that was budgeted during Fiscal Year 2017/2018. This audit was for the Fiscal Years 2014/2015 to 2016/2017. The agencies involved in these audits included SBCTA, City of Needles, Omnitrans, VVTA, MBTA and MARTA.

The Legislative and Public Affairs Department is conducting the Transit and Marketing & Fare Susbsidy Program for Mountain/Desert Transit operators project, which began during Fiscal Year 2017/2018. This project entailed the development of a "tool kit" that would help provide marketing strategies for the Mountain/Desert Transit operators, including VVTA, MBTA, MARTA and the City of Needles. Additionally, to help promote ridership this project included a fare subsidy to encourage riders to try transit who would not otherwise do so. The Fund Administration Department will administer the fare subsidy to the transit operators.

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. 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.

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 FTA 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 31st deadline and the triennial performance audits by the July 1st deadline.
- 10. Represent San Bernardino countywide programming interests at statewide meetings such as the Regional Transportation Planning Agencies meetings, CTC meetings, Southern California's Programming/Planning group meetings, 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.

Task 0309 Transit Operator Support

Budgetary changes include the funding necessary for fare subsidies to the Mountain/Desert Transit Operators as part of the marketing strategy to encourage new transit ridership, and a decrease in funding for completion of the triennial performance audits for Fiscal Years 2014/2015 through 2016/2017 since it is anticipated that most of the work will be completed prior to July 2018.

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 \$180,000.
 - ii. 17-1001711, Transportation Development Act Triennial Performance Audits, Amount Budgeted \$49,952.
- b. New Contracts
 - i. Training for EcoSys Database Administration, Amount Budgeted \$26,000, Total Estimated Contract Amount \$52,000. Cost is shared with Task 0500 Fund Administration.
 - ii. Fare Subsidys for MBTA, VVTA, MARTA and City of Needles from the LCTOP Marketing Project. \$94,000.

Manager

Andrea Zureick, Director of Fund Administration

Task 0309 General Transit

Task 0509 General Transit			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	65,707	168,651	186,999	169,278
Fringe Allocation-General	61,967	154,960	191,955	174,627
Professional Services	329,537	129,377	266,539	187,700
Consulting Services	-	35,672	44,305	19,305
Auditing & Accounting	-	-	150,000	49,952
Dues/Memberships	12,783	12,783	13,040	14,000
Training/Registration	1,615	963	26,500	30,000
Postage	-	-	200	250
Travel Expense - Employee	903	302	5,350	6,350
Travel Expense-Mileage-Employee	155	184	1,200	1,200
Travel Expense-Other-Metrolink Tickets	-	90	400	400
Advertising	1,339	1,347	2,200	2,200
Printing - External	-	-	400	400
Contributions/Subsidies	-	-	-	94,000
Meeting Expense	351	235	900	900
Indirect Allocation-General	95,902	319,575	312,182	
Total Expenditures	570,259	824,139	1,202,170	750,562

Funding Sources

Local Transportation Fund - Admin	377,770
Local Transportation Fund - Planning	278,792
Low Carbon Transit Operations Program	94,000
Total Funding Sources	750,562

Task0310 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

SBCTA is responsible for the disbursement of funding from the TDA, the Measure I 2010-2040 Senior and Disabled Program, and other State transit 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. Allocation of Senior and Disabled Transit funds in the Mountain/Desert subareas occur monthly as a direct pass-through to transit operators.
- 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 \$2,624,591.
- b. New Contracts
 - i. State of Good Repair Pass-Through Agreements with Transit Operators, Amount Budgeted \$5,921,066, Total Estimated Contract Amount \$5,921,066 (including \$495,652 for Metrolink in Operating Transfers).

Manager

Andrea Zureick, Director of Fund Administration

Task 0310 Transit Allocations/Pass Throughs

	5115		2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Contributions/Subsidies	10,492,440	11,074,025	10,182,911	17,274,992
Pass-Thru Payments	112,270,034	101,266,285	102,307,550	106,776,000
Total Expenditures	122,762,474	112,340,310	112,490,461	124,050,992

Funding Sources

Local Transportation Fund - Pass Through	87,876,000
State Transit Assist Fund - Pass Through	18,900,000
State of Good Repair (SGR)	5,425,414
MSI Valley Fund-Senior/Disabled	10,498,363
MSI Victor Valley Fund-Senior/Disabled	908,111
MSI North Desert Fund-Senior/Disabled	221,731
MSI Colorado River Fund-Senior/Disabled	13,738
MSI Morongo Basin Fund-Senior/Disabled	108,134
MSI Mountain Fund-Senior/Disabled	99,501
Total Funding Sources	124,050,992

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

Since 1992, Metrolink has provided Southern California drivers a safe, convenient alternative to driving. As drivers choose Metrolink, traffic is relieved and air quality is improved. SCRRA is a joint powers authority made up of an 11-member board representing the transportation commissions of Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. Metrolink trains operate on seven routes across a six-county, 538 route-mile network, which includes a portion of northern San Diego County. 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. During Fiscal Year 2017/2018, SBCTA worked with SCRRA to implement Metrolink service to the San Bernardino Transit Center including the positive train control component, participated in a comprehensive review of the needed rehabilitation projects and began work on a multi-year funding plan.

On an as-needed basis, 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.

A comprehensive study, the Hybrid-Rail Study, was completed looking at the ability to supplant and supplement Metrolink locomotive hauled coach service with smaller more efficient diesel-multiple unit (DMU) vehicles with the intent of providing more bi-directional service along the Metrolink San Bernardino Line. In addition, a Transit and Intercity Rail Capital Program grant request was summited to the State seeking funding to transform a DMU, the type of vehicle purchased for the Redlands Passenger Rail Project, to a zero-emission or near-zero emission vehicle. The request included funding for the purchase of a fourth DMU, modifications to that DMU, research & development efforts, and related fueling infrastructure.

Work Elements

- 1. Represent the interest of the County on the SCRRA Technical Advisory Committee, advise SBCTA Board representatives on the SCRRA Board, and attend SCRRA Board and policy committee meetings.
- 2. Attend the American Public Transportation Association (APTA) Annual Conferences, American Railway Engineering and Maintenance of Way Association (AREMA) meetings and conference, and other transit related educational opportunities as appropriate.
- 3. Transit related legislative advocacy in Sacramento and Washington, D.C.
- 4. Provide staff support to the SBCTA Transit Committee.
- 5. Study innovations that would allow for expanded transit service with lower operations and maintenance costs using existing infrastructure.
- 6. Continue coordination on the California High-Speed Rail Authority Project.
- 7. Other miscellaneous general transit items including project controls.

Task0312 General Transit

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.

The budgetary change is mainly due to the change of recording indirect cost. Indirect costs will be not be allocated to various funds, but recorded in one fund, with revenue sources allocated from Measure I, Local Transportation Fund, Council of government, and Service Authority for Freeway Emergencies. In addition, the Hybrid Rail Study was substantially completed in Fiscal Year 2017/2018.

Contract Information

- a. Existing Contracts
 - i. 00-1000939, CTO #11, Professional Services Staff Augmentation, Amount Budgeted \$1,215,492.
 - ii. 00-1000940, CTO #1, Professional Services General Support Services, Amount Budgeted \$100,000.
 - 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 \$10,000.

Local Funding Source Detail

i. LACMTA - \$6,000.

Manager

Carrie Schindler, Director of Transit and Rail Programs

Task0312General Transit

Task 0312 General Hansit			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	101,399	140,473	255,958	80,854
Overtime	58	-	-	-
Fringe Allocation-General	95,682	129,070	262,741	83,410
Professional Services	1,090,230	632,369	942,329	277,000
Consulting Services	33,056	106,759	741,454	10,000
Program Management Fees	-	-	500,000	1,215,492
Legal Fees	-	-	20,000	-
Dues/Memberships	1,753	3,841	6,000	6,250
Training/Registration	4,153	10,889	12,000	5,000
Postage	-	362	1,574	600
Travel Expense - Employee	4,384	13,242	24,500	21,000
Travel Expense-Mileage-Employee	222	701	2,000	1,200
Travel Expense-Other-Metrolink Tickets	278	108	1,000	600
Printing - External	42	-	150	150
Record/Equipment Storage	-	-	1,000	1,000
Office Expense	-	-	375	1,000
Meeting Expense	121	841	1,000	1,000
Office Equip/Software-Inventorial	-	16,766	-	-
Indirect Allocation-General	148,081	266,181	427,304	-
Indirect Allocation-Project Management			181,203	
Total Expenditures	1,479,459	1,321,602	3,380,588	1,704,556

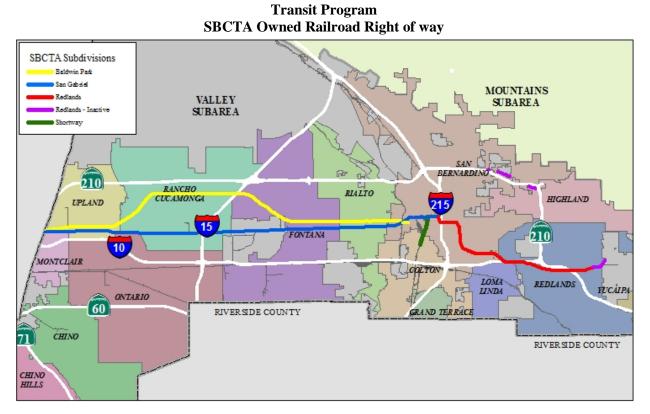
Funding Sources

Local Transportation Fund - Planning	202,064
Local Transportation Fund - Rail	1,215,492
State Transit Assistance Fund - Rail	281,000
Local Projects Fund	6,000
Total Funding Sources	1,704,556

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.



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 citations. 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 Use Agreement revenue directly by SBCTA.
- 5. Implement master agreements with utility agencies where possible.
- 6. Dispose of surplus property.

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. In addition, this task includes legal services for rail right of way related activities.

Contract Information

a. Existing Contracts

- i. 16-1001409, Professional Services On-call Railroad Right of Way Maintenance Services, Amount Budgeted \$850,000.
- 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. 00-1000794, Legal Services Railroad Right of Way, Amount Budgeted \$2,204.
- v. 16-1001337, Legal Services Railroad Right of Way, Amount Budgeted \$62,225.
- vi. 18-1001853, Legal Services Railroad Right of Way, Amount Budgeted \$100,000.
- vii. 00-1000940 CTO #37, Professional Services On-call Engineering Plan Review, Amount Budgeted \$65,000.
- viii. 00-1000939, CTO #31 Professional Services Rail Station Surveying, Amount Budgeted \$15,000.
- ix. 00-1000145, Metrolink Right of Way Maintenance Memorandum of Understanding, Amount Budgeted \$147,300.

b. New Contracts

- i. RFP/CTO, Temporary Staffing Services Railroad Right of Way Filing, Amount Budgeted \$17,000, Total Estimated Contract Amount \$17,000.
- ii. RFP/CTO, Professional Services Rail Asset Property Management Software, Amount Budgeted \$20,000, Total Estimated Contract Amount \$20,000.
- iii. RFP/CTO, Rail Signage Replacement (SBCTA), Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.
- iv. RFP/CTO, Professional Services Grants of Use, Amount Budgeted, \$40,000, Total Estimated Contract Amount of \$40,000.

Local Funding Source Detail

i. City of Rancho Cucamonga - \$5,000.

Manager

Carrie Schindler, Director of Transit and Rail Programs

Task 0313 Transit Right of Way Management

		2017-2018				
	2015-2016	2016-2017	Revised	2018-2019		
Expenditures	Actuals	Actual	Budget	Budget		
Regular Full-Time Employees	-	45,707	48,470	61,362		
Fringe Allocation-General	-	41,997	49,754	63,301		
Professional Services	-	120,927	211,600	132,000		
Consulting Services	-	87,020	-	40,000		
Legal Fees	-	105	275,000	214,429		
Rail Maintenance of Way	-	1,403,950	1,629,800	1,577,300		
Right of Way Capital	-	-	-	25,000		
Postage	-	-	500	500		
Travel Expense - Employee	-	-	1,000	1,000		
Travel Expense-Mileage-Employee	-	383	1,000	500		
Advertising	-	2,254	2,000	1,000		
Bank Charges	-	3,000	-	-		
Meeting Expense	-	50	1,000	500		
Indirect Allocation-General		86,610	80,917			
Total Expenditures		1,792,003	2,301,041	2,116,892		

Funding Sources	
Local Transportation Fund - Planning	126,867
Local Transportation Fund - Rail	1,655,500
State Transit Assistance Fund - Rail	147,300
Rail Assets	182,225
Local Projects Fund	5,000
Total Funding Sources	2,116,892

NOTE: New task created in Fiscal Year 2016/2017 budget. It does not include prior year history.

Task0314 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. Staff continues to work with SCRRA to reinstate express train service. 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 continued to implement the blended operating structure along the Redlands Subdivision between the San Bernardino Transit Center (SBTC) and the University of Redlands. 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. Revenue service will be commissioned in 2021 upon completion of the Redlands Passenger Rail Project. Negotiations continued among SBCTA, SCRRA, and Omnitrans on a three-party agreement outlining the roles and responsibilities related to operation of the blended service with Omnitrans operating the Arrow service and maintaining the hybrid-rail equipment, SCRRA being responsible for the Metrolink service, dispatch, and maintenance of way, and SBCTA being the land owner and funding agency. SCRRA will be the railroad of record for the purposes of the Federal Railroad Administration, Omnitrans will be a tenant railroad, and BNSF will remain a tenant railroad with freight service continuing between the San Bernardino Santa Fe Depot and Tippecanoe Avenue.

Work Elements

- 1. Provide SBCTA's share of SCRRA's Metrolink service annual operating subsidy.
- 2. Allocate funding to Omnitrans for development of the future hybrid-rail service operating structure.
- 3. Private Transportation Provider Pilot Program for Ontario International Airport Access.
- 4. Station Technical Advisory Committee (STAC)

The budgetary change is mainly due the use of federal funding for the preventative maintenance portion of the Metrolink's operating subsidy which do not flow through SBCTA resulting in decrease in budget for this task.

Product

Process 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 development of the future Arrow passenger rail service between the SBTC and the University of Redlands. Contract management of the Private Transportation Provider Pilot Program and related marketing efforts and payments. Continue success of the STAC which provides a venue for local jurisdictions, operators, law enforcement, and SBCTA to share information and develop best management practices related to security of the rail system in the San Bernardino Valley.

Task 0314 Transit Operations

Contract Information

- a. Existing Contracts
 - i. 00-1000940, CTO #58, Professional Services On-call Services for STAC, Amount Budgeted, \$58,341.
- b. New Contracts
 - ii. 17-1001641, Contributions Cooperative Agreement with Omnitrans and SCRRA for blended service on the Redlands Subdivision, Amount Budgeted \$500,000, On-going contract for annual subsidies.
 - iii. RFP, Private Transportation Provider Pilot Program for Ontario International Airport Access, Amount Budgeted \$416,000, Total Estimated Contract Amount \$426,000.

Manager

Carrie Schindler, Director of Transit and Rail Programs

Task 0314 Transit Operations

Task 0514 Hansit Operations			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	99,668	10,596	63,258	46,089
Overtime	1,332	-	-	-
Fringe Allocation-General	95,250	9,736	64,935	47,545
Professional Services	87,495	-	-	406,000
Consulting Services	-	12,088	58,732	58,341
Legal Fees	45,134	-	-	-
Claims	-	8,013	-	-
Rail Maintenance of Way	1,256,153	-	-	-
Postage	17	-	-	50
Advertising	125	-	-	10,000
Printing - External	-	-	-	20,000
Contributions/Subsidies	14,174,907	14,954,953	16,190,268	14,080,000
Bank Charges	3,000	-	-	-
Indirect Allocation-General	147,412	20,078	105,605	
Total Expenditures	15,910,493	15,015,464	16,482,798	14,668,025

Funding Sources

Local Transportation Fund - Planning	93,684
Local Transportation Fund - Rail	12,048,341
SCAQMD/Mobile Source Review Comm.	2,000,000
MSI Valley Fund-Metrolink/Rail Service	500,000
MSI Valley Fund-Senior/Disabled	26,000
Total Funding Sources	14,668,025

Task0315 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

The availability of funding for transit and rail capital projects has translated into significant transit enhancements for our region. Both the San Bernardino Transit Center (SBTC) and sbX are fully operational. Construction of the Downtown San Bernardino Passenger Rail Project was completed and Metrolink service to the SBTC was implemented. Phase 1 of the Rialto Metrolink Station Parking Lot Expansion is complete and Phase 2 is underway. The Gold Line Phase 2B Advanced Conceptual Engineering package is complete, SBCTA's comments were addressed, and the Gold Line Construction Authority has short listed four design-build teams. Preliminary engineering and environmental clearance efforts continue on the Lilac to Rancho Double Track Project. Final design was completed on the Redlands Passenger Rail Project and the vehicle contract was awarded. In addition, construction of safety enhancements at the existing Sierra Avenue and Juniper Avenue Metrolink at-grade crossings in the City of Fontana were completed. 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 machine 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. Costs associated with the annual capital and rehabilitation to SCRRA are captured under Sub-Task 0379. As this is not a specific capital project, but an on-going subsidy, Sub-Task 0379 does not have a narrative. Federal funds allocated to SCRRA as part of their capital subsidy are administered by SCRRA and do not flow through the SBCTA Budget.

The majority of funding for capital projects is comprised of formula funds consisting of Valley Measure I Metrolink/Rail Program funds, Valley Measure I Express Bus & Bus Rapid Transit Program funds, Federal Transit Administration (FTA) funds, Transportation Development Act (TDA) funds, and State Proposition 1B funds. In addition, SBCTA aggressively pursues grant funding to augment the available formula funds. While the FTA did not recommend the Redlands Passenger Rail Project (RPRP) for a FTA Small Starts funding, the full funding grant agreement for the \$8.7 million Transportation Investment Generating Economic Recovery (TIGER) grant from the FTA for RPRP was submitted to the FTA for approval and the \$9.7 million Transit and Intercity Rail Capital Program (TIRCP) grant from the State of California for RPRP is scheduled to be allocated in August. In addition, SBCTA submitted a \$65 million Senate Bill 1 (SB1) Congested Corridors Program (SCCP) grant application and a \$17 million SB1 Local Partnership Program (LPP) grant application to the State of California for RPRP. To further supplement the available formula funds, SBCTA submitted a \$45 million SCCP grant application and \$65 million TIRCP grant application to the State of California for the West Valley Connector (WVC). The WVC was also granted entry into Project Development, the first step in the FTA Small Starts grant process.

Task 0315 Transit Capital

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. 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

Carrie Schindler, Director of Transit and Rail Program

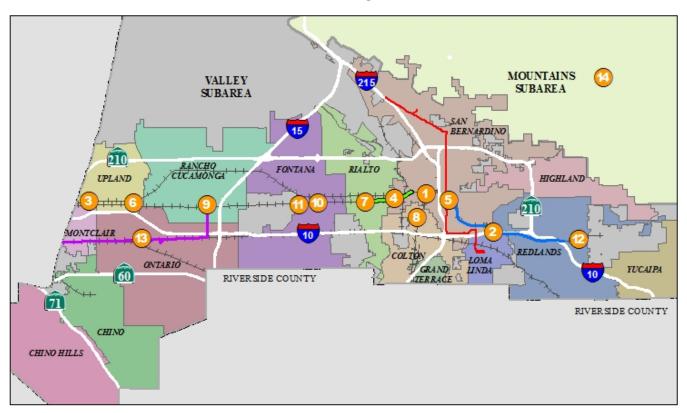
Task 0315 Transit Capital

Task0315Transit Capital				
			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	205,789	262,847	300,583	327,910
Overtime	-	956	-	-
Fringe Allocation-General	194,075	242,388	308,548	338,271
Professional Services	5,363,147	6,952,958	24,508,725	23,189,731
Consulting Services	5,616,221	15,371,112	14,365,110	9,620,866
Program Management Fees	-	-	856,477	-
Legal Fees	696,283	133,051	1,883,615	2,540,000
Construction Capital	25,546,944	22,988,316	13,702,476	49,119,986
Utilities Capital	9,148	120,159	20,545	15,000
Right of Way Capital	1,190,658	1,698,611	5,517,197	4,209,070
Postage	593	-	551	1,000
Travel Expense - Employee	-	77	56,300	28,500
Travel Expense-Mileage-Employee	98	681	8,500	3,586
Advertising	793	2,752	7,000	5,750
Public Information Activities	-	-	5,000	-
Printing - External	-	-	1,300	700
Printing - Internal	-	-	2,000	-
Contributions/Subsidies	4,479,644	2,762,657	20,018,727	3,359,652
Meeting Expense	79	146	3,200	5,600
Land	3,006,507	-	-	-
Motor Vehicles	-	-	-	10,000,000
Indirect Allocation-General	300,356	499,878	501,803	-
Indirect Allocation-Project Management			144,158	
Total Expenditures	46,610,335	51,036,589	82,211,815	102,765,622
Funding Sources				
Local Transportation Fund - Planning				152,406
Local Transportation Fund-ART 3 Bicycle				77,314
Local Transportation Fund - Rail				5,612,163
State Transit Assistance Fund - Rail				14,974,592
State of Good Repair – SBCTA				495,652
Rail Assets				76,597
Transportation Investment Generating Eco				4,355,419
Federal Transit Administration 5307				622,211
Federal Transit Administration 5307-CMAQ				25,531,929
_				
Transit and Intercity Rail Capital Progr Public Trans Modern, Improve&Svc Enhance				4,345,860
MSI Valley Fund-Metrolink/Rail Service				11,318,000 23,051,268
MSI Valley Fund-Express Bus/Rapid Trans				10,801,465
Local Projects Fund Redlands Ressonger Reil Project Fund				100,626
Redlands Passenger Rail Project Fund				1,187,400
SG Subdivision Line Project Fund				62,720
Total Funding Sources				102,765,622

Transit Program Passenger Rail Projects

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Transit Program



	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
1 <u>Downtowr</u>	n San Bern	ardino Pas	ssenger Ra	<u>uil</u>						P R	A/ED S&E OW ons
2 Redlands F	Passenger	<u>Rail</u>								c	loseout
3 Gold Line	to Montela	<u>n</u>									
4 <u>CP Lilac to</u>	o <u>CP Ranc</u>	eho Double	<u>Track</u>								

Transit Program

	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
5 <u>San Berna</u>	rdino Tran	sit Center	(Phase 2)								
6 Upland Me	etrolink Pa	rking Lot I	Expansion								
7 <u>Rialto Met</u>	<u>rolink Parl</u>	king Lot Ex	kpansion (H	Phase 1+2	<u>)</u>						
8 <u>Shortway</u>	Quiet Zone										
9 Rancho C	ucamonga	Metrolink	Station TC	<u>)D</u>							
10 <u>Sierra Ave</u>	enue Metro	olink Grade	Crossing								
1 Juniper Av	venue Metr	olink Grad	e Crossing	5							
12 Zanja Brid	<u>ge Remov</u>	<u>al</u>									
13 <u>West Valk</u>	ey Connec	tor									
14 Mountain	Fransit Fac	cility Upgra	<u>nde</u>								



Project

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	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$125,400,000	\$122,284,279	\$3,115,721	\$0

Contract Information

- a. Existing Contracts
 - i. 00-1000248, Engineering and Design Services DSBPRP and Redlands Passenger Rail Project (RPRP), Amount Budgeted \$1,000,000.
 - ii. 00-1000583, Construction Management Services DSBPRP, Amount Budgeted \$165,000.
 - iii. 00-1000571, Legal Services DSBPRP, Amount Budgeted \$265,000.
 - iv. 00-1000716, Memorandum of Understanding Design and Construction Support for the Eastern Maintenance Facility and the DSBPRP, Amount Budgeted \$400,000.
- b. New Contracts The following new contracts were identified in the Fiscal Year 2017/2018 budget but have not been executed as construction was completed later than expected and coordination with Omnitrans is ongoing for the way finding needs.
 - 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.



Redlands Passenger Rail Project (0324)

Description

Project

The Redlands Passenger Rail Project is a progressive regional transportation project implementing passenger rail service between the San Bernardino Transit Center and the University of Redlands resulting in approximately nine miles of rail improvements. The project consists of three major components: construction of the mainline corridor, procurement of three diesel multiple unit vehicles, and construction of a new maintenance facility. The project will use right of way acquired by SBCTA from the Burlington Northern Santa Fe Railway (BNSF) in 1992. Additionally, SBCTA is partnering with private and public agencies to fund specific project improvements and betterments. Agencies include the City of Redlands, the University of Redlands, Esri, and Property One, LLC. Once operational, there will be approximately twenty-five Arrow service daily round trips with diesel multiple unit vehicles operated 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 who will also operate one locomotive hauled coach weekday round trip for peak commuters. Current Phase: Early utility relocations, vehicle fabrication, right of way acquisitions, prequalification of contractors, bid solicitation, final design of maintenance facility.

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$312,000,000*	\$68,746,780	\$76,942,959	\$166,310,261

*Includes an estimated \$11,000,000 of betterments to be funded by other entities.

Contract Information

- a. Existing Contracts
 - i. 15-1001146, Program Management Services, Amount Budgeted \$2,500,000.
 - ii. 15-1001093, Final Mainline Design Services, Amount Budgeted \$7,601,000.
 - iii. 16-1001440. Mainline Construction Management Services, Amount Budgeted \$6,500,000.
 - iv. 16-1001329, Right of Way Legal Services, Amount Budgeted \$1,275,000.
 - v. 15-1001301, Public Outreach and Branding, Amount Budgeted \$232,900.
 - vi. 17-1001699, Mainline Utility Relocations, Amount Budgeted \$1,240,552.
 - vii. 17-1001604, Right of way acquisitions, Amount Budgeted \$1,244,000.
 - viii. 17-1001587, SCRRA Coordination & Design Services, Amount Budgeted \$4,038,059.
 - ix. 17-1001605, City of Riverside Cage Canal, Amount Budgeted \$100,000.
 - x. 17-1001635, Wildlands Lytle Creek Conservation Bank, Amount Budgeted \$100,000.
 - xi. 16-1001531, Diesel Multiple Unit Rail Vehicles, Amount Budgeted \$10,000,000.
 - xii. 00-1000940, CTO #59, Maintenance Facility Design, Amount Budgeted \$73,214.
 - xiii. 18-1001834, Maintenance Facility Construction Management, Amount Budgeted \$805,000.
 - xiv. 17-1001640, Cooperative Agreement, San Bernardino County Flood Control District Design Coordination.
 - xv. Cooperative Agreement, San Bernardino County Parks Department Santa Ana River Trail.
 - xvi. 15-1001047, Memorandum of Understanding, City of Redlands Downtown Station Improvements and Betterments, Implementation, Amount Budgeted \$194,355.
 - xvii. Cooperative Agreement, BNSF Freight Shippers Trans-loading Work Window.

b. New Contracts

- i. 17-1001705, Mainline Construction, Amount Budgeted \$30,500,000, Total Estimated Contract Amount of \$152,560,210.
- ii. IFB, Maintenance Facility Construction, Amount Budgeted \$10,310,000, Total Estimated Contract Amount of \$7,730,000.

Local Funding Source Detail

- i. City of Loma Linda \$992,450.
- ii. San Bernardino Municipal Water Department \$135,950.
- iii. Esri \$59,000.



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 funds 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 and has received California Environmental Quality Act approval. In late 2017, the Construction Authority provided an updated estimated cost of \$78 million for the San Bernardino portion based on a delivery date of 2026. Taking into account current revenue projections, SBCTA is in need of approximately \$39 million to fully fund the San Bernardino County share. 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 R, however, Los Angeles County still has a funding gap as well. In January 2018, SBCTA participated with them on a joint application for State Transit and Intercity Rail Capital Program grant funding. Lastly, in accordance with Cooperative Agreement 15-1001306, the City of Montclair agreed to advance \$3 million to allow the advanced conceptual engineering to progress due to funding constraints and to provide interim funding for SBCTA oversight. In September 2017, the SBCTA Board approved the advanced conceptual engineering and authorized reimbursement to Montclair for costs incurred to date.

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$78,000,000	\$1,561,926	\$5,985,720	\$70,452,354

- a. Existing Contracts
 - i. 16-1001339, Metro Gold Line Foothill Extension Phase 2B, Amount Budgeted \$600,000.
 - ii. 00-1000939, CTO #48, Professional Services Gold Line Ace Review, Amount Budgeted \$50,000.
- b. New Contracts
 - i. Cooperative Agreement, Metro Gold Line Construction Authority, Amount Budgeted \$5,312,258, Total Estimated Contract Amount \$77,160,000.



Control Point Lilac to Control Point Rancho Double Track (0328)

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. Current Phase: Environmental

Total Estimated	Costs	Proposed	Future
Cost*	to Date	Budget	Costs
\$72,000,000	\$2,026,622	\$433,792	\$69,539,586

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 \$35,000.
- iii. 16-1001411, Preliminary Design and Environmental Clearance Services, Amount Budgeted \$310,000.

5 **Project** San Bernardino Transit Center (0322)

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.

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$26,333,000	\$26,158,000	\$175,000	\$0

- a. Existing Contracts
 - i. 00-1000612, Architectural and Engineering Services Omnitrans Bus Facility, Amount Budgeted \$175,000.



Project

Upland Metrolink Parking Lot Expansion (0335)

Description

Development of a conceptual layout and associated cost estimate for construction of additional Metrolink parking on a SBCTA owned parcel south of the Upland Metrolink Station and east of 2nd Street along Stowell Avenue. Current Phase: Planning.

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$35,000	\$10,000	\$25,000	\$0

Contract Information

- a. Existing Contracts
 - i. 00-1000939, CTO #62, Preliminary Engineering, Amount Budgeted \$25,000.

Project Rialto Metrolink Parking Lot Expansion (0325)

Description

This project involves the construction of an additional 230 parking spaces at the Rialto Metrolink Station. In accordance with Agreement No. 00-1000878 the City of Rialto is the lead agency and SBCTA provides funding. This project has been phased with Phase 1 construction complete providing 122 parking spaces. Phase 2 is estimated to add approximately 108 parking spaces. Current Phase: Phase 2 Construction.

Total Estimated	Costs	Proposed	Future
Cost	to Date*	Budget	Costs
\$5,645,600	\$447,410	\$1,875,442	\$3,322,748

*Additional \$1.5 million not going through SBCTA books. The future cost excludes this amount.

- a. Existing Contracts
 - i. 00-1000878, Cooperative Agreement City of Rialto, Amount Budgeted \$1,864,000.



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 is currently on-going in coordination with the City of San Bernardino, the California Public Utilities Commission, and Southern California Regional Rail Authority (SCRRA). Unanticipated right of way acquisitions have been identified and review of alternative designs is ongoing to determine if they can be avoided. 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. Current Phase: Design.

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$4.000.000	\$725.678	\$2.471.792	\$802.530

Contract Information

- a. Existing Contracts
 - i. 00-1000939, CTO #32, Consulting Services Shortway Subdivision Quiet Zone Project, Amount Budgeted \$30,000.
 - ii. 00-1000939, CTO #45, Project Management, Amount Budgeted \$24,000.
 - iii. 17-1001583, SCRRA Construction and Construction Management Services, Amount Budgeted \$1,385,000.
 - iv. 16-1001471, Construction of Civil Improvements, Amount Budgeted \$950,000.

9 **Project** Rancho Cucamonga Metrolink Station Transit Oriented Development (0329)

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 Number 15-1001271, outlining the roles and responsibilities of the City and SBCTA. Subsequently, SBCTA entered into 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. Current Phase: Final renderings, developer negotiations with tenants, final design.

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$5,000	\$5,000	\$0	\$0

- a. Existing Contracts
 - i. 16-1001524, MOU Exclusive Negotiations Agreement, City of Rancho Cucamonga and Creative Housing Associates.
 - ii. 15-1001271, MOU Cooperative Agreement, City of Rancho Cucamonga.



Sierra Avenue Metrolink Grade Crossing Pedestrian Improvements (0330)

Description

Project

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. Due to the specialized railroad work and substantial coordination required with Metrolink, the City requested SBCTA to 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 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. Current Phase: Project Close-out.

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$1,353,000	\$1,282,983	\$70,017	\$0

Contract Information

a. Existing Contracts

- i. 00-1000940, CTO #39, Project Management Services, Amount Budgeted \$3,847.
- ii. 16-1001518, Construction Contract with SCRRA, Amount Budgeted \$26,229.

Local Funding Source Detail

i. City of Fontana - \$31,360.

11 Project Juniper Avenue Metrolink Grade Crossing Pedestrian Improvements (0331)

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. Due to the specialized railroad work and substantial coordination with Metrolink, the City requested SBCTA to 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. Current Phase: Project Close-out.

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$1,569,905	\$1,499,888	\$70,017	\$0

Contract Information

- a. Existing Contracts
 - i. 00-1000940, CTO #39, Project Management Services, Amount Budgeted \$3,847.
 - ii. 16-1001518, Construction Contract with SCRRA, Amount Budgeted \$26,229.

Local Funding Source Detail

i. City of Fontana - \$31,360.



Zanja Bridge Removal (0332)

Description

Project

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. Current Phase: Construction and Project Close-out.

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$138,500	\$61,903	\$76,597	\$0

Contract Information

- a. Existing Contracts
 - i. 00-1000939, CTO #44, Zanja Bridge Retrofit Project, Environmental & Design Services, Amount Budgeted \$24,100.

b. New Contracts

- i. RFP/CTO, Construction Management, Amount Budgeted \$5,000, Total Estimated Contract Amount \$5,000.
- ii. IFB, Construction Capital, Amount Budgeted \$33,400, Total Estimated Contract Amount \$33,400.



West Valley Connector (0334)

Description

Project

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. The current project is divided into two separate alignments: Phase 1 (Milliken Alignment) and Phase 2 (Haven Alignment). The costs reflected below are for the development of the Phase 1 (Milliken Alignment). Current Phase: Environmental Clearance, Design and Right of Way.

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$221,600,000	\$4,878,857	\$10,809,665	\$205,911,478

- a. Existing Contracts
 - i. 18-1001870, Environmental and Design Services, Amount Budgeted \$4,500,000.
 - ii. 17-1001638, Omnitrans Cooperative Agreement, Amount Budgeted \$50,000.
 - iii. 00-1000939, CTO #54, Project Management, Amount Budgeted \$50,000.
- b. New Contracts
 - i. RFQ/RFP, Right of Way Services, Amount Budgeted \$1,000,000, Total Estimated Contract Amount \$4,736,000.
 - ii. RFP, Legal Support for Right of Way Services, Amount Budgeted \$1,000,000, Total Estimated Contract Amount \$4,750,000.
 - iii. RFP, Public Outreach Consultant Services, Amount Budgeted \$200,000, Total Estimated Contract Amount \$750,000.
 - iv. RFP/CTO, Program Management Services, Amount Budgeted \$780,000, Total Estimated Contract Amount \$5,300,000.



Mountain Transit Facility Upgrade Study (0333)

Description

Project

The Mountain Area Regional Transit Authority (MARTA), also known as Mountain Transit, 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 weekends), 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 operator. Current Phase: Identifying potential properties and assisting with property acquisitions.

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$218,000	\$117,374	\$100,626	\$0

Contract Information

- a. Existing Contracts
 - i. 00-1000940, CTO #51, Mountain Transit Facility Upgrade Study, Amount Budgeted \$92,600.
 - ii. 17-1001581, Cooperative Agreement with MARTA for Temporary Furnishing of Staff Assistance for Mountain Transit Facility Upgrade Study.

Local Funding Source Detail

i. MARTA - \$100,626.

PROJECT DELIVERY

Project Delivery Program Budget

Description

The Project 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 2018/2019 budget of \$352.8 million is for the preparation, management, and construction of major projects.

Goals and Objectives

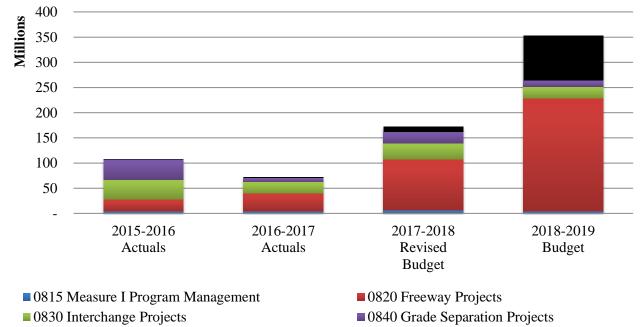
The Project Delivery team will continue the delivery, management, and construction of major freeway, interchange, and grade separation projects. In doing so, the staff will assist in meeting SBCTA's commitment to deliver the transportation projects as described in the Measure I Transportation Transactions and Use Tax approved in 1989 and renewed in 2004 by the San Bernardino County voters. The Project Delivery Program for this fiscal year includes 9 Freeway/Highway Projects, 21 Interchange Projects, 5 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

	2015-2016 Actual	2016-2017 Actual	2017-2018 Revised Budget	2018-2019 Budget
Project Approval/Environmental Document	3	4	7	3
Start Construction	1	1	3	8
Open to Traffic	5	5	2	2
Project Control System	YES	YES	YES	YES

Project Delivery Program Summary

		2015-2016 Actuals	2016-2017 Actuals	2017-2018 Revised Budget	2018-2019 Budget
Tasks					
0815	Measure I Program Management	4,079,208	4,348,730	6,008,082	4,168,668
0820	Freeway Projects	24,434,828	35,350,404	101,341,514	224,244,868
0830	Interchange Projects	38,247,446	22,843,584	31,981,269	23,411,100
0840	Grade Separation Projects	40,346,281	8,396,650	22,078,170	11,905,967
0860	Arterial Projects	196,926	1,054,864	10,840,030	89,029,762
Tota	al Tasks	107,304,689	71,994,232	172,249,065	352,760,365



■ 0860 Arterial Projects

Task 0815 Measure I Program Management

Purpose

Manage the Project Delivery Program.

Accomplishments

Management of the Project Delivery 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 Project Delivery 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 continued; 3) The Project Control System (PCS) was maintained to support Project Delivery management of project schedules, contracts, funding, reconciliation, and documentation. Also, the PCS provided support to Project Delivery, Fund Administration 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.

Ongoing development of right of way manual and procedures, reevaluation of signatory requirements for various documents, support of project audits and source inspection procedures, and coordination with fund administration and finance relative to work processes was conducted.

Organization of the Project Delivery department was evaluated with consideration given to the phasing in design build projects and toll operations and maintenance. The need for additional SBCTA staff for the Express Lane design and construction as well as policy on design build procurement, conflict of interest, and roles and responsibilities was identified and will be presented to the Board of Directors for consideration.

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 Project 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 review invoicing. 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.

Task 0815 Measure I Program Management

- 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.

Contract Information – Project Delivery Program*

- a. Existing Contracts
 - i. 15-1001195, Program Management, Amount Budgeted \$2,700,000.
 - ii. 18-1001823, Right of Way on-call services, Amount Budgeted \$100,000.
 - iii. 18-1001906, Right of Way on-call services, Amount Budgeted \$100,000.
 - iv. 18-1001907, Right of Way on-call services, Amount Budgeted \$100,000.
 - v. 18-1001909, Right of Way on-call services, Amount Budgeted \$100,000.

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

Manager

Paula Beauchamp, Director of Project Delivery and Toll Operations

Task0815Measure I Program Management

			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	472,080	468,441	553,979	489,117
Overtime	93	-	9,280	-
Fringe Allocation-General	445,294	430,417	567,921	504,574
Professional Services	60,353	30,074	602,000	400,000
Consulting Services	-	14,535	25,000	-
Program Management Fees	2,260,866	2,371,225	2,700,000	2,710,000
Attendance Fees	-	-	13,700	13,700
Legal Fees	47,933	20,989	41,000	6,000
Dues/Memberships	-	-	900	900
Training/Registration	2,443	1,852	5,300	3,300
Postage	91	45	600	600
Travel Expense - Employee	2,495	5,444	6,000	6,000
Travel Expense - Non-Employee	-	-	2,000	2,000
Travel Expense-Mileage-Employee	-	903	16,000	-
Travel Expense-Mileage-Non-Employee	-	-	-	16,000
Advertising	471	196	600	600
Printing - External	170	280	2,000	2,000
Communications	107	-	2,100	2,100
Record/Equipment Storage	-	-	3,030	3,030
Office Expense	-	-	600	600
Meeting Expense	2,053	676	1,647	1,647
Office Furniture & Equipment	-	-	5,875	6,500
Office Equip/Software-Inventorial	-	-	6,000	-
Indirect Allocation-General	689,152	887,645	923,628	-
Indirect Allocation-Project Management	95,607	116,008	518,922	
Total Expenditures	4,079,208	4,348,730	6,008,082	4,168,668

Funding Sources

Active Transportation Program - Federal	12,722
MSI Valley Fund-Freeway Projects	1,440,718
MSI Valley Fund-Fwy Interchange	1,744,726
MSI Valley Fund-Grade Separations	737,731
MSI Victor Valley Fund-Major Local Hwy	127,771
MSI Cajon Pass Fund	100,000
MSI 1990-Valley Fund-Major Projects	5,000
Total Funding Sources	4,168,668

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 construction has started on the first 2 phases. The State Route 210 (SR-210) landscaping construction projects are complete with the final segments in establish existing planting (EEP) phase. The follow on 210 Pepper interchange is finishing construction in spring 2018. 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 the project anticipated to be ready to advertise for construction in early 2019. Analysis of express lanes on the Interstate 10 (I-10) has been completed. The environmental document for the I-10 Corridor was approved in mid-2017, and procurement for a design build roadway contractor and a toll system provider is anticipated to result in award of these two contracts in mid-2018 and financial close on the I-10 Contract 1 anticipated in fall 2018. Work on the preliminary engineering/environmental phase is ongoing on the Interstate 15 (I-15) Corridor express lane improvements from State Route 60 (SR-60) to SR-210 with the environmental document scheduled to be circulated in early 2018 and approval of the document in mid-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 late 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 has begun construction and the Mount Vernon/Washington Interchange at I-215 is in the preliminary design phase. Landscape design for this corridor is anticipated to start mid-2018.

Work Elements

Budget for Fiscal Year 2018/2019 incorporates the start of design and construction of the I-10 Corridor Contract 1. The I-10 Corridor represents one of the largest projects in SBCTA history and is evident in the significant budget allocated to the Freeway Projects task.

Contract Information – Project Delivery Program*

- a. Existing Contracts
 - i. 15-1001222, Preliminary Design & Environmental Services, Amount Budgeted \$85,000.
 - ii. 00-1000166, Construction Capital, Amount Budgeted \$5,000.
 - iii. 15-1001302, Legal Services, Amount Budgeted \$1,750,000.
 - iv. 00-1000710, Right of Way Services, Amount Budgeted \$142,000.
 - v. 15-1001188, Right of Way Services, Amount Budgeted \$502,000.
 - vi. 15-1001195, Program Management Services, Amount Budgeted \$1,510,000.
 - vii. 00-1000004, Program Management Services, Amount Budgeted \$389,060.
 - viii. 15-1001226, Auditing Services, Amount Budgeted \$9,007.
 - ix. 00-1000339, Procurement Services, Amount Budgeted \$5,000.

Local Funding Source Detail

- i. City of Ontario \$2,747,337.
- ii. City of Montclair \$1,247,484.
- iii. City of Upland \$738,214.
- iv. City of Highland \$1,104,488.

Manager

Paula Beauchamp, Director of Project Delivery and Toll Operations

Task 0820 Freeway Projects

Task 0620 Fleeway Plojects				
			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Professional Services	1,635,082	1,816,865	10,267,721	25,662,219
Consulting Services	8,490,032	15,763,978	47,290,213	18,871,721
Program Management Fees	1,640,115	2,460,214	10,407,935	10,754,349
Auditing & Accounting	-	68,185	-	9,007
Legal Fees	613,190	3,364,249	2,383,333	2,750,000
Utilities	4,228	45,083	-	-
Landscaping Care	14,543	38,977	410,000	-
Construction Capital	(4,383,683)	4,120,463	14,990,578	153,077,184
Utilities Capital	779,183	99,706	-	-
Right of Way Capital	15,561,988	7,445,873	14,830,400	13,120,388
Postage	464	997	1,800	-
Travel Expense - Employee	129	-	2,000	-
Travel Expense-Mileage-Employee	-	-	50	-
Advertising	1,055	1,458	-	-
Printing - External	8,623	1,395	2,000	-
Meeting Expense	600	2,599	2,200	-
Indirect Allocation-Project Management	69,279	120,362	753,284	
Total Expenditures	24,434,828	35,350,404	101,341,514	224,244,868
Travel Expense-Mileage-Employee Advertising Printing - External Meeting Expense Indirect Allocation-Project Management	- 1,055 8,623 600 69,279	1,395 2,599 120,362	50 - 2,000 2,200 753,284	- - - - 224,244,86

Funding Sources

8	
Surface Transportation Program	35,550,856
Congestion Mitigation & Air Quality	31,591,833
Project National & Regional Significance	5,667,943
Federal Repurposed Earmarks	1,279,000
Demonstration High Priority Program	470,000
Regional Improvement Program	8,449,798
State Highway Oper & Protection Program	24,011,150
Trade Corridor Improvement Fund	596,281
Local Partnership Program-Formula-SB1	919,614
MSI Valley Fund-Freeway Projects	61,617,461
MSI Valley Fund-Fwy Interchange	5,876,949
MSI Valley Fund-Arterials	2,412,415
MSI Victor Valley Fund-Major Local Hwy	2,507,000
MSI 1990-Valley Fund-Major Projects	6,047,908
MSI 1990-Valley Fund-TMEE	434,536
Local Projects Fund	4,733,035
Valley Fwy Interchange Bond Fund	1,668,756
I-10 Express Lanes	30,410,333
Total Funding Sources	224,244,868

Project Delivery Program Freeway Projects

VALLEY SUBAREA

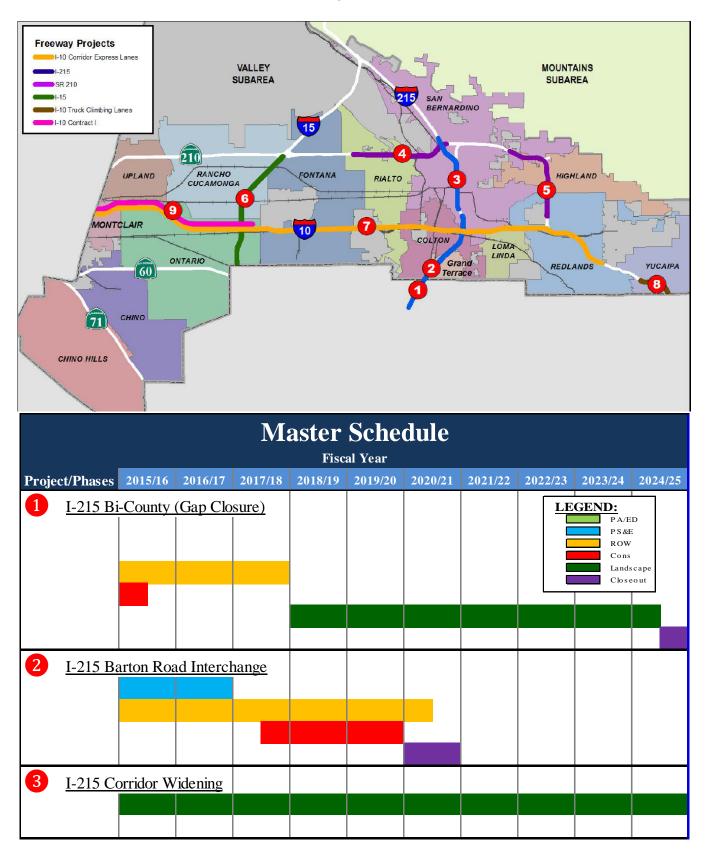
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Map Project Location	203
Master Schedule	
Project Descriptions	

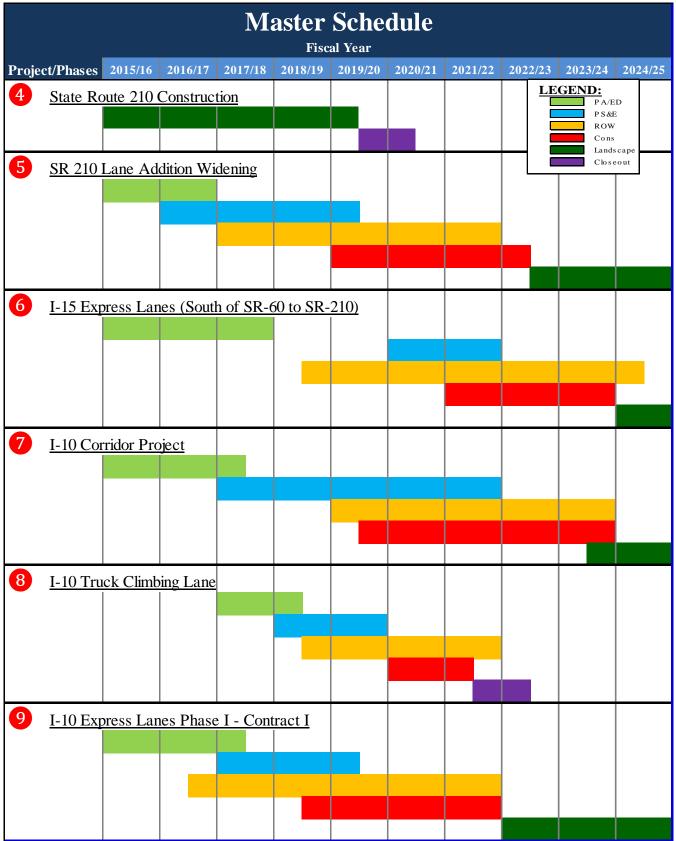
VICTOR VALLEY SUBAREA

Map Project Location	
Master Schedule	
Project Descriptions	

Project Delivery Program Freeway Projects Valley Subarea



Project Delivery Program Freeway Projects Valley Subarea





Interstate 215 Bi-County Landscape (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: Landscaping.

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget*	Costs
\$9,959,400	\$35,300	\$530,000	\$9,394,100

*Additional budgeted amount of \$449,754 for mainline project final Right of Way disposition work is not included in the stated "Proposed Budget" above. When incorporated, the total budgeted is \$979,754.

- a. New Contracts
 - i. RFP, Environmental and Design Professional Services, Amount Budgeted \$480,000, Total Estimated Contract Amount \$1,500,000.



Interstate 215 Barton Road Interchange (0840)

Description

Project

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

Total Estimated	Costs	Proposed	Future
Cost	to Date*	Budget	Costs*
\$104,778,483	\$38,228,457	\$38,348,304	\$9,601,722

*Additional \$18.6 million not going through SBCTA's books and not included in Cost to Date or Future Costs.

a. Existi	ing Contracts
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- i. 00-1001188, Right of Way Services, Amount Budgeted \$10,000.
- ii. 00-1000710, Right of Way Services, Amount Budgeted \$142,000.
- iii. 15-1001259, Department of Toxic Substances Control Agreement, Amount Budgeted \$16,000.
- iv. 16-1001464, Utility Agreement, Amount Budgeted \$15,000.
- v. 16-1001493, Utility Agreement, Amount Budgeted \$37,500.
- vi. 16-1001497, Utility Agreement, Amount Budgeted \$470,111.
- vii. 16-1001325, Utility Agreement, Amount Budgeted \$5,000.
- viii. 16-1001498, Utility Agreement, Amount Budgeted \$5,000.
- ix. 16-1001499, Utility Agreement, Amount Budgeted \$1,000,000.
- x. 16-1001500, Utility Agreement, Amount Budgeted \$60,000.
- xi. 16-1001501, Utility Agreement, Amount Budgeted \$340,000.
- xii. 16-1001494, Utility Agreement, Amount Budgeted \$20,000.
- xiii. 17-1001649, Utility Agreement, Amount Budgeted \$1,000.
- xiv. 17-1001650, Utility Agreement, Amount Budgeted \$1,500.
- xv. 17-1001651, Utility Agreement, Amount Budgeted \$1,200.
- xvi. 17-1001652, Utility Agreement, Amount Budgeted \$1,600.
- xvii. 17-1001653, Utility Agreement, Amount Budgeted \$2,000.
- xviii. 17-1001654, Utility Agreement, Amount Budgeted \$11,000.
- xix. 17-1001655, Utility Agreement, Amount Budgeted \$1,000.
- xx. 17-1001656, Utility Agreement, Amount Budgeted \$1,500.
- xxi. 17-1001657, Utility Agreement, Amount Budgeted \$2,000.
- xxii. 17-1001658, Utility Agreement, Amount Budgeted \$5,000.
- xxiii. 16-1001463, Utility Agreement, Amount Budgeted \$220,000.
- xxiv. 16-1001356, Public Outreach, Amount Budgeted \$105,000.
- xxv. 16-1001432, Public Outreach, Amount Budgeted \$7,448.



Interstate 215 Corridor (0838)

Description

Project

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: Landscaping

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget*	Costs
\$23,600,000	\$5,895,531	\$6,289,434	\$11,415,035

*Additional budgeted amount of \$5,415,178 is for repayment of swapped funds related to Interstate 215 construction and is not included in the stated "Proposed Budget" above. When incorporated, the total budgeted is \$11,704,612.

Contract Information

- a. Existing Contracts
 - i. 16-1001378, Construction Management Services, Amount Budgeted \$1,231,319.
 - ii. 17-1001678, Segment 1 & 3 Landscape Construction Capital, Amount Budgeted \$2,386,740.
- b. New Contracts
 - i. IFB, Segment 2 Landscape Construction Capital, Amount Budgeted \$2,000,000. Total Estimated Contract Amount \$4,060,000.



Description

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

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$19,735,000	\$19,239,225	\$445,775	\$50,000

- a. Existing Contracts
 - i. 00-1000319, Construction Management Services, Amount Budgeted \$290,775.
 - ii. 15-1001174, Construction Capital, Amount Budgeted \$130,000.



State Route 210 Lane Addition (0887)

Description

Project

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	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$182,121,000	\$10,591,478	\$7,217,300	\$164,312,222

Contract Information

- a. Existing Contracts
 - i. 15-1001231, Design Services, Amount Budgeted \$4,808,300.
- b. New Contracts
 - i. 17-1001681, Construction Management Services, Amount Budgeted \$100,000, Total Estimated Contract Amount \$12,800,000.

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 and initial design build procurement work.

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$370,769,000	\$12,635,485	\$3,305,000	\$354,828,515

Contract Information

- a. Existing Contracts
 - i. 15-1001154, Preliminary Design & Environmental Services, Amount Budgeted \$500,000.

b. New Contracts

- i. RFP, Legal Services, Amount Budgeted \$500,000, Total Estimated Contract Amount \$2,500,000.
- ii. RFP, PCM (Project Construction Manager) Services, Amount Budgeted \$2,000,000, Total Estimated Contract Amount \$25,000,000.



Project Interstate

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: Environmental Document and Preliminary Design.

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$1,225,054,000	\$31,509,364	\$379,133	\$1,193,165,503

Costs for I-10 Corridor Less I-10 Corridor Contract 1.

Contract Information

- a. Existing Contracts
 - i. 00-1000052, Preliminary Design and Environmental Services, Amount Budgeted \$50,000.

Note: Costs for the I-10 Corridor are separated between the Project 0823 and 0825. Project 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 Project 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	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$34,942,000	\$702,141	\$1,545,666	\$32,694,193

- a. Existing Contracts
 - i. 17-1001623, Environmental and Design Professional Services, Amount Budgeted \$1,336,659.
- b. New Contracts
 - i. RFP, Design Professional Services, Amount Budgeted \$100,000, Total Estimated Contract Amount \$2,000,000.



Interstate 10 Corridor - Contract 1 (0823)

Description

Project

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: Design, Right of Way and Construction.

Total Estimated	Costs	Proposed	Future
Cost*	to Date	Budget	Costs
\$792,000,000	\$52,529,080	\$150,382,456	\$589,088,464

*Total Estimated Cost now incorporates added SHOPP pavement rehabilitation work, and four corridor interchanges and one arterial.

Contract Information

- a. Existing Contracts
 - i. 16-1001355, Preliminary Design & Environmental Services, Amount Budgeted \$200,000.
 - ii. 16-1001447, Legal Advisor Services, Amount Budgeted \$500,000.
 - iii. 16-1001369, Financial Advisor Services, Amount Budgeted \$300,000.
 - iv. 16-1001530, Project Management/Construction Management Services, Amount Budgeted \$11,251,057.
- b. New Contracts
 - i. 17-1001599, Design Build Capital Construction Contract, Amount Budgeted \$92,271,026, Total Estimated Contract Amount \$570,000,000.
 - ii. RFP, Public Outreach Consultant Services, Amount Budgeted \$500,000, Total Estimated Contract Amount \$3,300,000.
 - iii. 17-1001617, Design Build Toll System Provider (TSP) Capital Construction Contract, Amount Budgeted \$8,000,000, Total Estimated Contract Amount \$35,000,000.

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. Sub-Task 0823 incorporates I-10 Monte Vista Interchange, I-10 Euclid Avenue Interchange, I-10 Vineyard Avenue Interchange and I-10 4th Street Arterial.

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	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$6,888,236	\$5,884,868	\$10,000	\$993,368

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

Project Delivery Program Freeway Projects Victor Valley Subarea



Master Schedule										
Fiscal Year										
Project/Phases	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
US 395 Phase 1 Widening - SR	<u>18 to Cha</u>								PS RC CC La	A/ED &&E DW Dns nds cape oseout



US- 395 Widening Phase I (0891)

Description

Project

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

Total Estimated	Costs	Proposed	Future
Cost	to Date*	Budget	Costs
\$57,631,000	\$6,972,022	\$10,163,000	\$31,845,978

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

- a. Existing Contracts:
 - i. 17-1001723, Construction Management Services, Amount Budgeted \$1,000,000.
 - ii. 18-1001837, SCE Utility Agreement, Amount Budgeted \$100,000.
 - iii. 18-1001838, SCE Utility Agreement, Amount Budgeted \$50,000.
- b. New Contracts:
 - i. IFB, Construction Capital, Amount Budgeted \$5,936,000, Total Estimated Contract Amount \$19,547,000.

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 very active. Construction is complete for beneficial use on Interstate 10 (I-10) Pepper Avenue and the State Route 210 (SR 210) Pepper Avenue interchanges. Construction is anticipated to start in 2018 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, I-10 Mountain View Avenue, I-10 Alabama Street, SR-210 Baseline Avenue, and the I-10 Mount Vernon Avenue interchange projects. Project development has commenced on I-10 Wildwood, I-10 Monte Vista, and I-10 Vineyard.

Contract Information – Project Delivery Program*

- a. Existing Contracts
 - i. 15-1001222, Preliminary Design & Environmental Services, Amount Budgeted \$17,000.
 - ii. 17-1001741, Procurement Services, Amount Budgeted \$2,500.
 - iii. 00-1000770, Construction Capital, Amount Budgeted \$1,500.
 - iv. 15-1001195, Program Management Services, Amount Budgeted \$840,000.
 - v. 00-1000004, Program Management Services, Amount Budgeted \$110,289.
 - vi. 15-1001188, Right of Way Services, Amount Budgeted \$525,023.
 - vii. 15-1001302, Legal Services, Amount Budgeted \$182,000.

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

Local Funding Source Detail

- i. County of San Bernardino \$234,050.
- ii. City of Chino \$2,288,071.
- iii. City of Colton \$62,954.
- iv. City of Fontana \$251,954.
- v. City of Ontario \$815,925.
- vi. City of Rancho Cucamonga \$2,100,500.
- vii. City of Redlands \$1,146,985.
- viii. City of Rialto \$62,066.
- ix. City of San Bernardino \$125,884.
- x. Inland Valley Development Agency (IVDA) \$10,000.

Manager

Paula Beauchamp, Director of Project Delivery and Toll Operations

Task0830Interchange Projects

Task 0850 interchange Flojects			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Fringe Allocation-General	(10,718)	-	-	-
Professional Services	889,543	1,544,817	2,354,564	3,418,218
Consulting Services	7,315,853	4,992,322	4,081,820	3,519,477
Program Management Fees	1,533,056	906,048	815,001	840,000
Auditing & Accounting	-	36,702	-	-
Legal Fees	117,022	26,336	5,000	182,000
Construction Capital	26,613,110	16,630,409	15,183,788	7,206,441
Right of Way Capital	1,677,890	(1,344,059)	9,382,000	8,244,964
Postage	167	163	5,672	-
Travel Expense - Employee	-	81	-	-
Advertising	2,676	521	500	-
Printing - External	25,659	5,843	-	-
Meeting Expense	164	76	-	-
Indirect Allocation-Project Management	83,024	44,325	152,924	
Total Expenditures	38,247,446	22,843,584	31,981,269	23,411,100

Funding Sources	
Surface Transportation Program	1,429,632
Demonstration High Priority Program	354,561
MSI Valley Fund-Freeway Projects	5,000
MSI Valley Fund-Fwy Interchange	10,202,433
MSI Cajon Pass Fund	2,000,000
MSI 1990-Valley Fund-Major Projects	385,000
Local Projects Fund	8,202,877
Valley Fwy Interchange Bond Fund	291,597
Cajon Pass Bond Fund	540,000
Total Funding Sources	23,411,100

Project Delivery Program Interchange Projects

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Master Schedule	

CAJON PASS

Map Project Location	
Master Schedule	
Project Descriptions	

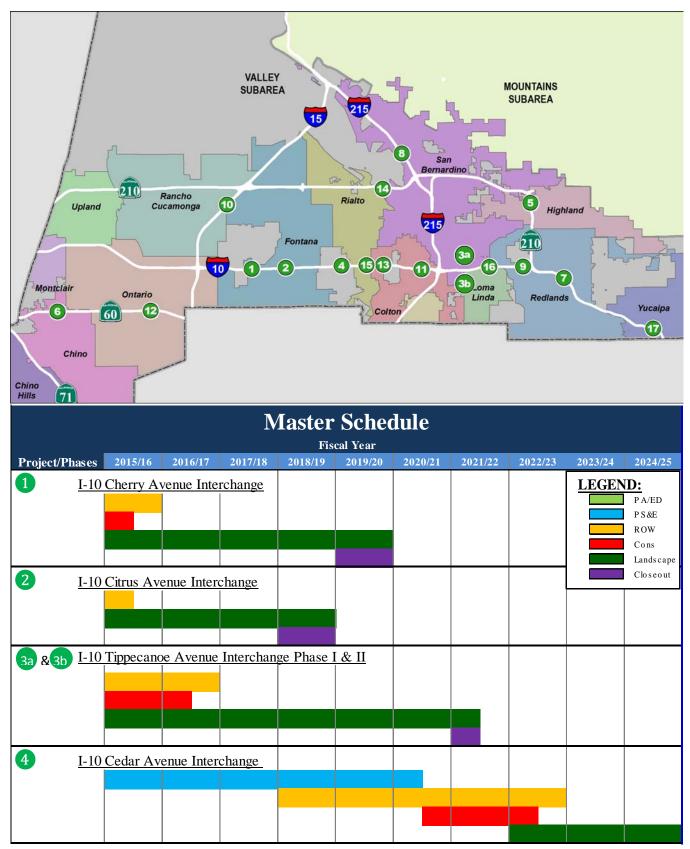
Project Descriptions

VICTOR VALLEY SUBAREA

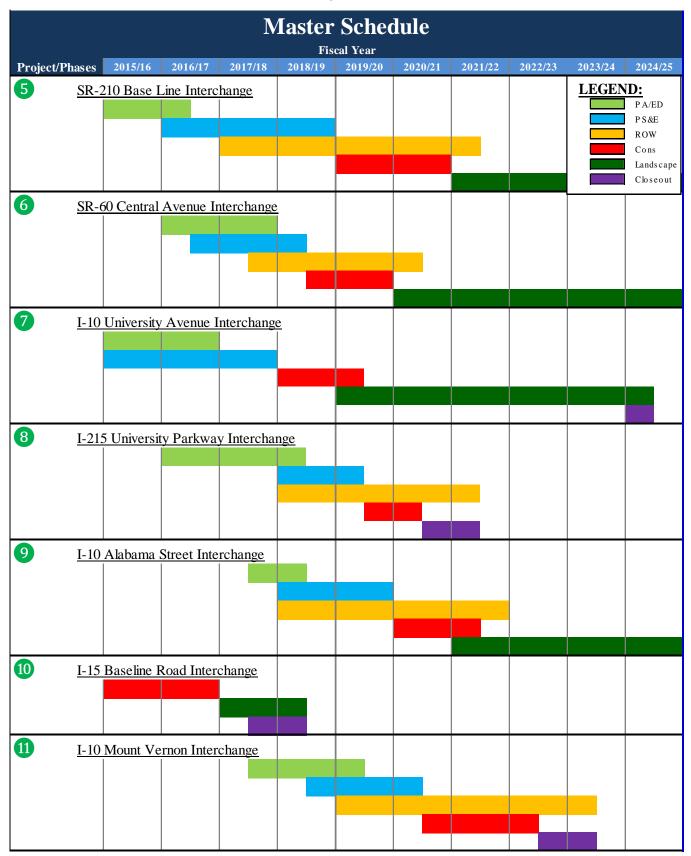
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Map Project Location	
Master Schedule	
Project Descriptions	

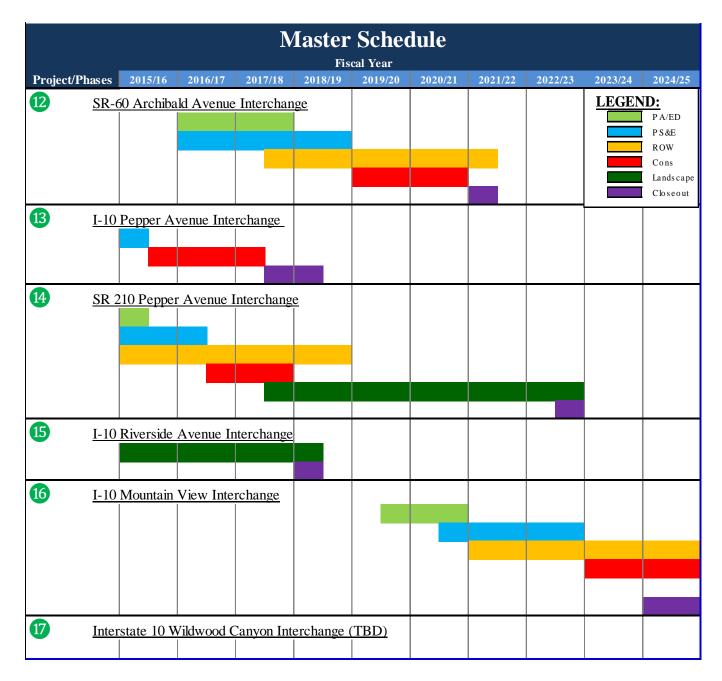
Project Delivery Program Interchange Projects Valley Subarea



Project Delivery Program Interchange Projects Valley Subarea



Project Delivery Program Interchange Projects Valley Subarea





Description

Improve the interchanges at Interstate 10 Cherry Avenue and Interstate 10 Citrus Avenue to mitigate the existing congestion and accommodate future traffic volumes. All Project claims have been resolved. Current Phase: Project Closeout and Landscaping.

Total Estimated	Costs	Proposed	Future
Cost	to Date*	Budget	Costs
\$136,006,859	\$121,406,407	\$424,468	\$151,200

*Additional \$14 million not going through SBCTA books.

Contract Information

a. Existing Contracts

- i. 00-1000051, Design Services, Amount Budgeted \$20,000.
- ii. 15-1001190, Construction Capital, Amount Budgeted \$72,000.
- iii. 16-1001334, Construction Management Services, Amount Budgeted \$66,000.
- iv. 16-1001421, Construction Capital, 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 Closeout and Landscaping.

Total Estimated	Costs	Proposed	Future
Cost	to Date*	Budget	Costs
\$79,714,248	\$50,899,696	\$195,000	\$3,319,552

*Additional \$25.3 million not going through SBCTA's books not included in Costs to Date.

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	Costs	Proposed	Future
Cost	to Date*	Budget	Costs*
\$72,000,000	\$76,583	\$2,250,000	\$61,973,417

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

- a. New Contracts
 - i. IFB, Right of Way Services, Amount Budgeted \$200,000, Total Estimated Contract Amount \$500,000.



State Route 210 Baseline Street Interchange (0803)

Description

Project

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

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$19,086,045	\$2,416,466	\$2,117,278	\$14,552,301

Contract Information

- a. Existing Contracts
 - i. 15-1001231, Design Services, Amount Budgeted \$708,622.
- b. New Contracts
 - i. 17-1001681, Construction Management Services, Amount Budgeted \$240,000, Total Estimated Contract amount \$1,026,184.



Description

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

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$26,360,267	\$2,464,957	\$3,803,363	\$20,091,947

Contract Information

- a. Existing Contracts
 - i. 15-1001251, Environmental and Design Professional Services, Amount Budgeted \$300,000.
- b. New Contracts
 - i. IFB, Construction Capital, Amount Budgeted \$2,000,000, Total Estimated Contract Amount \$18,358,980.
 - ii. 18-1001811, Construction Management Services, Amount Budgeted \$672,645, Total Estimated Contract Amount \$3,505,922.



Interstate 10 University Street Interchange (0899)

Description

Project

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

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$5,420,000	\$1,054,890	\$3,946,000	\$419,110

Contract Information

- a. Existing Contracts
 - i. 15-1001239, Preliminary Engineering & Environmental Document, Design and Construction Support Services, Amount Budgeted \$16,000.
 - ii. 16-1001546, Construction Management Services, Amount Budgeted \$440,000.

b. New Contracts

i. IFB, Capital Construction Contract, Amount Budgeted \$3,390,000, Total Estimated Contract Amount \$3,560,000.

8 **Project** Interstate 215/University Parkway Interchange (0853)

Description

Reconstruct interchange with a Diverging Diamond Interchange (DDI) configuration to improve local traffic operations and freeway access for the City of San Bernardino. Current Phase: Project Approval and Environmental Document.

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$6,261,000	\$1,010,551	\$1,004,163	\$4,246,286

Contract Information

a. Existing Contracts

i. 16-1001359, Environmental and Engineering Services, Amount Budgeted \$706,097.



Description

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

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$11,000,000	\$658,405	\$625,000	\$9,716,595

Contract Information

a. Existing Contract

i. 16-1001516, Planning and Design Services, Amount Budgeted \$545,000.



Interstate 15 Baseline Road Interchange (0892)

Description

Project

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

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$49,000,000	\$46,779,500	\$2,220,500	\$0

Contract Information

- a. Existing Contracts
 - i. 00-1000893, Construction Management Services, Amount Budgeted \$100,000.
 - ii. 15-1001086, Construction Services, Amount Budgeted \$100,000.

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	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$38,500,000	\$624,579	\$1,228,329	\$36,647,092

Contract Information

a. Existing Contracts

i. 16-1001423, Project Study Report Services, Amount Budgeted \$37,110.

- ii. 16-1001420, Project Study Report Services, Amount Budgeted \$17,503.
- b. New Contracts
 - i. *18-1001869, Preliminary Design, Environmental Services, and Final Design Services, Amount Budgeted \$1,073,593, Total Estimated Contract Amount \$4,100,000.

*Final Design Services added to Contract 18-1001869 scope.



Project

State Route 60 Archibald Avenue Interchange (0894)

Description

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

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$14,600,000	\$2,488,077	\$1,528,933	\$10,582,990

Contract Information

- a. Existing Contracts
 - i. 16-1001328, Environmental Services, Right of Way Engineering & Design, Amount Budgeted \$597,386.

b. New Contracts

i. 18-1001876, Construction Management Services, Amount Budgeted \$200,000, Total Estimated Contract Amount \$1,900,000.

13 Project Interstate 10 Pepper Avenue Interchange (0896)

Description

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

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$10,500,000	\$10,495,000	\$5,000	\$0

Project State Route 210 Pepper Avenue Interchange (0883)

Description

14

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

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$22,200,000	\$19,825,000	\$1,375,000	\$1,000,000

Contract Information

a. Existing Contracts

- i. 16-1001372, Construction Management Services, Amount Budgeted \$300,000.
- ii. 16-1001513, Construction Capital Contract, Amount Budgeted \$1,000,000.



Project

Interstate 10 Riverside Interchange (0841)

Description

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

Total Estimated	Costs	Proposed	Future
Cost	to Date*	Budget	Costs*
\$31,050,660	\$25,683,594	\$67,066	\$0

*Additional \$5.3 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 \$50,566.
- ii. 00-1000867, Construction Management Services, Amount Budgeted \$10,000.

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

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic. Current Phase: Project Study Report completed; no funding currently available to proceed with full scope of Preliminary Design and Environmental Services. Total estimated cost just for planning phase work.

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$392,400	\$286,572	\$10,000	\$95,828

Project Interstate 10 Wildwood Interchange (0808)

Description

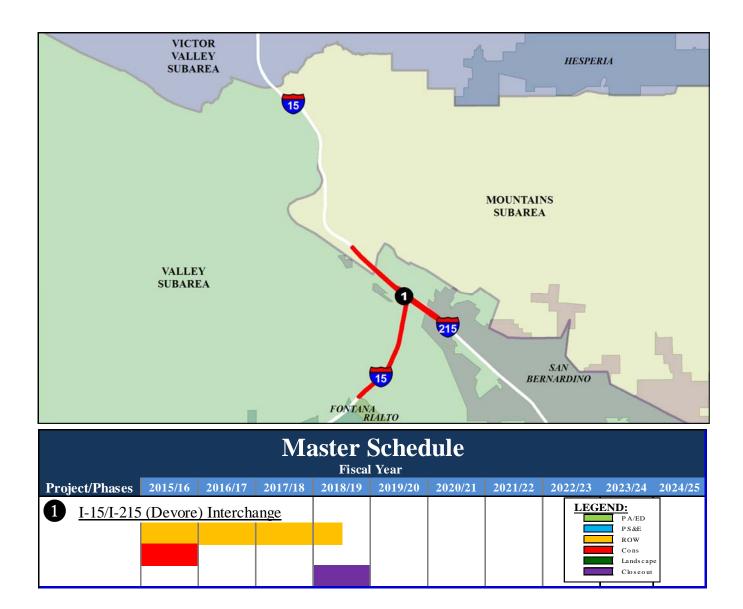
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Construct new partial interchange to relieve existing congestion and accommodate future traffic. Current Phase: Planning.

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
TBD*	\$0	\$10,000	TBD*

*Currently in project scoping discussions with City.

Project Delivery Program Interchange Projects Cajon Pass





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 including disposition of excess right of way, final right of way settlements, and environmental mitigation monitoring.

Total Estimated	Costs	Proposed	Future
Cost	to Date*	Budget	Costs
\$325,005,000	\$64,523,449	\$2,540,000	\$100,000

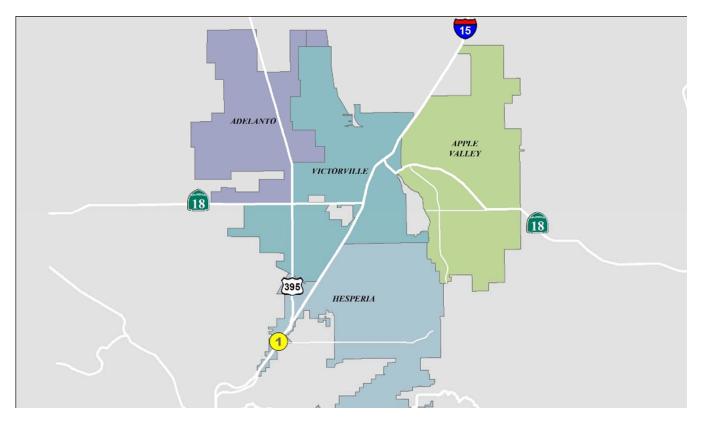
*Additional Estimated amount of \$257.8 million not going through SBCTA books. The future costs exclude this amount.

Contract Information

a. New Contracts

i. IFB, Environmental Mitigation and Monitoring, Amount Budgeted \$300,000, Total Estimated Contract Amount \$350,000.

Project Delivery Program Interchange Projects Victor Valley Subarea



Master Schedule										
				Fiscal	Year					
Project/Phases	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23 2	2023/24	2024/25
1 <u>I-15/Ranchero</u>	o Rd Inte	rchange							GEND: PA/E PS&d ROW Cons Land: Close	E 7 ; s c a p e



Interstate 15 Ranchero Road Interchange (0890)

Description

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

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$58,609,000	\$58,608,000	\$1,000	\$0

Project 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 except one grade separation 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 and have been closed out or are in process of final close out. The Monte Vista Avenue Grade Separation project started construction in August 2017.

Contract Information – Project Delivery Program*

- a. Existing Contracts
 - i. 17-1001741, Procurement Services, Amount Budgeted \$2,000.
 - ii. 15-1001195, Program Management Services, Amount Budgeted \$255,000.

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

Local Funding Source Detail

- i. City of Colton \$996.
- ii. BNSF \$1,000.
- iii. UPRR \$546,230.
- iv. City of Montclair \$4,306,561.

Manager

Paula Beauchamp, Director of Project Delivery and Toll Operations

Project Delivery

Task0840Grade Separation Projects

Task 0040 Orace Separation Projects			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Professional Services	71,045	61,528	2,521,000	1,800,000
Consulting Services	2,291,312	297,346	94,000	10,000
Program Management Fees	701,966	214,857	233,000	250,000
Auditing & Accounting	10,748	590	-	-
Legal Fees	205,994	43,472	29,801	-
Utilities	1,794	-	-	-
Construction Capital	35,896,251	7,350,614	19,014,000	9,840,967
Utilities Capital	(77,241)	-	-	-
Right of Way Capital	1,212,475	410,063	134,000	5,000
Postage	112	76	300	-
Advertising	-	611	1,400	-
Printing - External	2,173	6,981	5,500	-
Indirect Allocation-Project Management	29,652	10,512	45,169	
Total Expenditures	40,346,281	8,396,650	22,078,170	11,905,967

Funding Sources	
Project National & Regional Significance	5,405,400
Trade Corridor Improvement Fund	409,080
MSI Valley Fund-Grade Separations	1,016,700
MSI North Desert Fund-Major Local Hwy	220,000
Local Projects Fund	4,854,787
Total Funding Sources	11,905,967

Project Delivery Program Grade Separation Projects

Page No.

VALLEY SUBAREA

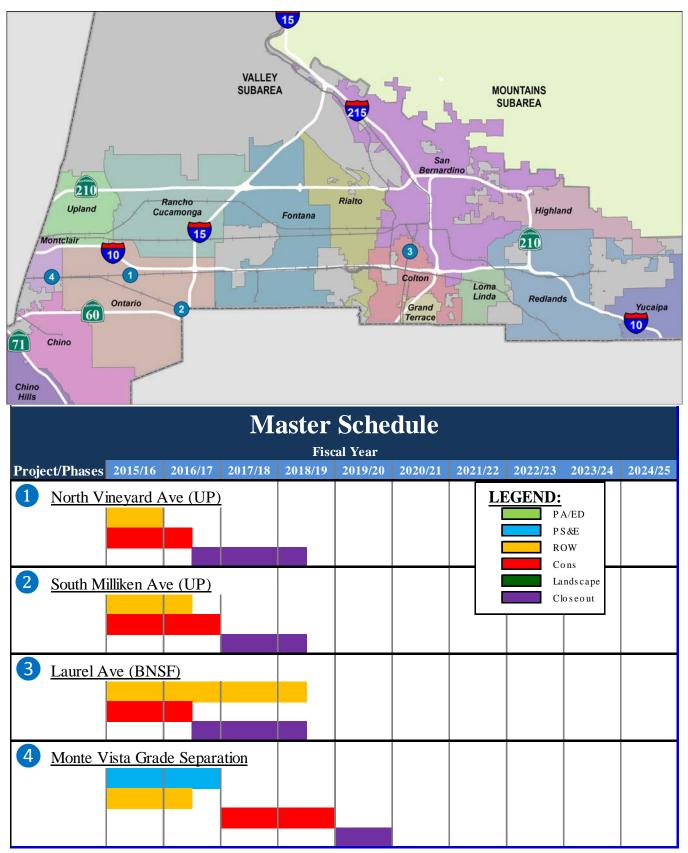
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NORTH DESERT SUBAREA

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Project Delivery Program Grade Separation Projects Valley Subarea





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	Costs	Proposed	Future
Cost	to Date*	Budget	Costs
\$50,072,000	\$23,841,319	\$15,000	\$0

*Additional \$26.2 million not going through SBCTA's books. The future costs exclude this amount.

2 **Project** South Milliken Avenue Grade Separation (0876)

Description

Constructed 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: Closeout.

Total Estimated	Costs	Proposed	Future
Cost	to Date*	Budget	Costs
\$78,212,000	\$22,342,543	\$25,000	\$0

*Additional \$55.8 million not going through SBCTA's books. The future costs exclude this amount.



Project Laurel Street Grade Separation (0884)

Description

Constructed 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: Closeout.

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$59,885,000	\$59,875,000	\$10,000	\$0



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	Costs	Proposed	Future
Cost*	to Date	Budget	Costs
\$26,960,000	\$15,208,742	\$11,635,967	\$115,291

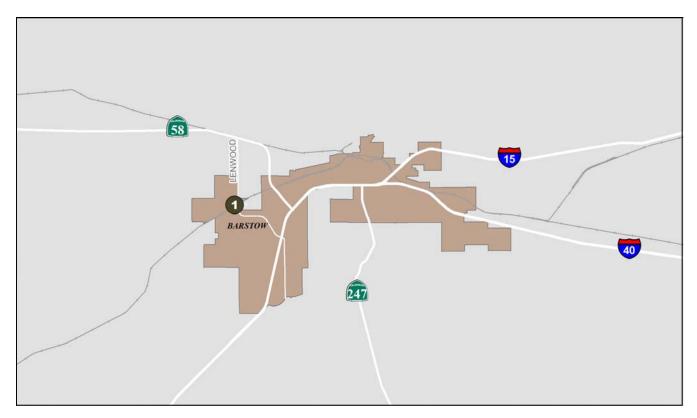
* Construction phase costs only

Contract Information

a. Existing Contracts

- i. 15-1001298, Construction Management Services, Amount Budgeted \$1,800,000.
- ii. 16-1001450, Railroad Construction Services, Amount Budgeted \$600,481.
- iii. 16-1001461, Construction Contract, Amount Budgeted \$9,033,967.

Project Delivery Program Grade Separation Projects North Desert Subarea



Master Schedule									
Fiscal Year									
Project/Phases	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24 2024/25
Lenwood Grade Separation									PA/ED PS&E ROW Cons Landscape Closseout



Lenwood Road Grade Separation (0881)

Description

Project

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: Closeout.

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$28,854,213	\$28,634,213	\$220,000	\$0

Project 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 is complete for the Active Transportation Program (ATP) Metrolink improvements project and construction is anticipated to start in mid 2018. Transition of the Mount Vernon Avenue Viaduct project from the City of San Bernardino to SBCTA has occurred. Coordination with Burlington Northern Santa Fe Railroad (BNSF) and the City on 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 and anticipated to be complete in fall, 2018. Procurement for legal advisement services and a project/construction manager (PCM) is underway with anticipation of the release of a Request for Qualifications for a Design-Build firm in mid 2018.

Contract Information – Project Delivery Program*

- a. Existing Contracts
 - i. 15-1001195, Program Management Services, Amount Budgeted \$450,000.
 - ii. 15-1001222, Preliminary Design & Environmental Services, Amount Budgeted \$43,529.

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

Local Funding Source Detail

- i. City of San Bernardino \$3,132,778.
- ii. BNSF \$10,500,000.

Manager

Paula Beauchamp, Director of Project Delivery and Toll Operations

Project Delivery

Task0860Arterial Projects

			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	-	-	-	69,483
Fringe Allocation-General	-	-	-	71,679
Professional Services	87,622	74,118	1,978,494	7,391,723
Consulting Services	64,213	659,306	4,166,381	12,679,486
Program Management Fees	43,220	289,912	425,000	450,000
Auditing & Accounting	-	17,103	-	-
Construction Capital	-	-	4,207,391	3,367,391
Right of Way Capital	-	-	-	65,000,000
Advertising	-	161	300	-
Meeting Expense	45	81	-	-
Indirect Allocation-Project Management	1,826	14,183	62,464	-
Total Expenditures	196,926	1,054,864	10,840,030	89,029,762

Funding Sources

3,410,920
64,120,225
1,000,000
5,615,839
1,250,000
13,632,778
89,029,762

Project Metrolink ATP Improvements (0401)

Description

Construct pedestrian and bicycle accessibility improvements to local Metrolink stations. Current Phase: Construction.

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$4,929,324	\$1,418,404	\$3,510,920	\$0

Contract Information

- a. Existing Contracts
 - i. 17-1001671, Construction Capital, Amount Budgeted \$2,940,000.
 - ii. 16-1001535, Construction Management Services, Amount Budgeted \$427,391.
 - iii. 15-1001122, Design Services, Amount Budgeted \$43,529.

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	Costs	Proposed	Future
Cost*	to Date	Budget	Costs
\$24,067,212	\$14,624,001	\$2,150,000	\$7,293,211

*Total Estimated Cost reflects incorporation of five year monitoring and mitigation plan approved at January 2017 Board meeting.

Contract Information

- a. Existing Contracts
 - i. 16-1001515, Construction Capital, Amount Budgeted \$1,000,000.

Note: Project consists of 1,200 locations throughout San Bernardino County. This project is not location specific and covers various jurisdictions. Not included on the map or master schedule.

- i. 18-1001846, Legal services, Amount Budgeted \$1,000,000, Total Estimated Contract Amount \$1,000,000.
- ii. 18-1001826, Construction Management Services, Amount Budgeted \$4,000,000. Total Estimated Contract Amount \$18,000,000.
- iii. RFP, Design Build Services, Amount Budgeted \$50,000. Total Estimated Contract Amount \$60,000,000.

Project Mount Vernon Avenue Viaduct (0827)

Description

Replace bridge on Mount Vernon Avenue over the Burlington Northern Santa Fe (BNSF) Railway tracks and Intermodal Yard in the City of San Bernardino. Current Phase: Environmental Re-evaluation, Preliminary Design, Right of Way and procurement activities for design build contract.

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$148,144,000	\$3,460,139	\$83,368,842	\$61,315,019

Contract Information

- a. Existing Contracts
 - i. 16-1001512, Environmental and Design Services, Amount Budgeted \$427,680.
- b. New contracts
 - i. 18-1001846, Legal services, Amount Budgeted \$1,000,000, Total Estimated Contract Amount \$1,000,000.
 - ii. 18-1001826, Construction Management Services, Amount Budgeted \$4,000,000, Total Estimated Contract Amount \$18,000,000.
 - iii. RFP, Design Build Services, Amount Budgeted \$50,000, Total Estimated Contract Amount \$60,000,000.

FUND ADMINISTRATION

Fund Administration Program Budget

Description

The Fund Administration 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 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 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 \$44 million in Measure I funds for road priorities determined by local jurisdictions on their local streets, reimbursement of an estimated \$20 million in Measure I funds for projects in the Valley Major Street Program, and \$23 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 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.
 - c. Develop term loan agreements to expedite delivery of Measure I projects in advance of the availability of required developer share match.

Fund Administration Program Budget

- 8. Provide timely local pass through distribution to jurisdictions.
- 9. Evaluate appropriateness for a 2019 update to the 10-Year Delivery Plan and update the bonding strategy as necessary to implement projects according to the plan.

Performance/Workload Indicators

	2015-2016 Actual	2016-2017 Actual	2017-2018 Revised Budget	2018-2019 Budget
State and Federal Funds Delivery ¹	51%	71%	134%	224%
FTIP Amendments	7	10	12	12
Additional state funds received ²	\$9,204,000	\$0	\$27,573,000	\$17,969,000
Additional federal funds received	\$8,678,312	\$0	\$2,557,804	TBD
Programming changes processed	162	197	200	200
10-Year Delivery Plan Update	N/A	3/1/2017	N/A	3/6/2019
Measure I Valley Major Street/Arterial ³	\$8,632,277	\$13,319,336	\$20,958,276	\$22,403,651
Measure I Mtn./Desert Reimbursements	\$6,348,354	\$1,295,077	\$18,294,536	\$23,273,866
Project Advancement-Valley Interchanges ⁴	\$966,835	\$0	\$1,824,174	\$0
Project Advancement-Valley Arterials ⁴	\$4,984,669	\$5,062,982	\$1,020,210	\$0
Measure I Valley Local Pass-Through	\$25,033,534	\$26,361,201	\$25,918,100	\$26,245,904
Measure I Mountain/Desert Pass-Through	\$20,195,245	\$17,527,657	\$17,182,200	\$17,171,208
Local Transportation Fund Pass-Through ⁵	\$70,013,786	\$68,361,507	\$86,700,000	\$87,876,000
State Transit Assistance Fund Pass-Through ⁵	\$11,835,618	\$6,482,840	\$15,607,550	\$18,900,000
Project Advancement Agreements managed	15	11	4	0
Arterial Program Jurisdiction Master				
Agreements managed	15	15	15	15
Advance Expenditure Agreements managed	4	5	5	5
Development Share Loan Agreements managed	3	4	8	11

¹ Low delivery in Fiscal Years 2015/2016 and 2016/2017 was intentional as funds were being saved for large projects anticipated to start being delivered beginning in Fiscal Year 2017/2018, and over the next four years.

² Additional State funds of \$16,369,000 and \$17,969,000 are anticipated from the passage of Senate Bill 1 in Fiscal Years 2017/2018 and 2018/2019, respectively.

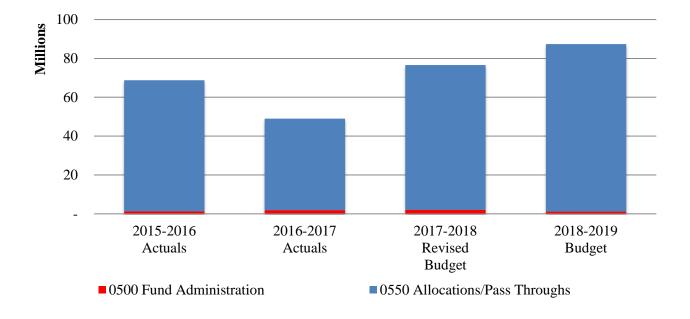
³Amounts represent annual allocation, not expenditure. Amounts through Fiscal Year 2017/2018 include arterial funds previously adjusted to reduce project advancement commitments. Final adjustments are to be completed in Fiscal Year 2018/2019.

⁴ Project advancement commitments were completed in Fiscal Year 2017/2018.

⁵ Pass-throughs specific to Transit are budgeted in the Transit Program Budget.

Fund Administration Program Summary

	2015-2016 Actuals	2016-2017 Actuals	2017-2018 Revised Budget	2018-2019 Budget
Tasks				
0500 Fund Administration	1,330,687	1,920,388	2,065,068	1,144,979
0550 Allocations/Pass Throughs	67,413,731	47,074,701	74,523,972	86,190,979
	68,744,418	48,995,089	76,589,040	87,337,815



Task 0500 Fund Administration

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 and Senate Bill 1 programs; and various federal appropriations.

Accomplishments

SBCTA staff has administered and programmed the above funding based on the Board of Directors' 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 administer funding requirements for 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 with local candidate project submittals and work with Southern California Association of 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. 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 development of legislative support for candidate projects.
- 6. Evaluate appropriateness for a 2019 Update to the Measure I 2010-2040 10-Year Delivery Plan depending on project schedules and bonding needs.

Task 0500 Fund Administration

- 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 meetings, CTC meetings, Southern California's Programming/Planning group meetings, 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 for development and monitoring of the 10-Year Delivery Plan. These funds were originally budgeted in Fiscal Year 2017/2018, but technical issues have delayed implementation to Fiscal Year 2018/2019.

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 \$26,000, Total Estimated Contract Amount \$52,000. Cost is shared with Task 0309 Transit Operator Support.

Manager

Andrea Zureick, Director of Fund Administration

Task 0500 Fund Administration

Task 0500 Fund Administration			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	332,106	499,753	542,980	534,351
Regular Part-Time Employees	1,298	-	-	-
Overtime	93	-	-	-
Fringe Allocation-General	313,288	459,186	557,368	551,235
Consulting Services	149,530	4,340	10,100	10,100
Training/Registration	925	1,325	26,500	29,500
Postage	90	125	400	400
Travel Expense - Employee	4,057	6,899	9,003	9,000
Travel Expense-Mileage-Employee	94	1,683	3,700	3,700
Travel Expense-Other-Metrolink Tickets	-	100	-	-
Advertising	73	-	-	-
Printing - External	-	-	7,200	7,200
Office Expense	-	-	500	500
Meeting Expense	103	-	850	850
Office Equip/Software-Inventorial	43,200	-	-	-
Indirect Allocation-General	485,830	946,977	906,467	
Total Expenditures	1,330,687	1,920,388	2,065,068	1,146,836

Funding Sources

MSI Admin	291,797
Local Transportation Fund - Planning	75,420
Planning, Programming & Monitoring	618,083
MSI Valley Fund-Freeway Projects	51,397
MSI Valley Fund-Fwy Interchange	48,827
MSI Valley Fund-Grade Separations	10,717
MSI Valley Fund-Metrolink/Rail Service	39,413
MSI Valley Fund-Express Bus/Rapid Trans	9,325
Indirect Cost Fund	1,857
Total Funding Sources	1,146,836

Task0550 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.

All reimbursements have been completed for the Measure I Project Advancement Agreement program, which enabled local jurisdictions to advance funding for development and construction of Meaure I interchange and major streets projects prior to availability of Measure I 2010-2040 revenue.

Work Elements

- 1. Reimburse jurisdictions for 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.

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 \$19,700,000.
 - ii. 00-1000662, Apple Valley Yucca Loma Bridge Landscape Maintenance, MLH, Amount Budgeted \$175,000.
 - iii. 15-1001119, Barstow First Avenue Bridge over BNSF MLH, Amount Budgeted \$1,800,000.
 - iv. 15-1001118, Barstow First Avenue Bridge over Mojave River MLH, Amount Budgeted \$600,000.
 - v. 17-1001692, Hesperia Ranchero Widening, MLH, Amount Budgeted \$1,513,964.
 - vi. 17-1001700, High Desert Corridor JPA, MLH, Amount Budgeted \$719,921.
 - vii. 00-1000847, San Bernardino County Yates Road, MLH, Amount Budgeted \$150,000.
 - viii. 15-1001157, San Bernardino County Baker Boulevard, MLH, Amount Budgeted \$150,000.
 - ix. 16-1001374, San Bernardino County Park Boulevard, MLH, Amount Budgeted \$1,200,000.
 - x. 18-1001792, San Bernardino County Green Tree Blvd ROW, MLH, Amount Budgeted \$41,100.

Task0550 Allocations/Pass Throughs

- 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, MLH, Amount Budgeted \$500,000.
- xiv. 16-1001554, San Bernardino County National Trails Highway Resurfacing, MLH, Amount Budgeted \$2,709,236.
- xv. 17-1001700, San Bernardino County Ranchero Widening MLH, Amount Budgeted \$1,456,650.

b. New Contracts

- i. Various Funding Agreements, Victor Valley MLH, Amount Budgeted \$7,606,250, Total Estimated Contract Amount \$30,425,000.
- ii. Term Loan Agreements, Victor Valley MLH, Amount Budgeted \$3,127,830, Total Estimated Contract Amount \$12,511,320 (Green Tree).

Manager

Andrea Zureick, Director of Fund Administration

Task 0550 Allocations/Pass Throughs

Task 0550 Allocations/Pass Throughs			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	266,039	-	-	-
Fringe Allocation-General	250,896	-	-	-
Travel Expense - Employee	1,011	-	-	-
Travel Expense-Mileage-Employee	517	-	-	-
Pass-Thru Payments	45,228,779	43,888,858	43,100,300	43,417,113
Project Advancements Payments	11,509,679	(1,394,363)	2,844,384	-
Major Street Payments	3,230,760	2,357,438	10,284,751	19,700,000
Major Local Highway Payments	6,359,979	2,200,546	18,294,537	23,073,866
Project Develop Traffic Mgmt Sys Pmt	177,778	22,222	-	-
Indirect Allocation-General	388,293	-	-	-
Total Expenditures	67,413,731	47,074,701	74,523,972	86,190,979

Funding Sources	
MSI Valley Fund-Arterials	19,700,000
MSI Valley Fund-Local Street	26,245,904
MSI Victor Valley Fund-Major Local Hwy	15,968,361
MSI Victor Valley Fund-Local Street	11,144,997
MSI North Desert Fund-Major Local Hwy	5,259,236
MSI North Desert Fund-Local Street	3,015,544
MSI Colorado River Fund-Local Street	186,833
MSI Morongo Basin Fund-Major Local Hwy	1,346,269
MSI Morongo Basin Fund-Local Street	1,470,627
MSI Mountain Fund-Major Local Highway	500,000
MSI Mountain Fund-Local Street	1,353,208
Total Funding Sources	86,190,979



The completion of the Downtown San Bernardino Passenger Rail Project included a new safe pedestrian overpass at the Santa Fe Depot and grade crossing safety improvements.

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 2018/2019 budget includes the 2012A and 2014A Sales Tax Revenue Bond debt service expenditures.

Goals and Objectives

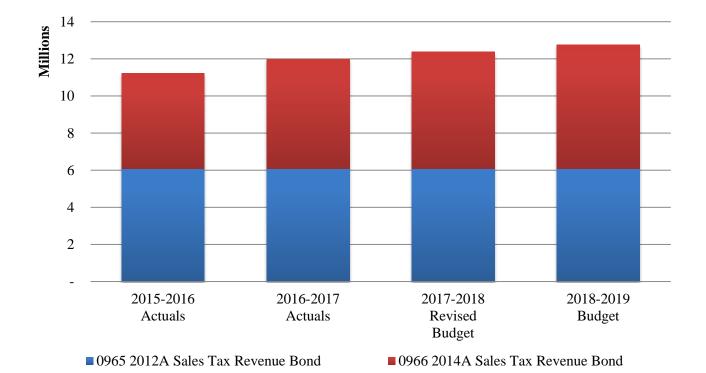
- 1. Record and account for all trustee activity; including interest earnings and debt service costs.
- 2. Manage outstanding debt ensuring compliance with applicable laws and regulations.
 - a. Meet continuing disclosure requirements of the debt program.
 - b. Prepare arbitrage calculation as required.

Performance/Workload Indicators

	2017-2018				
	2015-2016	2016-2017	Revised	2018-2019	
	Actual	Actual	Budget	Budget	
Debt Service:					
Principal	\$1,990,000	\$2,845,000	\$3,365,000	\$3,860,000	
Interest	\$9,222,051	\$9,122,551	\$9,016,301	\$8,893,650	
Arbitrage Calculation	YES	YES	YES	YES	
Debt continuing disclosure requirements	YES	YES	YES	YES	

Debt Service Program Summary

	2015-2016 	2016-2017 Actuals	2017-2018 Revised Budget	2018-2019 Budget
Tasks				
0965 2012A Sales Tax Revenue Bond	6,079,228	6,081,438	6,081,838	6,085,037
0966 2014A Sales Tax Revenue Bond	5,137,488	5,894,898	6,315,463	6,684,613
Total Tasks	11,216,716	11,976,336	12,397,301	12,769,650



SBCTA Fiscal Year 2018/2019

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

Task09652012A Sales Tax Revenue Bond

	iiu		2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Bond Principal	1,990,000	2,090,000	2,170,000	2,260,000
Bond Interest	4,086,938	3,987,438	3,903,838	3,817,037
Fiscal Agent Fees	2,290	4,000	8,000	8,000
Total Expenditures	6,079,228	6,081,438	6,081,838	6,085,037

Funding Sources

Sales Tax Revenue Bonds 2012A Fund

Total Funding Sources

6,085,037 6,085,037

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

Task09662014A Sales Tax Revenue Bond

			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Bond Principal	-	755,000	1,195,000	1,600,000
Bond Interest	5,135,113	5,135,113	5,112,463	5,076,613
Fiscal Agent Fees	2,375	4,785	8,000	8,000
Total Expenditures	5,137,488	5,894,898	6,315,463	6,684,613

Funding Sources

Sales Tax Revenue Bonds 2014A Fund

Total Funding Sources

6,684,613 6,684,613

ENTERPRISE

Enterprise Program Budget

Description

The 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

			2017-2018	
	2015-2016 Actual	2016-2017 Actual	Revised Budget	2018-2019 Budget
Hire Toll Financial Administrator	N/A	N/A	N/A	YES
Hire Toll Operations Manager	N/A	N/A	N/A	YES
Hire Project Delivery Manager	N/A	N/A	N/A	YES
Participate in the TIFIA loan process	N/A	N/A	YES	YES

Enterprise Program Summary

				2015-2016 Actuals	2016-2017 Actuals	2017-2018 Revised Budget	3 2018-2019 Budget
Tasl 075(T		press Lane Operation asks				162,32 162,32	
Thousands	600 500 400 300 200 100	 2015-2016 Actuals	2016-201 Actuals		2017-2018 Revised Budget		118-2019 Budget

■ 0750 - Express Lane Operation

Enterprise

Task 0750 Express Lane Operation

Purpose

Provide for SBCTA's express lane activities including finance/accounting, procurement, risk management and contract administration, contract management, and toll operations.

Accomplishments

1. Participated in establishing financing for the project which includes Transportation Infrastructure Finance and Innovation Act (TIFIA) and Ioan from Measure I freeway program.

Work Elements

This activity will account for the finance/accounting and audit of Express Lanes Operations, audit of federal grants, TIFIA loan, procurement/contract administration, construction management, and toll operations.

Budgetary changes include the addition of two positions necessary for administration, construction management and toll operations of the express lanes.

Product

The cost of operations for the express lanes will be accounted in fund 7550, enterprise fund. The debt service for the federal loan with TIFIA will also be accounted for in this fund. Cash flow borrowing from Measure I Freeway program is necessary starting in Fiscal Year 2018/2019. Express Lane Operation fund will pay back Measure I Freeway program when operations commence and the program has sufficient cash flow.

Manager

Hilda Flores, Chief Financial Officer

Enterprise

Task0750Express Lane Operation

			2017-2018	
	2015-2016	2016-2017	Revised	2018-2019
Expenditures	Actuals	Actual	Budget	Budget
Regular Full-Time Employees	-	-	43,921	263,158
Fringe Allocation-General	-	-	45,085	236,307
Indirect Allocation-General	-		73,323	
Total Expenditures			162,329	499,465

Funding Sources

I-10 Express Lanes

Total Funding Sources

499,465 499,465

SUPPLEMENTAL INFORMATION SECTION

Indirect Costs Fiscal Year 2018/2019

Policy 20600 delineates how indirect costs will be funded and establishes reserves for general purposes and capital improvements. The policy establishes a fund to account for the indirect costs and the allocated revenue as well as any fund balance and reserves. It also requires adoption of a five-year capital improvement plan as part of the annual budget to identify and plan accordingly for building improvements, maintenance and information technology needs. Furthermore, the policy establishes a fund balance reserve policy for capital costs and general purposes such as emergencies and unexpected costs. The General Purpose Reserve shall be at least \$500,000 and shall not exceed 20% of indirect costs budgeted for the next budgetary fiscal year. A Capital Improvement Reserve will be established for capital costs anticipated in the five-year plan. The fund balance will be available to pay for unexpected costs or cost increases due to cyclical activities.

Indirect costs are recorded in one fund that is categorized as general fund. The following tasks are included as indirect cost:

- 1. <u>Executive Administration and Support</u> accounts for services to the Board of Directors and management staff.
- 2. <u>General Counsel</u> accounts for legal representation.
- 3. <u>Financial Management</u> accounts for strong fiscal stewardship in administrating SBCTA and SBCOG funds.
- 4. <u>Management Services</u> accounts for costs attributed to information technology, records management, and the computer network.
- 5. <u>Fund Administration</u> assist with securing and monitoring funding for projects and updating the 10-year delivery plan.
- 6. <u>Human Resources</u> accounts for costs associated with personnel activity.
- 7. <u>Legislation</u> accounts for representation of SBCTA's interests at state and federal levels.
- 8. <u>Public Affairs accounts for project/program outreach and media relations as well as enhancing and modernizing external communications opportunities.</u>
- 9. <u>Building Operation</u> accounts for management and maintenance of the Santa Fe Depot.

Based on Policy 20600, the maximum revenue that can be allocated to fund indirect costs and the reserves for fiscal year 2018/2019 is \$7,914,679, which is derived from the following funding sources:

Funding Source	Amount
Local Transportation Fund – Administration	\$1,194,275
Local Transportation Fund – Planning	1,567,402
Service Authority for Freeway Emergencies Fund	173,314
Sales Tax MSI – Valley Freeway	2,036,711
Sales Tax MSI – Valley Interchange	964,485
Sales Tax MSI – Valley Grade Separation	369,866
Sales Tax MSI – Valley Arterial	407,823
Sales Tax MSI – Valley Rail	756,700
Sales Tax MSI – Valley Bus Rapid Transit	163,475
Sales Tax MSI – Victor Valley Major Local Highway	156,899
Sales Tax MSI – North Desert Major Local Highway	20,756
Sales Tax MSI – Morongo Basin Major Local Highway	5,313
Sales Tax MSI – Mountain Major Local Highway	1,972
Council of Governments	95,688
Tota	1 \$7,914,679

Reserves of \$994,381 will be established in fiscal year 2018/2019; \$500,000 for emergencies and \$494,381 for capital projects.

			Bud	Budgeted Tasks to Indirect Fund	ndirect Fund					Fiscal Year	Fiscal Year
	0200	0350	0400	0450	0470	0200	0503	0605	0805	Budget	Budget
Regular Full-Time Employees	\$ 368,960 \$	154,476 \$	687,459 \$	100,412 \$	67,513 \$	914 \$	19,024 \$	42,529 \$	24,125	\$ 1,465,412	\$ 1,518,325
Regular Part-Time Employees			18,720						•	18,720	12,000
Overtime	3,156	ı	11,835	,	,	ı	·	·	ı	14,991	10,000
Fringe	383,876	159,358	720,915	103,584	69,646	943	19,625	43,873	24,887	1,526,707	1,581,144
Professional Services	61,000	15,900	195,000	317,260	650		150,200	82,000	78,636	900,646	985,240
Consulting Services	120,000	ı	50,000	,	ı	ı	ı	ı	ı	170,000	215,000
County Fees	ı	ı	100,000	ı	ı	I	ı	ı	ı	100,000	100,000
Auditing & Accounting		,	490,000	,	,	ı	,	,	,	490,000	500,000
Legal Fees		80,000	ı	,	25,000	ı	·	·	ı	105,000	100,000
Utilities						·			99,000	99,000	000,66
Maintenance-Buildings									604,400	604,400	750,000
Maintenance-Motor Vehicles		ı	ı	2,500	,	ı	ı	,	1	2,500	1,500
Maintenance-Office Equipment	1,500	ı	ı		,	ı	ı			1,500	5,000
Rentals-Office Equipment	57,500	ı	ı	ı	ı	I	ı	ı	ı	57,500	57,500
General Liability Insurance		ı	270,000	,	,	ı	ı	,	,	270,000	250,000
Property Insurance		ı	50,000	,	,	ı	ı	,	·	50,000	50,000
Crime Insurance	ı	ı	30,000	ı	ı	I	ı	ı	ı	30,000	30,000
Public Officials Liability Insurance		ı	60,000	,	,	ı	ı	,	,	60,000	60,000
Automotive Insurance			3,000			ı	,		•	3,000	2,000
Cyber Insurance		ı	20,000	,		ı		·	ı	20,000	20,000
Dues/Memberships	2,500	ı	3,000		649	ı	3,500	6,000		15,649	12,119
Training/Registration	3,500	6,365	23,000	10,000	14,270	ı	2,000	2,500		61,635	61,412
Postage	9,650	200	1,000	700	200	I			ı	11,750	17,400
Travel Expense - Employee	5,000	6,000	4,000	1,000	6,500	ı	4,500	2,000	,	29,000	29,000
Travel Expense-Mileage-Employee	1,500	200	2,000	200	500	ı	2,000	1,500	•	7,900	8,400
Advertising	500	ı	1,000	,	10,000	ı		·	ı	11,500	11,000
Public Information Activities		ı				ı		30,000		30,000	500
Printing - External	10,000		10,000						,	20,000	20,000
Printing - Internal	20,000	200	ı	·	ı	ī	ı	ı	ı	20,200	20,200
Contributions/Sponsorships		,	,	,	5,000	ı	,	,	,	5,000	5,000
Communications	ı	ı	ı	74,448	,	ı	ı	·	20,000	94,448	125,328
Record/Equipment Storage	32,000	ı	I	ı	ı	I	ı	ı	ı	32,000	29,000
Bank charges			1,000						•	1,000	
Other Service Charges						·			•	•	5,000
Office Expense	45,000			1,500	1,000				15,500	63,000	60,500
Meeting Expense	3,000	500	2,000	200	12,500		2,000	2,000	•	22,200	24,500
Building & Structures						ı		,	1	•	85,000
Office Furniture & Equipment									225,000	225,000	93,000
Office Equipment/Software-Inventorial	20,000	10,000	ı	208,140	ı	I	ı	ı	10,000	248,140	231,197
Computer Hardware & Software		1		32,500	1	-	1 0	4		32,500	332,488
Total	\$ 1,148,642 \$	433,199 \$	2,753,929 \$	852,444 \$	213,428 \$	1,857 \$	202,849 \$	212,402 \$	1,101,548	\$ 6,920,298	\$ 7,517,753
Task Descriptions:											
0200 - Executive Administration and Support	0450 - Management Services		0503 - Legislation	5				Budget Adjustment Fiscal Year 2017/2018	nent Fiscal Yo	Idget Adjustment Fiscal Year 2017/2018	(477,700) 7 040 052
0200 - Cenetal Counsel 0400 - Financial Management	04/0 - Fund Administration	40	0005 - Fuone Attaits 0805 - Building Oneration	a Pration			Бe	Aujustion from Fiscal Vear 2017/2018 Budget	uget Fiscal 1 cal Vear 2017	2/2018 Budget	110 755
				nonn					107 107 107	1 = 10 Punger	4 11/1/

Capital Projects Plan

Fiscal Year	Item Description		Estimated Cost
Fiscal Year 2018/2019	Laptops		30,000
	Tile Lobby Restroom Restorations (deep cleaning of the floor and walls)		3,500
	Fire Alarm System Upgrade		50,000
		Total Fiscal Year 2018/2019	83,500
Fiscal Year 2019/2020	Workstations		120,000
Fiscal Teal 2019/2020	Physical Servers		120,000
	Switches		
	Repair of exterior coating of the Depot & Painting of all Exterior Trim		15,000
	HVAC vent detail cleaning Tile Lobby		45,000 1,100
	HVAC vent detail cleaning SBCTA		8,900
	Restroom Restoration (deep cleaning) SBCTA unit 200 & 110		
	Address Unevenness & Elevation Issues along the brick Pathways		6,500 60,000
	SBCTA Carpet Replacement (added extra for furniture removal)		
	SDCTA Callet Replacement (added exita for furniture removal)	Total Fiscal Year 2019/2020	165,000 436,500
		=	
Fiscal Year 2020/2021	Upgrade Financial System		450,000
	Replacement of ipads for the Board		13,000
	Board Room Sound System and Recorder		40,000
	Painting interior of SBCTA offices		120,000
		Total Fiscal Year 2020/2021	623,000
Fiscal Year 2021/2022	Backup Appliance/Data Domains		30,000
	Applicant Tracking System		22,000
	Tile Lobby Exterior Door Restoration and nearby window trim		35,000
	Tile Lobby & Restrooms Interior Painting		25,000
	Paint Bollards		15,000
		Total Fiscal Year 2021/2022	127,000
Fiscal Year 2022/2023	Phone System		65,000
1100al 10al 2022, 2020	Network Infrastructure (Servers, switches, firewalls, etc.)		225,000
	Installation of Anti-Graffiti film on all exterior windows (164 windows)		12,000
	Video Surveillance Annual Maintenance Contract \$14,850 cost of Annua	al PAC Contract, also	,
	additional funds for additional maintenance cost/vandalism/camera repla	cement if needed.	22,000
		Total Fiscal Year 2022/2023	324,000
Fiscal Year 2023/2024	New Roof for Depot (includes lower deck and roof tiles)		150,000
	HVAC Equipment Upgrade of existing system		500,000
		Total Fiscal Year 2023/2024	650,000
Fiscal Year 2026/2027	Tile Lakky Train Danak Destaration		20.000
FISCAI T CAI 2020/2027	Tile Lobby Train Bench Restoration Parking Lot Surry Seat/Stencil		20,000 100,000
	Tarking Lot Surry Sear Sterich	Total Fiscal Year 2026/2027	120,000
		=	
Fiscal Year 2027/2028	Pump House Chemical Treatment Equipment Upgrade	Total Fiscal Year 2027/2028	15,000
		=	15,000
Fiscal Year 2028/2029	Depot Elevator Modernization	T-t-1 E1 X 2028/2020	125,000
		Total Fiscal Year 2028/2029	125,000
		Total Capital Projects	2,504,000
Estimated Revenues:			
MSI			4,884,000
TDA			2,761,677
SAFE			173,314
COG		_	95,688
Total revenues to fund inc	lirect		7,914,679
Indirect expenditures		_	6,920,298
Amount available for Res	erves	=	994,381
Reserve for Emergencies			500,000
			200,000

		% OF	ASSESSED VALUE	% OF	AVG. %	FY2018	FY2019	FY2019	FY2019	
	POP.	TOTAL	BEFORE RDA	TOTAL	POP. &	TOTAL	GA DUES	COG AMT	TOTAL	
JURISDICTION:	2017	POP.	2017/2018	VALUE	VALUE	AMOUNT	AMOUNT	<u>AMOUNT (5)</u>	AMOUNT	VAR.
Adelanto	34,273	1.587%	\$1,941,412,986	0.937%	1.262%	4,961	1,452	5,337	6,789	\$1,828
Apple Valley	74,701	3.458%	\$5,641,269,771	2.721%	3.090%	6,995	3,557	5,337	8,895	\$1,900
Barstow	24,248	1.122%	\$1,287,235,893	0.621%	0.872%	4,528	1,004	5,337	6,340	\$1,813
Big Bear Lake	5,047	0.234%	\$3,371,022,110	1.626%	0.930%	4,592	1,071	5,337	6,408	\$1,816
Chino	88,026	4.075%	\$12,140,933,379	5.857%	4.966%	9,082	5,717	5,337	11,055	\$1,972
Chino Hills	80,676	3.735%	\$11,585,594,984	5.589%	4.662%	8,744	5,367	5,337	10,704	\$1,960
Colton	53,879	2.494%	\$3,289,462,440	1.587%	2.040%	5,828	2,349	5,337	7,685	\$1,857
Fontana	212,786	9.850%	\$17,721,235,967	8.549%	9.199%	13,791	10,591	5,337	15,928	\$2,135
Grand Terrace	12,435	0.576%	\$968,142,164	0.467%	0.521%	4,138	600	5,337	5,938	\$1,800
Hesperia	94,133	4.357%	\$5,678,643,522	2.739%	3.548%	7,505	4,085	5,337	9,422	\$1,917
Highland	54,377	2.517%	\$3,434,846,405	1.657%	2.087%	5,880	2,403	5,337	7,740	\$1,861
Loma Linda	24,528	1.135%	\$2,111,223,181	1.018%	1.077%	4,756	1,240	5,337	6,576	\$1,820
Montclair	39,122	1.811%	\$3,192,373,642	1.540%	1.676%	5,422	1,929	5,337	7,266	\$1,844
Needles	5,044	0.233%	\$311,396,078	0.150%	0.192%	3,771	221	5,337	5,558	\$1,786
Ontario	174,283	8.068%	\$23,201,422,505	11.193%	9.630%	14,271	11,087	5,337	16,424	\$2,153
Rancho Cucamonga	177,324	8.208%	\$24,962,775,809	12.042%	10.125%	14,821	11,657	5,337	16,994	\$2,172
Redlands	69,851	3.233%	\$9,331,510,290	4.502%	3.868%	7,860	4,453	5,337	9,790	\$1,930
Rialto	106,528	4.931%	\$7,907,753,047	3.815%	4.373%	8,422	5,035	5,337	10,371	\$1,949
San Bernardino	216,972	10.044%	\$13,387,519,408	6.458%	8.251%	12,736	9,499	5,337	14,836	\$2,099
Twentynine Palms	26,919	1.246%	\$860,132,533	0.415%	0.831%	4,482	956	5,337	6,293	\$1,811
Upland	76,790	3.555%	\$8,884,615,500	4.286%	3.920%	7,919	4,513	5,337	9,849	\$1,930
Victorville	123,565	5.720%	\$8,366,188,458	4.036%	4.878%	8,984	5,616	5,337	10,953	\$1,968
Yucaipa	54,324	2.515%	\$4,302,217,742	2.075%	2.295%	6,111	2,642	5,337	7,979	\$1,868
Yucca Valley	21,519	0.996%	\$1,592,018,615	0.768%	0.882%	4,539	1,015	5,337	6,353	\$1,814
County	308,906	14.300%	\$31,822,028,347	15.351%	14.825%	20,050	17,068	5,337	22,405	\$2,354
	2,160,256	100.000%	\$207,292,974,776	100.00%	100.00%	200,187	115,127	133,418	248,545	\$48,358

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, 2017/2018.

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 \$133,418 in FY2018/2019 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 XIIIB 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 XIIB. Gann appropriations limits are calculated for and applied to SBCTA. In accordance with the requirements of Article XIIIB implementing legislation, the Board approved Resolution No. 18-070 on June 6, 2018, establishing appropriation for San Bernardino County Transportation Authority at \$1,235,868,039.

The calculation for the Fiscal Year 2018/2019 appropriations limit is as follows:

Fiscal Year 2017/2018 Appropriations Limit	\$	1,180,898,399
Fiscal Year 2018/2019 adjustment:		
Change in California per capita personal income	=	3.67%
Change in Population, San Bernardino County	=	.95%
Per Capita Cost of Living converted to a ratio:		
<u>3.67 +100</u>	=	1.0367
100		
Population converted to a ratio:		
<u>.95 +100</u>	=	1.0095
100		
Calculation of factor for Fiscal Year 2018/2019: 1.0367	x 1.0095 = 1.0463	549
\$1,180,898,399 x 1.046549 = \$1,235,868,039		
Fiscal Year 2018/2019 Appropriations Limit	\$	1,235,868,039

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 State of Good Repair SBCTA (SB1) 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 Repurposed Earmarks Highway Bridge Program Transportation Investment Generating Economic Recovery

Federal Transit Administration Fund:

Federal Transit Administration 5307 Federal Transit Administration 5307 - CMAQ

State Highway Fund:

Regional Improvement Program Planning, Programming & Monitoring Active Transportation Program-State Transit and Intercity Rail Capital Program 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

Funds/Funding Sources (*Continued***)**

Senate Bill 1 Fund:

Local Partnership Program-Formula SB1 Freeway Service Patrol (SAFE)-SB1

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

State of Good Repair Fund:

State of Good Repair Fund-Pass Through

Measure I 1990-2010 Fund:

MSI 1990-Valley Fund-Major Projects MSI 1990-Valley Fund-Commuter Rail MSI Valley Fund- Senior & Disabled 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 MSI Valley Fund-Local Street MSI Valley Fund-Metrolink/Rail Service MSI Valley Fund-Metrolink/Rail Service MSI Valley Fund-Express Bus/Rapid Trans 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

Funds/Funding Sources (*Continued***)**

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

<u>Council of Governments Funds (COG)</u>: 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 1-15 Express Lanes

Task Listing Fiscal Year 2018/2019

<u>Task</u>	Title	<u>Mgr</u>
General	Government Program	
0100	Board of Directors	VW
0200	Executive Administration and Support	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
Environ	ment and Energy Conservation	
0101	Environment	DB
0111	Energy Conservation	DB
Commu	ter and Motorist Assistance	
0383	Vanpool Program	DB
0406	Traveler Services	DB
0702	Call Box System	DB
0704	Freeway Service Patrol/State	DB
Regiona	l and Sub-Regional Planning Program	
0110	Regional Planning	SS
0203	Congestion Management	SS
0206	Data Program 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
-	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
	dministration Program	
0500	Fund Administration	AZ
0550	Allocations/Pass Throughs	ΑZ
	rvice Program	
0965	2012A Sales Tax Revenue Bond	HF
0966	2014A Sales Tax Revenue Bond	HF
_	ise Program	
0750	Express Lane Operation	HF

Sub-Task Listing Fiscal Year 2018/2019

<u>Sub-</u> Task	Title	<u>Mgr</u>
	Environment	
0102	Air Quality Activities	DB
0103	ARB EV Truck Demo	DB
0104	ZEV Readiness Plan	DB
0495	Greenhouse Gas	SS
	Energy Conservation	
0708	Property Assessed Clean Energy (PACE)	DB
0709	Regional Energy Leader Partnership	DB
0130	Vanpool Program CalVans Vanpool Leasing	DB
	Subregional Planning	
0213	High Desert Corridor Studies	SS
0402	Safe Routes to School Plan	SS
0403	Points of Interest Pedestrian Plan	SS
0405	Rim Of the World Plan	SS
	Transit Operator Support	
0309	Transit Support	AZ
0501	Federal Transit Act Programming	AZ
0502	TDA Administration	AZ
	Transit Allocations/Pass Throughs	
0310	MSI S&D and Other Grants Pass Throughs	ΑZ
0506	LTF Apportionment	ΑZ
0507	STAF Apportionment	ΑZ
	General Transit	
0352	Regional Representation	CS
0353	Program Management	CS
0354	Short Range Transit Plan	CS
0.2.00	Transit Right of Way Management	C.C.
0360	Right of Way Property Management	CS
0361	Maintenance of Way	CS
0362	Plan Reviews	CS
0271	Transit Operations	00
0371	San Bernardino to Redlands Rail Service	CS
0372	Station Security	CS
0374	Private Transportation Provider Pilot Program	CS
0375 0377	Metrolink SB Line Fare Discount Program Metrolink Operating & Maintenance Subsidy	CS CS
0377	Metromik Operating & Maintenance Subsidy	CS
0211	Transit Capital sbX	CS
0311 0322	Sox San Bernardino Transit Center	CS CS
0322		CS CS
0323	Downtown San Bernardino Passenger Rail Redlands Passenger Rail	CS CS
0324	Redlands Passenger Rail Rialto Metrolink Parking Lot Expansion Ph1	CS CS
0325	Gold Line Extension to Montclair	CS CS
0326	Shortway Quiet Zone	CS CS
0327	Lilac to Rancho Double Track	CS CS
0328	Rancho Cucamonga Metro Station Transit	CS
0329	Sierra Ave. Metro Grade Cross Ped Improve	CS
0331	Juniper Ave. Metro Grade Cross Ped Improve	CS
0332	Zanja Bridge Replacement	CS

<u>Sub-</u> Task	Title	<u>Mgr</u>
0333	Mountain Transit Facility Upgrade	CS
0334	West Valley Connector	CS
0335	Upland Parking Lot Expansion Project	CS
0379	Metrolink Capital Subsidy	CS
	Fund Administration	
0373	Federal/State Fund Administration	AZ
0500	Transportation Improvement Program	AZ
0517	MSI Administration	AZ
0609	Strategic Planning/Delivery Planning	AZ
0515	Allocations/Pass Throughs	AZ
0515	MSI Valley Apportionment & Allocation MSI Mt/Desert Apportionment & Allocation	AZ
0610	Measure I Project Advancement	AZ
0918	Measure I Local Pass Through	AZ
0710	-	112
0823	Freeway Projects I-10 Corridor Phase 1	PB
0823	SR-210 Construction	PB
0825	I-10 Corridor Project Development	PB
0838	I-215 Construction	PB
0839	I-215 Bi-County HOV Gap Closure Project	PB
0840	I-215 Barton Road Interchange	PB
0850	Alternative Project Financing	PB
0852	I-15 Corridor Improvement	PB
0854	I-10 EB Truck Climb/Live Oak/County	PB
0887	SR-210 Lane Addition	PB
0891	US395 Widen SR-18/Chamberlaine/Adelanto	PB
	Interchange Projects	
0803	SR-210 Baseline Road Interchange	PB
0804	I-10 Mountain View Interchange	PB
0808	I-10 Wildwood Interchange	PB
0826	I-10/Cherry& I-10/Citrus Ave. Interchange	PB
0841	I-10 Riverside Avenue Interchange	PB
0842	I-10 Tippecanoe Avenue Interchange	PB
0853	I-215 University Pkwy/State St. Interchange	PB
0880	I-15/I-215 Devore Road Interchange	PB
0883	SR-210 Pepper Avenue Interchange	PB PB
0890	I-15 Ranchero Road Interchange	РВ PB
0892 0893	I-15 Baseline Road Interchange SR-60 Central Avenue Interchange	PB
0893	SR-60 Archibald Avenue Interchange	PB
0895	I-10/Alabama Street Interchange	PB
0895	I-10 Pepper Avenue Interchange	PB
0897	I-10 Cedar Avenue Interchange	PB
0898	I-10 Mount Vernon Avenue Interchange	PB
0899	I-10 University Street Interchange	PB
	Grade Separation Projects	
0868	Monte Vista Grade Separation	PB
0876	South Milliken Avenue Grade Separation	PB
0877	Vineyard Avenue Grade Separation	PB

Lenwood Road Grade Separation

Laurel Avenue Grade Separation

PB

PB

Sub-Task Listing Fiscal Year 2018/2019

<u>Sub-</u> Task	<u>Title</u>	<u>Mgr</u>
	Arterial Projects	
0401	Metrolink Station Accessibility Improve	PB
0701	Valley Signal Coordination	PB
0827	Mount Vernon Avenue Viaduct	PB
	Administrative	
0920	Financial Management	ADM
0921	Management Services	ADM
0922	Intergovernmental Relations	ADM
0923	Legislation	ADM
0924	Public Affairs	ADM
0925	Building Operation	ADM
0926	Environment and Energy Conservation	ADM
0927	Vanpool Program	ADM
0928	Traveler Services	ADM
0929	Call Box System	ADM
0930	Freeway Patrol Service/State	ADM
0931	Planning	ADM
0932	Mt./Desert Planning and Project Development	ADM
0933	General Transit	ADM
0934	Transit Capital	ADM
0935	General Commuter Rail	ADM
0936	Major Project Delivery	ADM
0937	Fund Administration and Programming	ADM
0938	Executive Administration and Support	ADM
0939	General Counsel	ADM
0940	Board Meeting	ADM
0941	GPC Meeting	ADM
0942	Transit Meeting	ADM
0943	MVSS Meeting	ADM
0944	1-10/I-15 Sub Committee	ADM
0945	Mtn./Desert	ADM
0946	Public Records Request	ADM
0947	Intergovernmental – CTA	ADM

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 Pav Holiday Pay Severance Pay **Compensated Absences** Other Pav 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/ Memberships Training/Registration 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 Activites** 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

Object Category List (*Continued***)**

Professional & Technical Services Professional Services **Consulting Services** Program Management Fees Call Boxes **County Fees Debt Service** Auditing & Accounting **Bond Principal** Investment Management Fees Bond Interest Attendance Fees Lease Principal Financial/Legal Bonding Fees Lease Interest Legal Fees Note Principal Security Note Interest Loan Principal Information Technology Services Mountain Avenue Callbox Loan Interest **Property Services** Advance Principal Utilities Advance Interest Landscaping Care **Fiscal Agent Fees** Maintenance-Buildings Maintenance-Motor Vehicles Maintenance-Office Equipment Rail Maintenance Of Way Maintenance-Call Boxes Arbitrage Rebate **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 Amortized Debt Discount Amortized Debt Premium Amortized Issuance Expense Advance Refunding Escrow

Acronym List

AB	Assembly Bill
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
ARFVT	Alternative Renewable Fuel and Vehicle Technology
ARRA	American Recovery and Reinvestment Act
ARRIVE	Advanced Regional Rail Integrated Vision - East
AT&SF	Atchison Topeka & Santa Fe Railway
ATAC	Aviation Technical Advisory Committee
ATMIS	Advanced Transportation Management Information Systems
ATP	Active Transportation Program
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
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
CalSTA	California State Transportation Authority
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
CFAC	California Freight Advisory Committee
CFR	Code of Federal Regulations
CFSP	Construction Freeway Service Patrol
CHP	California Highway Patrol
CIP	Construction in Progress
СМА	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
COG	Council of Governments
COLA	Cost of Living Adjustment

COOP	Cooperative
CP	Control Point
CPNA	Capital Projects Needs Analysis
CPA	Certified Public Accountant
CPR	Cardiopulmonary Resuscitation
CPUC	California Public Utilities Commission
CSE	Center for Sustainable Energy
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
СТО	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
CTTA	California Tow Truck Association
DDI	Diverging Diamond Interchange
DIF	Development Impact Fee
DMO	Data Management Office
DMU	Diesel Multiple Unit
DMV	Department of Motor Vehicle
DOE	Department of Energy
DOT	Department of Transportation
DSBPRP	Downtown San Bernardino Passenger Rail Project
EEP	Establish Existing Planting
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
FRA	Federal Railroad Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GAAP	Generally Accepted Accounting Principles
GARVEE	Grant Anticipation Revenue Vehicles Bond Program
GFOA	Government Finance Officers Association
GGRF	Greenhouse Gas Reduction Fund
GHG	Greenhouse Gas
GIS	Geographic Information System
GPS	Global Positioning System
HBP	Highway Bridge Program
HDCJPA	High Desert Corridor Joint Powers Authority
HERO	Home Energy Retrofit Opportunity
HMMP	Hydrologic Monitoring and Mitigation Plan

НОТ	High Occupancy Tall
	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
IEOC	Inland Empire Orange County
IFB	Invitation for Bid
IMD	Interstate Maintenance Discretionary
INFRA	Infrastructure for Rebuilding America
iPeMS	Performance Measurement System
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP	Interregional Transportation Improvement Program
IT	Information Technology
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
LCTOP	Low Carbon Transit Operations Program
LED	Light Emitting Diode
LLP	Longer Life Pavement
LLUMC	Loma Linda University Medical Center
LONP	Letter of No Prejudice
LPA	Locally Preferred Alternative
LPP	Local Partnership Program
LNG	Liquefied Natural Gas
LRTP	Long Range Transit Plan
LTF	Local Transportation Funds
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	Major Local Highway Memorandum of Understanding
MPO	Methoralidum of Onderstanding Metropolitan Planning Organization
MSI	Menopontan Franning Organization 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
NHEP	National Highway Freight Program
NMTP	Non-Motorized Transportation Plan
NPRC	National Railroad Passenger Corporation
NTD	National Transit Database
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OIAA	Ontario International Airport Authority
OPR	Office of Planning and Research
OWP	Overall Work Program
P&R	Park and Ride
P1B	Proposition 1 B
PA	Project Advancement
PAA	Project Advancement Agreement
PACE	Property Assessed Clean Energy
PA/ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PCM	Project Construction Manager
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
PNRS	Projects of National and Regional Significance
POP	Program of Projects
PPM	Planning, Programming and Monitoring Funds
PS&E	Plans, Specifications & Estimates
PSR 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
RCIS	Regional Conservation Investment Strategy
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
S&P	Standard & Poor's
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
SCCP	Solutions for Congested Corridors Program
SCE	Southern California Edison
SCNFGC	Southern California National Freight Gateway Collaboration
SCO	State Controller's Office
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SGR	State of Good Repair
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SIP	State Implementation Plan
SLA	•
SLP	Service Level Agreement
SLPP	State-Local Partnership State and Local Partnership Program
	State and Local Partnership Program
SoCalGas	Southern California Gas Company
SOV	Single-Occupant Vehicle
SPM	Scenario Planning Model
SR	State Route
SRTP	Short Range Transit Plan
SRTS	Safe Routes to School
SSTAC	Social Service Technical Advisory Council
STAC	Station Technical Advisory Committee
STAF	State Transit Assistance Funds
STBG	Surface Transportation Block Grant Program
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
TCEP	Trade Corridor Enhancement Program
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
TSP	Toll System Provider
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
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
WVC	West Valley Connector
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.

Enterprise Fund

Enterprise fund is used to report any activity that provides goods or services to the public for a fee that makes the entity self-supporting.

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.

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.