



GOVERNMENT FINANCE OFFICERS ASSOCIATION

Distinguished Budget Presentation Award

PRESENTED TO

San Bernardino County Transportation Authority California

For the Fiscal Year Beginning

July 1, 2018

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.

TABLE OF CONTENTS

INTRODUCTORY SECTION	
Executive Director's Budget Message	1
List of Principal Officials	3
Budget Schedule	4
San Bernardino County Transportation Authority and the Community It Serves	5
Strategic Goals and Strategies Addressing Long-term Concerns and Issues	10
Initiatives and Action Plan	16
BUDGET OVERVIEW SECTION	
Budget Process	
Financial Overview	
Debt and Capital Summary	
Organization Chart	
Staffing Overview	
Table of Regular Positions	
Salaries and Benefits Schedule	
Annual Pay Schedule by Class Title	
Staff Utilization Report (In Hours)	
Hourly Staff Utilization by Program Illustration.	
Budget Summary by Organization Type	
Budget Summary - All Governmental Funds	
Budget Summary - Changes in Fund Balances – Funding Sources	
Operating Transfers Explanation	
Explanation for Fund Balances Changes Over 10 Percent	
Budget Summary by Fund Type	46
Budget Summary by Fund:	45
General Fund	
Federal Highway Fund	
Federal Transit Administration Fund	
State Highway Fund	
Proposition 1B Fund	
Local Transportation Fund	
Senate Bill 1 Fund	
Measure I 1990-2010 Fund	
Measure I 2010-2040 Fund	
Debt Service Fund	
Capital Projects Fund	
Nonmajor Governmental Fund.	
Enterprise Fund	
Budget Summary by Major Object Expenditures.	
Revenue Overview	
Estimated Revenue Summary.	
Estimated Revenues Illustration	
Sales Tax Measure I Revenue Summary	
Reserves	
Program Overview (Explanation of Budgetary Changes)	
Budgeted Expenditures Illustration	
REVENUE DETAIL SECTION	
General Fund	73
Federal Highway Fund	

TABLE OF CONTENTS

Federal Transit Administration Fund	
State Highway Fund	79
Proposition 1B Fund	
Local Transportation Fund	83
State Transit Assistance Fund	84
Senate Bill 1 Fund	86
Measure I 1990-2010 Fund	88
Measure I 2010-2040 Fund	89
Debt Service Fund	90
Capital Projects Fund	
Nonmajor Governmental Funds	93
Enterprise Fund	97
PROGRAM EXPENDITURE DETAIL SECTION	
General Government	
0100 Board of Directors	
0200 Executive Administration and Support	
0350 General Counsel	107
0400 Financial Management	109
0450 Management Services	
0470 Human Resources	116
0501 Intergovernmental – Council of Governments	118
0503 Legislation	121
0605 Public Affairs	124
0805 Building Operation	127
Environment and Energy Conservation	
0101 Environment	
0111 Energy Conservation	134
Commuter and Motorist Assistance	
0383 Vanpool Program	
0406 Traveler Services	142
0702 Call Box System	
0704 Freeway Service Patrol/State	148
Regional and Subregional Planning	
0110 Regional Planning	153
0203 Congestion Management	156
0206 Data Program Management	159
0404 Subregional Planning.	162
0941 Mountain/Desert Planning and Project Development	166
Transit	
0309 Transit Operator Support	171
0310 Transit Allocations/Pass Throughs	174
0312 General Transit	177
0313 Transit Right of Way Management	
0314 Transit Operations	
0315 Transit Capital	

TABLE OF CONTENTS

Project Delivery	201
0815 Measure I Program Management	
0820 Freeway Projects	205
0830 Interchange Projects	
0840 Grade Separation Projects	234
0860 Arterial Projects	241
Fund Administration.	249
0500 Fund Administration	251
0550 Allocations/Pass Throughs	254
Debt Service	257
0965 2012A Sales Tax Revenue Bond	258
0966 2014A Sales Tax Revenue Bond	260
Express Lanes	263
0750 I-10 Express Lanes	
SUPPLEMENTAL INFORMATION SECTION	
Indirect Cost Fund	267
Capital Projects Plan	270
General Assessment Dues Calculation	271
GANN Appropriations Limit	272
Funds/Funding Sources	273
Task Listing	274
Sub-Task Listing	275
Object Category List	277
Acronym List	279
Glossary of Budget Terms	283

INTRODUCTORY SECTION







Date: June 5, 2019

To: SBCTA Board of Directors

From: Raymond W. Wolfe, Executive Director

Subject: SBCTA Fiscal Year 2019/2020 Budget

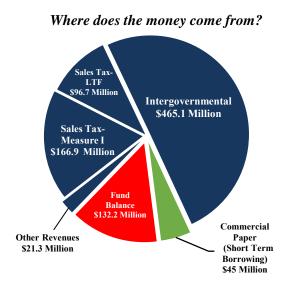
This cover letter serves to transmit the Fiscal Year 2019/2020 budget. It should be noted that this budget represents the largest our organization has ever endeavored to deliver, driven in large measure by several significant projects commencing or already under construction. This fact amplifies the dedication that staff and our Board have made to delivering on the commitments to the voters who supported the renewal of Measure I fifteen years ago.

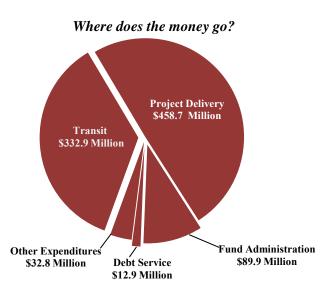
Major projects such as construction of ten miles of tolled lanes on Interstate 10 (I-10) east from the Los Angeles County line, Redlands Passenger Rail, widening of US 395 in Adelanto, the gap closure on State Route 210 through Highland and Redlands, replacement of the Mount Vernon Avenue Viaduct, and several smaller interchange improvements lead the list of key accomplishments in this budget.

In addition to delivering on specific commitments listed in the Measure I Expenditure Plan, we are innovating. The Arrow service, expected to commence in 2021 employing Diesel Multiple Units (DMU), and could soon thereafter operate zero-emission vehicles without the unsightly overhead catenary or dangerous third rail required of electric rail service elsewhere. A \$30 million grant from the State Transit and Intercity Rail Capital Program to pilot a zero-emission DMU, or Zero Emission Multiple Unit Vehicle (ZEMU), likely will traverse our tracks before any others across the country. That's progress, especially when considering that the air district in which this service will operate has some of the worst air quality in the country.

State investment in transportation remains questionable beyond the "fix-it-first" focus of Senate Bill 1 (SB1) (Beall, 2017). The state is also making dramatic changes to how it views transportation in the broader context of society, from environmental to housing concerns, further calling into question the availability of transportation funds we rely on from the state to leverage our local investment. Federal transportation commitments are also unknown as Congress considers options to extend the Fixing America's Surface Transportation (FAST) Act which expires next year, while grappling with a more pressing concern over the long-term stability of the Highway Trust Fund. Thus, the local transportation investment afforded by Measure I remains critical as we continue to build the transportation systems necessary to ensure our long-term economic growth and prosperity.

The proposed Fiscal Year 2019/2020 budget revenue sources (including the use of fund balances and short term borrowing) and the program uses of \$927.2 million are detailed on the next page.





The largest portion of resources to finance the proposed fiscal year budget remains 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, with the largest funding source coming from SB1. Fund balance accounts for the remaining proposed budget. All bond proceeds have been exhausted as of Fiscal Year 2018/2019.

The total budget for Fiscal Year 2019/2020 is \$927.2 million, representing a significant increase from the prior year due to a number of very large projects commencing construction. The budget for Project Delivery is \$458.7 million, followed by Transit at \$332.9 million and Fund Administration at \$89.9 million. New revenues are projected at \$749.9 million, plus \$45 million in short term borrowing necessary to move forward with the construction of the Mount Vernon Avenue Viaduct Project since Federal reimbursement is anticipated to be delayed for several years. Fund balance from various funds in the amount of \$132.2 million will cover the variance between estimated revenues, short term borrowing and appropriations.

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

The Fiscal Year 2019/2020 budget continues a legacy of addressing the mobility needs of our communities to ensure a prosperous tomorrow, while improving the environment in which we live today. Innovation and delivery are the two words that properly describe our organization today and well into the future. The staff at SBCTA truly appreciates the continued leadership, guidance and support of the Board, as well as the strong relationships we have forged with our external partners spanning community and business leaders, as well as county, Federal and State stakeholders.

Sincerely,

Raymond W. Wolfe Executive Director

Pay Wall

List of Principal Officials

Board of Directors

Name and Represented Jurisdiction

Darcy McNaboe, City of Grand Terrace Frank Navarro, City of Colton Gabriel Reyes, City of Adelanto Art Bishop, Town of Apple Valley Julie McIntyre, City of Barstow Bill Jahn, City of Big Bear Lake Eunice Ulloa, City of Chino Ray Marquez, City of Chino Hills Acquanetta Warren, City of Fontana Bill Holland, City of Hesperia Larry McCallon, City of Highland Rhodes Rigsby, City of Loma Linda John Dutrey, City of Montclair Edward Paget, City of Needles Alan Wapner, City of Ontario L. Dennis Michael, City of Rancho Cucamonga Toni Momberger, City of Redlands Deborah Robertson, City of Rialto John Valdivia, City of San Bernardino Joel Klink, City of Twentynine Palms Debbie Stone, City of Upland Jim Cox, 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 Dawn Rowe, County of San Bernardino

Senior Management

Raymond W. Wolfe, Executive Director*
Julianna Tillquist, 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 12, 2018	General Policy Committee review of Budget Schedule.
January 09, 2019	Board Approval of 2019/2020 Budget Schedule.
February 14, 2019	Metro Valley Study Session General Overview by Region.
February 15, 2019	Mountain/Desert Committee General Overview by Region.
March 13, 2019	General Policy Committee Review of Tasks.
March 14, 2019	Metro Valley Study Session Review of Tasks.
March 14, 2019	Transit Committee Review of Tasks.
March 15, 2019	Mountain/Desert Committee Review of Tasks.
April 10, 2019	General Policy Committee Further Review, if Required.
April 11, 2019	Metro Valley Study Session Further Review, if Required.
April 11, 2019	Transit Committee Further Review, if Required.
April 12, 2019	Mountain/Desert Committee Further Review, if Required.
May 01, 2019	Board of Directors approval of the Fiscal Year 2019/2020 Initiatives and Action Plan.
May 01, 2019	Board Presentation and Workshop of Proposed Budget in Conjunction with Board of Directors meeting. Board of Directors Adoption of the San Bernardino Council of Governments Budget for Fiscal Year 2019/2020.
June 05, 2019	Board of Directors Adoption of SBCTA's Budget for Fiscal Year 2019/2020.

The Organization and Its Responsibilities

San Bernardino County Transportation Authority (SBCTA) is the transportation planning, funding and major project delivery agency in San Bernardino County. San Bernardino Associated Governments (SANBAG) is the Council of Governments (COG) for San Bernardino County. SBCTA and SANBAG each serve over 2.17 million residents of San Bernardino County and their Board include representatives from the County of San Bernardino, and all cities and towns 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.

SANBAG was created as a joint powers authority in 1973 for the purpose of serving as a COG. Since that time, SANBAG was designated to serve 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 \$6.56 billion through 2040 for funding of major freeway construction, commuter rail service, local street and road improvements, special transit service for the elderly and disabled population, and traffic management and environmental enhancement efforts.

Service Authority for Freeway Emergencies responsible for operating a system of approximately 1,020 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 (Morell) which became effective January 1, 2017, and consolidated the five (5) transportation roles of the various entities into a single entity SBCTA. SANBAG continues to exist as the COG, and in November 2016, the Board, in an effort to highlight the agency's COG efforts approved having SANBAG do business as the San Bernardino Council of Governments or 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.



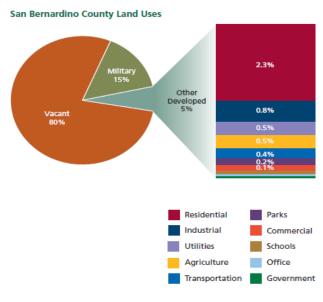
- 20,053 square miles.
- 24 incorporated cities/towns.
- 81% land area outside the control of San Bernardino County or City Governments.
- 93% land area within the San Bernardino County Desert Region.

Source: 2018 Community Indicators Report

Land Use

- 6 acres of parkland per 1,000 residents.
- 82% 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 (5) miles of a regional, State, or national park.

Data Source: 2018 San Bernardino County Community Indicators Report



Source: San Bernardino Associated Governments, April 2014

Population and Demographics

- 2,174,938 (population 2018).
- 28% project growth between 2020 and 2040.
- 54% of San Bernardino County residents are Latino and will increase to 64% of the population by 2045.
- Asian and Pacific Islanders, Caucasian, Black/African American, and Native American are projected to remain the same or decrease.
- 20% 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.
- 42% of households have children under 18.
- 34% of families with children under 18 are led by a single parent.
- 21% of residents over the age of 25 have a bachelor's degree (2017).
- 83% is the high school graduation rate (2016/2017).

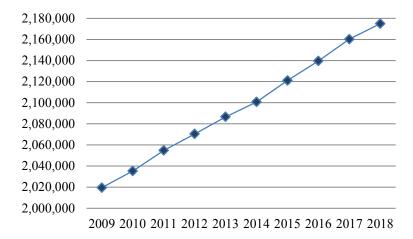
Income

- Cost of living is the lowest in Southern California.
- Cost of living compared to United States Average is 28.1% higher.
- \$60,420 median household income (2017).
- 16.2% residents living in poverty (2017).
- 71.7% children eligible for free or reduced-priced school meals (2017/2018).

Economy

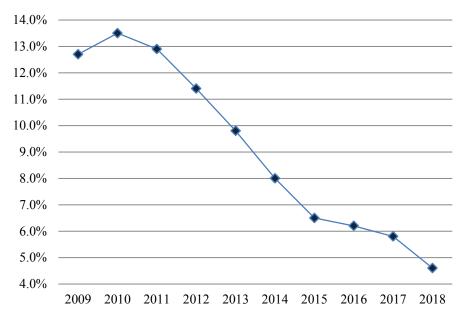
- 4.2% unemployment rate for San Bernardino County (August 2018).
- 66% buyers who can afford an entry-level home (priced at 85% of median).
- 26% child poverty rate for Inland Empire (2016).
- \$290,000 median single-family existing home price (August 2018).
- 58% home ownership.

San Bernardino County continues to see significant population growth primarily due to low-priced housing and a lower cost of living compared to the coastal counties.



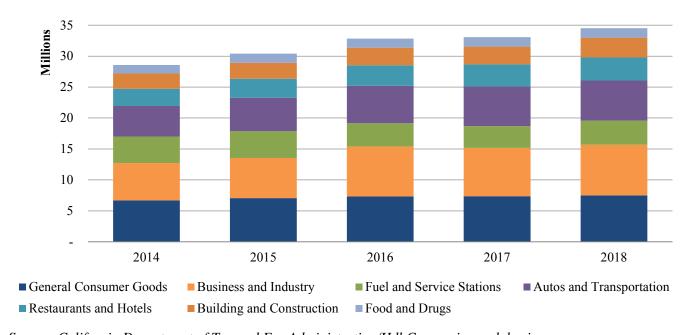
Source: California Department of Finance. Population for FY2018 as of January 2018.

During the recent economic slowdown, the County of San Bernardino's unemployment rate rose to an all-time high; however the unemployment rate has decreased significantly during the recovery period as shown below.



Source: California Employment Development Department. Unemployment rate for FY2018 as of June 2018.

As a result of the population growth and the economic recovery, retail sales in the county have shown continued improvements.



Source: California Department of Tax and Fee Administration/Hdl Companies cash basis

Measure I Sales Tax is a one-half of one cent transaction and use tax applicable in the incorporated and unincorporated territory of the county for a period of thirty (30) years for transportation improvements in the county. The county had an 8.25% sales tax rate including Measure I rate as of December 2018.

Fiscal Year	Measure I Direct Rate	County of San Bernardino
2018	0.50%	7.75%
2017	0.50%	7.75%
2016	0.50%	8.00%
2015	0.50%	8.00%
2014	0.50%	8.00%
2013	0.50%	8.00%
2012	0.50%	7.75%
2011	0.50%	8.75%
2010	0.50%	8.75%
2009	0.50%	8.75%

Source: California Department of Tax and Fee Administration

Business types are economic segments that provide information regarding economic activity/taxable sales in the county. The top economic segments have changed over time. The top six (6) economic segments in 2018 are New Motor Vehicles Dealers, Service Stations, Discount Department Stores, Medical/Biotech, Quick Service Restaurants, and Lumber/Building Materials.

Business Type	Taxable Sale	Rank	Percentage of Total Taxable Sales
New motor vehicle dealers	3,607,067	1	10.42%
Service stations	3,401,542	2	9.82%
Discount department stores	2,386,065	3	6.89%
Medical/biotech	2,113,081	4	6.10%
Quick service restaurants	1,821,533	5	5.26%
Lumber/building materials	1,791,772	6	5.17%

Source: State Department of Tax and Fee Administration/Hdl Companies based on Cash basis

The SBCTA Budget is an annual undertaking partly intended to fulfill the goals and objectives found in three (3) 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 thirty (30) years to March 31, 2040. Measure I is a retail transaction 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, Federal and State 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 (2) years to provide a transparent list of projects that will be developed during the next ten (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 2019 Update to the 10-Year Delivery Plan provides the basis for the preparation of the SBCTA budget for capital projects.

Based on the three (3) long-term guiding documents outlined above, the SBCTA Budget provides a detailed financial plan of operation for Fiscal Year 2019/2020 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. Federal and State funds allocated by the Board are not reflected in the SBCTA budget unless SBCTA is the lead agency for project implementation, with the exception of Transportation Development Act (TDA) Funds and State of Good Repair (SGR) Funds under Senate Bill 1 (SB1).

In December 2015, Congress passed and the President signed into law the Fixing America's Surface Transportation (FAST) Act, a five (5) year authorization of highway, transit, safety, and rail programs. The FAST Act provided much-needed certainty of Federal funding levels for the five (5) 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 percent over five (5) 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 Block Grant Program (STBG) commonly known as STP – The FAST Act renamed the Surface Transportation Program (STP) as the Surface Transportation Block Grant Program. STP 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 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 (STP) 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 the 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 Fund (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 CMAQ funding 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 (2) 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 SB1 (see State Funding Sources below) into one (1) 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, SGR Program, provides financial assistance to public transit agencies that operate rail fixed-guideway 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 (BBF) 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 BBF 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 (5) year program of transportation projects that is formally updated through the combined efforts of Regional Agencies, Caltrans, and the CTC every two (2) years. Funding levels for the STIP have varied from year to year depending on the overall economic situation at the Federal and State levels. Although SB1 does not provide new funding for the STIP, it does stabilize the historically volatile funding source. SB1 also includes indexing fuel taxes to inflation in future years to stop the degradation of STIP funding revenue. SBCTA received about \$75.6 million of new programming capacity in the 2018 STIP cycle in addition to the previously unprogrammed balance of \$62.3 million for a total programming capacity of \$137.9 million. SBCTA will begin working with CTC staff to develop the 2020 STIP guidelines and programming proposal once the Fund Estimate is released in June 2019. The 2020 STIP is anticipated to be approved by the CTC in March 2020.

Regional Improvement Program (RIP) – By State law, SBCTA is responsible for developing the list of projects to be funded in the county with RIP Funds, which comprise 75 percent 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 percent for planning, programming, and monitoring activities.

<u>Interregional Improvement Program (IIP)</u> – The remaining 25 percent 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. The Caltrans' State Route 58 Kramer Junction Phase 1 project was included in the 2018 IIP and was allocated by the CTC in August 2017.

Senate Bill 1 (SB1) – On April 28, 2017, the Governor signed SB1, the Road Repair and Accountability Act of 2017, providing an estimated \$52.5 billion Statewide over the following decade, which is the first significant, stable, and on-going increase in State transportation funding in more than two (2) 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. The 2020 SB1 competitive program cycle workshop and guidelines development will begin in 2019 with calls for projects in early 2020 and program adoption in mid-2020.

Solutions for Congested Corridors Program (SCCP) – The SCCP 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. In May 2018, SBCTA competed for and was awarded \$65 million in SCCP Funds for the Redlands Passenger Rail Project. SBCTA, Riverside County Transportation Commission (RCTC), SCAG and Caltrans District 8 are in the process of developing The Inland Empire Comprehensive Multimodal Corridor Plan (IECMCP). The IECMCP will position the region for the 2020 SCCP call for projects.

<u>Local Partnership Program (LPP)</u> – The LPP provides local and regional transportation agencies that have passed sales tax measures and 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 percent statewide competitive component and a 50 percent formula component. SBCTA's formulaic share is currently \$6.34 million per year.

SBCTA also secured \$10.8 million through a LPP competitive grant award in 2018 for the Redlands Passenger Rail Project.

Trade Corridor Enhancement Program (TCEP) – The TCEP 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) Funds of approximately \$535 million for Fiscal Years 2017/2018-2019/2020. SBCTA was successful in securing competitive grant funds under this program, including \$117.8 million for the Interstate 10 (I-10) Corridor Contract 1 Project and \$24.2 million for the US-395 Widening Project. Currently there is no information pertaining to the level of Federal NHFP Funds for the 2020 TCEP cycle. The continuation of the NHFP will depend on the outcome of the next Federal Transportation Act.

State of Good Repair Program (SGR) – The SGR provides approximately \$105 million per year in State 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 Year 2019/2020 is \$3.5 million. The SGR Program includes an inflation adjustment. The SCO distributes these funds using the State Transit Assistance Fund (STA) 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 \$19.93 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 Corridor Improvement Fund (TCIF)</u> – Proposition 1B provided \$2 billion to the TCIF for infrastructure improvements along federally designated "Trade Corridors of National Significance" or along other corridors that have a high volume of freight movement. San Bernardino County received \$115.3 million in TCIF funding through application by SBCTA as part of the Los Angeles-Inland Empire Corridor Southern California Consensus Group. Any savings realized from these projects can be reallocated to eligible projects that can be ready for construction before December 2019.

Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) – Implemented in Fiscal Year 2006/2007, the PTMISEA Program was to provide funding for public transportation capital projects over a ten (10) year period. Proposition 1B provided \$3.6 billion Statewide to the PTMISEA Program for formula distribution by the SCO using the STA 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 STA, 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.

Transportation Development Act (TDA) Funds – The TDA authorizes two (2) important revenue sources, the Local Transportation Fund (LTF) and State Transit Assistance Fund (STAF), 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 one-quarter cent of the sales tax collected within the County of San Bernardino. The adopted LTF apportionment for Fiscal Year 2019/2020 is \$95.9 million.

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 percent of LTF, which for Fiscal Year 2019/2020 is \$2.9 million, for planning and programming activities during the fiscal year. A portion of LTF 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 percent 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 percent set aside for maintenance and 20 percent 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 2019/2020, 73 percent of the remaining balance, or \$64.9 million, 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 percent, or \$24.6 million, is apportioned to the Mountain/Desert Transit Operators. If a finding is made that all transit needs are being reasonably met, LTF not expended for transit purposes can be expended for street and road projects in certain areas as defined in statute.

State Transit Assistance Fund (STA) – STA 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 2019/2020 is \$29.1 million, when adjusted by \$6.2 million for additional revenue received during Fiscal Year 2017/2018 due to SB1 and a 10 percent fund reserve. Of this, \$25.2 million is distributed to the Valley and Mountain/Desert areas on a population basis and \$3.9 million 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 (SB862). 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 2019/2020 is \$4 million. These funds are distributed to the Valley and Mountain/Desert areas on a population basis with \$2.9 million available to the Valley and \$1.1 million available to the Mountain/Desert for Fiscal Year 2019/2020. Since the revenue available for this program is based on auction proceeds, this is not a stable fund source from year to year.

Action Plan	Responsibility		
Initiative #1: Transparent and Accountable Allocation Strategies			
Division Strategy: Complete timely audits of Measure I and Transportation Developm	nent Act recipients		
Manage and communicate with Audit firm to plan and complete annual audits.			
1A Monitor progress of audits.	Finance		
Inform Committees and SBCTA Board of status of audits.			
Division Strategy: Update construction in progress and conduct annual inventory of c	apital assets		
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			
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	-		
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	deliver projects		
1E Establish plan for 2021 sales tax revenue bond program.	Fund Administration, Finance, Project Delivery, Transit, Planning		
Division Strategy: Manage geographic equity in fund distribution across the San Berr	ardino County		
Manage long-term strategy for ensuring geographic equity in fund distribution over the life of the Measure.	Fund Administration, Planning		
Division Strategy: Administer Transportation Development Act (TDA) funds in an efficient and transparent manner			
Implement a TDA database for tracking allocations and disbursements. Work with transit agencies in development of constrained SRTPs.	Fund Administration		
Notes			
Technical delays in the database testing environment delayed implementation of this milestone in Fiscal Year 2018/2019; however, staff intends to resume this task when the technical issues are resolved.			
Division Strategy: Manage SBCTA railroad right-of-way in an efficient and comprehe	ensive fashion		
H Manage SBCTA railroad right-of-way in an efficient and comprehensive fashion.	Transit		
Initiative #2: Engender Public Trust			
Division Strategy: Secure an unmodified opinion of comprehensive annual financial r	eport (CAFR)		
2A Plan meeting at interim field work with Executive Board officers and CPA firm.	Finance		
Division Strategy: Obtain Certificate of Achievement for Excellence in Financial Rep	orting		
2B Apply for GFOA award for the CAFR.	Finance		
Division Strategy: Complete Measure I Biennial Agreed Upon Procedures			
2C Complete agreed upon procedures for Measure I programs.	Finance		
Division Strategy: Obtain Distinguished Budget Presentation Award			
2D Apply for GFOA award for annual budget.	Finance		
Division Strategy: Complete internal control self-assessment to identify areas of impro	ovement.		
2E Complete review of annual internal control self-assessment.	Finance		

	Action Plan	Responsibility	
Init	iative #3: Focus on Creating and Strengthening Collaborative Partnerships v	vith Governmental and	
Bus	iness Entities		
Div	ision Strategy: Work with other governments and business groups to leverage	resources for our region's	
ben	efit		
	Create a Strategic plan for Housing Policy in San Bernardino County and		
	collaborate with neighboring government entities and stakeholders.		
	Move forward a workforce development toolkit.		
	Complete Priority Dispatch Optimization Plan which will provide		
	recommendations and cost benefit analysis for options to help alleviate undue		
3A	burden on the 9-1-1 Emergency Medical Services System.	COG	
	Help increase accuracy and participation in 2020 Census for Hard to Count		
	populations.		
	Work with Coalition Against Sexual Exploitation (CASE) to enhance their		
	access to agencies and contacts for training purposes and provide technical		
	assistance as needed.		
Div	ision Strategy: Enhance COG role		
	Work with the Board to make sure the COG is responsive to the needs of our		
	members.		
3B	Collaborate with Member Agencies through the COG Advisory Group during	COG	
	the decision-making process on items related to the COG work plan and any		
	items related to the Countywide Vision.		
Division Strategy: Enhance SBCOG's and the region's ability to compete for grant funding			
	Host grant writing workshop for our members and other local government		
3C	partners.	COG	
	Better communicate grant opportunities to member agencies.		
Div	ision Strategy: Assist local governments with environmental and efficiency initiat	ives	
	Provide leadership and assistance to our members in implementing energy		
	conservation projects.		
3D	Assist local agencies and the region with tools and funding to encourage	Air Quality/Mobility	
	pollution reductions through alternative fueled vehicles and new advanced		
	technologies.		
Init	iative #4: Accelerate Delivery of Capital Projects		
Div	ision Strategy: Deliver the Redlands Passenger Rail Project and Implement Arrow	Service	
	Ensure construct of the mainline and maintenance facility infrastructure		
4A	commences, manufacturing of the vehicles begins, and assist Omnitrans with	Transit	
	procurement of the Arrow service operation and maintenance contractor.		
Div	ision Strategy: Support Delivery of Gold Line Phase 2B		
4D	Enter necessary agreements to facilitate delivery of Gold Line Phase 2B pending	T	
4B	additional funding for the LA County portion of the Gold Line Phase 2B project.	Transit	
Not	es		
The	construction bids exceeded the engineer's estimate by \$570 million. The GLCA	is re-scoping the project to	
include La Verne or Pomona as the initial terminus, an option to build to Claremont, and then another option			
from Claremont to Montclair. Pending revalidation of the environmental document, the revised cost proposals			
are	expected in May 2019.		

	Action Plan	Dognongihilitz	
4D N		Responsibility	
	Notes Continued	0 1 1 1 1 1 1	
	GLCA indicated SBCTA should increase the most recent cost estimate provided		
	in San Bernardino County from \$75 million to \$95 million. Draft construction ag		
	TA and issued to GLCA for review and comment. Negotiations on hold at the re		
	GLCA indicated the construction agreement for the San Bernardino County portion		
	ral years." Pending successful re-scoping of the Project, SBCTA would like to program at a serious agreement.		
	onstruction agreement. Draft operating agreement provided by LA Metro for rev	iew. On-noid pending re-	
_	ing of the Project.		
	sion Strategy: Deliver the West Valley Connector	Т	
	Obtain environmental approval.	Transit	
Note			
	ronmental clearance anticipated December 2019. Further project development or	n hold once environmental	
	oval due to Omnitrans' financial challenges.		
	sion Strategy: Produce Zero or Low Emission Multiple Unit		
	Produce Zero or Low Emission Multiple Unit.	Transit	
	sion Strategy: Delivery of Capital Projects		
	Project Study Report (PSR) and Project Approval and Environmental Document (PA/ED) Milestones.	Project Delivery	
Divi	sion Strategy: Delivery of Capital Projects.		
4F	Plans, Specifications and Estimate (PS&E) Milestones.	Project Delivery	
Divi	sion Strategy: Delivery of Capital Projects		
	Construction Milestones.	Project Delivery	
Initi	ative #5: Maximize Funding Opportunities and Cost-Effectiveness of Investi	ments	
Division Strategy: Conduct regional forums to discuss issues of importance across our region			
I	Advocate for policies and funding formulas at the state and federal levels that	T 11 (D 11) 4 00 1	
$\rightarrow \Delta$	are favorable for SBCTA to construct and deliver transportation projects.	Legislative/Public Affairs	
Initi	ative #6: Awareness of SBCTA Programs, Services, and Transit Options		
Divi	sion Strategy: Build awareness of SBCTA programs and services		
		Legislative/Public Affairs,	
	Highlight Measure I's contributions to the region's transportation system.	Fund Administration	
6A		T 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
	Market SBCTA identity, promote awareness of programs and services.	Legislative/Public Affairs	
Divi	sion Strategy: Leverage and grow public outreach and communication services		
	Continue to enhance traditional and social media presence.	Legislative/Public Affairs	
I	Utilize On-Call Public Outreach Contracts, On-Call Graphic Design Services		
	Contracts, Marketing and Branding Services Contract, and Redlands Passenger	Legislative/Public Affairs,	
1	Rail Project Outreach Contract to utilize new tools and capitalize on	Fund Administration,	
6B	communication opportunities throughout the region.	Transit, Project Delivery	
I	Utilize On-Call Graphic Design Services Contracts and Marketing and Branding	T '14' /D 11' 400'	
	Services Contract to support each Division in their efforts to communicate	Legislative/Public Affairs,	
	internally and externally.	Fund Administration	
Division Strategy: Highlight transit options in San Bernardino County			
	In partnership with transit operators, highlight transit connectivity options in the	Legislative/Public Affairs,	
O(region.	Transit	

Initiative #7: Long Range Strategic Planning	with and		
Update Long Range Transit Plan. Update Countywide Transportation Plan. Complete Zero-emission Bus Analysis for San Bernardino County. Update Countywide Transportation Plan. Complete Zero-emission Bus Analysis for San Bernardino County. Update Development Mitigation Nexus Study. Transit, Planning Division Strategy: Conduct strategic planning of Measure I projects and update policies to be consistent of practice Update Development Mitigation Nexus Study. Planning, Transit, Furnard Administration Planning Work with Caltrans and Mountain/Desert jurisdictions to identify priority regional and interregional projects and to develop a strategy for implementation. Division Strategy: Provide current, quality planning data To Support other departments with data analysis and mapping/GIS. Coordinate with SCAG on Scenario Planning and Draft RTP/SCS. Division Strategy: Conduct subarea and modal studies Prepare Comprehensive Multimodal Corridor Plans with RCTC and Caltrans, to address SB1 Solutions for Congested Corridors requirements. Conduct SR-18/138 Corridor Study with Metro and Caltrans. Initiative #8: Environmental Stewardship, Sustainability, and Grant Applications 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, Fund Administration	with and		
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Division Strategy: Assist jurisdictions, developers, and other stakeholders with area-wide sustainability studies			
	es		
SB 743 Countywide Implementation Study . Prepare Climate Adaptation Plan (with WRCOG). Prepare Countywide GHG Reduction Plan.			
Division Strategy: Prepare effective active transportation plans			
Conduct Active Transportation Plans: Redlands Rail Accessibility Study, Safe 8C Routes to School Program (with County), and Countywide Sidewalk Inventory. Planning			
Create Digital Active Transportation Plan.			
Division Strategy: Implement components of ATP Metrolink Station Accessibility Grant			
Construction of Phase 2 of the Bicycle and Pedestrian improvements around the six Metrolink Stations as identified in the Transit Access Plan. Planning, Project Deliv	very		
Division Strategy: Develop and administer programs to improve the efficient use of our existing free network			
8E Administer programs to reduce congestion and traffic delays. Air Quality/Mobility	way		



Recent improvements to the curb appeal of the Santa Fe Depot can be seen in the monument sign, flag pole, and bus boarding area, and parking features. The Depot turned 100 years old in July 2018 and is served by Metrolink, Amtrak, Omnitrans and Mountain Area Regional Transportation Authority.

BUDGET OVERVIEW SECTION

Budget Process

Budget Process Summary

SBCTA and SBCOG account for its budgeted funds using governmental accounting standards. The basis of accounting is the same as the basis of budgeting. Governmental funds use the modified accrual basis of accounting and current financial resources measurement focus. 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 ninety (90) days of the end of the current fiscal period for sales tax and 180 days for all other revenues. 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 and economic resources measurement focus and as such revenues are recorded when earned and expenses are recorded when incurred, regardless of the timing of related cash flows.

The budget includes information for the General Fund, Special Revenue Fund, Capital Projects Fund, Debt Service Fund and an Enterprise Fund. The recording of the maintenance of the Santa Fe Depot building was consolidated with the General Fund in Fiscal Year 2017/2018 and as of Fiscal Year 2018/2019 the General Fund includes expenditures related to this function. The resources for payment of the debt are budgeted as Transfers in the Special Revenue Fund. Information on debt financing is included in the *Debt and Capital Summary and Debt Service Schedules on pg. 26.*

Additional information on funding sources is provided in the *Revenue Overview pg. 62*.

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 and Long Term Direction

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

Assessment of Needs

Simultaneous with the review of short-term direction, staff evaluates which tasks need to be accomplished, taking into consideration both long-term and short-term Board direction. Tasks identified in long-term strategic plans, such as the Measure I 2010-2040 Ordinance, the Expenditure Plan, and the 10-Year Delivery Plan, have priority for the associated revenues. New tasks are approved by the Board and tasks for completed projects are not budgeted and are removed from the task list.

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.

Budget 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, bond issuance and short term borrowing are considered. Furthermore, a closer review of the long-term strategic plans and associated resources is performed to ensure that any future funding gaps are identified and addressed. See *Strategic Goals and Strategies Addressing Long-term Concerns and Issues on pg. 10*.

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 and serve as the initial review body of budgeted tasks. Each budgeted task is reviewed by at least one (1) of the policy committees: General Policy Committee; Transit Committee; Mountain/Desert Policy Committee; and the 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. Furthermore, the Board approves the Initiatives and Action Plan for the upcoming fiscal year. A notice of public hearing is published in May, and there is at least one (1) 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. 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 at its June meeting for adoption. However, the Board adopted the SBCOG Fiscal Year 2019/2020 Budget in May to comply with the SBCOG bylaws.

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. Quarterly reports are presented to the Board to communicate compliance with fiscal authority.

Budget involvement includes key SBCTA staff members. Finance staff prepares revenue projections; payroll and benefits cost estimates, and the indirect budget, analyzes fund balances, and completes the set-up of the budget system for the new fiscal year. Fund administration evaluates Federal and State allocations, prepares, with the assistance of Finance Department and consultants, a Measure I sales tax forecast for the upcoming years, and identifies short and long term cash needs and any gaps in funding based on the long term strategic plans. The analysis may result in modifying project schedules by acceleration or postponement.

The information is also disseminated to task and project managers. Task managers develop the detailed line item budgets and submit them to the Finance Department in February. Finance staff then compiles the draft budget documents and presents the information to management staff for review. Finance staff review and prepare the budget document and is submitted to the Executive Director, the Chief Financial Officer and the Chief of Fiscal Resources for review. The Chief Financial Officer and the Executive Director review the entire budget for overall consistency with both the short and long-term strategic direction of the Board, the appropriateness of funding sources for the identified tasks, and any recommended staffing changes.

Budget Process

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 (4) 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 (4) types include:

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

2. Board Approved Amendments

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

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

These changes require budget authorization and a formal agenda item to be reviewed by the appropriate policy committee and forwarded to the Board for final approval. If the budget amendment is time sensitive, the authorization request may be submitted to the Board 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 2019/2020 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 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 approves a fiscal year budget containing new revenues and expenditures. The Fiscal Year 2019/2020 budget includes prior year Board approved appropriations to be expended in Fiscal Year 2019/2020.

- 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 or short term debt.
- 3. Encumbrance accounting related to purchase orders is an element of control in the formal budgetary integration.
- 4. No new or expanded contracts will be authorized without implementing adjustments of expenses or revenues at the same time.
- 5. Costs of administration will be budgeted at whatever is reasonable and necessary, but no more than one percent of Measure I transactions and use tax revenues will be used for salary and benefit expenditures for administration.
- 6. Contracts will be budgeted by fiscal year for multi-year projects based on best estimates with the understanding that to the extent actual expenditures vary from estimates, and the project is ongoing, adjustments will be made in the mid-year budget process.

Revenue Policies

- 1. SBCOG establishes General Assessment Dues amounts for all member jurisdictions. The total dues assessment amount is \$253,143 for the Fiscal Year 2019/2020 budget. This includes a general assessment of \$119,725 which is based on jurisdictions population and net assessed property value. This was approved by the General Policy Committee on December 12, 2018, and by the Board on January 9, 2019. Additional information on the General Assessment Dues amounts is located in the *General Assessment Dues Calculation pg. 271* of the Supplemental Information Section. The Board also approved an additional \$133,418 in dues on January 9, 2019, 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.

Financial Overview

- 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 20100.
- 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.

Capital Outlay Policies

- 1. SBCTA's capital assets, which include land, buildings, equipment, and vehicles, are recorded at historical cost or estimated historical cost at the time of purchase or construction. 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.
- 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 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 and Capital Summary

Debt Financing

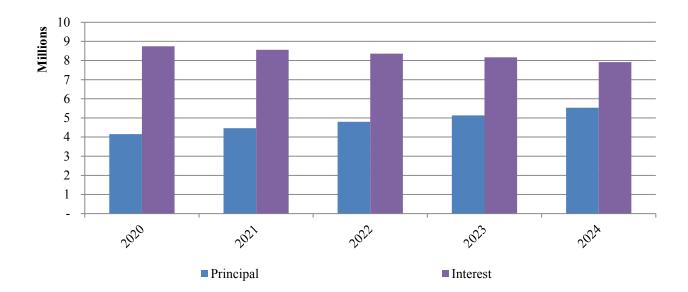
SBCTA's Debt Program exists to support Measure I project completion. Within Measure I, debt has been issued to finance rail projects and capital projects rather than other planning and programming activities. SBCTA's authority to use debt was embodied within the Measure I 2010-2040 Ordinance No. 04-01.

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 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 \$91.9 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 \$110.1 million of sales tax revenue bonds in March 2014 for various interchange, grade separation, and transit and rail projects. The following is the outstanding balances for the 2012A and 2014A sales tax revenue bonds:

Debt Service Schedule

Year	Principal	Interest	Total
2020	4,150,000	8,739,251	12,889,251
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	5,530,000	7,911,950	13,441,950
2025-2029	34,420,000	35,039,753	69,459,753
2030-2034	48,350,000	25,186,678	73,536,678
2035-2039	65,690,000	12,395,240	78,085,240
2040	15,520,000	686,657	16,206,657
	188,045,000	115,051,429	303,096,429



Debt and Capital Summary

Debt Capacity Analysis

SBCTA and SBCOG maintain and update their respective debt service policies as necessary. SBCTA issues senior debt with a minimum of 2.0 times coverage. Debt Coverage Ratio was 10.05 times for Fiscal Year 2017/2018. 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. For Fiscal Year 2019/2020, Debt Service expenditures constitute only 1.39 percent of the total SBCTA's budget, which do not materially impact the day-to-day operations of the agency.

Currently, SBCTA's senior 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 times 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. For Fiscal Year 2019/2020, SBCTA included Commercial Paper as short-term funding for the Mount Vernon Avenue Viaduct Project since Federal reimbursement may be delayed.

Furthermore, the Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan was finalized in Fiscal Year 2018/2019 to finance the construction of the Interstate I (I-10) Corridor Contract 1 Project. SBCTA does not anticipate utilizing the TIFIA Loan proceeds until Fiscal Year 2020/2021.

Cash Flow Borrowing

The Measure I 2010-2040 program provides for short-term cash flow borrowing for various projects on a year to year basis. This reduces short-term financing and issuance costs to SBCTA. Advances from one Measure I program can be made to another program on a need basis. Repayment of the advances is from future program revenues or bond issuance. The dollar amount of the advances is determined during the budget preparation process.

The Fiscal Year 2019/2020 budget includes cash borrowing of the following:

- The Electronic Vehicle (EV) Charging Stations Fund will receive a short term advance of \$5,412 from the Property Assessed Clean Energy (PACE) Fund to cover expenditures that will be reimbursed by a Department of Energy (DOE) grant. The advance will be repaid to PACE upon reimbursement from DOE.
- The I-10 Express Lanes Fund will receive a long term advance of \$792,189 from the Measure I Freeway Program to fund SBCTA staff providing administrative, programmatic, and operational support for the development and implementation of the I-10 Corridor Contract 1 Project. Interest will be accrued on an annual basis. Both the advance and the interest accrued will be repaid from toll revenue.

Short Term Borrowing

In order to advance project development activities, a Commercial Paper Program was established in Fiscal Year 2018/2019. Short term financing in the amount of \$45 million for the Mount Vernon Avenue Viaduct Project is budgeted in Fiscal Year 2019/2020. This project started experiencing a cash flow deficit in Fiscal Year 2018/2019 as Federal reimbursement from the Highway Bridge Program (HBP) is anticipated to be delayed for several years.

Debt and Capital Summary

Capital Projects and Related Maintenance

While SBCTA's main function is the administration of the Measure I and the allocation of Federal and State funds for transportation projects and transit services within San Bernardino County, SBCTA has in many instances assumed the role of lead agency for the development of capital projects on behalf of the California Department of Transportation (Caltrans), local jurisdictions and transit agencies within the county. Most of the capital projects once constructed are turned to the appropriate agency for maintenance and operations of those capital improvements. For those projects that are transferred to Caltrans and local jurisdictions usually SBCTA will not have any additional role in performing or funding any operation and maintenance activities. However, for those projects that will expand transit/rail services, SBCTA may play a role on subsiding those expanded services and maintenance costs.

Therefore, staff performs an analysis of the incremental change to ongoing costs and the associated funding need of major transit/rail capital projects, like the Downtown San Bernardino Passenger Rail Project (DSBPRP), that require ongoing operations and maintenance funding, or expansion of existing services. SBCTA is not a transit operator and the service and maintenance cost components related to expanding service are transferred to the appropriate transit operator for delivery of ongoing services. These services are then supported through annual subsidies as approved by the SBCTA Board of Directors.

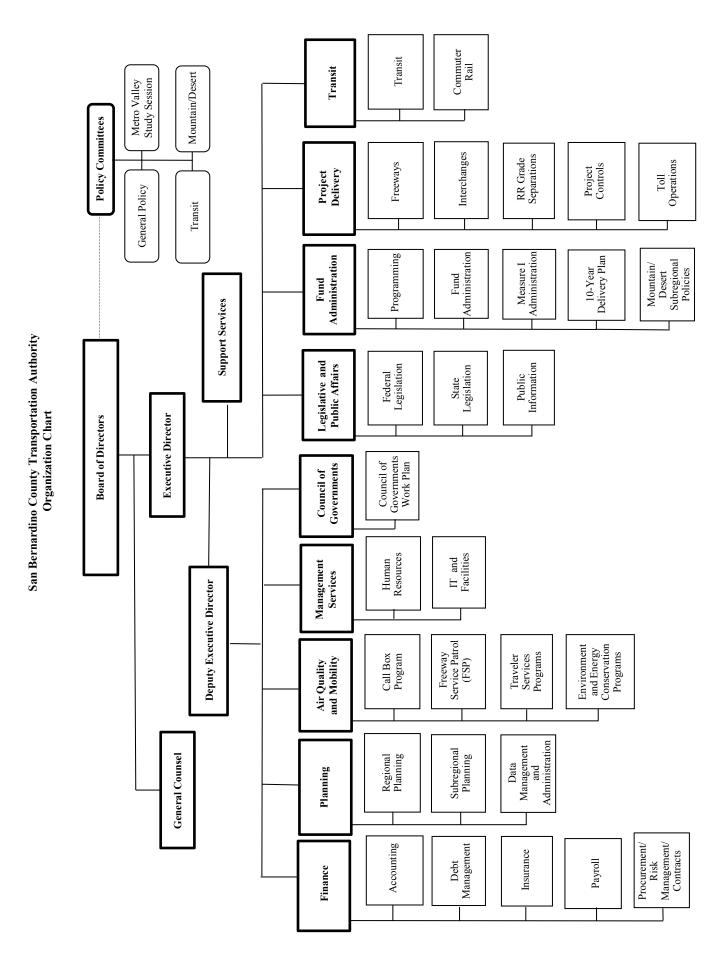
Another rail project that will expand services is the Redlands Passenger Rail Project (RPRP) which will allow for the introduction of new passenger rail service in the San Bernardino Valley using Diesel Multiple Unit (DMU) vehicles blended with limited Metrolink locomotive hauled coach service. Omnitrans, the San Bernardino Valley transit operator, is responsible for operations and maintenance of the DMUs and the associated maintenance facility. Metrolink is responsible for dispatching, maintenance of way for the operating envelope, and operation of the Metrolink locomotive hauled coach. SBCTA will continue to perform maintenance of way activities outside of the operating envelop as is currently done. SBCTA anticipates a combined annual operating and maintenance costs of approximately \$10 million starting in Fiscal Year 2021/2022, which after accounting for fare revenue, is anticipated to be funded primarily with Measure I Rail Valley Metrolink and Passenger Rail Program Funds.

Furthermore, as part of the development of the Tolled Express Lanes, SBCTA, through a fifty (50) year lease with Caltrans, will be responsible for operations and maintenance of the Tolled Express Lanes being constructed under the I-10 Corridor Contract 1 Project. SBCTA will contract with Caltrans for the maintenance of the Toll Express Lanes and with a Toll Services Provider for the operations and maintenance of the collection system. The I-10 Express Lanes are anticipated to be in operations in Fiscal Year 2023/2024. As part of the financial plan for the development of the project, consideration was made regarding ongoing operations and maintenance costs. Annual costs estimates were developed by a consultant engineering firm based on review of comparable facilities and then refined with input from SBCTA. The estimated annual operations and maintenance costs are approximately \$7.4 million funded with toll revenues.

The other two (2) Tolled Express Lanes Projects, Interstate 15 (I-15) Corridor Express Lanes and I-10 Corridor Project Development, are also anticipated to be managed and operated by SBCTA. These projects are still at an early stage and are currently not fully funded. As the projects progress, additional analysis regarding ongoing operations and maintenance costs will be performed and accounted for as part of the decision making process.

Capital Outlay

For Fiscal Year 2019/2020 Capital outlay is budgeted at \$19.5 million, out of which \$18.6 million is related to the construction of three (3) DMU rail vehicles and the effort to develop a Zero Emission Multiple Unit (ZEMU) train set that will operate on the Redlands Passenger Rail Corridor. The remainder includes expenditures for additional EV Charging Stations, furniture and computer hardware. While the rail vehicles are being constructed by SBCTA, maintenance and operations of these vehicles will become the responsibility of Omnitrans as discussed in the Capital Projects and Related Maintenance section above.



Staffing Overview

This section of the SBCTA budget provides information relative to human resource requirements for Fiscal Year 2019/2020. 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 sixty-four (64) regular employees and three (3) student interns (*Table of Regular Positions pg. 32*). This is the same number of positions approved in the prior year.

Staff Organization Structure

SBCTA has a Deputy Executive Director and six (6) 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. 29.

Staffing

The SBCTA workforce in this budget is comprised of the Executive Director, General Counsel, Deputy Executive Director, Assistant General Counsel and six (6) director level positions, forty-two (42) professional and administrative positions, and twelve (12) support positions. This is the same level of staffing that was approved by the Board of Directors in Fiscal Year 2018/2019.

Positions to be Reclassified

There are two (2) existing positions, one (1) in the Project Delivery Department and one (1) in the Finance Department that are to be reclassified as detailed below.

The budget includes an existing Construction Manager position be reclassified as a Corridor Manager. This is a new classification that recognizes the complexity of the I-10 Corridor projects that cross many jurisdictional boundaries and include both freeway and interchange projects. Because of the increased complexity and responsibility, the Corridor Manager position is to be assigned to Salary Range 40 (\$120,377 to \$180,566). This is an approximately 10 percent increase from the salary range of the existing Construction Manager position that is assigned to Salary Range 38 (\$109,186 to \$163,779).

The budget also includes that an existing Accounting Assistant position be reclassified as an Accountant. This reclassification is necessary as SBCTA completes the transition from decentralized to centralized billing for Federal, State and local grants and participation agreements. More independence and technical understanding of various compliance requirements is required and there is a need for this position to perform year-end accounting activities. This reclassification recognizes the increased ability and experience of the incumbent to perform tasks of greater diversity and complexity with less direct supervision. The Accountant position is assigned to Salary Range 25 (\$57,904 to \$86,855). This is an approximately 34 percent increase from the salary range of an Accounting Assistant position that is assigned to Salary Range 19 (\$43,209 to \$64,813). There is however a substantial overlap of the two (2) salary ranges so any actual budget impact will be less.

<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:

Staffing Overview

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. 34* contained in this budget illustrates the total estimated costs for salaries and benefits during the Fiscal Year 2019/2020 budget, as estimated in March 2019. The total salary and benefit cost in the budget is \$12,562,706 which represents 1.3 percent of the total budgeted expenditures.

This budget includes the following benefit increase impacting salaries and benefits:

- 1. Includes a \$212/year increase, from \$4,345/year to \$4,557/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 2.3 percent or \$427/year for the least expensive family plan option available to our staff.
- 2. A budget amount of \$340,412 is included to allow the Executive Director to grant merit increases of up to 5 percent based on an employee's annual performance evaluation.

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 Illustration pg. 37* 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. 36* 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 1,800 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 2019/2020

	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Support Group				
Accounting Assistant	4	4	4	3
Accounting Assistant, Senior	1	1	1	1
Administrative Assistant	2	2	1	1
Administrative Assistant, Senior	4	4	4	4
Assistant to the Clerk of the Board	0	1	1	1
Deputy Clerk of the Board	1	1	0	0
Legal Assistant	1	0	0	0
Office Assistant	1	1	1	1
Receptionist	1	1	0	0
Records Technician	0	0	1	1
Transportation Programming Technician	1	0	0	0
Total Support Group	16	15	13	12
Administrative/Professional Group			ı	
Accountant	1	1	1	2
Accounting Supervisor	1	1	1	1
Chief of Air Quality and 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	1	1	1	1
Construction Manager	1	1	2	1
Corridor Manager	0	0	0	1
Deputy Clerk of the Board	0	0	1	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	4	4	0	0
Management Analyst II	8	6	7	7
Management Analyst III	3	6	6	6
Procurement Analyst	2	2	2	2
Procurement Manager	1	1	1	1
Program Manager	1	1	1	1
Project Controls Manager	0	0	1	1
Project Delivery Manager	2	2	1	1
Right of Way Administrator*	0	0	1	1
Risk Manager	0	1	1	1
Senior Planner	1	1	1	1
Senior Accountant	1	1	1	1
Toll Financial Administrator	0	1	1	1
Toll Operations Administrator	0	0	1	1
Total Administrative/Professional Group	37	40	41	42

Table of Regular Positions

Fiscal Year 2019/2020

	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Senior Management Group				
Assistant General Counsel	1	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 and Rail Programs	1	1	1	1
Executive Director	1	1	1	1
General Counsel	1	1	1	1
Total Senior Management Group	10	10	10	10
TOTAL REGULAR POSITIONS	63	65	64	64

Benefits Schedule	Year 2019/2020
Salaries and	For Fiscal

Support Group	Salaries 715,458	Retirement 296,482	Deferred Comp. 35,094	Worker's Comp. 23,116	Medicare 10,461	Jury Duty Blood/Voting 1,227	Medical Retire Trust 1,415	UI* 3,575	Flexible Benefits 132,238	Auto/Cell Allowance	Contracted County Supp.** 6,866	Total 1,225,932
Accounting (4) Administrative Assistants (5) Assistant to the Clerk of the Board Office Assistant Records Technician Interns/Part-Time (3) Administrative/Prefessional Groun	4 406 087	1 913 070	358 078	154	60 820	4 683	© ** **	11 550	529 141	17.278	46.516	27.02.7
Accountant (2) Accountant (2) Accountant (2) Accounting Supervisor Air Quality/Mobility Positions (3) Chief of Fiscal Resources Clerk of the Board/Administrative Supervisor Construction Manager Contract/Procurement/Risk (4) Corridor Manager Council of Governments Administrator Data Management (2) Deputy Clerk of the Board Human Resources/Information Sves Positions (3) Management Analyst III	erviso sition											2000
Planning/Programming Positions (9) Project Controls Manager Project Delivery Manager Right of Way Administrator Senior Accountant Toll Financial Administrator Toll Operations Administrator Transit Positions (3) Senior Management Group Executive Director Assistant General Counsel Chief Financial Officer General Counsel Director of Fund Administration Director of Project Delivery and Toll Operations Director of Legislative Affairs	2,158,129	930,352	170,106	72,674	32,887	1,115	10,822	2,750	119,158	92,400	15,726	3,606,119
Deputy Executive Director Director of Planning Director of Transit and Rail Programs TOTALS	7,470,574	3,139,904	564,128	250,098	113,177	7,025	20,556	17,875	780,540	129,721	69,108	12,562,706
* Unemployment Insurance ** Includes Short Tem Disability, Long Term Disability, Survivors Benefits, FMLA, 50k Life and Vision	Employer Provided Benefits: Retirement Pickup Employes Deferred Compensation Flexible Benefit Plan Contracted County Supplem Auto/Cell Allowance Medical Retirement Trust Total	Employer Provided Benefits: Retirement Pickup Employer Contribution Deferred Compensation Flexible Benefit Plan Contracted County Supplemental Benefits Auto/Cell Allowance Medical Retirement Trust Total	ribution	\$121,675 564,128 780,540 69,108 129,721 20,556 \$1,685,728		Employer Mandatory Benefits: Retirement Employer Contribution Workers' Compensation Medicare Jury Duty/Blood Donation/Voting Unemployment Insurance Total	latory Benefits oloyer Contribu ensation 1 Donation/Vot Insurance Retirement Co	tion ing htribution		\$3,018,229 250,098 113,177 7,025 17,875 \$3,406,404 \$602,106		

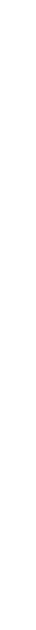
	Pay Schedule by iscal Year 2019/2			
Class Title	Salary Range	Bottom of Range*	Top of Range*	Maximum*
Office Assistant	16	\$37,325	\$55,988	\$61,586
Records Technician	17	\$39,192	\$58,787	\$64,666
Accounting Assistant	19	\$43,209	\$64,813	\$71,294
Administrative Assistant	19	\$43,209	\$64,813	\$71,294
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 and 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 and 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
Corridor Manager	40	\$120,377	\$150,471	\$180,566
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 and Rail Programs	42	\$132,717	\$199,075	\$218,982
Director of Project Delivery and Toll Operations	43	\$139,352	\$209,028	\$218,982
Deputy Executive Director	45	\$153,636	\$230,454	\$253,499
General Counsel	Employmer	nt Agreement	\$210,000	
Executive Director		nt Agreement	\$311,905	7

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

Staff Utilization Report (In Hours) Fiscal Year 2019/2020

		Deputy Executive Director	Director of Project Delivery and Toll Operations	Chief Financial Officer	Director of Legislative and Public Affairs	Director of Transit and Rail	Director of Planning	SBCTA Counsel	Executive Director	Director of Fund Administration	Other Staff *	TOTAL
GENERAL G 0100 0200	GENERAL GOVERNMENT 01.00 Board of Directors 02.00 Executive Administration and Support						1 1	' '	1,750		- 17,995	- 19,745
0350	General Counsel Financial Management	' ' ;		1,680				1,760		1 1	3,520	5,280
0450	Management Services Human Resources	305									1,736	1,144
0501 0503	Intergovernmental -COG Legislation	275			970						1,760 1,646	2,035 2,616
0605 0805	Publications and Outreach Building Operation	40			490						2,974 860	3,464
TOTAL GENE	TOTAL GENERAL GOVERNMENT	920	•	1,680	1,460	•	•	1,760	1,750	-	52,685	60,255
ENVIRONME 0101	ENVIRONMENT and ENERGY CONSERVATION 0101 Environment	200		•	٠	•		٠			1,575	1,775
		09	•	•	•	•		1	•	•	815	875
TOTAL ENVI	RONMENT and ENERGY CONSERVATION	260		•	•	•		•	•	-	2,390	2,650
COMMUTER	COMMUTER and MOTORIST ASSISTANCE										1	
0383	Vanpool Program Traveler Services	120								1 1	850	970
	Call Box System	125	•	•	•	•	•	•	•	•	455	280
TOTAL COM	TOTAL COMMUTER and MOTORIST ASSISTANCE	520									3,955	4,475
	Distinct to attended on other											
REGIONAL a	REGIONAL and SUB-REGIONAL PLANNING 0110 Regional Planning	,				,	640	•	•		2,570	3,210
0203	Congestion Management	•	•	•	'	•	160	•	•	1	160	320
0206	Data Program Management Subresional Planning						- 062				1,495	1,495
0941	Mtn./Desert Planning and Project Development	_	_	_	-	_	170	-	_	_		170
TOTAL REGI	TOTAL REGIONAL and SUB-REGIONAL PLANNING	•	•	•	•	•	1,760	•	•	-	8,050	9,810
TRANSIT												
0309	Transit Operator Support	,	,	,	•	,	•	'	•	430	3,565	3,995
0310	Transit Allocations/Pass Throughs	1	•	1	•	1 6	•	1	•	•		
0313	General Transit Transit Right of Way Management					900			' '		1,239	2,139
	Transit Operations	•	,	•	' ;	270	'	'	1	1	625	895
USIS IE	Transit Capital	1		•	200	300		•		- 430	4,146	4,646
TOTAL ING	T/C			•	007	1,720		•	'	430	10,703	13,133
PROJECT DELIVERY	ELIVERY											
0815	Measure I Program Management		1,320		• '			•	•		4,692	6,012
0830	Interchange Projects							' '		'		
0840	Grade Separation Projects	•	' ;	•	1 6	•	•	•	•	1		'
0800	Artenal Projects	•	1 584	•	100	•				•	918	1,282
CONTRACT	OTALI MOJECI DELATERI		1,004		100			•			3,010	1,474
FUND ADMIN	FUND ADMINISTRATION 05.00 Eurol Administration									1 200	3290	290 0
0550	Allocations/Pass Throughs	•	'	•	'	,	•	•	•	1	2	-
TOTAL FUNL	TOTAL FUND ADMINISTRATION	•	•	•	•	•		•	•	1,290	8,675	9,965
ENTERPRISE	E											
0750	0750 Express Lanes Operation	•	176	80			•	•	•	-	5,510	5,766
TOTAL ENTERPRISE	GRPRISE	•	176	80	•	•		•		•	5,510	5,766
FRINGE Prings	P	Vac	000	400	000	440	0) (000	000	000	00001	21,710
TOTAL FRINGE	ringe	380	320 320	400	320	440	360	320	330	360	18,380	21,610
Wines in		200	240	~ AL	040	71.	2		***	200	no cho I	44,040
* OTHER STA	AND TOTALS * OTHER STAFE comprised of (64) FILL -TIME PROFESSIONAL STAFE: (3)	2,080 T. (3) PA DT TIME	2,080	2,160	2,080	2,160	2,120	2,080	2,080	2,080	116,040	134,960

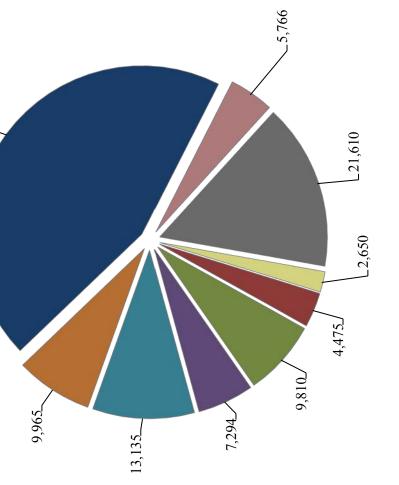
Hourly Staff Utilization by Program Fiscal Year 2019/2020 - 134,960 Hours





60,255

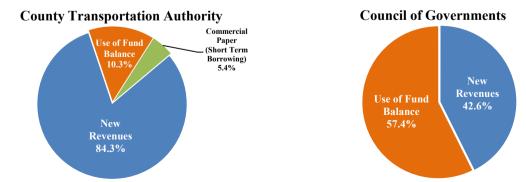
- Commuter and Motorist Assistance (3%)
- Regional and Sub-Regional Planning (7%)
- Project Delivery (6%)
- Transit (10%)
- Fund Administration (7%)
- General Government (45%)
- Express Lanes (4%)
- Fringe (16%)



Budget Summary by Organization Type

	County		
	Transportation	Council of	
_	Authority	Governments	Total
Revenues			
Sales Tax-MSI	166,900,000	-	166,900,000
Sales Tax-LTF	96,746,294	-	96,746,294
Intergovernmental	464,787,763	310,966	465,098,729
Charges for Services	601,214	-	601,214
Special Assessments	-	253,143	253,143
Investment Earnings	5,621,300	10,800	5,632,100
Miscellaneous	14,471,029	268,560	14,739,589
Total Revenues	749,127,600	843,469	749,971,069
Expenditures			
General Government	11,690,596	1,234,484	12,925,080
Environment and Energy Conservation	3,369,573	379,213	3,748,786
Commuter and Motorist Assistance	11,851,575	-	11,851,575
Regional and Subregional Planning	3,287,584	220,588	3,508,172
Transit	332,857,329	-	332,857,329
Project Delivery	458,733,429	-	458,733,429
Fund Administration	89,877,737	-	89,877,737
Debt Service	12,905,255	-	12,905,255
Express Lanes	792,189		792,189
Total Expenditures	925,365,267	1,834,285	927,199,552
Other Financing Sources			
Transfers in	102,615,788	-	102,615,788
Transfers out	(102,470,538)	(145,250)	(102,615,788)
Commercial Paper (Short Term Borrowing)	45,000,000		45,000,000
Total Other Financing Sources	45,145,250	(145,250)	45,000,000
Revenues Over (Under) Expenditures	(131,092,417)	(1,136,066)	(132,228,483)
Fund Balances at Beginning of Year	611,520,560	2,130,538	613,651,098
Fund Balances at End of Year	480,428,143	994,472	481,422,615

Use of New Revenues 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

Revenues				2018-2019	
Revenues Sales Tax-MSI 163,814,528 162,945,073 162,800,000 166,900,000 Sales Tax-LTF 87,040,409 95,064,513 96,150,522 96,746,294 Intergovernmental 73,540,376 81,775,227 292,030,476 465,098,729 Charges for Services 394,341 673,699 754,203 601,214 Special Assessments 152,547 200,187 248,545 253,143 Investment Earnings 2,160,348 5,050,075 2,361,000 662,210 Miscellaneous 3481,583 1,477,897 15,290,932 14,739,589 Total Revenues 330,584,213 347,186,671 569,635,678 749,971,069 Expenditures 6eneral Government 4,110,713 3,670,520 14,166,452 12,925,080 Environment and Energy Conservation 2,191,719 4,054,669 7,813,723 3,748,786 Commuter and Motorist Assistance 4,969,483 5,702,551 10,284,717 11,851,575 Regional and Subregional Planning 2,857,099 2,838,747 4,316,858		2016-2017	2017-2018	Revised	2019-2020
Sales Tax-LTF 163,814,528 162,945,073 162,800,000 166,900,000 Sales Tax-LTF 87,040,490 95,064,513 96,150,522 96,746,294 Intergovernmental 73,540,376 81,775,227 292,030,476 465,098,729 Charges for Services 394,341 673,699 754,203 601,214 Special Assessments 152,547 200,187 248,545 253,143 Investment Earnings 2,160,348 5,050,075 2,361,000 562,100 Miscellanceus 3,481,583 1,477,897 15,290,932 14,739,589 Total Revenues 330,584,213 347,186,671 569,635,678 799,971,009 Expenditures General Government 4,110,713 3,670,520 14,166,452 12,925,080 Environment and Energy Conservation 2,191,719 4,054,669 7,813,723 3,748,786 Commuter and Motorist Assistance 4,969,483 5,702,551 10,284,717 11,851,575 Regional and Subregional Planning 2,857,099 2,838,747 4,316,888 3,308,8		Actual	Actual	Budget	Budget
Sales Tax-LTF 163,814,528 162,945,073 162,800,000 166,900,000 Sales Tax-LTF 87,040,490 95,064,513 96,150,522 96,746,294 Intergovernmental 73,540,376 81,775,227 292,030,476 465,098,729 Charges for Services 394,341 673,699 754,203 601,214 Special Assessments 152,547 200,187 248,545 253,143 Investment Earnings 2,160,348 5,050,755 2,361,000 762,210 Miscellanceus 3,481,583 1,477,897 15,290,322 14,739,589 Total Revenues 330,584,213 347,186,671 596,635,678 749,971,069 Expenditures General Government 4,110,713 3,670,520 14,166,452 12,925,080 Environment and Energy Conservation 2,191,719 4,054,669 7,813,723 3,3748,786 Commuter and Motorist Assistance 4,969,483 5,702,551 10,284,717 11,851,575 Regional and Subregional Planning 2,857,099 2,838,747 43,16,88 3,298,2	Davianuas				
Sales Tax-LTF 87,040,490 95,064,513 96,150,522 96,746,294 Intergovernmental 73,540,376 81,775,227 292,030,476 465,098,729 Charges for Services 394,341 673,699 754,203 6001,214 Special Assessments 152,547 200,187 248,545 253,143 Investment Earnings 2,160,348 5,050,075 2,361,000 5,632,100 Miscellaneous 3,481,583 1,477,897 15,290,932 14,793,589 Total Revenues 330,584,213 347,186,671 569,635,678 749,971,069 Expenditures General Government 4,110,713 3,670,520 14,166,452 12,925,080 Environment and Energy Conservation 2,191,719 4,054,669 7,813,723 3,748,786 Commuter and Motorist Assistance 4,969,483 5,702,551 10,284,717 11,851,575 Regional and Subregional Planning 2,857,099 2,838,747 4,316,688 3,508,172 Transit 155,886,174 144,094,768 257,190,193		162 914 529	162 045 073	162 800 000	166 000 000
Intergovernmental 73,540,376 81,775,227 292,030,476 465,098,729 Charges for Services 394,341 673,699 754,203 601,214 Special Assessments 12,547 200,187 248,545 253,143 Investment Earnings 2,160,348 5,050,075 2,361,000 5,632,100 Miscellaneous 3,481,583 1,477,897 15,290,932 14,739,589 Total Revenues 3,481,583 1,477,897 15,290,932 14,739,589 General Government 4,110,713 3,670,520 14,166,452 12,925,080 General Government and Energy Conservation 2,191,719 4,054,669 7,813,723 3,748,786 Commuter and Motorist Assistance 4,969,483 5,702,551 10,284,717 11,815,157 Regional and Subregional Planning 2,857,099 2,838,747 4,316,858 3,508,172 Transit 155,886,174 144,094,768 257,190,019 332,887,329 Project Delivery 71,944,232 771,49,660 352,760,365 458,733,429 Express Lanes					
Charges for Services 394,341 673,699 754,203 601,214 Special Assessments 152,547 200,187 248,545 253,143 Investment Earnings 2,160,348 5,050,075 2,361,000 5,632,100 Miscellaneous 3,481,583 1,477,897 15,290,932 14,793,589 Total Revenues 330,584,213 347,186,671 569,635,678 749,971,069 Expenditures General Government 4,110,713 3,670,520 14,166,452 12,925,080 Environment and Energy Conservation 2,191,719 4,054,669 7,813,723 3,748,786 Commuter and Motorist Assistance 4,969,483 5,702,551 10,284,717 11,851,575 Regional and Subregional Planning 2,857,099 2,838,747 4,316,858 3,508,172 Transit 155,886,174 144,094,768 257,190,019 332,873,329 Project Delivery 71,994,232 77,149,660 352,760,365 487,337,815 89,877,37 Debt Service 11,976,336 12,391,801 12,769,650					
Special Assessments					
Total Revenues \$1,60,348 \$0,50,075 \$2,361,000 \$0,632,100	_				
Miscellaneous 3,481,583 1,477,897 15,290,932 14,739,589 Total Revenues 330,584,213 347,186,671 569,635,678 749,971,069	-				
Total Revenues 330,584,213 347,186,671 569,635,678 749,971,069	6				
Expenditures General Government General Government A,110,713 A,670,520 A,1166,452 12,925,080 Environment and Energy Conservation 2,191,719 4,054,669 7,813,723 3,748,786 Commuter and Motorist Assistance 4,969,483 5,702,551 10,284,717 11,851,575 Regional and Subregional Planning 2,857,099 2,838,747 4,316,858 3,508,172 Transit 155,886,174 144,094,768 257,190,019 332,857,329 Fruid Administration 48,995,089 56,202,549 87,337,815 89,877,737 Debt Service 11,976,336 12,391,801 12,769,650 12,905,255 Express Lanes Total Expenditures 302,980,845 306,105,265 747,139,064 927,199,552 Other Financing Sources Transfers out (14,222,703) (105,160,906) (100,644,989) (102,615,788) Transfers out (14,222,703) (105,160,906) (100,644,989) (102,615,788) Total Other Financing Sources Revenues Over (Under) Expenditures 27,603,368 800 40,886,682 1,200 45,000,000 400 200 Actual Revised Budget Budget ■Revenues and Transfers In					
General Government 4,110,713 3,670,520 14,166,452 12,925,080 Environment and Energy Conservation 2,191,719 4,054,669 7,813,723 3,748,786 Commuter and Motorist Assistance 4,969,483 5,702,551 10,284,717 11,851,575 Regional and Subregional Planning 2,857,099 2,838,747 4,316,858 3,508,172 Transit 155,886,174 144,094,768 257,190,019 332,857,329 Project Delivery 71,994,232 77,149,660 352,760,365 458,733,429 Fund Administration 48,995,089 56,202,549 87,337,815 89,877,737 Debt Service 11,976,336 12,391,801 12,769,650 12,905,255 Express Lanes 302,980,845 306,105,265 747,139,064 927,199,552 Other Financing Sources Transfers out (14,222,703) 105,160,906 100,644,989 102,615,788 Unrealized Gain (Loss) (14,222,703) (105,160,906) (100,644,989) (102,615,788) Commercial Paper (Short Term Borrowing) </td <td>Total Revenues</td> <td>330,364,213</td> <td>347,160,071</td> <td>309,033,078</td> <td>/49,971,009</td>	Total Revenues	330,364,213	347,160,071	309,033,078	/49,971,009
Environment and Energy Conservation 2,191,719 4,054,669 7,813,723 3,748,786	•				
Commuter and Motorist Assistance 4,969,483 5,702,551 10,284,717 11,851,575 Regional and Subregional Planning 2,857,099 2,838,747 4,316,858 3,508,172 Transit 155,886,174 144,094,768 257,190,019 332,857,329 Project Delivery 71,994,232 77,149,660 352,760,365 458,733,429 Fund Administration 48,995,089 56,202,549 87,337,815 89,877,37 Debt Service 11,976,336 12,391,801 12,769,650 12,905,255 Express Lanes	General Government	4,110,713	3,670,520	14,166,452	12,925,080
Regional and Subregional Planning 2,857,099 2,838,747 4,316,858 3,508,172 Transit 155,886,174 144,094,768 257,190,019 332,857,329 Project Delivery 71,994,232 77,149,660 352,760,365 458,733,429 Fund Administration 48,995,089 56,202,549 87,337,815 89,877,737 Debt Service 11,976,336 12,391,801 12,769,650 12,905,255 Express Lanes 499,465 792,189 Total Expenditures 302,980,845 306,105,265 747,139,064 927,199,552 Other Financing Sources Transfers in 14,222,703 105,160,906 100,644,989 102,615,788 Transfers out Unrealized Gain (Loss) (14,222,703) (105,160,906) (100,644,989) (102,615,788) Unrealized Gain (Loss) - (75,499) 45,000,000 Total Other Financing Sources Revenues Over (Under) Expenditures 27,603,368 40,886,682 1,700 800 600 400 200 2016-2017 Actual Actual Revised Budget Expenditures, Transfers Out and Loss	Environment and Energy Conservation	2,191,719	4,054,669	7,813,723	3,748,786
Transit 155,886,174 144,094,768 257,190,019 332,857,329 Project Delivery 71,994,232 77,149,660 352,760,365 458,733,429 Fund Administration 48,995,089 56,202,549 87,337,815 89,877,737 Debt Service 11,976,336 12,391,801 12,769,650 12,905,255 Express Lanes - - 499,465 792,189 Total Expenditures 302,980,845 306,105,265 747,139,064 927,199,552 Other Financing Sources Transfers in 14,222,703 105,160,906 100,644,989 102,615,788 Unrealized Gain (Loss) - (75,499) - - Gain (Loss) on Land Held for Resale - (119,225) - - Commercial Paper (Short Term Borrowing) - - (194,724) - 45,000,000 Revenues Over (Under) Expenditures 27,603,368 40,886,682 (177,503,386) (132,228,483) 1,000 400 400 400 400 400 400 <	Commuter and Motorist Assistance	4,969,483	5,702,551	10,284,717	11,851,575
Project Delivery 71,994,232 77,149,660 352,760,365 458,733,429 Fund Administration 48,995,089 56,202,549 87,337,815 89,877,737 Debt Service 11,976,336 12,391,801 12,769,650 12,905,255 Express Lanes -	Regional and Subregional Planning	2,857,099	2,838,747	4,316,858	3,508,172
Fund Administration 48,995,089 56,202,549 87,337,815 89,877,737 Debt Service 11,976,336 12,391,801 12,769,650 12,905,255 Express Lanes - - 499,465 792,189 Total Expenditures 302,980,845 306,105,265 747,139,064 927,199,552 Other Financing Sources Transfers in 14,222,703 105,160,906 100,644,989 102,615,788 Transfers out (14,222,703) (105,160,906) (100,644,989) (102,615,788 Unrealized Gain (Loss) - (75,499) - - Gain (Loss) on Land Held for Resale - (119,225) - - Commercial Paper (Short Term Borrowing) - - - 45,000,000 Revenues Over (Under) Expenditures 27,603,368 40,886,682 (177,503,386) (132,228,483) 1,200 400 400 400 400 400 400 400 400 400 400 400 400 400 400 400	Transit	155,886,174	144,094,768	257,190,019	332,857,329
Debt Service 11,976,336 12,391,801 12,769,650 12,905,255 Express Lanes -	Project Delivery	71,994,232	77,149,660	352,760,365	458,733,429
Total Expenditures 302,980,845 306,105,265 747,139,064 927,199,552 Other Financing Sources Transfers in 14,222,703 105,160,906 100,644,989 102,615,788 17 105,160,906 (100,644,989) (102,615,788) 107,100,000 (100,644,989) (102,615,788) 107,100,000 (100,644,989) (102,615,788) 107,100,000 (100,644,989) (102,615,788) 107,100,000 (100,644,989) (102,615,788) 107,100,000 (100,644,989) (100,644,98	Fund Administration	48,995,089	56,202,549	87,337,815	89,877,737
Total Expenditures 302,980,845 306,105,265 747,139,064 927,199,552 Other Financing Sources Transfers in 14,222,703 105,160,906 100,644,989 102,615,788 Transfers out (14,222,703) (105,160,906) (100,644,989) (102,615,788) Unrealized Gain (Loss) - (75,499) - - Gain (Loss) on Land Held for Resale - (119,225) - - Commercial Paper (Short Term Borrowing) - - - 45,000,000 Revenues Over (Under) Expenditures 27,603,368 40,886,682 (177,503,386) (132,228,483) 1,200 400 400 200 400 2017-2018 2018-2019 2019-2020 Actual Revised Budget Budget Budget ■ Revenues and Transfers In	Debt Service	11,976,336	12,391,801	12,769,650	12,905,255
Other Financing Sources Transfers in 14,222,703 105,160,906 100,644,989 102,615,788 Transfers out (14,222,703) (105,160,906) (100,644,989) (102,615,788) Unrealized Gain (Loss) - (75,499) - - Gain (Loss) on Land Held for Resale - (119,225) - - Commercial Paper (Short Term Borrowing) - - - 45,000,000 Total Other Financing Sources - (194,724) - 45,000,000 Revenues Over (Under) Expenditures 27,603,368 40,886,682 (177,503,386) (132,228,483) 1,000 800 600 400 200 2017-2018 2018-2019 2019-2020 Actual Revised Budget ■ Revenues and Transfers In ■ Expenditures, Transfers Out and Loss	Express Lanes			499,465	792,189
Transfers in Transfers out 14,222,703 (105,160,906) (100,644,989) (102,615,788 (102,615,788)) 102,615,788 (102,615,788) (105,160,906) (100,644,989) (102,615,788) 102,615,788 (102,615,788) (102,615,788) (102,615,788) Unrealized Gain (Loss) - (75,499) - (100,644,989) - (102,615,788) - (75,499) - (100,644,989) - (102,615,788) - (75,499) - (100,644,989) - (102,615,788) Commercial Paper (Short Term Borrowing) - (119,225) - (194,724) - (19	Total Expenditures	302,980,845	306,105,265	747,139,064	927,199,552
Transfers out (14,222,703) (105,160,906) (100,644,989) (102,615,788) Unrealized Gain (Loss) - (75,499) Gain (Loss) on Land Held for Resale - (119,225) Commercial Paper (Short Term Borrowing) 45,000,000 Total Other Financing Sources - (194,724) - 45,000,000 Revenues Over (Under) Expenditures 27,603,368 40,886,682 (177,503,386) (132,228,483) ■ Revenues and Transfers In ■ Expenditures, Transfers Out and Loss ■ Expenditures ■	Other Financing Sources				
Transfers out (14,222,703) (105,160,906) (100,644,989) (102,615,788) Unrealized Gain (Loss) - (75,499) Gain (Loss) on Land Held for Resale - (119,225) Commercial Paper (Short Term Borrowing) 45,000,000 Total Other Financing Sources - (194,724) - 45,000,000 Revenues Over (Under) Expenditures 27,603,368 40,886,682 (177,503,386) (132,228,483) ■ Revenues and Transfers In ■ Expenditures, Transfers Out and Loss ■ Expenditures ■ Expenditure	_	14,222,703	105,160,906	100,644,989	102,615,788
Gain (Loss) on Land Held for Resale Commercial Paper (Short Term Borrowing) Total Other Financing Sources Revenues Over (Under) Expenditures 27,603,368 40,886,682 1,200 1,000 800 400 200 2016-2017 Actual Actual Revised Budget ■ Revenues and Transfers In ■ Expenditures, Transfers Out and Loss					
Commercial Paper (Short Term Borrowing) - - - 45,000,000 Total Other Financing Sources - (194,724) - 45,000,000 Revenues Over (Under) Expenditures 27,603,368 40,886,682 (177,503,386) (132,228,483) 1,000 800 600 400 201 2016-2017 2017-2018 2018-2019 2019-2020 Actual Actual Revised Budget ■ Revenues and Transfers In ■ Expenditures, Transfers Out and Loss	Unrealized Gain (Loss)	-	(75,499)	-	-
Total Other Financing Sources Revenues Over (Under) Expenditures 27,603,368 40,886,682 (177,503,386) (132,228,483) 1,200 1,000 800 600 400 200 2016-2017 Actual Actual Revised Budget Revenues and Transfers In Expenditures, Transfers Out and Loss	Gain (Loss) on Land Held for Resale	-	(119,225)	-	-
Revenues Over (Under) Expenditures 27,603,368 40,886,682 (177,503,386) (132,228,483) 1,200 1,000 800 600 400 200 2016-2017 Actual Actual Revised Budget Revenues and Transfers In Expenditures, Transfers Out and Loss	Commercial Paper (Short Term Borrowing)		-	-	45,000,000
1,200 800 600 400 200 2016-2017 Actual Actual Revised Budget Budget ■ Revenues and Transfers In ■ Expenditures, Transfers Out and Loss	Total Other Financing Sources		(194,724)		45,000,000
1,000 800 600 400 200 2016-2017 Actual Actual Revised Budget Budget Expenditures, Transfers Out and Loss	Revenues Over (Under) Expenditures	27,603,368	40,886,682	(177,503,386)	(132,228,483)
1,000 800 600 400 200 2016-2017 Actual Actual Revised Budget Budget Expenditures, Transfers Out and Loss	1 200				
2016-2017 2017-2018 2018-2019 2019-2020 Actual Actual Revised Budget Budget Expenditures, Transfers Out and Loss	1,000				
2016-2017 2017-2018 2018-2019 2019-2020 Actual Actual Revised Budget Budget Expenditures, Transfers Out and Loss	900		_		
2016-2017 2017-2018 2018-2019 2019-2020 Actual Actual Revised Budget Revenues and Transfers In Expenditures, Transfers Out and Loss	, ,				
2016-2017 2017-2018 2018-2019 2019-2020 Actual Actual Revised Budget Budget Revenues and Transfers In Expenditures, Transfers Out and Loss					
2016-2017 2017-2018 2018-2019 2019-2020 Actual Actual Revised Budget Budget Revenues and Transfers In Expenditures, Transfers Out and Loss					
Actual Actual Revised Budget Budget Revenues and Transfers In Expenditures, Transfers Out and Loss	200 —				
Actual Actual Revised Budget Budget Revenues and Transfers In Expenditures, Transfers Out and Loss	2016-2017	2017-2018	2018-20	19 20	019-2020
■ Revenues and Transfers In ■ Expenditures, Transfers Out and Loss					
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1 /	■ Revenues and Transfers In		Expenditures. Tra	unsfers Out and Lo	OSS
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Budget Summary Changes in Fund Balances - Funding Sources

	Beginning			Net Operating	Ending
	Fund Balances	Revenues	Expenditures	Transfers	Fund Balances
General Fund					
MSI Valley Admin	1,954,131	1,690,000	1,784,236	-	1,859,895
Local Transportation Fund - Admin	-	-	562,773	562,773	-
Local Transportation Fund - Planning	2,499,763	-	3,139,062	1,081,026	441,727
Local Transportation Fund - Rail	-	-	21,765,916	21,765,916	-
State Transit Assistance Fund - Rail	-	-	10,203,893	10,203,893	-
State of Good Repair - SBCTA	-	-	695,652	695,652	-
Rail Assets	2,376,067	330,117	182,255	-	2,523,929
General Fund-Local/Other	20,000	-	-	-	20,000
Amtrak	778	12,000	12,000	-	778
Congestion Management Program	22,926	-	4,430	-	18,496
Modeling Fees	11,075	-	11,075	-	-
Loan Admin Fee	22,556	-	-	-	22,556
Indirect Cost Fund	1,235,775	280,097	7,691,184	7,411,087	1,235,775
Total General Fund	8,143,071	2,312,214	46,052,476	41,720,347	6,123,156
Note: Ending fund balance not adjusted by reserve of \$1	,235,775 for Indire	ect Cost Fund pg	g. 69		
Federal Highway Fund					
Surface Transportation Program		41,521,745	41,521,745		
Congestion Mitigation and Air Quality	_	45,631,692	45,631,692	_	_
Project National and Regional Significance	-	3,228,320	3,228,320	-	-
Federal Repurposed Earmarks	_	2,150,000	2,150,000	_	_
Demonstration High Priority Program	-	9,000	9,000	-	-
Active Transportation Program - Federal	_	570,290	570,290	_	_
Highway Bridge Program	_	34,601,667	79,601,667	45,000,000	_
Transportation Investment Generating Eco	_	5,000,000	5,000,000	43,000,000	_
Total Federal Highway Fund		132,712,714	177,712,714	45,000,000	
Total rederal riighway rund		132,/12,/14	1//,/12,/14	45,000,000	<u>-</u>
Federal Transit Administration Fund					
Federal Transit Administration 5307	-	18,478,932	18,478,932	-	-
Federal Transit Administration 5307 - CMAQ		28,309,665	28,309,665		
Total Federal Transit Administration Fund	<u>-</u>	46,788,597	46,788,597		<u>-</u>
State Highway Fund					
Regional Improvement Program	_	30,765,825	30,765,825	_	_
State Highway Oper and Protection Program	_	38,081,000	38,081,000	_	_
Planning, Programming and Monitoring	_	635,000	563,018	_	71,982
Transit and Intercity Rail Capital Program	_	13,971,530	13,971,530	_	, 1,,,02
Total State Highway Fund		83,453,355	83,381,373		71,982
Total State Highway Lund		05,455,555	05,561,575		71,762
Proposition 1B Fund					
Trade Corridor Improvement Fund-P1B	-	5,252,560	5,252,560	-	-
Public Trans Modern,Improve and Svc Enhance-P1B	20,935,457	52,000	16,730,000		4,257,457
Total Propostion 1B Fund	20,935,457	5,304,560	21,982,560		4,257,457
Local Transportation Fund					
Local Transportation Fund - Pass Through	81,725,801	97,496,294	92,690,000	(25,602,300)	60,929,795
-					
Total Local Transportation Fund	81,725,801	97,496,294	92,690,000	(25,602,300)	60,929,795

Note: Ending Fund Balance not adjusted by 10 percent Reserve of 9,674,629 for Local Transportation Fund - Pass Through pg.~69.

Budget Summary Changes in Fund Balances - Funding Sources

	Beginning			Net Operating	Ending
	Fund Balances	Revenues	Expenditures	Transfers	Fund Balances
State Transit Assistance Fund					
State Transit Assistance Fund - Pass Through	49,106,827	25,483,530	21,300,500	(10,203,893)	43,085,964
State of Good Repair Fund - Pass Through	719,636	3,490,496	3,249,648	(695,652)	264,832
Total State Transit Assistance Fund	49,826,463	28,974,026	24,550,148	(10,899,545)	43,350,796
Note: Ending Fund Balance not adjusted by 10 percent	Reserve of \$2,503,	353 for State Tra	ansit Assistance	Fund - Pass Thro	ough pg. 69 .
	, , , , , , , , , , , , , , , , , , ,				7.6
Senate Bill 1 Fund		2 (07 001	2 (07 001		
Local Partnership Program-Formula-SB1 Freeway Service Patrol (SAFE)-SB1	-	3,607,091	3,607,091	-	-
Sustainable Communities Grants - SB1	-	1,555,509 400,000	1,555,509 400,000	-	-
Trade Corridor Enhancement Program - SB1	_	71,684,000	71,684,000	-	_
Solutions for Congested Corridors Program - SB1	_	46,748,969	46,748,969	_	_
Local Partnership Program-Competitive-SB1	_	8,077,501	8,077,501	_	_
Total Senate Bill 1 Fund		132,073,070	132,073,070		
	-	152,075,070	102,070,070		
Measure I 1990-2010 Fund					
MSI 1990-Valley Fund-Major Projects	9,623,061	46,000	5,691,092	-	3,977,969
MSI 1990-Valley Fund-TMEE	1,940,004	4,000	1,460,000		484,004
Total Measure I 1990-2010 Fund	11,563,065	50,000	7,151,092		4,461,973
Measure I 2010-2040 Fund					
MSI Valley Fund-Freeway Projects	136,401,691	41,077,400	61,500,475	(2,267,355)	113,711,261
MSI Valley Fund-Fwy Interchange	69,035,933	15,504,200	36,928,356	(1,996,794)	45,614,983
MSI Valley Fund-Major Streets:					
Grade Separations	4,379,088	5,281,967	850,479	(5,255,633)	3,554,943
Arterials	86,138,743	21,893,866	26,990,600	(1,093,444)	79,948,565
MSI Valley Fund-Local Street	-	27,225,800	27,225,800	-	-
MSI Valley Fund-Metrolink/Rail Service	29,358,223	11,130,300	15,921,112	(2,559,590)	22,007,821
MSI Valley Fund-Express Bus//Rapid Trans	14,703,063	3,853,567	718,645	(93,691)	17,744,294
MSI Valley Fund-Senior and Disabled	20,355,507	11,120,300	10,911,100	-	20,564,707
MSI Valley Fund-Traffic Mgmt Sys	10,536,884	2,840,600	3,157,374	-	10,220,110
MSI Victor Valley Fund-Major Local Hwy	17,337,360	4,116,750	18,821,363	(1,809,115)	823,632
MSI Victor Valley Fund-Local Street	-	11,094,600	11,094,600	-	-
MSI Victor Valley Fund-Senior and Disabled	702 500	926,300	926,300	-	
MSI Victor Valley Fund-Traffic Mgmt Sys	782,589	335,240	538,478	(15.202)	579,351
MSI North Desert Fund-Major Local Hwy MSI North Desert Fund-Local Street	8,774,109	1,095,700 2,787,000	3,752,000 2,787,000	(15,202)	6,102,607
MSI North Desert Fund-Local Street MSI North Desert Fund-Senior and Disabled	-	204,900	2,787,000	-	-
MSI North Desert Fund-Traffic Mgmt Sys	924,485	92,000	11,744	-	1,004,741
MSI Colorado River Fund-Major Local High	89,051	50,700	110,000	(446)	29,305
MSI Colorado River Fund-Local Street	07,031	137,300	137,300	(440)	27,303
MSI Colorado River Fund-Senior and Disabled	_	10,100	10,100	_	_
MSI Colorado River Fund-Traffic Mgmt Sys	37,919	4,400	1,987	_	40,332
MSI Morongo Basin Fund-Major Local Hwy	2,374,298	529,600	2,185,000	(8,871)	710,027
MSI Morongo Basin Fund-Local Street	-	1,418,800	1,418,800	-	-
MSI Morongo Basin Fund-Senior and Disabled	-	104,300	104,300	-	-
MSI Morongo Basin Fund-Traffic Mgmt Sys	285,888	44,700	10,117	-	320,471
MSI Mountain Fund-Major Local Highway	1,839,370	405,200	200,000	(812)	2,043,758
MSI Mountain Fund-Local Street	-	1,039,500	1,039,500	-	-
MSI Mountain Fund-Senior and Disabled	-	76,400	76,400	-	-
MSI Mountain Fund-Traffic Mgmt Sys	153,170	32,400	15,716	-	169,854
MSI Cajon Pass Fund	13,461,608	4,859,410	2,126,000	(3,425,868)	12,769,150
Total Measure I 2010-2040 Fund	416,968,979	169,293,300	229,775,546	(18,526,821)	337,959,912

Note: Ending Fund Balance not adjusted by 20 percent Reserve of \$20,821,730 for Measure I Funds pg. 69.

Budget Summary Changes in Fund Balances - Funding Sources

	Beginning			Net Operating	Ending
	Fund Balances	Revenues	Expenditures	Transfers	Fund Balances
Debt Service Fund					
Sales Tax Revenue Notes 2012A Fund	2,536,126	_	6,089,640	6,089,640	2,536,126
Sales Tax Revenue Notes 2012A Fund	2,786,286	_	6,815,615	6,815,615	2,786,286
Total Debt Service Fund	5,322,412		12,905,255	12,905,255	5,322,412
Conital Business Front					
Capital Projects Fund Local Projects Fund		38,245,567	38,245,567		
Redlands Passenger Rail Project Fund	-	2,772,097	2,772,097	-	-
Victorville Project Fund	5,835,555	68,000	2,772,097	_	5,903,555
Victor Valley Project Fund	4,307,884	50,000	_	_	4,357,884
Commercial Paper (Short Term Borrowing)	-	45,000,000	_	(45,000,000)	1,557,001
CALTRANS Local Reimbursement	_	497,399	497,399	(13,000,000)	_
Total Capital Projects Fund	10,143,439	86,633,063	41,515,063	(45,000,000)	10,261,439
Nonmajor Governmental Fund					
Federal ARRA	_	200,000	200,000	_	_
Low Carbon Transit Operations Program	2,731,403	1,042,000	68,000	_	3,705,403
Low Carbon Transportation Fund	2,731,103	1,133,500	1,133,500	_	5,705,105
State CEC AB118 ARFVT Program	_	125,000	81,000	_	44.000
SAFE-Vehicle Registration Fees	4,155,382	1,895,000	1,890,452	(249,287)	3,910,643
SAFE Reimbursement	-	146,425	117,250	-	29,175
Freeway Service Patrol	_	1,881,886	1,881,886	-	, <u>-</u>
SCAQMD/MSRC	-	2,805,596	2,805,596	-	_
Electric Vehicle Charging Stations	5,088	7,000	17,500	5,412	_
General Assessment Dues	352,236	254,543	340,193	(139,838)	126,748
Property Assessed Clean Energy Fund	1,757,580	9,400	893,978	(5,412)	867,590
Greenhouse Gas Fund	20,722	-	20,588	-	134
COG Capital Projects		379,526	379,526		
Total Nonmajor Governmental Fund	9,022,411	9,879,876	9,829,469	(389,125)	8,683,693
Enterprise Fund					
I-10 Express Lanes	-	-	792,189	792,189	-
Total Enterprise Fund			792,189	792,189	
Total Changes in Fund Balance	613,651,098	794,971,069	927,199,552		481,422,615

Explanation for Operating Transfers

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Explanation for Fund Balances Changes Over 10%

	Beginning Fund Balances	Revenues	Expenditures	Operating Transfers	Ending Fund Balances	Difference Between Beginning and Ending	Percent of Change	Explanation for change in Fund Balance over 10%
General Fund Local Transportation Fund - Planning	2,499,763		3,139,062	1,081,026	441,727	(2,058,036)	-82.33%	Appropriations, including transfers out, exceed estimated revenues and transfers in to fund local transportation planning activities and indirect expenses. Budgeted expenditures are recorded in the General Government, Regional and Subregional planning, Transit, and Fund Administration Programs.
Congestion Management Program (CMP)	22,926		4,430		18,496	(4,430)	-19.32%	Appropriations are being budgeted to reduce Fund Balance for CMP.
Modeling Fees	11,075	,	11,075			(11,075) -100.00%	100.00%	100% of the Fund Balance is being budgeted to cover salary costs for modeling activities.
State Highway Fund Planning, Programming and Monitoring		635,000	563,018		71,982	71,982	100.00%	Estimated revenues exceed appropriations for the Planning, Programming, and Monitoring activities.
Proposition 1B Fund								A secondations for mail andicate one fleated with fleate accession is a democa
Public Trans Modern, Improveand and Svc Enhance-P1B	3 20,935,457	52,000	16,730,000	,	4,257,457	(16,678,000)	-79.66%	Appropriations for fail projects are funded with funds received in advance. The idle cash earns interest until expenditures are incurred.
Local Transportation Fund Local Transportation Fund - Pass Through	81,725,801	97,496,294	92,690,000	(25,602,300)	60,929,795	(20,796,006)	-25.45%	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								Appropriations, including transfers out for rail projects, exceed estimated
State Transit Assistance Fund - Pass Through	49,106,827	25,483,530	21,300,500	(10,203,893)	43,085,964	(6,020,863)	-12.26%	revenues. State Transit Assistance Funds and Pass Throughs to participating agencies are recorded in this fund.
State of Good Repair Fund - Pass Through	719,636	3,490,496	3,249,648	(695,652)	264,832	(454,804)	-63.20%	Appropriations, including transfers out for Senate Bill 1 (SB1) eligible projects, exceed estimated revenues. State of Good Repair Program Funds and pass throughs to participating agencies are recorded in this fund.
Measure I 1990-2010 Fund		900				900		Appropriations including transfers out are for expenditures for projects
MSI 1990-Valley Fund-TMEE	1,940,004	4,000	1,460,000		484,004		-75.05%	Appropriations are for expenditures for projects allowed for the 1990-2010 Measure, Interest is the only revenue budgeted.
Measure I 2010-2040 Fund								Amnoniations including transfers out for freeway projects exceed
MSI Valley Fund-Freeway Projects	136,401,691	41,077,400	61,500,475	(2,267,355)	(2,267,355) 113,711,261	(22,690,430) -16.64%	-16.64%	estimated revenues.
MSI Valley Fund-Fwy Interchange	69,035,933	15,504,200	36,928,356	(1,996,794)	45,614,983	(23,420,950)	-33.93%	Appropriations including transfers out for interchange projects exceed estimated revenues.
MSI Valley Fund-Major Streets: Grade Separations	4,379,088	5,281,967	850,479	(5,255,633)	3,554,943	(824,145)	-18.82%	Appropriations, including transfers out for grade separation projects exceed estimated revenues.
MSI Valley Fund-Metrolink/Rail Service	29,358,223	11,130,300	15,921,112	(2,559,590)	22,007,821	(7,350,402)	-25.04%	Appropriations, including transfers out for rail projects exceed estimated revenues.

Explanation for Fund Balances Changes Over 10%

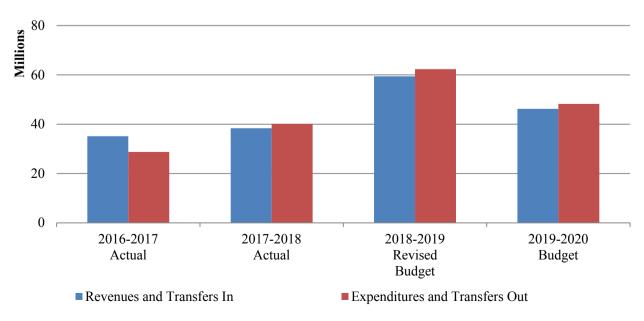
						Difference		
					F	Between	Percent	
	Beginning Fund Balances	Revenues	Revenues Expenditures	Operating Transfers	Ending Fund Balances	Beginning and Ending	or Change	Explanation for change in Fund Balance over 10%
MSI Valley Fund-Express Bus//Rapid Trans	14,703,063	3,853,567	718,645	(93,691)	17,744,294	3,041,231	20.68%	Estimated revenues exceed appropriations including transfers out for Valley Bus Rapid Transit System.
MSI Victor Valley Fund-Major Local Hwy	17,337,360	4,116,750	18,821,363	(1,809,115)	823,632	(16,513,728)	-95.25%	Appropriations, including transfers out for major local highway in the Victor Valley Project area exceed estimated revenues.
MSI Victor Valley Fund-Traffic Mgmt Sys	782,589	335,240	538,478		579,351	(203,238)	-25.97%	Appropriations for Traffic Management System Projects exceed estimated revenues.
MSI North Desert Fund-Major Local Hwy	8,774,109	1,095,700	3,752,000	(15,202)	6,102,607	(2,671,502)	-30.45%	Appropriations, including transfers out for major local highway in the North Desert Project area exceed estimated revenues.
MSI Colorado River Fund-Major Local High	89,051	50,700	110,000	(446)	29,305	(59,746)	-67.09%	Appropriations, including transfers out for major local highway in the Colorado River Project area exceed estimated revenues.
MSI Morongo Basin Fund-Major Local Hwy	2,374,298	529,600	2,185,000	(8,871)	710,027	(1,664,271) -70.10%	-70.10%	Appropriations, including transfers out for major local highway in the Morongo Project area exceed estimated revenues.
MSI Morongo Basin Fund-Traffic Mgmt Sys	285,888	44,700	10,117		320,471	34,583	12.10%	Estimated revenues exceed appropriations for traffic management in the Morongo Project area.
MSI Mountain Fund-Major Local Highway	1,839,370	405,200	200,000	(812)	2,043,758	204,388	11.11%	Estimated revenues exceed appropriations including transfers out for traffic management in the Morongo Project area.
MSI Mountain Fund-Traffic Mgmt Sys	153,170	32,400	15,716		169,854	16,684	10.89%	Estimated revenues exceed appropriations for traffic management in the Mountain Project area.
Nonmajor Governmental Fund Low Carbon Transit Operations Program	2.731.403	1.042,000	000'89		3.705.403	974,000	35.66%	Estimated revenues exceed appropriations as these funds are received and accumulated until sufficient funds are available to fund a project.
State CEC AB118 ARFVT Program	1	125,000	81,000	1	44,000	44,000	100.00%	Estimated revenues exceed appropriations for the development of the San Bernardino Countywide Zero-Emission Vehicle Readiness and Implementation Plan.
Electric Vehicle Charging Stations	5,088	7,000	17,500	5,412	-	(5,088)	(5,088) -100.00%	Appropriations exceed estimated revenues including transfers in. Revenues are charges for use of electrical charging stations. This fund is anticipated to be fully expended on an annual basis.
General Assessment Dues	352,236	254,543	340,193	(139,838)	126,748	(225,488)	-64.02%	Appropriations, including transfers out for Council of Government activities exceed estimated revenues.
		6	000	((000		Appropriations, including transfers out exceed estimated revenues as the program is no longer active. Revenues are for existing agreements and will
Greenhouse Gas Fund	20,722	9,400	20,588	(3,412)	134	(20,588)	-99.35%	Most of the Fund Balance is being budgeted to cover salary costs.

Budget Summary by Fund Type

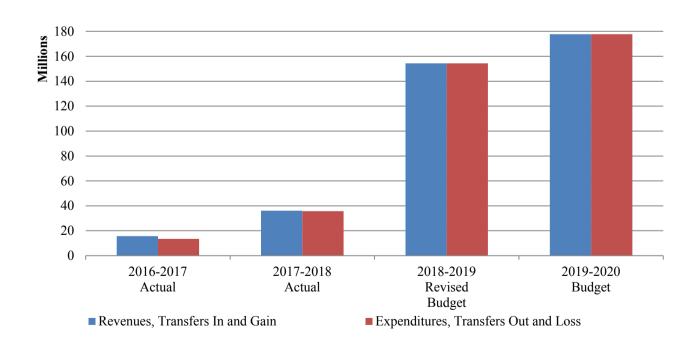
				Nonmajor			
		Special Revenue	Capital Projects	Governmental	Debt Service	Enterprise	
	General Fund	Fund	Fund	Fund	Fund	Fund	Total
		1					
Revenues							
Sales Tax-MSI	1,669,000	165,231,000	-	-	-	-	166,900,000
Sales Tax-LTF	-	96,746,294	-	-	-	-	96,746,294
Intergovernmental	-	428,801,322	27,044,034	9,253,373	-	-	465,098,729
Charges for Services	594,214	-	-	7,000	-	-	601,214
Special Assessments		-	-	253,143	-	-	253,143
Investment Earnings	49,000	5,367,300	118,000	97,800	-	-	5,632,100
Miscellaneous			14,471,029	268,560			14,739,589
Total Revenues	2,312,214	696,145,916	41,633,063	9,879,876			749,971,069
E							
Expenditures General Government	10,382,486	1 170 400		1 262 005			12 025 000
	10,382,480	1,179,499	1 200 000	1,363,095	-	-	12,925,080
Environment and Energy Conservation	-	587,573	1,200,000	1,961,213	-	-	3,748,786
Commuter and Motorist Assistance	1 212 025	7,402,610	497,399	3,951,566	-	-	11,851,575
Regional and Subregional Planning	1,212,025	1,424,378	300,000	571,769	-	-	3,508,172
Transit	33,851,880	295,339,526	2,784,097	881,826	-	-	332,857,329
Project Delivery	42,470	420,857,392	36,733,567	1,100,000	-	-	458,733,429
Fund Administration	563,615	89,314,122	-	-	-	-	89,877,737
Debt Service	-	-	-	-	12,905,255		12,905,255
Express Lanes						792,189	792,189
Total Expenditures	46,052,476	816,105,100	41,515,063	9,829,469	12,905,255	792,189	927,199,552
Other Financing Sources							
Transfers in	42 012 022	45 000 000		5 412	12 005 255	702 190	102 615 700
Transfers out	43,912,932	45,000,000	(45,000,000)	5,412	12,905,255	792,189	102,615,788
	(2,192,585)	(55,028,666)	(45,000,000)	(394,537)			(102,615,788)
Commercial Paper (Short Term Borrowing)			45,000,000				45,000,000
Total Other Financing Sources	41,720,347	(10,028,666)		(389,125)	12,905,255	792,189	45,000,000
Revenues Over (Under) Expenditures	(2,019,915)	(129,987,850)	118,000	(338,718)	-	-	(132,228,483)

			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
	Actual	Actual	Budget	Budget
General Fund		-		
Revenues				
Sales Tax-MSI	1,638,145	1,629,451	1,628,000	1,669,000
Sales Tax-LTF	30,708,599	-	75,000	-
Intergovernmental	1,873,919	11,000	-	-
Charges for Services	394,341	671,639	749,503	594,214
Investment Earnings	86,226	157,435	-	49,000
Miscellaneous	409,698	201,554	12,497	<u>-</u>
Total Revenues	35,110,928	2,671,079	2,465,000	2,312,214
Expenditures				
General Government	1,923,063	2,195,109	11,500,283	10,382,486
Regional and Subregional Planning	851,505	885,590	1,010,263	1,212,025
Transit	25,277,425	33,764,373	46,647,878	33,851,880
Project Delivery	125,174	-	-	42,470
Fund Administration	614,035	456,785	369,074	563,615
Total Expenditures	28,791,202	37,301,857	59,527,498	46,052,476
Other Financing Sources				
Transfers in	-	35,706,756	56,944,016	43,912,932
Transfers out		(2,834,017)	(2,761,677)	(2,192,585)
Total Other Financing Sources		32,872,739	54,182,339	41,720,347
Revenues Over (Under) Expenditures	6,319,726	(1,758,039)	(2,880,159)	(2,019,915)

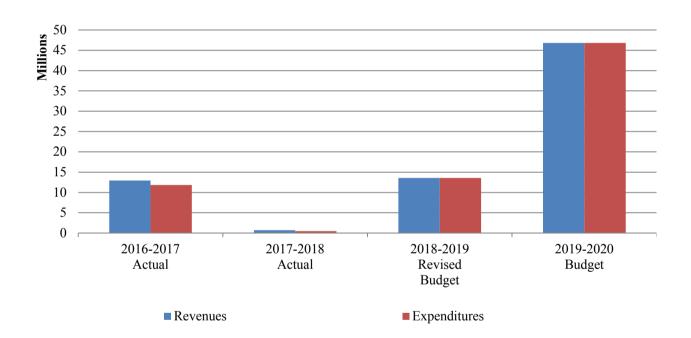
Note: Starting in Fiscal Year 2017/2018 Sales Tax Local Transportation Funds (LTF) revenue is budgeted 100 percent in the LTF Fund and a transfer is recorded to allocate the revenue for the amount allocated to SBCTA. Also in Fiscal Year 2018/2019, indirect costs are recorded in the General Fund in the General Government Program and include transfers in from LTF and State Transit Assistance Funds.



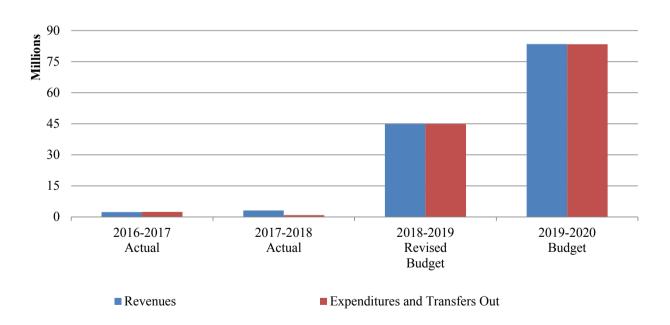
			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
	Actual	Actual	Budget	Budget
Federal Highway Fund				
Revenues				
Intergovernmental	15,515,336	36,053,751	154,302,268	132,712,714
Investment Earnings	966	8,351	-	-
Miscellaneous	192,096		<u> </u>	
Total Revenues	15,708,398	36,062,102	154,302,268	132,712,714
Expenditures				
Commuter and Motorist Assistance	1,218,275	1,338,265	1,509,176	1,512,872
Transit	-	-	3,500,000	5,000,000
Project Delivery	12,307,676	35,869,225	149,293,092	171,199,842
Total Expenditures	13,525,951	37,207,490	154,302,268	177,712,714
Other Financing Sources				
Transfers in	-	-	-	45,000,000
Transfers out	-	(1,555,259)	-	-
Unrealized Gain (Loss)	-	(41,223)	-	-
Gain (Loss) on Land Held for Resale		800	<u>-</u>	
Total Other Financing Sources		(1,595,682)		45,000,000
Revenues Over (Under) Expenditures	2,182,447	(2,741,070)	_	



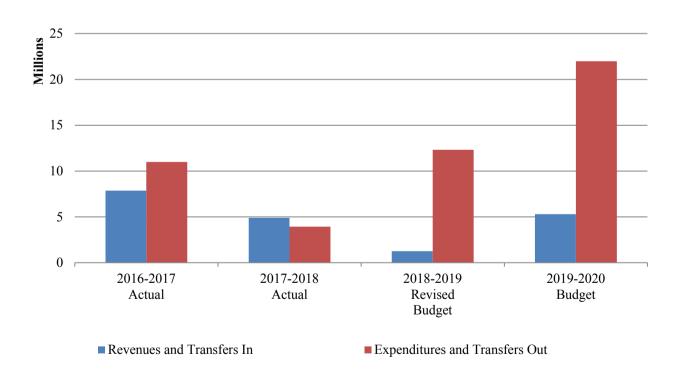
			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
	Actual	Actual	Budget	Budget
Federal Transit Administration Fund				
Revenues				
Intergovernmental	12,960,481	719,867	13,565,150	46,788,597
Total Revenues	12,960,481	719,867	13,565,150	46,788,597
Expenditures				
Commuter and Motorist Assistance	268,568	468,819	1,398,500	1,473,500
Transit	11,575,725	<u>-</u>	12,166,650	45,315,097
Total Expenditures	11,844,293	468,819	13,565,150	46,788,597
Revenues Over (Under) Expenditures	1,116,188	251,048		<u> </u>



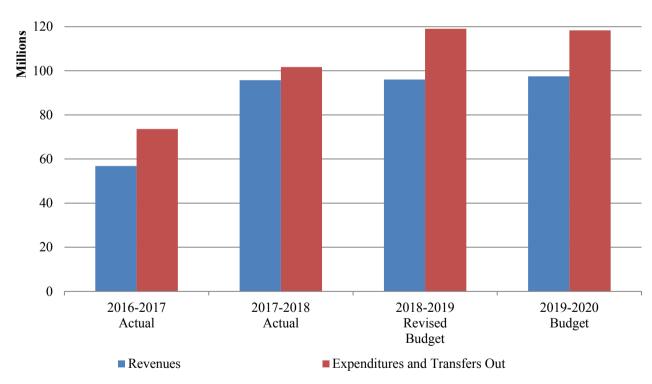
			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
	Actual	Actual	Budget	Budget
State Highway Fund		-		
Revenues				
Intergovernmental	2,269,797	3,107,102	44,891,905	83,453,355
Investment Earnings	56,971	40,386	<u> </u>	<u> </u>
Total Revenues	2,326,768	3,147,488	44,891,905	83,453,355
Expenditures				
General Government	5,917	-	12,535	14,648
Regional and Subregional Planning	72,865	35,292	4,382	2,368
Transit	-	-	11,795,957	25,279,155
Project Delivery	1,165,386	1,126,699	32,460,948	57,539,200
Fund Administration	1,191,220	1,234,708	618,083	546,002
Total Expenditures	2,435,388	2,396,699	44,891,905	83,381,373
Other Financing Sources				
Transfers out		(1,497,766)		
Total Other Financing Sources	<u>-</u> _	(1,497,766)	<u> </u>	<u>-</u>
Revenues Over (Under) Expenditures	(108,620)	(746,977)	-	71,982



			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
	Actual	Actual	Budget	Budget
Proposition 1B Fund				
Revenues				
Intergovernmental	7,460,228	4,621,654	1,005,361	5,252,560
Investment Earnings	398,627	269,525	251,500	52,000
Total Revenues	7,858,855	4,891,179	1,256,861	5,304,560
Expenditures				
Transit	8,007,464	3,410,802	11,317,999	16,730,000
Project Delivery	2,980,016	531,592	1,005,361	5,252,560
Total Expenditures	10,987,480	3,942,394	12,323,360	21,982,560
Other Financing Sources				
Transfers in	-	11,471	-	-
Transfers out	-	(360)	-	-
Total Other Financing Sources		11,111		-
Revenues Over (Under) Expenditures	(3,128,625)	959,896	(11,066,499)	(16,678,000)

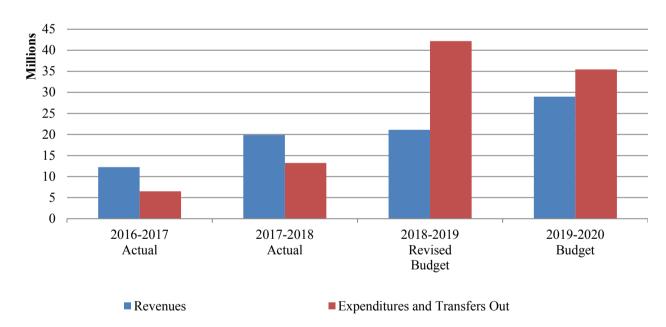


			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
	Actual	Actual	Budget	Budget
Local Transportation Fund				
Revenues				
Sales Tax-LTF	56,331,891	95,064,513	96,075,522	96,746,294
Investment Earnings	496,529	684,935		750,000
Total Revenues	56,828,420	95,749,448	96,075,522	97,496,294
Expenditures				
Transit	73,603,791	74,173,361	87,876,000	92,690,000
Total Expenditures	73,603,791	74,173,361	87,876,000	92,690,000
Other Financing Sources				
Transfers out		(27,508,269)	(31,170,938)	(25,602,300)
Total Other Financing Sources	<u>-</u>	(27,508,269)	(31,170,938)	(25,602,300)
Revenues Over (Under) Expenditures	(16,775,371)	(5,932,182)	(22,971,416)	(20,796,006)



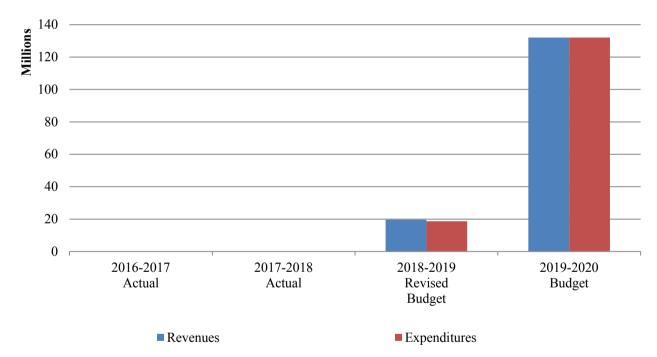
Note: Starting in Fiscal Year 2017/2018 Sales Tax - Local Transportation Funds (LTF) is not net of the amount allocated to SBCTA. This amount is recorded as a transfer.

	2016-2017 Actual	2017-2018 Actual	2018-2019 Revised Budget	2019-2020 Budget
State Transit Assistance Fund				
Revenues				
Intergovernmental	11,986,867	19,380,881	21,092,146	28,521,026
Investment Earnings	272,899	508,427	<u> </u>	453,000
Total Revenues	12,259,766	19,889,308	21,092,146	28,974,026
Expenditures Transit Total Expenditures	6,482,841 6,482,841	5,169,443 5,169,443	24,325,414 24,325,414	24,550,148 24,550,148
Other Financing Sources				
Transfers out	<u> </u>	(8,053,042)	(17,858,399)	(10,899,545)
Total Other Financing Sources		(8,053,042)	(17,858,399)	(10,899,545)
Revenues Over (Under) Expenditures	5,776,925	6,666,823	(21,091,667)	(6,475,667)



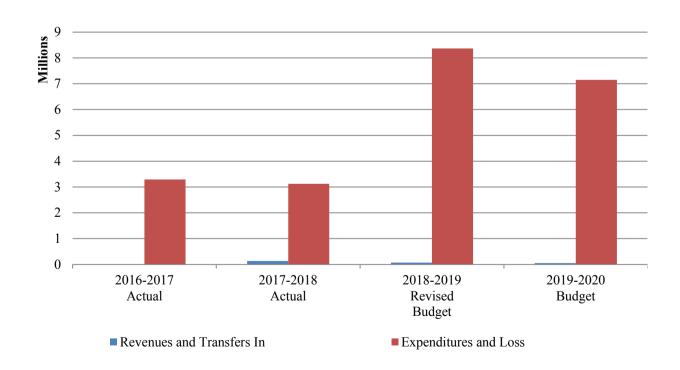
Note: Starting in Fiscal Year 2017/2018 State Transit Assistance Fund is not net of the amount allocated to SBCTA. This amount is recorded as a transfer.

			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
	Actual	Actual	Budget	Budget
Senate Bill 1 Fund				
Revenues				
Intergovernmental			19,602,326	132,073,070
Total Revenues		-	19,602,326	132,073,070
Expenditures				
Commuter and Motorist Assistance	-	-	435,200	1,555,509
Regional and Subregional Planning	-	-	600,000	400,000
Transit	-	-	16,682,712	56,988,577
Project Delivery			919,614	73,128,984
Total Expenditures		<u>-</u>	18,637,526	132,073,070
Revenues Over (Under) Expenditures		<u>-</u>	964,800	<u> </u>

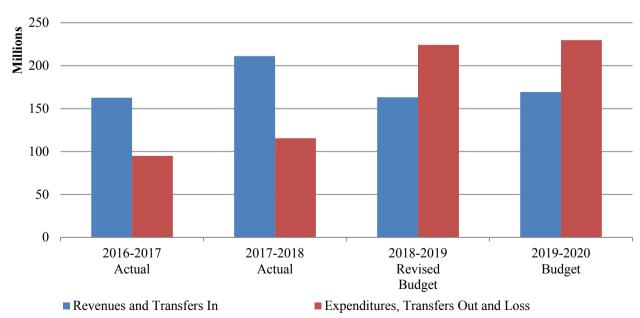


Note: This fund was created in Fiscal Year 2018/2019 to account for Senate Bill 1 Fund (Road Repair and Accountability Act of 2017) activities.

			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
	Actual	Actual	Budget	Budget
Measure I 1990-2010 Fund				
Revenues				
Investment Earnings	(7,980)	87,418	70,000	50,000
Total Revenues	(7,980)	87,418	70,000	50,000
Expenditures				
Environment and Energy Conservation	2,433	-	442,000	335,000
Commuter and Motorist Assistance	50,125	-	1,050,000	1,100,000
Regional and Subregional Planning	(9,886)	-	-	-
Transit	1,955,228	-	-	-
Project Delivery	1,291,770	3,133,787	6,872,444	5,716,092
Total Expenditures	3,289,670	3,133,787	8,364,444	7,151,092
Other Financing Sources				
Transfers in	-	43,544	-	-
Unrealized Gain (Loss)	-	(27)	-	-
Gain (Loss) on Land Held for Resale		(7,095)		
Total Other Financing Sources		36,422		
Revenues Over (Under) Expenditures	(3,297,650)	(3,009,947)	(8,294,444)	(7,101,092)



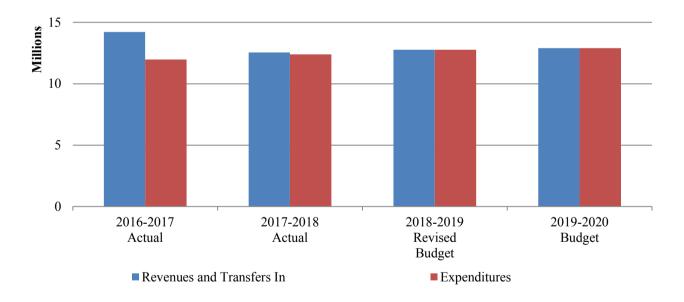
			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
	Actual	Actual	Budget	Budget
Measure I 2010-2040 Fund				
Revenues				
Sales Tax-MSI	162,176,383	161,315,622	161,172,000	165,231,000
Investment Earnings	391,872	2,479,173	2,005,500	4,062,300
Total Revenues	162,568,255	163,794,795	163,177,500	169,293,300
Expenditures				
General Government	998,772	546,188	1,077,850	1,164,851
Environment and Energy Conservation	262,931	272,446	223,929	252,573
Commuter and Motorist Assistance	558,831	577,938	1,440,517	1,760,729
Regional and Subregional Planning	1,065,621	1,055,426	736,304	1,022,010
Transit	16,042,951	25,883,946	37,333,008	28,786,549
Project Delivery	29,283,070	32,757,105	97,050,515	108,020,714
Fund Administration	46,656,979	54,373,998	86,350,658	88,768,120
Total Expenditures	94,869,155	115,467,047	224,212,781	229,775,546
Other Financing Sources				
Transfers in	-	47,266,845	-	_
Transfers out	(14,222,703)	(37,004,798)	(48,563,448)	(18,526,821)
Gain (Loss) on Land Held for Resale		(120,225)		<u>-</u>
Total Other Financing Sources	(14,222,703)	10,141,822	(48,563,448)	(18,526,821)
Revenues Over (Under) Expenditures	53,476,397	58,469,570	(109,598,729)	(79,009,067)



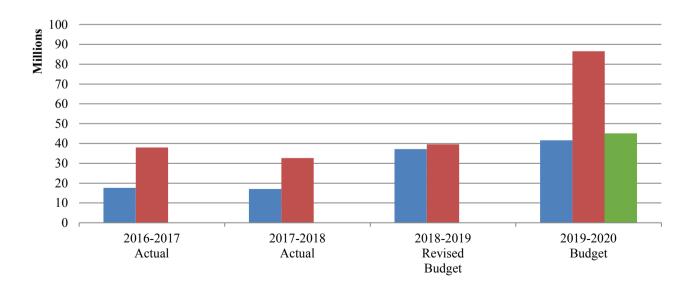
Note: Sales Tax - MSI is net of the 1 percent for Measure I Administration that is accounted for in the General Fund.

			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
	Actual	Actual	Budget	Budget
Debt Service Fund				
Revenues				
Investment Earnings	<u> </u>	4,260	<u> </u>	
Total Revenues	<u>-</u>	4,260		
Expenditures				
Debt Service	11,976,336	12,391,801	12,769,650	12,905,255
Total Expenditures	11,976,336	12,391,801	12,769,650	12,905,255
Other Financing Sources				
Transfers in	14,222,703	12,546,944	12,769,650	12,905,255
Total Other Financing Sources	14,222,703	12,546,944	12,769,650	12,905,255
Revenues Over (Under) Expenditures	2,246,367	159,403		

Note: Debt Service expenditures are recorded in this fund. Transfers from Measure I Programs that received bond proceeds contribute to pay Debt Service.

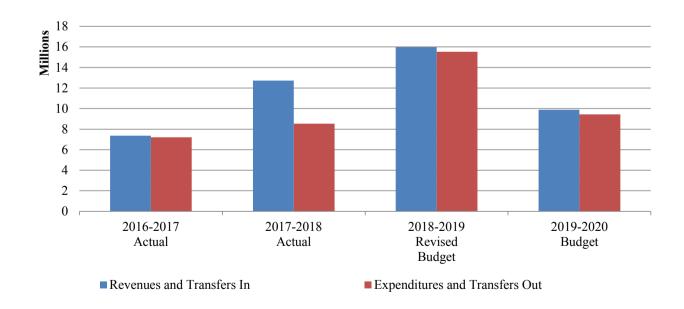


			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
	Actual	Actual	Budget	Budget
Capital Projects Fund				
Revenues				
Intergovernmental	15,901,656	8,487,723	22,376,290	27,044,034
Investment Earnings	436,214	755,062	-	118,000
Miscellaneous	1,268,029	1,001,393	14,819,705	14,471,029
Total Revenues	17,605,899	10,244,178	37,195,995	41,633,063
Expenditures				
General Government	172,843	-	-	-
Environment and Energy Conservation	-	440,917	1,560,000	1,200,000
Commuter and Motorist Assistance	76,981	-	497,399	497,399
Regional and Subregional Planning	104,734	106,557	350,000	300,000
Transit	12,254,749	1,692,843	3,450,401	2,784,097
Project Delivery	24,830,603	3,544,433	33,748,058	36,733,567
Fund Administration	532,855	137,058	<u>-</u>	
Total Expenditures	37,972,765	5,921,808	39,605,858	41,515,063
Other Financing Sources				
Transfer In	-	6,786,446	-	-
Transfers Out	-	(26,707,395)	-	(45,000,000)
Unrealized Gain (Loss)	-	(27,181)	-	-
Gain (Loss) on Land Held for Resale	-	227	-	-
Commercial Paper (Short Term Borrowing)		<u> </u>	<u>-</u>	45,000,000
Total Other Financing Sources	<u>-</u>	(19,947,903)	<u>-</u>	
Revenues Over (Under) Expenditures	(20,366,866)	(15,625,533)	(2,409,863)	118,000

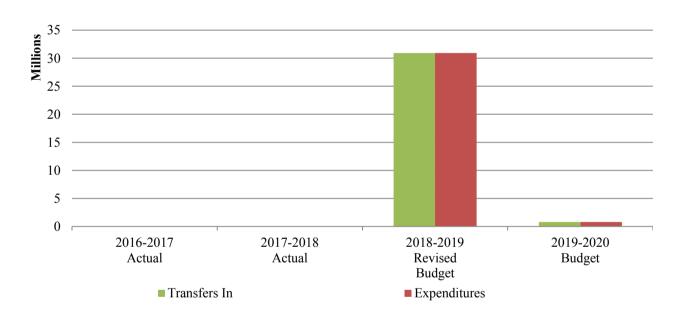


■ Revenues, Transfers In and Gain ■ Expenditures, Transfers Out and Loss ■ Commercial Paper (Short Term Borrowing)

			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
	Actual	Actual	Budget	Budget
Nonmajor Governmental Fund				
Revenues				
Intergovernmental	5,572,092	9,393,249	15,195,030	9,253,373
Charges for Services	-	2,060	4,700	7,000
Special Assessments	152,547	200,187	248,545	253,143
Investment Earnings	23,032	55,103	34,000	97,800
Miscellaneous	1,611,760	274,950	458,730	268,560
Total Revenues	7,359,431	9,925,549	15,941,005	9,879,876
Expenditures				
General Government	1,010,118	929,223	1,575,784	1,363,095
Environment and Energy Conservation	1,926,355	3,341,306	5,587,794	1,961,213
Commuter and Motorist Assistance	2,796,703	3,317,529	3,953,925	3,951,566
Regional and Subregional Planning	772,260	755,882	1,615,909	571,769
Transit	686,000	-	2,094,000	881,826
Project Delivery	10,537	186,819	1,000,000	1,100,000
Total Expenditures	7,201,973	8,530,759	15,827,412	9,829,469
Other Financing Sources				
Transfers in	-	2,798,900	21,525	5,412
Transfers out	-	- -	(290,527)	(394,537)
Total Other Financing Sources		2,798,900	(269,002)	(389,125)
Revenues Over (Under) Expenditures	157,458	4,193,690	(155,409)	(338,718)



			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
	Actual	Actual	Budget	Budget
Enterprise Fund				
Expenditures				
Project Delivery	-	-	30,410,333	-
Express Lanes	<u> </u>		499,465	792,189
Total Expenditures			30,909,798	792,189
Other Financing Sources				
Transfers in			30,909,798	792,189
Total Other Financing Sources			30,909,798	792,189
Revenues Over (Under) Expenditures				

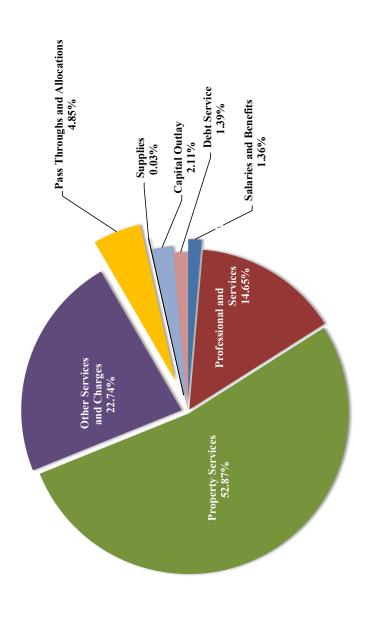


Note: This fund was created in Fiscal Year 2017/2018 to account for operating activities relating to the Interstate 10 (I-10) Express Lanes. However, there were no expenditures in Fiscal Year 2017/2018.

Budget Summary by Major Object Expenditures

		Professional		Other	Pass				
	Salaries and	and Technical	Property	Services and	Throughs and		Capital	Debt	
	Benefits	Services	Services*	Charges	Allocations	Supplies	Outlay	Service	Total
General Government	6,008,789	3,568,706	1,499,700	1,132,025		211,900	503,960	ī	12,925,080
Environment and Energy Conservation	257,123	2,981,338	450	171,250	•	8,625	330,000	ı	3,748,786
Commuter and Motorist Assistance	457,278	9,151,727	1,525,720	644,400		17,450	55,000		11,851,575
Regional and Subregional Planning	1,084,309	1,649,153	ı	771,260	•	1,450	2,000		3,508,172
Transit	1,626,557	27,488,656	123,645,083	161,439,432	•	6,600	18,648,001		332,857,329
Project Delivery	1,213,574	91,022,593	363,548,904	2,937,158**	1	1,200	10,000	1	458,733,429
Fund Administration	1,142,887	10,100	ı	43,757,350	44,966,000	1,400	1	•	89,877,737
Debt Service	1	ı	ı	1	1	ı	ı	12,905,255	12,905,255
Express Lanes	772,189	1	1	20,000	'	'	'	1	792,189
Total Expenditures	12,562,706	135,872,273	490,219,857	210,872,875	44,966,000	251,625	19,548,961	12,905,255	927,199,552

* Property Services include construction and right of way among other expenses (see **pg 277-278** Object Category List for more detail) ** Other Services and Charges include interest expense related to Commercial Paper (Short Term Borrowing).



Revenue Overview

Anticipated new revenue for Fiscal Year 2019/2020 is projected at \$749,971,069, plus other financing sources of \$45 million from short-term borrowing. General Fund, funding sources include Measure I Administration, Local Transportation Fund (LTF)-Administration, LTF-Planning, LTF-Rail, State of Good Repair (SGR), State Transit Assistance Fund-Rail (STA), Rail Assets and Amtrak. Starting in Fiscal Year 2018/2019, the Indirect Cost Fund was consolidated with the General Fund and indirect costs are not allocated to various funds and tasks. Instead, revenue from various Measure I Funds, LTF, Council of Governments (COG) Fund and Service Authority for Freeway Emergencies (SAFE) Fund are transferred to the Indirect Cost Fund. Also, the revenue generated from operations of the building, such as rental charges, are now recorded in the General Fund.

Special Revenue Funds include Federal Highway, Federal Transit Administration (FTA), State Highway, Proposition 1B, LTF, STA Fund, Senate Bill 1 (SB1), Measure I 1990-2010, Measure I 2010-2040 and Nonmajor Governmental. The majority of the revenue received is classified as special revenue.

Capital Projects Fund identified in the budget includes Local Projects and Commercial Paper Funds.

Debt Service Fund includes the 2012A and 2014A Sale Tax Revenue Bond Funds.

Enterprise Fund includes the Interstate 10 (I-10) Express Lanes Fund.

Measure I Sales Tax

In November 2004, San Bernardino County voters approved an extension of Measure I authorizing SBCTA 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 (30) years. SBCTA is authorized to administer the programs as described in the Measure.

Measure I identifies six (6) separate subareas of the county for the purpose of revenue allocation: Colorado River, Morongo Basin, Mountain, North Desert, Victor Valley, and San Bernardino Valley. The San Bernardino Valley Subarea includes not only allocations for local jurisdictions, but also allocations for Freeway Projects, Freeway Interchange Projects, Major Street Projects, Metrolink/Rail, Express Bus/Bus Rapid Transit, Senior and Disabled Transit, and Traffic Management. The Mountain/Desert Subareas include allocations for Major Local Highways, Local Streets, Senior and Disabled Transit, and Traffic Management. Three percent of the revenue generated in the San Bernardino Valley and the Victor Valley subarea will be reserved in advance of other allocations specified in the plan for funding of the Interstate 15 (I-15)/Interstate 215 (I-215) Interchange in Devore Road, I-15 widening through Cajon Pass, and truck lane development. Revenue generated in each subarea is returned to that subarea for projects identified in expenditure plans. Revenue from the sales 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 for budget and strategic project planning purposes. SBCTA engages the services of an investment advisor, a financial advisor, and an economist. On a quarterly basis, a sales tax services consultant provides Measure I revenue projections in connection with its quarterly sales tax analysis. Annually, this consultant also provides a long range forecast. In addition, as part of the 10-Year Delivery Plan update, every two years an economist prepares a long-term economic forecast through 2040 which includes both Measure I Sales Tax and Local Transportation Sales Tax revenues. This report is a critical element to the continued assessment of short and long term cash needs, identification of funding needs, and a basis for establishing a corrective action plan that fulfills the long-term goals and objectives set forth in the Measure I Ordinance, the Expenditure Plan, the Measure I Strategic Plan, and the 10-Year Delivery Plan.

Revenue Overview

Measure I projections, based on the economist analysis, for the next five (5) fiscal years as presented in the graph below.

250 200 150 100 Projected Projected Projected Projected 2019-2020 2020-2021 2021-2022 2022-2023 2023-2024

SBCTA Forecasted Measure I Tax Revenues

SBCTA has opted to remain conservative in the budgeting of Measure I Sales Tax Revenue. Accordingly, for Fiscal Year 2019/2020, Measure I collections are budgeted at \$166.9 million in comparison to the \$173.8 million projected by the economist. 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

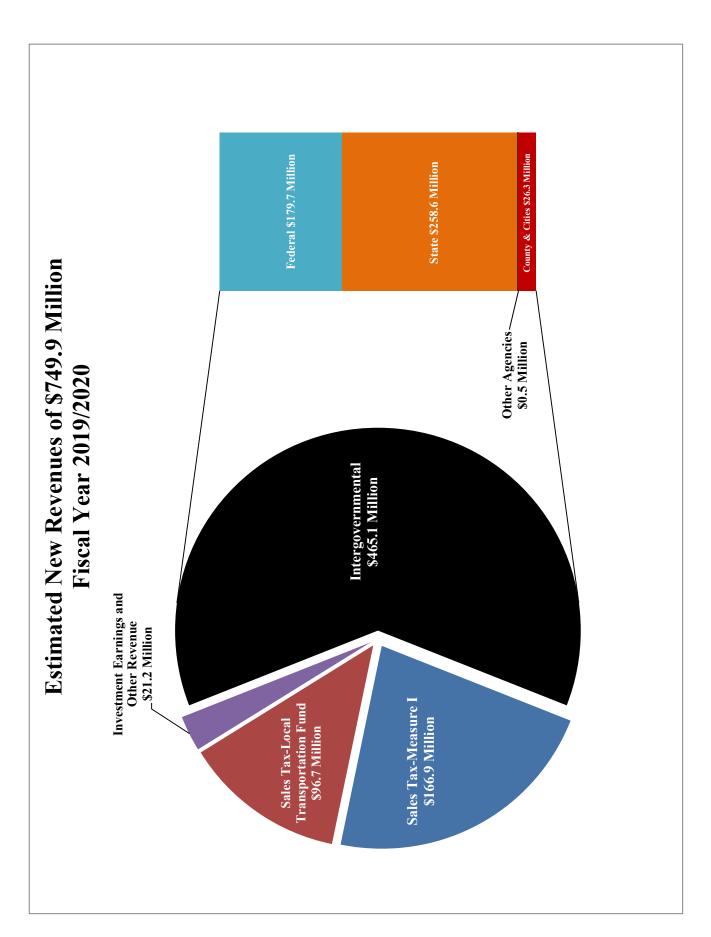
			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
	Actual	Actual	Budget	Budget
Taxes				
Sales Tax-MSI	163,814,528	162,945,073	162,800,000	166,900,000
Sales Tax-LTF	87,040,490	95,064,513	96,150,522	96,746,294
Total Taxes	250,855,018	258,009,586	258,950,522	263,646,294
Intergovernmental				
Active Transportation Program-Federal	538,963	53,517	3,423,642	570,290
Active Transportation Program-State	582,486	159,840	19,365	570,270
Caltrans	76,980	-	497,399	497,399
Congestion Mitigation and Air Quality	1,905,580	4,163,073	33,101,009	45,631,692
Demonstration Priority Project	5,188,260	3,934,486	824,561	9,000
Federal ARRA	2,100,200	-	250,635	200,000
Federal Repurposed Earmarks	_	_	1,279,000	2,150,000
Federal Transit Administration	12,960,481	719,867	13,565,150	46,788,597
Freeway Service Patrol	1,285,347	1,713,371	3,323,885	1,881,886
Highway Bridge Program	-	856,653	64,120,225	34,601,667
Interstate Maintenance Discretionary	851,164	242,473	-	-
Low Carbon Transit Operations Program	683,459	1,930,574	_	1,000,000
Low Carbon Transportation Fund	972,204	2,759,190	4,500,000	1,133,500
Planning, Programming and Monitoring	1,270,000	1,270,000	635,000	635,000
Project National and Regional Significance	4,612,954	5,346,041	11,073,343	3,228,320
Public Trans Modern,Improveand and Svc Enhance	-,012,75-	2,830,360	11,075,545	5,220,320
Public Utilities Commission	791,064	2,030,300	_	_
Regional Improvement Program	718,797	1,127,736	17,992,827	30,765,825
Road Repair and Accountability-SB1	-	1,127,730	19,602,326	132,073,070
SCAQMD/MSRC	146,377	901,154	4,900,960	2,805,596
State Ab118 Program	140,577	10,210	181,000	125,000
State Development Act	13,855,286	16,005,869	17,731,613	25,033,530
State Highway Oper and Protection Program	281,000	709,366	24,011,150	38,081,000
State of Good Repair (SGR)-Pass-Through	201,000	3,375,012	3,360,533	3,487,496
Surface Transportation Program	2,418,415	21,457,508	36,980,488	41,521,745
Trade Corridor Improvement	3,164,502	389,509	1,005,361	5,252,560
Transit and Intercity Rail Capital Program	5,101,502	507,507	2,252,928	13,971,530
Transit Sys Safety Sec Disaster Recovery	3,504,662	1,401,785	-	-
Transport Invest Generate Econ Recovery	-	-	3,500,000	5,000,000
Vehicle Registration Fees	1,839,193	1,858,814	1,800,000	1,850,000
Barstow	1,031,682	-	-	-
Chino	393,464	803,973	2,288,071	6,919,054
Colton	900,042	122,569	63,950	118,548
Fontana	713,670	432,207	314,674	293,031
Hesperia	432,760	-	-	2,5,051
Highland	167,180	54,566	1,104,488	6,143,741
Loma Linda	5,951	334,720	1,014,665	0,115,711
Montclair	353,657	2,610,871	5,554,045	4,596,789
Ontario	415,460	639,574	3,563,262	3,870,121
Rancho Cucamonga	9,371,726	1,072,198	2,105,500	29,220
Redlands	342,407	257,135	1,211,244	1,186,995
Rialto	94,656	102,059	62,066	-,100,773
San Bernardino	220,412	613,728	3,258,662	833,546
San Bernardino County	218,740	163,563	334,050	245,000
	210,710	105,505	22 1,020	= 15,000

Estimated Revenue Summary

			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
	Actual			
	Actual	Actual	Budget	Budget
Upland	-	12,029	738,214	2,010,590
Victorville	1,000,000	999,999	-	-
CONFIRE	-	-	-	62,465
Inland Valley Development Agency	2,550	11,209	10,000	-
Metro Transportation Authority	158	268,323	6,000	200,000
Omnitrans	91,803	-		-
Orange Co. Transportation Authority	46,865	42,983	77,747	106,150
Rancho Cucamonga Fire Protection District	-	2,921	28,042	27,145
Riverside Co. Transportation Commission	14,884	10,843	51,831	-
San Bernardino County Call Box	1,277	428	1,847	2,810
San Bernardino County Forest Service	20.002	2,921	59,718	58,821
SCAG	38,882	-	250,000	100,000
VVTA	34,976			
Total Intergovernmental	73,540,376	81,775,227	292,030,476	465,098,729
Charges For Services				
Administration Fee	6,000	17,830	-	-
AMTRAK	12,000	12,000	12,000	12,000
Application Fee	17,840	22,300	-	-
Modeling Fees	3,700	5,100	-	-
Property Rental Fees	-	217,491	287,503	280,097
Rail Asset General Revenue	-	-	450,000	302,117
Rail Asset Lease Revenue	277,580	374,247	-	-
Rental Fee - Santa Fe Depot EV Station	-	2,060	4,700	1,900
Rental Fee - San Bernardino Metrolink EV Station	-	-	-	2,400
Rental Fee - SBTC EV Station	-	-	-	2,700
Use Fee - Lease Fees/Rents	12,551	22,671	-	-
Use Fee - Longitudinal Uses	10,582	-	-	-
Use Fee - Transverse Crossings	54,088	<u> </u>		<u> </u>
Total Charges For Services	394,341	673,699	754,203	601,214
Special Assessments				
General Assessment Dues	152,547	200,187	248,545	253,143
Total Special Assessments	152,547	200,187	248,545	253,143
•				
Investment Earnings	2 160 249	5 050 075	2 261 000	5 622 100
Investment Earnings	2,160,348	5,050,075	2,361,000	5,632,100
Total Investment Earnings	2,160,348	5,050,075	2,361,000	5,632,100
Miscellaneous				
Atkinson Construction COOP_R14187	3,800	-	-	-
BNSF	-	-	10,501,000	10,138,333
Esri	349,403	114,092	462,223	1,318,214
Fees for PACE Program	1,535,359	191,061	-	-
IEHP	-	-	-	25,000
Inland Empire 66ers	4,921	-	-	-
LAFCO	113,620	33,794	12,497	-
MARTA	69,826	23,894	100,626	<u>-</u>
Ryder	-	440,917	1,560,000	1,200,000
SB Municipal Water Dept	-	101,592	1,269,461	-
Southern California Edison	33,013	22,706	239,508	121,905

Estimated Revenue Summary

			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
<u>-</u>	Actual	Actual	Budget	Budget
Southern California Gas Co.	28,054	20,099	219,222	121,655
University Of Redlands	162,035	31,913	380,165	1,393,882
UPRR	59,460	-	546,230	420,600
West Valley Water District	518,584	288,985	-	-
Callbox Knockdown Recovery	1,714	7,290	-	-
Donations	192,096	-	-	-
Internal Service Balances	409,545	-	-	-
Other Miscellaneous Revenues	153	201,554	<u> </u>	
Total Miscellaneous	3,481,583	1,477,897	15,290,932	14,739,589
Other Financing Sources				
Transfers in	14,222,703	105,160,906	100,644,989	102,615,788
Commercial Paper (Short Term Borrowing)		<u> </u>	<u> </u>	45,000,000
Total Other Financing Sources	14,222,703	105,160,906	100,644,989	147,615,788
Total Revenues and Other Financing Sources	344,806,916	452,347,577	670,280,667	897,586,857



Sales Tax Measure I Revenue Summary

	•		2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
	Actual	Actual	Budget	Budget
	Actual	Actual	Duuget	Dudget
Measure I Administration				
Administration	1,638,145	1,629,451	1,628,000	1,669,000
Total Measure I Administration	1,638,145	1,629,451	1,628,000	1,669,000
Measure I Valley				
Freeway Projects	38,223,742	38,287,243	38,056,561	39,477,400
Fwy Interchange	14,498,661	14,522,747	14,435,247	14,974,200
Major Street	26,361,200	26,404,995	26,245,904	26,204,833
Local Street	26,361,201	26,404,995	26,245,904	27,225,800
Metrolink/Rail Service	10,544,480	10,561,998	10,498,361	10,890,300
Express Bus/Bus Rapid Trans	2,636,120	2,640,500	2,624,590	3,743,567
Senior/Disabled	10,544,480	10,561,998	10,498,361	10,890,300
Traffic Mgmt Sys	2,636,120	2,640,500	2,624,590	2,722,600
Total Measure I Valley	131,806,004	132,024,976	131,229,518	136,129,000
Measure I Victor Valley				
Major Local Hwy	4,186,671	4,091,500	4,127,777	4,116,750
Local Street	11,387,745	10,909,716	11,144,997	11,094,600
Senior/Disabled	837,334	1,037,466	908,111	926,300
Traffic Mgmt Sys	334,934	327,320	330,222	329,340
Total Measure I Victor Valley	16,746,684	16,366,002	16,511,107	16,466,990
Measure I North Desert				
Major Local Hwy	1,119,954	1,009,240	1,108,656	1,024,700
Local Street	3,046,276	2,745,133	3,015,544	2,787,000
Senior/Disabled	223,991	201,848	221,731	204,900
Traffic Mgmt Sys	89,596	80,739	88,692	82,000
Total Measure I North Desert	4,479,817	4,036,960	4,434,623	4,098,600
Measure I Colorado River				
Major Local Hwy	59,842	55,757	68,689	50,500
Local Street	162,770	151,659	186,833	137,300
Senior/Disabled	11,969	11,151	13,738	10,100
Traffic Mgmt Sys	4,787	4,461	5,495	4,000
Total Measure I Colorado River	239,368	223,028	274,755	201,900
Measure I Morongo Basin				
Major Local Hwy	569,994	555,272	540,672	521,600
Local Street	1,550,384	1,510,339	1,470,627	1,418,800
Senior/Disabled	113,999	111,054	108,134	104,300
Traffic Mgmt Sys	45,600	44,422	43,254	41,700
Total Measure I Morongo Basin	2,279,977	2,221,087	2,162,687	2,086,400
Measure I Mountain				
Major Local Hwy	507,530	463,539	497,503	382,200
Local Street	1,380,482	1,260,827	1,353,208	1,039,500
Senior/Disabled	101,506	92,708	99,501	76,400
Traffic Mgmt Sys	40,602	37,083	39,800	30,600
Total Measure I Mountain	2,030,120	1,854,157	1,990,012	1,528,700
Measure I Cajon Pass				
Cajon Pass	4,594,413	4,589,412	4,569,298	4,719,410
Total Measure I Cajon Pass	4,594,413	4,589,412	4,569,298	4,719,410
Total Sales Tax Measure I	163,814,528	162,945,073	162,800,000	166,900,000
Total Sales Tax Micasule I	103,017,320	102,773,073	102,000,000	100,700,000

Reserves Fiscal Year 2019/2020

Measure I 2010-2040 Funds

Valley:	
Freeway	7,895,480
Interchange	2,994,840
Major Street - Grade Separation	1,048,193
Major Street - Arterials	4,192,774
Metrolink/Rail	2,178,060
Express Bus/Bus Rapid Transit	748,713
Traffic Management	544,520
Total Valley	19,602,580
Mountain/Desert:	
Major Local Highway	
Victor Valley	823,350
North Desert	204,940
Colorado River	10,100
Morongo Basin	104,320
Mountain	76,440
Total Mountain/Desert	1,219,150
Total Reserves for Measure I Funds	20,821,730

The Measure I Strategic Plan, Policy 40021, establishes a reserve of 20 percent 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

Total Reserves for Transportation Development Act Funds	12,177,982
State Transit Assistance Fund	2,503,353
Local Transportation Fund	9,674,629

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

Indirect Cost Fund (General Fund)

Emergencies	500,000
Capital Projects	735,775
Total Reserve for Indirect Cost Fund	1,235,775
Total Reserves	34,235,487

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

Program Overview

The Fiscal Year 2019/2020 SBCTA budget is organized into nine (9) distinct program areas with budget requirements of \$927,199,552. Within these nine (9) program areas, thirty-seven (37) specific tasks and one hundred forty-four (144) sub-tasks are budgeted. The table below lists the programs contained in the SBCTA budget which direct the financial and human resource expenditures of the agency for the Fiscal Year 2019/2020 budget year. The Fiscal Year 2019/2020 budget request includes prior year Board approved appropriations to be expended in Fiscal Year 2019/2020.

Budget Summary by Program Expenditures

	2016-2017 Actuals	2017-2018 Actuals	2018-2019 Revised Budget	2019-2020 Budget	Percent Budget Change
General Government	4,110,713	3,670,520	14,166,452	12,925,080	-8.76%
Environment and Energy Conservation	2,191,719	4,054,669	7,813,723	3,748,786	-52.02%
Commuter and Motorist Assistance	4,969,483	5,702,551	10,284,717	11,851,575	15.23%
Regional and Subregional Planning	2,857,099	2,838,747	4,316,858	3,508,172	-18.73%
Transit	155,886,174	144,094,768	257,190,019	332,857,329	29.42%
Project Delivery	71,994,232	77,149,660	352,760,365	458,733,429	30.04%
Fund Administration	48,995,089	56,202,549	87,337,815	89,877,737	2.91%
Debt Service	11,976,336	12,391,801	12,769,650	12,905,255	1.06%
Express Lanes	-	-	499,465	792,189	58.61%
Total Expenditures	302,980,845	306,105,265	747,139,064	927,199,552	

It should be noted that 95.06 percent of the total projected expenditures consist of the Transit, Project Delivery, and Fund Administration Programs. These three (3) 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 are mainly attributed to the following:

- Budgeted expenditures for the General Government Program were reduced as most of the structural improvements to the Santa Fe Depot were completed in Fiscal Year 2018/2019 and as a result of labor costs being reallocated amongst various tasks.
- Budgeted expenditures for the Environment and Energy Conservation Program decreased due to the reduction of a grant from the California Air Resources Board (CARB) which was almost fully drawn down in Fiscal Year 2018/2019.
- Expansion of Freeway Services Patrol (FSP) services in the Commuter and Motorist Assistance Program
 to add a new beat in the Cajon Pass area and to replace FSP radios created an increase from prior year
 budget.
- Budgeted expenditures in the Regional and Subregional Planning Program decreased due to reduction of a
 grant from the South Coast Air Quality Management District (SCAQMD)/Mobile Source Air Pollution
 Reduction Review Committee (MSRC) for traffic synchronization which was almost fully drawn down in
 Fiscal Year 2018/2019.
- Budgeted expenditures for the Transit Program increased primarily due to construction of the Redlands Passenger Rail Project.

Program Overview

- Budgeted expenditures for the Project Delivery Program increased mainly due to freeway, interchanges and arterial projects in construction phase and a minor reduction due to completion of grade separation projects.
- Budgeted expenditures for the Fund Administration Program increased due to allocation increases to Valley arterials and major local highway projects.
- Debt Service increase due to principal repayment recorded in the Debt Service Program.
- A Corridor Manager position was added to the Express Lanes Program for the administration of the construction and toll operations of the Interstate 10 (I-10) Corridor Contract 1 Project which created an increase.

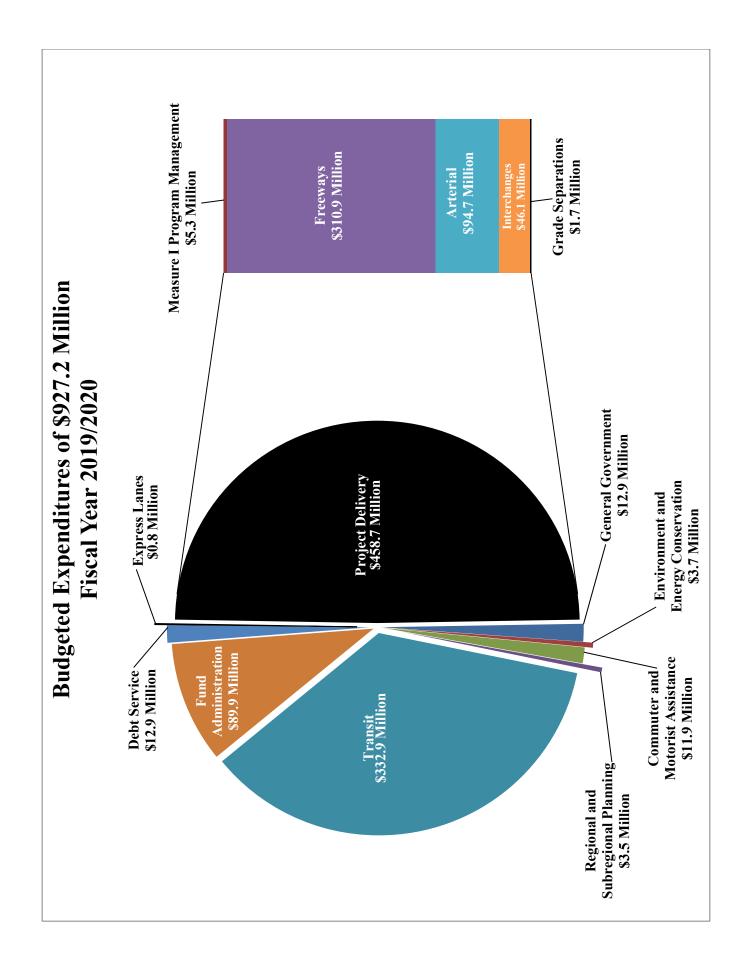
A complete listing of the tasks contained in the nine (9) programs is included in the Supplemental Information Section of the budget document on the table entitled *Task Listing Fiscal Year 2019/2020 pg. 274* and the *Sub-Task Listing Fiscal Year 2019/2020 pg. 275*. Please refer to each program in the Program Expenditure Section for detailed information on funding sources and expenditures.

Overall budgetary changes include the following:

• Short-term borrowing for the Mount Vernon Avenue Viaduct Project is now being budgeted as Federal reimbursement from the Highway Bridge Program (HBP) but will not be available until later in the project. Finance has implemented a Commercial Paper Program to assist with short term financing needs.

Cash flow borrowing will be required for the following:

- The Electronic Vehicle Charging Stations Fund will receive a short term advance of \$5,412 from the Property Assessed Clean Energy (PACE) Fund to cover expenditures that will be reimbursed by a Department of Energy (DOE) grant. The advance will be repaid to PACE upon reimbursement from DOE.
- The I-10 Express Lanes Fund will receive a long term advance of \$792,189 from the Measure I Freeway Program to fund SBCTA staff providing administrative, programmatic, and operational support for the development and implementation of the I-10 Corridor Contract 1 Project. Interest will be accrued on an annual basis. Both the advance and the interest accrued will be repaid from toll revenue.



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 recorded in other funds.



General Fund revenues for Fiscal Year 2019/2020 are estimated at \$46.2 million, a decrease of \$13.2 million from prior year due to some transit capital projects being placed on hold. Revenue recorded in the General Fund is mainly derived from the following sources:

Taxes

Sales Tax-Measure I of \$1.7 million represents 3.61 percent of the General Fund revenue. The money is used to support the administration of the Measure I Sales Tax such as SBCTA administration and financial management, intergovernmental relations and legislation and fund administration. Other tax revenue include: Sales Tax-Local Transportation Fund (LTF), State Development Act Fund (STAF) and State of Good Repair (SGR) are processed as transfers to the General Fund and reflected in the Other Financing Sources revenue category.

Charges for Services

Charges for services include \$302,117 of rail asset revenue generated from railroad right of way lease revenue, application fees, and user fees, and \$292,097 in rental fees. Charges for services represent 1.29 percent of the General Fund revenue.

Investment Earnings

Investment earnings of \$49,000 are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year. This revenue source represents 0.11 percent of the General Fund revenue.

Other Financing Sources

Other financing sources of \$43.9 million include operating cash transfers between funds. This category represents 95 percent of the estimated General Fund revenue. The main sources of transfers are: LTF, STAF, Measure I Sales Taxes from Measure I Programs, LTF-Planning, LTF-Administration, SGR fund, Special Assessments from the Council of Government (COG) Fund, and State funding from the Service Authority for Freeway Emergencies (SAFE) Fund. Explanation for each operating transfer in is listed below.

- \$25.6 million is from the LTF for administration of the program, planning, and rail projects.
- \$10.2 million is from the STAF for rail projects.
- \$4.8 million is from Measure I Programs to fund the Indirect Cost Fund.
- \$1.8 million is from the LTF Planning to fund the Indirect Cost Fund.
- \$695,652 is from the SGR Fund for Transit pass-throughs and structural improvements to the Santa Fe Depot.
- \$396,323 in operating transfers come from the LTF Administration to Fund the Indirect Cost Fund.
- \$249,287 is from the SAFE Fund to fund the Indirect Cost Fund.
- \$139,838 is from the COG Fund to fund the Indirect Cost Fund.

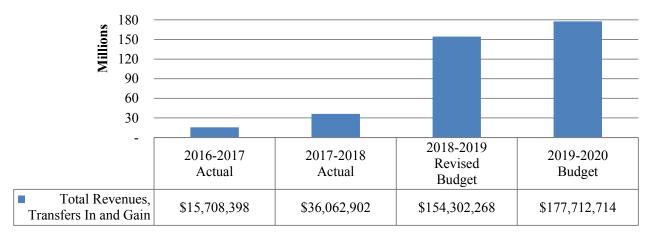
General Fund Revenue Information

			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
	Actual	Actual	Budget	Budget
Tarra	-	-		
Taxes Sales Tax-MSI	1,638,145	1,629,451	1,628,000	1,669,000
Sales Tax-LTF	30,708,599	1,027,431	75,000	1,000,000
Total Taxes	32,346,744	1,629,451	1,703,000	1,669,000
	32,340,744	1,025,431	1,705,000	1,007,000
Intergovernmental				
Highland	2,750	2.750	-	-
Montclair	-	2,750	-	-
Ontario Redlands	- 2.750	2,750	-	-
State Development Act	2,750 1,868,419	-	-	-
-	1,000,419	5,500	-	_
Upland	1 972 010			
Total Intergovernmental	1,873,919	11,000	<u>-</u>	
Charges For Services				
Administration Fee	6,000	17,830	-	-
Application Fee	17,840	22,300	-	-
Modeling Fees	3,700	5,100	450,000	202 117
Rail Asset General Revenue	277.590	-	450,000	302,117
Rail Asset Lease Revenue	277,580	374,247	-	-
Use Fee - Lease Fees/Rents Use Fee - Longitudinal Uses	12,551 10,582	22,671	-	-
Use Fee - Transverse Crossings	54,088	_	_	_
Property Rental Fees	3 -1,000	217,491	287,503	280,097
AMTRAK	12,000	12,000	12,000	12,000
Total Charges For Services	394,341	671,639	749,503	594,214
•	331,311	071,035	7 15,505	
Investment Earnings	06.226	157 425		40.000
Investment Earnings	86,226	157,435		49,000
Total Investment Earnings	86,226	157,435		49,000
Miscellaneous				
Internal Service Balances	409,545	-	-	-
LAFCO	-	-	12,497	-
Other Miscellaneous Revenues	153	201,554		
Total Miscellaneous	409,698	201,554	12,497	
Other Financing Sources				
Transfers in	_	35,706,756	56,944,016	43,912,932
Total Other Financing Sources		35,706,756	56,944,016	43,912,932
Total Revenues and Other Financing Sources	35,110,928	38,377,835	59,409,016	46,225,146
2 2	, - ,-	, , , , , , ,	, ,-	, -, -

Note: Starting in Fiscal Year 2017/2018 Sales Tax Local Transportation Funds (LTF) revenue has been budgeted at 100 percent in the LTF Fund and a transfer is recorded to allocate the revenue to the General Fund to fund SBCTA activities.

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 2019/2020 are estimated at \$177.7 million in comparison to \$154.3 million of the previous year. The increase of \$23.4 million is largely due to the expected reimbursement of Federal grants for large capital projects in Fiscal Year 2019/2020. Revenue budgeted in the Federal Highway Fund is mainly derived from the following sources:

Intergovernmental

- Active Transportation Program (ATP) Federal
- Congestion Mitigation and Air Quality (CMAQ)
- Demonstration High Priority Program (DEMO)
- Highway Bridge Program (HBP)
- Projects of National and Regional Significance (PNRS)
- Surface Transportation Program (STP)
- Federal Repurposed Earmarks (FRE)
- Transportation Investment Generating Economic Recovery (TIGER)

Active Transportation Program (ATP) - Federal

ATP – Federal Fiscal Year 2019/2020 revenue of \$570,290 represents 0.32 percent of the total fund revenue. This Federal money is used for arterial projects of the Project Delivery Program.

Congestion Mitigation and Air Quality (CMAQ)

CMAQ Fiscal Year 2019/2020 revenue of \$45.6 million represents 25.68 percent 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.

Demonstration Priority Project (DEMO)

DEMO Federal reimbursements of \$9,000 represent 0.01 percent of the Fiscal Year 2019/2020 Federal Highway revenue. The Federal money will provide funding for freeway projects of the Project Delivery Program.

Federal Highway Fund Revenue Information

Highway Bridge Program (HBP)

HBP Fiscal Year 2019/2020 revenue of \$34.6 million represents 19.47 percent of the total fund revenue. This Federal money is used for arterial projects of the Project Delivery Program.

Projects of National and Regional Significance (PNRS)

PNRS revenue of \$3.2 million represents 1.82 percent of the total revenue. The Federal money will finance \$2.7 million and \$478,320 for freeway projects and grade separation projects, respectively, of the Project Delivery Program.

Surface Transportation Program (STP)

STP revenue of \$41.5 million represents 23.36 percent of the Federal Highway Fund revenue. This Federal money will finance \$40.9 million and \$631,875 in various freeway projects and interchange projects, respectively, of the Project Delivery Program.

Federal Repurposed Earmarks (FRE)

FRE revenue of \$2.1 million represents 1.21 percent 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 \$5 million represents 2.81 percent of the total fund revenue. This Federal money is used for Transit Program capital projects.

Other Financing Sources

Other financing sources of \$45 million represent operating cash transfers between funds for short-term borrowing via issuing commercial paper for the Mount Vernon Avenue Viaduct Project. This category represents 25.32 percent of the Federal Highway revenue.

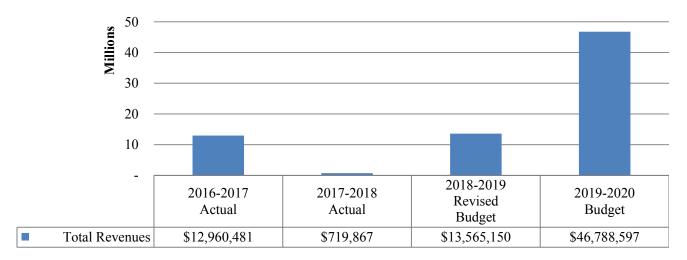
Federal Highway Fund Revenue Information

			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
	Actual	Actual	Budget	Budget
Intergovernmental				
Active Transportation Program-Federal	538,963	53,517	3,423,642	570,290
Congestion Mitigation and Air Quality	1,905,580	4,163,073	33,101,009	45,631,692
Demonstration Priority Project	5,188,260	3,934,486	824,561	9,000
Highway Bridge Program	-	856,653	64,120,225	34,601,667
Interstate Maintenance Discretionary	851,164	242,473	-	-
Project National and Regional Significance	4,612,954	5,346,041	11,073,343	3,228,320
Surface Transportation Program	2,418,415	21,457,508	36,980,488	41,521,745
Federal Repurposed Earmarks	-	-	1,279,000	2,150,000
Transport Invest Generate Econ Recovery	-	-	3,500,000	5,000,000
Total Intergovernmental	15,515,336	36,053,751	154,302,268	132,712,714
Investment Earnings				
Investment Earnings	966	8,351	_	_
Total Investment Earnings	966	8,351		
Miscellaneous				
Donations	192,096	_	_	_
Total Miscellaneous	192,096			
Other Fire and a Common				
Other Financing Sources				45,000,000
Transfers in	-	-	-	45,000,000
Gain (Loss) on Land Held for Resale	<u> </u>	800		
Total Other Financing Sources		800		45,000,000
Total Revenues and Other Financing Sources	15,708,398	36,062,902	154,302,268	177,712,714

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

Federal Transit Administration Fund Revenue Information

Federal Transit Administration (FTA) Fund accounts for various Federal funds administered by the Federal Transit Administration.

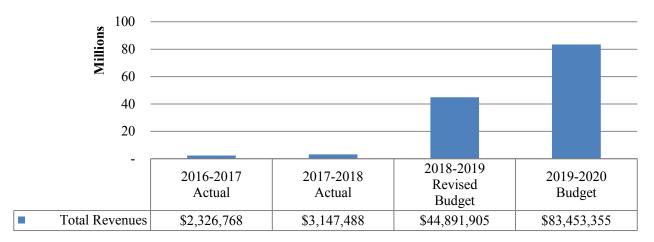


FTA Fund revenues for Fiscal Year 2019/2020 are estimated at \$46.8 million in comparison to \$13.6 million of the previous year. The increase of \$33.2 million is largerly due to the expected reimbursement of FTA funds for the Redlands Passenger Rail Project. FTA, under Transit Administration section 5307, are funds granted for Transit projects and the Vanpool Program.

	2016-2017 Actual	2017-2018 Actual	2018-2019 Revised Budget	2019-2020 Budget
Intergovernmental Federal Transit Administration	12,960,481	719,867	13,565,150	46,788,597
Total Intergovernmental	12,960,481	719,867	13,565,150	46,788,597
Total Revenues	12,960,481	719,867	13,565,150	46,788,597

State Highway Fund Revenue Information

State Highway Fund accounts for various Federal and State grants and reimbursements administered by the State for Highway Traffic Congestion Relief; Regional Improvement; State Highway Operations and Protection; Planning, Programming and Monitoring; and Transit and Intercity Rail Capital Programs.



State Highway Fund revenues for Fiscal Year 2019/2020 are estimated to be \$83.5 million in comparison to \$44.9 million of the previous year. The increase of \$38.6 million is largely due to the expected reimbursement of State funds for large capital projects in Fiscal Year 2019/2020. Revenue recorded in the State Highway Fund is mainly derived from the following sources:

Intergovernmental

- Planning, Programming, and Monitoring (PPM)
- Regional Improvement Program (RIP)
- State Highway Operation and Protection Program (SHOPP)
- Transit and Intercity Rail Capital Program (TIRCP)

Planning, Programming, and Monitoring (PPM)

PPM State reimbursements of \$635,000 represent 0.76 percent of the Fiscal Year 2019/2020 State Highway revenue. This State money pays for administration costs of the Fund Administration Program.

Regional Improvement Program (RIP)

RIP revenue of \$30.8 million represents 36.87 percent of the total fund revenue. This State money will finance \$11.3 million in rail projects of the Transit Program and \$19.5 million in freeway projects of the Project Delivery Program, respectively.

State Highway Operation and Protection Program (SHOPP)

SHOPP revenue of \$38.1 million represents 45.63 percent 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 revenue of \$14 million represents 16.74 percent of the total fund revenue. This State money is used for Transit Program capital projects.

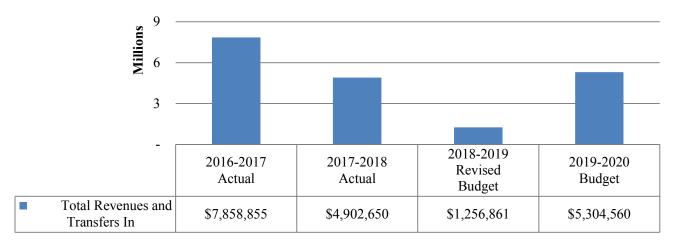
State Highway Fund Revenue Information

			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
_	Actual	Actual	Budget	Budget
Intergovernmental				
Planning, Programming and Monitoring	1,270,000	1,270,000	635,000	635,000
Regional Improvement Program	718,797	1,127,736	17,992,827	30,765,825
State Highway Oper and Protection Program	281,000	709,366	24,011,150	38,081,000
Transit and Intercity Rail Capital Program			2,252,928	13,971,530
Total Intergovernmental	2,269,797	3,107,102	44,891,905	83,453,355
Investment Earnings				
Investment Earnings	56,971	40,386		
Total Investment Earnings	56,971	40,386		
Total Revenues	2,326,768	3,147,488	44,891,905	83,453,355

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 2019/2020 are estimated at \$5.3 million in comparison to \$1.3 million of the previous year. Revenue recorded in the Proposition 1B Fund is derived from the following sources:

Intergovernmental

• Trade Corridor Improvement Fund (TCIF)

Trade Corridor Improvement Fund (TCIF)

TCIF revenue of \$5.2 million represents 99.02 percent of the Proposition 1B Fund revenue. The money will finance various freeway, interchange and grade separation projects of the Project Delivery Program.

Investment Earnings

Investment earnings of \$52,000 represent 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. Investment earnings represent 0.98 percent of the Proposition 1B Fund revenue.

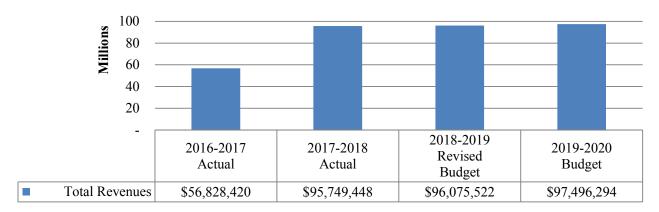
Proposition 1B Fund Revenue Information

-	2016-2017 Actual	2017-2018 Actual	2018-2019 Revised Budget	2019-2020 Budget
Intergovernmental				
Public Trans Modern, Improve and Svc Enhance	-	2,830,360	-	-
Public Utilities Commission	791,064	-	-	-
Trade Corridor Improvement	3,164,502	389,509	1,005,361	5,252,560
Transit Sys Saftey Sec Disaster Recovery	3,504,662	1,401,785		
Total Intergovernmental	7,460,228	4,621,654	1,005,361	5,252,560
Investment Earnings				
Investment Earnings	398,627	269,525	251,500	52,000
Total Investment Earnings	398,627	269,525	251,500	52,000
Other Financing Sources				
Transfers in		11,471		
Total Other Financing Sources		11,471		
Total Revenues and Other Financing Sources	7,858,855	4,902,650	1,256,861	5,304,560

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 a quarter cent retail sales tax collected countywide. The quarter cent is returned by the California Department of Tax and Fee Administration (CDTFA) 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 allocations approved by SBCTA Board.



LTF revenues for Fiscal Year 2019/2020 are estimated at \$97.5 million in comparison to \$96.1 million of the previous year due to anticipated increase in sales tax revenues.

Sales Tax-Local Transportation Fund

LTF Sales Tax revenue of \$96.7 million represents 99.23 percent of the LTF revenue. Current sales tax revenue and existing fund balance will provide \$92.7 million of transit allocations and pass-throughs to local jurisdictions and agencies and \$25.6 million for SBCTA transit, planning and administrative activities in the Transit Program for Fiscal Year 2019/2020.

Investment Earnings

Investment earnings of \$750,000 are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year. This revenue source represents 0.77 percent of the LTF revenue.

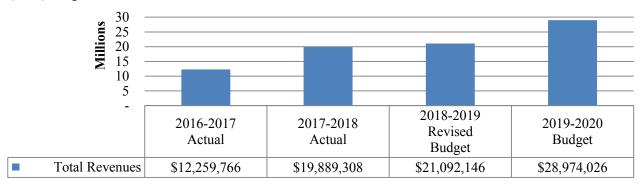
			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
_	Actual	Actual	Budget	Budget
Taxes				
Sales Tax-LTF	56,331,891	95,064,513	96,075,522	96,746,294
Total Taxes	56,331,891	95,064,513	96,075,522	96,746,294
Investment Earnings				
Investment Earnings	496,529	684,935		750,000
Total Investment Earnings	496,529	684,935		750,000
Total Revenues	56,828,420	95,749,448	96,075,522	97,496,294

Note: Starting in Fiscal Year 2017/2018 Sales Tax - LTF is not net of the amount allocated to SBCTA. This amount is recorded as a transfer.

State Transit Assistance Fund Revenue Information

This fund serves as the depository for the State Transit Assistance Fund (STA) of the Transportation Development Act (TDA). 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 transit agencies based on annual apportionments and SBCTA Board allocations. This includes the new revenue allocated from Senate Bill 1 (SB1) State of Good Repair (SGR) Program.



Fund revenues for Fiscal Year 2019/2020 are estimated at \$29.0 million in comparison to \$21.1 million of the previous year due to an anticipated increase in the State Development Act funding.

Intergovernmental

- State Development Act (STA)
- State of Good Repair (SGR) Pass-Through

State Development Act

Current STA revenue and existing fund balance will provide \$21.3 million of transit allocations and pass-throughs for transit agencies and \$10.2 million for SBCTA transit activities in Fiscal Year 2019/2020. This revenue represents 86.40 percent of the State Transit Assistance Fund (STAF) revenue.

State of Good Repair (SGR) - Pass-Through

SGR revenue and existing fund balance will provide \$3.2 million of transit allocations and pass-throughs for transit agencies and \$695,652 General Fund revenue for SBCTA Santa Fe Depot structural repairs and transit activities in Fiscal Year 2019/2020. This revenue represents 12.04 percent of the STAF revenue.

Investment Earnings

Investment earnings of \$453,000 are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year. This revenue source represents 1.56 percent of the STAF revenue.

State Transit Assistance Fund Revenue Information

			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
	Actual	Actual	Budget	Budget
Intergovernmental				
State Development Act	11,986,867	16,005,869	17,731,613	25,033,530
State of Good Repair (SGR)-Pass-Through		3,375,012	3,360,533	3,487,496
Total Intergovernmental	11,986,867	19,380,881	21,092,146	28,521,026
Investment Earnings				
Investment Earnings	272,899	508,427	<u>-</u>	453,000
Total Investment Earnings	272,899	508,427		453,000
Total Revenues	12,259,766	19,889,308	21,092,146	28,974,026

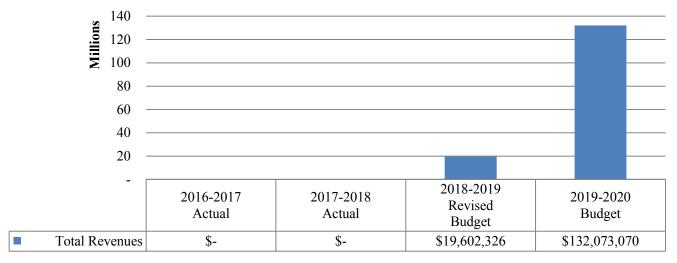
Note: Starting in Fiscal Year 2017/2018 State Transit Assistance Fund is not net of the amount allocated to SBCTA. This amount is recorded as a transfer.

Senate Bill 1 Fund Revenue Information

This fund accounts for the activities using Senate Bill 1 Program Funds (SB1) – (Road Repair & Accountability Act 2017). The SB1 revenues are derived from the portion of a fuel excise tax applied to the purchase of gasoline and diesel, as well as for a new transportation fee imposed under the Vehicle License Fee Law and a new vehicle registration fee applicable only to zero-emission vehicles model year 2020 and later.

The revenue reflected in this fund excludes SB1 Funds allocated to SBCTA for certain transit activities and projects that are accounted for in the General Fund or in the State Transit Assistance Fund under the State of Good Repair Program (SGR), which includes funding to be distributed to transit agencies based on annual apportionments and SBCTA Board allocations.

The revenue in this fund is awarded to SBCTA through competitive grants or formula allocations.



Fund revenues for Fiscal Year 2019/2020 are estimated at \$132.1 million in comparison to \$19.6 million of the previous year. The increase of \$112.5 million is mainly due to the expected reimbursement of SB1 Funds for large capital projects in Fiscal Year 2019/2020.

Intergovernmental

- Freeway Service Patrol (FSP) SB1
- Local Partnership Program (LPP) Competitive SB1
- Local Partnership Program (LPP) Formula SB1
- Solutions for Congested Corridors Program (SCCP) SB1
- Sustainable Communities Grants SB1
- Trade Corridor Enhancement Program (TCEP) SB1

Freeway Service Patrol (FSP) – SB1

FSP SB1 Fiscal Year 2019/2020 revenue of \$1.6 million represents 1.2 percent of the total fund revenue. This SB1 money will provide funding for expansion of the Freeway Service Patrol Program of the Commuter and Motorist Assistance Program.

Local Partnership Program (LPP) - Competitive - SB1

LPP – Competitive – SB1 Fiscal Year 2019/2020 revenue of \$8.1 million represents 6.1 percent of the total fund revenue. This SB1 money will provide funding for the Redlands Passenger Rail Project of the Transit Program.

Senate Bill 1 Fund Revenue Information

Local Partnership Program (LPP) - Formula - SB1

LPP – Formula – SB1 Fiscal Year 2019/2020 revenue of \$3.6 million represents 2.7 percent of the total fund revenue. This SB1 money will provide \$2.2 million for the Redlands Passenger Rail Project of the Transit Program and \$1.4 million for the I-10 Corridor Contract 1 Project of the Project Delivery Program, respectively.

Solutions for Congested Corridors Program (SCCP) - SB1

SCCP – SB1 Fiscal Year 2019/2020 revenue of \$46.7 million represents 35.4 percent of the total fund revenue. This SB1 money will provide funding for the Redlands Passenger Rail Project of the Transit Program.

Sustainable Communities Grants - SB1

Sustainable Communities Grants – SB1 Fiscal Year 2019/2020 revenue of \$400,000 represents 0.3 percent of the total fund revenue. This SB1 money will provide funding for the Comprehensive Pedestrian Sidewalk Connectivity Plan of the Regional and Subregional Planning Program.

Trade Corridor Enhancement Program (TCEP) - SB1

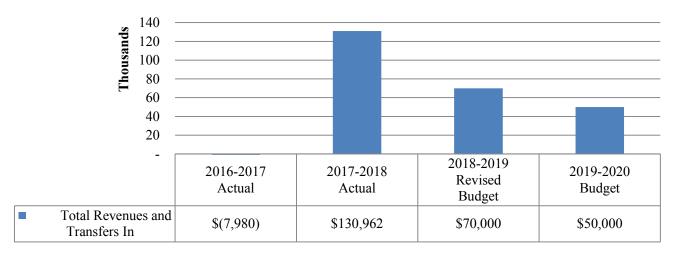
TCEP – SB1 Fiscal Year 2019/2020 revenue of \$71.7 million represents 54.3 percent of the total fund revenue. This SB1 money will provide funding for the US-395 Widening Project and the I-10 Corridor Contract 1 Project of the Project Delivery Program.

			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
_	Actual	Actual	Budget	Budget
Intergovernmental				
Freeway Service Patrol (SAFE)-SB1	-	-	1,400,000	1,555,509
Local Partnership Program-Competitive-SB1	-	-	2,239,311	8,077,501
Local Partnership Program-Formula-SB1	-	-	1,924,257	3,607,091
Solutions for Congested Corridors Program-SB1	-	-	13,438,758	46,748,969
Sustainable Communities Grants-SB1	-	-	600,000	400,000
Trade Corridor Enhancement Program-SB1				71,684,000
Total Intergovernmental			19,602,326	132,073,070
Total Revenues	_		19,602,326	132,073,070

Note: This fund was created in Fiscal Year 2018/2019 to account for Senate Bill 1 Fund (Road Repair and Accountability Act of 2017) activities.

Measure I 1990-2010 Fund Revenue Information

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



Fund revenues for Fiscal Year 2019/2020 are estimated at \$50,000 from investment earnings.

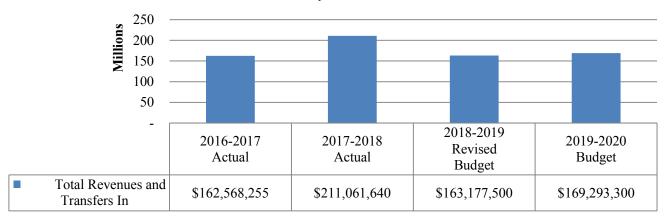
Investment Earnings

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

			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
	Actual	Actual	Budget	Budget
Investment Earnings				
Investment Earnings	(7,980)	87,418	70,000	50,000
Total Investment Earnings	(7,980)	87,418	70,000	50,000
Other Financing Sources				
Transfers in		43,544		
Total Other Financing Sources	<u>-</u>	43,544		
Total Revenues and Other Financing Sources	(7,980)	130,962	70,000	50,000

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 2019/2020 are estimated at \$169.3 million in comparison to \$163.2 million of the previous year due to anticipated increase in sales tax revenues.

Measure I Sales Tax

Measure I 2010-2040 Sales Tax revenue of \$165.2 million represent 97.60 percent of the estimated fund revenue.

Investment Earnings

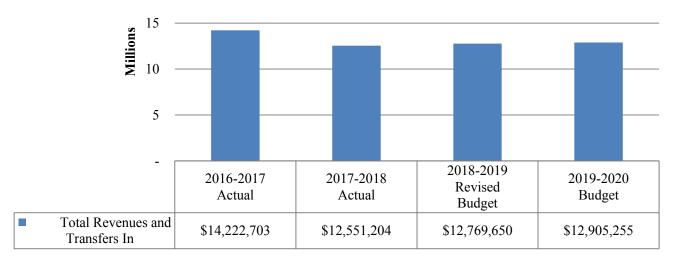
Investment earnings of \$4.1 million are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year for each Measure I Program. This revenue source represents 2.40 percent of the Measure I 2010-2040 Fund revenues.

<u>-</u>	2016-2017 Actual	2017-2018 Actual	2018-2019 Revised Budget	2019-2020 Budget
Taxes				
Sales Tax-MSI	162,176,383	161,315,622	161,172,000	165,231,000
Total Taxes	162,176,383	161,315,622	161,172,000	165,231,000
Investment Earnings				
Investment Earnings	391,872	2,479,173	2,005,500	4,062,300
Total Investment Earnings	391,872	2,479,173	2,005,500	4,062,300
Other Financing Sources				
Transfers in		47,266,845		
Total Other Financing Sources		47,266,845		
Total Revenues and Other Financing Source	162,568,255	211,061,640	163,177,500	169,293,300

Note: Actual transfers in represents cash transfer from the bond funds to reimburse primarily the Major Local Streets Program.

Debt Service Fund Revenue Information

Debt Service Fund accounts for payments of principal and interest on debt. Bond proceeds are used 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 bond proceeds to fund projects. The transfers for Fiscal Year 2019/2020 are estimated at \$12.9 million in comparison to \$12.8 million of the previous year, due to principal payment increase from prior fiscal year.

Other Financing Sources

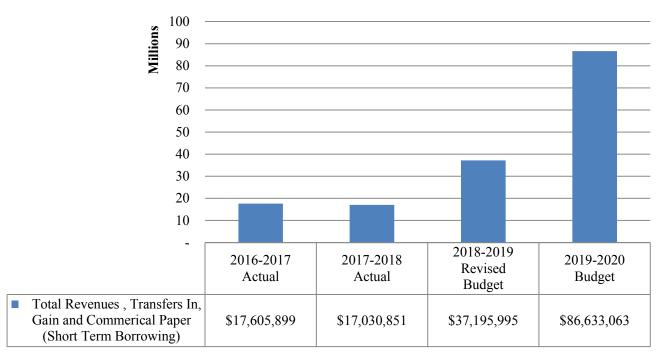
Cash is transferred from various Measure I Programs that received funds from bond proceeds to complete various projects. The debt service payments are budgeted in this fund.

			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
_	Actual	Actual	Budget	Budget
Investment Earnings				
Investment Earnings	<u>-</u>	4,260		
Total Investment Earnings		4,260		
Other Financing Sources				
Transfers in	14,222,703	12,546,944	12,769,650	12,905,255
Total Other Financing Sources	14,222,703	12,546,944	12,769,650	12,905,255
Total Revenues and Other Financing Sources	14,222,703	12,551,204	12,769,650	12,905,255

Note: Transfers are from Measure I funds that received bond proceeds.

Capital Projects Fund Revenue Information

Capital Projects Fund accounts for local agency reimbursements and contributions, sales tax revenue bond proceeds for transportation and transit improvement projects, and short term borrowing via the Commercial Paper Program for the advancement of transportation improvement projects. The revenue is recorded in the General Government, Environment and Energy Conservation, Commuter and Motorist Assistance, Regional and Subregional Planning, Transit, Projects Delivery, and Fund Administration Programs.



Capital Projects Fund revenues for Fiscal Year 2019/2020 are estimated at \$86.6 million in comparison to \$37.2 million of the previous year due to anticipated short term borrowing for the completion of an arterial project (Mount Vernon Avenue Viaduct).

Intergovernmental

Intergovernmental revenues of \$27.0 million include County of San Bernardino, cities within the county, and other governmental agencies and represent 31.22 percent of the Capital Projects Fund revenue.

Investment Earnings

Investment earnings of \$118,000 are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year. This revenue source represents 0.14 percent of the Capital Projects Fund revenue.

Miscellaneous

Miscellaneous revenue of \$14.5 million accounts for a reimbursement agreement to fund a portion of Capital Projects, which represents 16.70 percent of the Capital Projects Fund revenue.

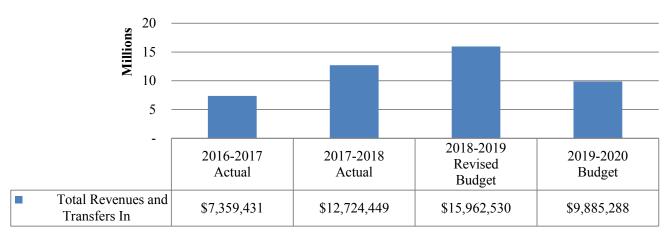
Other Financing Sources

Commercial Paper in the amount of \$45 million is budgeted to advance the Mount Vernon Avenue Viaduct Project while minimizing interest expense until the Highway Bridge Program (HBP) reimburses SBCTA for their share of the project. This revenue source represents 51.94 percent of the Capital Projects Fund revenue.

Capital Projects Fund Revenue Information

K	evenue imoi matio			
			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
	Actual	Actual	Budget	Budget
Intergovernmental				
Barstow	1,031,682	_	-	-
Caltrans	76,980	_	497,399	497,399
Chino	393,464	803,973	2,288,071	6,919,054
Colton	900,042	122,569	63,950	118,548
Fontana	713,670	432,207	314,674	293,031
Hesperia	432,760	- -	- -	· -
Highland	164,430	54,566	1,104,488	6,143,741
Inland Valley Development Agency	2,550	11,209	10,000	-
Loma Linda	5,951	334,720	1,014,665	-
Metro Transportation Authority	158	268,323	6,000	200,000
Montclair	353,657	2,608,121	5,554,045	4,596,789
Omnitrans	91,803	, , , <u>-</u>		-
Ontario	415,460	636,824	3,563,262	3,870,121
Rancho Cucamonga	9,371,726	1,072,198	2,105,500	29,220
Redlands	339,657	257,135	1,211,244	1,186,995
Rialto	94,656	102,059	62,066	, , , <u>-</u>
San Bernardino	220,412	613,728	3,258,662	833,546
San Bernardino County	218,740	163,563	334,050	245,000
SCAG	38,882	, -	250,000	100,000
Upland	-	6,529	738,214	2,010,590
Victorville	1,000,000	999,999	-	-
VVTA	34,976	<u>-</u>	-	_
Total Intergovernmental	15,901,656	8,487,723	22,376,290	27,044,034
Investment Earnings				
Investment Earnings	436,214	755,062	_	118,000
Total Investment Earnings	436,214	755,062		118,000
Miscellaneous				
	2 900			
Atkinson Construction COOP_R14187	3,800	-	10.501.000	10 120 222
BNSF	240.402	114.002	10,501,000	10,138,333
Esri	349,403	114,092	462,223	1,318,214
Inland Empire 66ers	4,921	-	-	-
LAFCO	100,000	-	100.626	-
MARTA	69,826	23,894	100,626	1 200 000
Ryder	-	440,917	1,560,000	1,200,000
SB Municipal Water Dept	1.60.005	101,592	1,269,461	1 202 002
University Of Redlands	162,035	31,913	380,165	1,393,882
UPRR	59,460	-	546,230	420,600
West Valley Water District	518,584	288,985	<u>-</u>	
Total Miscellaneous	1,268,029	1,001,393	14,819,705	14,471,029
Other Financing Sources				
Transfer In	-	6,786,446	-	-
Gain (Loss) on Land Held for Resale	-	227	-	-
Commercial Paper (Short Term Borrowing)				45,000,000
Total Other Financing Sources		6,786,673	<u> </u>	45,000,000
Total Revenues and Other Financing Sources	17,605,899	17,030,851	37,195,995	86,633,063

Nonmajor Governmental Fund includes Service Authority for Freeway Emergencies, Freeway Service Patrol, Low Carbon Transit Operations Program, Low Carbon Transportation Fund, Mobile Source Air Pollution Reduction Review Committee, State CEC AB 118, Council of Governments, Electric Vehicle Charging Station Fund, Federal American Recovery and Reinvestment Act, and the Active Transportation Program. The revenue is recorded in the following programs: General Government, Environment and Energy Conservation, Commuter and Motorist Assistance, Regional and Subregional Planning, Transit, and Project Delivery-Arterial Projects.



Nonmajor Governmental Fund revenues for Fiscal Year 2019/2020 are estimated to be \$9.9 million in comparison to \$16.0 million of the previous year, a decrease of \$6.1 million due to reduction of grant funds. Revenue budgeted is from the following sources:

Intergovernmental

- CONFIRE
- Federal American Recovery and Reinvestment Act (ARRA)
- Freeway Service Patrol Program (FSP)
- Low Carbon Transit Operations Program (LCTOP)
- Low Carbon Transportation Fund
- Orange Co. Transportation Authority (OCTA)
- Rancho Cucamonga Fire Protection District
- San Bernardino County Call Box
- San Bernardino County Forest Service
- South Coast Air Quality Management District (SCAQMD)/Mobile Source Air Pollution Reduction Review Committee (MSRC)
- State CEC AB 118
- Service Authority for Freeway Emergencies (SAFE)

CONFIRE

Fiscal Year 2019/2020 revenue of \$62,465 is a reimbursement for work related to improving emergency medical services countywide and represents 0.63 percent of Nonmajor Governmental Fund revenue.

Federal American Recovery and Reinvestment Act (ARRA)

ARRA revenue of \$200,000 represents 2.02 percent of the total fund revenue. This Federal funding is for the development of the San Bernardino County Sub-regional Green House Gas Reduction Plan Update.

Freeway Service Patrol (FSP)

Fiscal Year 2019/2020 FSP Program revenue of \$1.9 million represents 19.04 percent of Nonmajor Governmental Fund revenue. The FSP Program revenue covers eight (8) beats operating along ninety-three (93) centerline miles of highway in the valley area. The funds are used for technical communications, California Highway Patrol (CHP), and various tow agreements. An additional beat in the Cajon Pass area is anticipated to be in service in January 2020.

Low Carbon Transit Operations Program (LCTOP)

Fiscal Year 2019/2020 LCTOP revenue of \$1.0 million represents 10.12 percent of Nonmajor Governmental Fund revenue. The LCTOP revenue accounts for State funding to reduce greenhouse gas emissions. This funding is being accumulated to pay for future expenses related to the Gold Line Extension to Montclair Project.

Low Carbon Transportation Fund

Fiscal Year 2019/2020 Low Carbon Transportation Fund revenue of \$1.1 million represents 11.47 percent of Nonmajor Governmental Fund revenue. The Low Carbon Transportation Fund revenue accounts for State funding for completion of phase II of California Air Resources Board (CARB) Zero-Emission yard and service truck deployment in the Cities of San Bernardino, Fontana and the City of Commerce.

Orange Co. Transportation Authority (OCTA)

Fiscal Year 2019/2020 revenue of \$106,150 is a reimbursement from OCTA for the call box system program and represents 1.07 percent of Nonmajor Governmental Fund revenue.

Rancho Cucamonga Fire Protection District

Fiscal Year 2019/2020 revenue of \$27,145 is a reimbursement for the development of the Forest Management Plan and represents 0.27 percent of Nonmajor Governmental Fund revenue.

San Bernardino County Call Box

Fiscal Year 2019/2020 revenue of \$2,810 is a reimbursement from the county for managing a call box in their jurisdiction and represents 0.03 percent of Nonmajor Governmental Fund revenue.

San Bernardino County Forest Service

Fiscal Year 2019/2020 revenue of \$58,821 is a reimbursement for the development of the Forest Management Plan and represents 0.60 percent of Nonmajor Governmental Fund revenue.

South Coast Air Quality Management District SCAQMD/Mobile Source Air Pollution Reduction Review Committee (MSRC)

Fiscal Year 2019/2020 SCAQMD/MSRC revenue of \$2.8 million represents 28.38 percent of Nonmajor Governmental Fund revenue. The SCAQMD/MSRC revenue accounts for State funding for projects that demonstrate improvement in air quality.

State CEC AB 118

Fiscal Year 2019/2020 State CEC AB 118 revenue of \$125,000 represents 1.26 percent of Nonmajor Governmental Fund revenue. The CEC revenue accounts for State funding for the Zero-Emission Vehicle Readiness and Implementation Plan.

Service Authority for Freeway Emergencies (SAFE)

Fiscal Year 2019/2020 SAFE revenue of \$1.8 million represents 18.71 percent of Nonmajor Governmental Fund revenue. The revenues are derived from vehicle registration fees received from the Department of Motor Vehicles for emergency call boxes to assist motorists.

Charges for Services

Fiscal Year 2019/2020 Electric Vehicle Charging Stations revenue of \$7,000 represents 0.07 percent of Nonmajor Governmental Fund revenue and is derived from proceeds of the charging stations installed at the Santa Fe Depot, San Bernardino Transit Center (SBTC), and San Bernardino Metrolink.

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 Assessment Dues is \$119,725 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 \$253,143 represents 2.56 percent of the Nonmajor Governmental Fund revenue.

Investment Earnings

Investment earnings of \$97,800 are generated from investing idle cash. Investment earnings represent 0.99 percent of Nonmajor Governmental Fund revenue.

Miscellaneous

Fiscal Year 2019/2020 miscellaneous revenue of \$268,560 represents 2.72 percent of Nonmajor Governmental Fund revenue. The miscellaneous revenues are reimbursements from two (2) energy companies for the San Bernardino Regional Energy Partnership (SBREP) and from the Inland Empire Health Plan (IEHP) for work related to improving emergency medical services countywide.

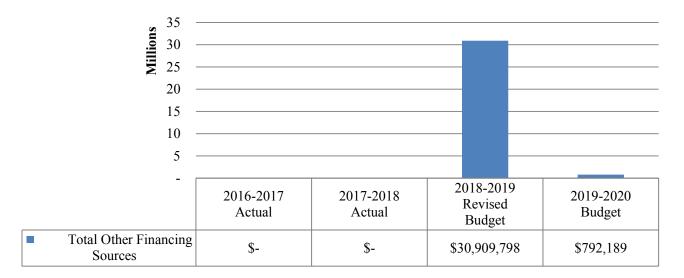
Other Financing Sources

Transfers represent budgeted short-term borrowing of \$5,412 from the Property Assessed Clean Energy (PACE) funds to Electric Vehicle Charging Stations which represents 0.05 percent of Nonmajor Governmental Fund revenue. The Vehicle Charging Station fund will repay the PACE fund as soon as the reimbursement funds are received.

			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
	Actual	Actual	Budget	Budget
Intergovernmental				
Active Transportation Program-State	582,486	159,840	19,365	
CONFIRE	302,400	137,040	17,505	62,465
	-	-	250.625	
Federal ARRA	1 205 245	-	250,635	200,000
Freeway Service Patrol	1,285,347	1,713,371	3,323,885	1,881,886
Low Carbon Transit Operations Program	683,459	1,930,574	-	1,000,000
Low Carbon Transportation Fund	972,204	2,759,190	4,500,000	1,133,500
Orange Co. Transportation Authority	46,865	42,983	77,747	106,150
Rancho Cucamonga Fire Protection District	-	2,921	28,042	27,145
Riverside Co. Transportation Commission	14,884	10,843	51,831	-
San Bernardino County Call Box	1,277	428	1,847	2,810
San Bernardino County Forest Service	-	2,921	59,718	58,821
SCAQMD/MSRC	146,377	901,154	4,900,960	2,805,596
State AB118 Program	-	10,210	181,000	125,000
Vehicle Registration Fees (SAFE)	1,839,193	1,858,814	1,800,000	1,850,000
Total Intergovernmental	5,572,092	9,393,249	15,195,030	9,253,373
Charges For Services		2 0 6 0	4.700	1 000
Rental Fee - Santa Fe Depot EV Station	-	2,060	4,700	1,900
Rental Fee - SBTC EV Station	-	-	-	2,700
Rental Fee - SB Metrolink EV Station				2,400
Total Charges For Services	_	2,060	4,700	7,000
Special Assessments				
Special Assessments	152,547	200,187	248,545	253,143
Total Special Assessments	152,547	200,187	248,545	253,143
Total opecial resociations				
Investment Earnings				
Investment Earnings	23,032	55,103	34,000	97,800
Total Investment Earnings	23,032	55,103	34,000	97,800
Miscellaneous				
Callbox Knockdown Recovery	1,714	7,290	-	-
Fees for PACE Program	1,535,359	191,061	-	-
LAFCO	13,620	33,794	-	-
Southern California Edison	33,013	22,706	239,508	121,905
Southern California Gas Co.	28,054	20,099	219,222	121,655
IEHP				25,000
Total Miscellaneous	1,611,760	274,950	458,730	268,560
Other Eigenster Commen				
Other Financing Sources		2 700 000	01.505	~ 44 ~
Transfers in	_	2,798,900	21,525	5,412
Total Other Financing Sources	_	2,798,900	21,525	5,412
Total Revenues and Other Financing Sources	7,359,431	12,724,449	15,962,530	9,885,288

Enterprise Fund Revenue Information

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



Enterprise Fund revenue for Fiscal Year 2019/2020 is estimated at \$792,189 in comparison with \$30.9 million. The reduction in transfers is due to not anticipating incurring any costs that would be reimbursable by the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan until Fiscal Year 2020/2021.

Other Financing Sources

Fiscal Year 2019/2020 revenue budgeted in the Enterprise Fund of \$792,189 is from long-term cash flow borrowing from the Measure I Freeway Program. The advance is necessary to finance the administration of the express lanes and will be repaid from toll revenues. Interest to the Measure I Freeway Program will be accrued based on average interest yield of SBCTA's operating reserve investment portfolio from the previous fiscal year and repaid from toll revenues.

			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
_	Actual	Actual	Budget	Budget
Other Financing Sources				
Transfers in			30,909,798	792,189
Total Other Financing Sources		<u>-</u>	30,909,798	792,189
Total Revenues and Other Financing Sources			30,909,798	792,189

Note: This fund was created in Fiscal Year 2017/2018 to account for operating activites relating to the Interstate 10 (I-10) Express Lanes. However, there were no expenditures in Fiscal Year 2017/2018.



Assembly Member Eloise Reyes is seen here opening the annual Business 2 Business Expo (B2B). This event is a gathering of both agency and industry in an effort to learn more about how to do business with SBCTA, as well as for prime and sub-contractors to make connections that enhance the way they do business.

PROGRAM EXPENDITURE DETAIL SECTION

GENERAL GOVERNMENT

Description

The General Government 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, management staff, and records management.

General Counsel

General Counsel is the legal representative and advisor of SBCTA and San Bernardino Associated Governments acting as the SBCOG and reports directly to the Board.

Financial Management

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

Management Services

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

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.

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. Foster and strengthen relationships with Federal and State partners.
- 3. Direct policy to enhance mobility through connectivity and improving air quality while maintaining economic equity.

Executive Administration and Support

- 1. Continue to develop and implement procedures for records retention/destruction in accordance with policy.
- 2. Nurture relationships with partners in the private sector and at the Federal, State and local level.

General Counsel

- 1. Assist with the refinement and implementation of agency Records Retention Policy.
- 2. Develop legal strategy and structure for imposition and enforcement of Express Lanes tolling.
- 3. Revise claims policy.
- 4. Provide timely, quality legal advice to and representation of Board and staff regarding matters relating to or arising from projects, programs or policies.

Financial Management

- 1. Update long-term debt and investment policies.
- 2. Implement electronic scoring and evaluation when soliciting proposals or bids by scanning documents.
- 3. Oversee compliance of the financing plan for Interstate 10 (I-10) Corridor Contract 1 Project including Transportation Infrastructure Finance and Innovation Act (TIFIA) funding.
- 4. Manage the Commercial Paper Program to help advance capital projects while minimizing interest costs.
- 5. Conduct agreed upon procedures engagement, from pre-approved auditing firms, to review compliance with Measure I Expenditure Plan and Measure I policies for the period July 1, 2017 to June 30, 2019.
- 6. Update internal control assessment to ensure proper financial controls are in place and apply for annual budget and financial audit awards.

Management Services

- 1. Replace computer workstations as part of the standard rotation.
- 2. Replace aging phone system server and switches.
- 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.

Intergovernmental

- 1. Organize annual City/County Conference.
- 2. Hold grant opportunity workshop for member agencies.
- 3. Participate with San Bernardino County and United States Forest Services on forest management plan.
- 4. Help agencies prepare for 2020 Census.

- 5. Work with Countywide Emergency Medical Care Committee to complete a plan for Optimizing Emergency Medical Services.
- 6. Work with local agencies to complete a summary of programs and projects for Workforce Development.

Legislation

- 1. Effectively advocate maintaining historic funding levels provided by Federal and State 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 Federal and State legislative priorities of the Board including, but not limited to: promoting the inclusion of regional corridors in goods movement policies and plans at the Federal and State 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. Seek 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 Santa Fe Depot.
- 2. Develop and maintain a long term capital improvement plan and budget for SBCTA owned facilities.
- 3. Evaluate the Santa Fe Depot building for possible efficiency improvements.

Performance/Workload Indicators

	2016-2017 Actual	2017-2018 Actual	2018-2019 Revised Budget	2019-2020 Budget
Realized yield on operating investments	1.59%	2.5%	1.6%	2.5%
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	YES	N/A
Long-term/Short-term financing	YES	YES	YES	YES
City/County Conference	YES	YES	YES	YES
State and Federal Advocates achieve an overall rating of "Very Good" or "Excellent"	YES	YES	YES	YES
Grow social media and online presence	2,200	3,700	4,000	6,500
Maintain constitutional protections for existing state funds	YES	YES	YES	YES
Percentage of bill positions resulting in desired outcomes	80%	67%	80%	75%
Conduct series of regional forums	2	2	2	4
Programs and projects are able to proceed without major delays due to Federal and State actions	YES	YES	YES	YES
Build awareness of SBCTA and SBCOG programs and services, Measure I and transit opportunities	YES	YES	YES	YES

Task 0100 Board of Directors

Purpose

The Board membership is comprised of the Mayor or a Council Member from each of the twenty-two (22) cities and two (2) towns within San Bernardino County and the five (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.

Work Elements

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

Budgetary changes are the result of an increase in meeting expenses in anticipation of a Board of Directors workshop in the Fall.

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 Board of Directors			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Professional Services	4,526	3,645	7,000	9,000
Attendance Fees	73,378	85,500	147,800	147,800
Security	3,377	2,089	23,260	23,260
Dues/Memberships	199	360	-	-
Training/Registration	550	1,345	6,000	6,000
Postage	-	37	-	-
Travel Expense - Non-Employee	259	5,902	13,500	13,500
Travel Expense-Mileage-Non-Employee	15,370	15,090	17,000	17,000
Meeting Expense	7,150	19,058	19,000	38,500
Office Equipment/Software-Inventorial	29,237	5,940	22,000	25,500
Total Expenditures	134,046	138,966	255,560	280,560
Funding Sources				
MSI Admin				163,500
Local Transportation Fund - Admin				10,000
Local Transportation Fund - Planning				45,760
SAFE-Vehicle Registration Fees				19,500
General Assessment Dues				34,800
MSI Valley Fund-Freeway Projects				5,000
MSI Valley Fund-Fwy Interchange				2,000
Total Funding Sources				280,560

Task 0200 Executive Administration and Support

Purpose

Provide leadership and direction to implement 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. An award of \$287 million in grant funding this past year out of which \$218 million are from Senate Bill 1 (SB1) for the US-395 Widening Project, Redlands Passenger Rail Project, and Interstate 10 (I-10) Corridor Contract 1 Project. Also, \$30 million were specifically to pilot the introduction of zero or near zero-emission multiple units for testing on Redlands Passenger Rail Project. This technology is expected to someday replace the Diesel Multiple Units (DMU) planned for initial operation, and may also reshape the Metrolink service offering during off-peak hours.
- 2. Largely erased the cuts absorbed by SBCTA from the 2016 State Transportation Improvement Program (STIP) adoption when fuel excise receipts were down, through close collaboration with the California Transportation Commission in the adoption of the 2018 STIP.
- 3. Nearing finalization of obtaining a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for I-10 Corridor Contract 1 Project. This is a lower interest loan that is designed to allow time after opening the toll facility to complete construction before repayment commences, and thus generally considered an attractive financing vehicle for such projects.

Work Elements

This task provides for the following:

- 1. Executive Director oversight and management to implement Board priorities and support for 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.

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

Task 0200 Executive Administration and Support

Expenditures Actual Actual Revised Budget Budget Regular Full-Time Employees 707,232 489,554 764,626 850,118 Overtime 5,826 5,188 13,809 14,850 Fringe Allocation-General 655,172 458,124 803,033 878,028 Professional Services - 14,529 61,000 30,000 Consulting Services - 14,529 61,000 30,000 County Fees 216 - - - Maintenance-Motor Vehicles (35) - - - Maintenance-Office Equipment 1,085 975 1,500 1,500 Maintenance-Office Equipment 41,544 40,330 57,500 67,000 Maintenance-Office Equipment 41,544 40,330 57,500 67,000 Dues/Memberships 428 912 35,500 34,500 Prostage 5,387 10,415 30,000 30,000 Postage Employee 8,280	1 ask 0200 Executive Administration and	г ѕиррогі		2018-2019	
Regular Full-Time Employees 707,232 489,554 764,626 850,118 Overtime 5,826 5,188 13,809 14,850 Fringe Allocation-General 655,172 458,124 803,033 878,028 Professional Services - 14,529 61,000 30,000 Consulting Services - 949 120,000 120,000 County Fees 216 - - - Maintenance-Motor Vehicles (35) - - - Maintenance-Office Equipment 1,085 975 1,500 1,500 Rentals-Office Equipment 41,544 40,330 57,500 67,000 Dues/Memberships 428 912 35,500 34,500 Training/Registration 3,017 20,904 10,000 11,000 Postage 5,387 10,415 30,000 30,000 Travel Expense - Employee 8,280 8,436 14,200 15,200 Travel Expense-Mileage-Non-Employee - 188 <td< th=""><th></th><th>2016-2017</th><th>2017-2018</th><th>Revised</th><th>2019-2020</th></td<>		2016-2017	2017-2018	Revised	2019-2020
Overtime 5,826 5,188 13,809 14,850 Fringe Allocation-General 655,172 458,124 803,033 878,028 Professional Services - 14,529 61,000 30,000 Consulting Services - 949 120,000 120,000 County Fees 216 - - - Maintenance-Office Equipment 1,085 975 1,500 1,500 Rentals-Office Equipment 41,544 40,330 57,500 67,000 Dues/Memberships 428 912 35,500 34,500 Training/Registration 3,017 20,904 10,000 11,000 Postage 5,387 10,415 30,000 30,000 Travel Expense - Employee 8,280 8,436 14,200 15,200 Travel Expense-Mileage-Employee 1,113 1,229 1,950 2,150 Travel Expense-Mileage-Non-Employee - 188 300 300 Advertising - - 500	Expenditures	Actual	Actual	Budget	Budget
Overtime 5,826 5,188 13,809 14,850 Fringe Allocation-General 655,172 458,124 803,033 878,028 Professional Services - 14,529 61,000 30,000 Consulting Services - 949 120,000 120,000 County Fees 216 - - - Maintenance-Office Equipment 1,085 975 1,500 1,500 Rentals-Office Equipment 41,544 40,330 57,500 67,000 Dues/Memberships 428 912 35,500 34,500 Training/Registration 3,017 20,904 10,000 11,000 Postage 5,387 10,415 30,000 30,000 Travel Expense - Employee 8,280 8,436 14,200 15,200 Travel Expense-Mileage-Employee 1,113 1,229 1,950 2,150 Travel Expense-Mileage-Non-Employee - 188 300 300 Advertising - - 500	Regular Full-Time Employees	707,232	489,554	764,626	850,118
Professional Services - 14,529 61,000 30,000 Consulting Services - 949 120,000 120,000 County Fees 216 - - - Maintenance-Motor Vehicles (35) - - - Maintenance-Office Equipment 1,085 975 1,500 1,500 Rentals-Office Equipment 41,544 40,330 57,500 67,000 Rentals-Office Equipment 41,544 40,330 57,500 67,000 Dues/Memberships 428 912 35,500 34,500 Training/Registration 3,017 20,904 10,000 11,000 Postage 5,387 10,415 30,000 30,000 Travel Expense - Employee 8,280 8,436 14,200 15,200 Travel Expense-Mileage-Employee 1,113 1,229 1,950 2,150 Travel Expense-Mileage-Non-Employee - 188 300 300 Advertising - 500 500 <td></td> <td>5,826</td> <td>5,188</td> <td>13,809</td> <td>14,850</td>		5,826	5,188	13,809	14,850
Consulting Services - 949 120,000 120,000 County Fees 216 - - - Maintenance-Motor Vehicles (35) - - - Maintenance-Office Equipment 1,085 975 1,500 1,500 Rentals-Office Equipment 41,544 40,330 57,500 67,000 Dues/Memberships 428 912 35,500 34,500 Training/Registration 3,017 20,904 10,000 11,000 Postage 5,387 10,415 30,000 30,000 Travel Expense - Employee 8,280 8,436 14,200 15,200 Travel Expense-Mileage-Employee - 188 300 300 Advertising - - 500 500 Printing - External 4,241 4,666 10,000 10,000 Printing - Internal 7,356 7,949 43,500 43,500 Record/Equipment Storage 21,732 21,597 38,900 44,900	Fringe Allocation-General	655,172	458,124	803,033	878,028
County Fees 216 - - - Maintenance-Motor Vehicles (35) - - - Maintenance-Office Equipment 1,085 975 1,500 1,500 Rentals-Office Equipment 41,544 40,330 57,500 67,000 Dues/Memberships 428 912 35,500 34,500 Training/Registration 3,017 20,904 10,000 11,000 Postage 5,387 10,415 30,000 30,000 Travel Expense - Employee 8,280 8,436 14,200 15,200 Travel Expense-Mileage-Employee 1,113 1,229 1,950 2,150 Travel Expense-Mileage-Non-Employee - 188 300 300 Advertising - - 500 500 Printing - External 4,241 4,666 10,000 10,000 Printing - Internal 7,356 7,949 43,500 43,500 Record/Equipment Storage 21,732 21,597 38,900	Professional Services	-	14,529	61,000	30,000
Maintenance-Motor Vehicles (35) - - - Maintenance-Office Equipment 1,085 975 1,500 1,500 Rentals-Office Equipment 41,544 40,330 57,500 67,000 Dues/Memberships 428 912 35,500 34,500 Training/Registration 3,017 20,904 10,000 11,000 Postage 5,387 10,415 30,000 30,000 Travel Expense - Employee 8,280 8,436 14,200 15,200 Travel Expense-Mileage-Employee 1,113 1,229 1,950 2,150 Travel Expense-Mileage-Non-Employee - 188 300 300 Advertising - - 500 500 Printing - External 4,241 4,666 10,000 10,000 Printing - Internal 7,356 7,949 43,500 43,500 Record/Equipment Storage 21,732 21,597 38,900 44,900 Office Expense 1,238 1,757 3	Consulting Services	-	949	120,000	120,000
Maintenance-Office Equipment 1,085 975 1,500 1,500 Rentals-Office Equipment 41,544 40,330 57,500 67,000 Dues/Memberships 428 912 35,500 34,500 Training/Registration 3,017 20,904 10,000 11,000 Postage 5,387 10,415 30,000 30,000 Travel Expense - Employee 8,280 8,436 14,200 15,200 Travel Expense-Mileage-Employee 1,113 1,229 1,950 2,150 Travel Expense-Mileage-Non-Employee - 188 300 300 Advertising - - 500 500 Printing - External 4,241 4,666 10,000 10,000 Printing - Internal 7,356 7,949 43,500 43,500 Record/Equipment Storage 21,732 21,597 38,900 44,900 Office Expense 1,238 1,757 3,000 3,600 Office Equip/Software-Inventorial - 4,594 <td>County Fees</td> <td>216</td> <td>-</td> <td>-</td> <td>-</td>	County Fees	216	-	-	-
Rentals-Office Equipment 41,544 40,330 57,500 67,000 Dues/Memberships 428 912 35,500 34,500 Training/Registration 3,017 20,904 10,000 11,000 Postage 5,387 10,415 30,000 30,000 Travel Expense - Employee 8,280 8,436 14,200 15,200 Travel Expense-Mileage-Employee 1,113 1,229 1,950 2,150 Travel Expense-Mileage-Non-Employee - 188 300 300 Advertising - - 500 500 Printing - External 4,241 4,666 10,000 10,000 Printing - Internal 7,356 7,949 43,500 43,500 Record/Equipment Storage 21,732 21,597 38,900 44,900 Office Expense 41,645 26,656 65,000 55,000 Meeting Expense 1,238 1,757 3,000 3,600 Office Equip/Software-Inventorial - 4,594	Maintenance-Motor Vehicles	(35)	-	-	-
Dues/Memberships 428 912 35,500 34,500 Training/Registration 3,017 20,904 10,000 11,000 Postage 5,387 10,415 30,000 30,000 Travel Expense - Employee 8,280 8,436 14,200 15,200 Travel Expense-Mileage-Employee 1,113 1,229 1,950 2,150 Travel Expense-Mileage-Non-Employee - 188 300 300 Advertising - - 500 500 Printing - External 4,241 4,666 10,000 10,000 Printing - Internal 7,356 7,949 43,500 43,500 Record/Equipment Storage 21,732 21,597 38,900 44,900 Office Expense 41,645 26,656 65,000 55,000 Meeting Expense 1,238 1,757 3,000 3,600 Office Equip/Software-Inventorial - 4,594 20,000 20,000 Indirect Allocation-General 385,237 141,602	Maintenance-Office Equipment	1,085	975	1,500	1,500
Training/Registration 3,017 20,904 10,000 11,000 Postage 5,387 10,415 30,000 30,000 Travel Expense - Employee 8,280 8,436 14,200 15,200 Travel Expense-Mileage-Employee 1,113 1,229 1,950 2,150 Travel Expense-Mileage-Non-Employee - 188 300 300 Advertising - - 500 500 Printing - External 4,241 4,666 10,000 10,000 Printing - Internal 7,356 7,949 43,500 43,500 Record/Equipment Storage 21,732 21,597 38,900 44,900 Office Expense 41,645 26,656 65,000 55,000 Meeting Expense 1,238 1,757 3,000 3,600 Office Equip/Software-Inventorial - 4,594 20,000 20,000 Indirect Allocation-General 385,237 141,602 - - - Total Expenditures 1,890,714	Rentals-Office Equipment	41,544	40,330	57,500	67,000
Postage 5,387 10,415 30,000 30,000 Travel Expense - Employee 8,280 8,436 14,200 15,200 Travel Expense-Mileage-Employee 1,113 1,229 1,950 2,150 Travel Expense-Mileage-Non-Employee - 188 300 300 Advertising - - 500 500 Printing - External 4,241 4,666 10,000 10,000 Printing - Internal 7,356 7,949 43,500 43,500 Record/Equipment Storage 21,732 21,597 38,900 44,900 Office Expense 41,645 26,656 65,000 55,000 Meeting Expense 1,238 1,757 3,000 3,600 Office Equip/Software-Inventorial - 4,594 20,000 20,000 Indirect Allocation-General 385,237 141,602 - - - Total Expenditures 1,890,714 1,260,554 2,094,318 2,232,146 Funding Sources	Dues/Memberships	428	912	35,500	34,500
Travel Expense - Employee 8,280 8,436 14,200 15,200 Travel Expense-Mileage-Employee 1,113 1,229 1,950 2,150 Travel Expense-Mileage-Non-Employee - 188 300 300 Advertising - - 500 500 Printing - External 4,241 4,666 10,000 10,000 Printing - Internal 7,356 7,949 43,500 43,500 Record/Equipment Storage 21,732 21,597 38,900 44,900 Office Expense 41,645 26,656 65,000 55,000 Meeting Expense 1,238 1,757 3,000 3,600 Office Equip/Software-Inventorial - 4,594 20,000 20,000 Indirect Allocation-General 385,237 141,602 - - - Total Expenditures 1,890,714 1,260,554 2,094,318 2,232,146 Funding Sources MSI Admin 259,359 Local Transportation Fund - Admin <	Training/Registration	3,017	20,904	10,000	11,000
Travel Expense-Mileage-Employee 1,113 1,229 1,950 2,150 Travel Expense-Mileage-Non-Employee - 188 300 300 Advertising - - 500 500 Printing - External 4,241 4,666 10,000 10,000 Printing - Internal 7,356 7,949 43,500 43,500 Record/Equipment Storage 21,732 21,597 38,900 44,900 Office Expense 41,645 26,656 65,000 55,000 Meeting Expense 1,238 1,757 3,000 3,600 Office Equip/Software-Inventorial - 4,594 20,000 20,000 Indirect Allocation-General 385,237 141,602 - - - Total Expenditures 1,890,714 1,260,554 2,094,318 2,232,146 Funding Sources MSI Admin 259,359 Local Transportation Fund - Admin 14,092	Postage	5,387	10,415	30,000	30,000
Travel Expense-Mileage-Non-Employee - 188 300 300 Advertising - - - 500 500 Printing - External 4,241 4,666 10,000 10,000 Printing - Internal 7,356 7,949 43,500 43,500 Record/Equipment Storage 21,732 21,597 38,900 44,900 Office Expense 41,645 26,656 65,000 55,000 Meeting Expense 1,238 1,757 3,000 3,600 Office Equip/Software-Inventorial - 4,594 20,000 20,000 Indirect Allocation-General 385,237 141,602 - - - Total Expenditures 1,890,714 1,260,554 2,094,318 2,232,146 Funding Sources MSI Admin 259,359 Local Transportation Fund - Admin 14,092	Travel Expense - Employee	8,280	8,436	14,200	15,200
Advertising - - 500 500 Printing - External 4,241 4,666 10,000 10,000 Printing - Internal 7,356 7,949 43,500 43,500 Record/Equipment Storage 21,732 21,597 38,900 44,900 Office Expense 41,645 26,656 65,000 55,000 Meeting Expense 1,238 1,757 3,000 3,600 Office Equip/Software-Inventorial - 4,594 20,000 20,000 Indirect Allocation-General 385,237 141,602 - - - Total Expenditures 1,890,714 1,260,554 2,094,318 2,232,146 Funding Sources MSI Admin 259,359 Local Transportation Fund - Admin 14,092	Travel Expense-Mileage-Employee	1,113	1,229	1,950	2,150
Printing - External 4,241 4,666 10,000 10,000 Printing - Internal 7,356 7,949 43,500 43,500 Record/Equipment Storage 21,732 21,597 38,900 44,900 Office Expense 41,645 26,656 65,000 55,000 Meeting Expense 1,238 1,757 3,000 3,600 Office Equip/Software-Inventorial - 4,594 20,000 20,000 Indirect Allocation-General 385,237 141,602 - - Total Expenditures 1,890,714 1,260,554 2,094,318 2,232,146 Funding Sources MSI Admin 259,359 Local Transportation Fund - Admin 14,092	Travel Expense-Mileage-Non-Employee	-	188	300	300
Printing - Internal 7,356 7,949 43,500 43,500 Record/Equipment Storage 21,732 21,597 38,900 44,900 Office Expense 41,645 26,656 65,000 55,000 Meeting Expense 1,238 1,757 3,000 3,600 Office Equip/Software-Inventorial - 4,594 20,000 20,000 Indirect Allocation-General 385,237 141,602 - - - Total Expenditures 1,890,714 1,260,554 2,094,318 2,232,146 Funding Sources MSI Admin 259,359 Local Transportation Fund - Admin 14,092	Advertising	-	-	500	500
Record/Equipment Storage 21,732 21,597 38,900 44,900 Office Expense 41,645 26,656 65,000 55,000 Meeting Expense 1,238 1,757 3,000 3,600 Office Equip/Software-Inventorial - 4,594 20,000 20,000 Indirect Allocation-General 385,237 141,602 - - - Total Expenditures 1,890,714 1,260,554 2,094,318 2,232,146 Funding Sources MSI Admin 259,359 Local Transportation Fund - Admin 14,092	Printing - External	4,241	4,666	10,000	10,000
Office Expense 41,645 26,656 65,000 55,000 Meeting Expense 1,238 1,757 3,000 3,600 Office Equip/Software-Inventorial - 4,594 20,000 20,000 Indirect Allocation-General 385,237 141,602 - - - Total Expenditures 1,890,714 1,260,554 2,094,318 2,232,146 Funding Sources MSI Admin 259,359 Local Transportation Fund - Admin 14,092	Printing - Internal	7,356	7,949	43,500	43,500
Meeting Expense 1,238 1,757 3,000 3,600 Office Equip/Software-Inventorial - 4,594 20,000 20,000 Indirect Allocation-General 385,237 141,602 - - Total Expenditures 1,890,714 1,260,554 2,094,318 2,232,146 Funding Sources MSI Admin 259,359 Local Transportation Fund - Admin 14,092	Record/Equipment Storage	21,732	21,597	38,900	44,900
Office Equip/Software-Inventorial - 4,594 20,000 20,000 Indirect Allocation-General 385,237 141,602 - - - Total Expenditures 1,890,714 1,260,554 2,094,318 2,232,146 Funding Sources MSI Admin 259,359 Local Transportation Fund - Admin 14,092	Office Expense	41,645	26,656	65,000	55,000
Indirect Allocation-General 385,237 141,602 -	Meeting Expense	1,238	1,757	3,000	3,600
Total Expenditures 1,890,714 1,260,554 2,094,318 2,232,146 Funding Sources MSI Admin 259,359 Local Transportation Fund - Admin 14,092	Office Equip/Software-Inventorial	-	4,594	20,000	20,000
Funding Sources MSI Admin 259,359 Local Transportation Fund - Admin 14,092	Indirect Allocation-General	385,237	141,602		
MSI Admin 259,359 Local Transportation Fund - Admin 14,092	Total Expenditures	1,890,714	1,260,554	2,094,318	2,232,146
MSI Admin 259,359 Local Transportation Fund - Admin 14,092	Funding Sources				
Local Transportation Fund - Admin 14,092	_				259.359
•					
	<u>^</u>				-
Planning, Programming and Monitoring 14,648	,				-
SAFE-Vehicle Registration Fees 14,573					•
General Assessment Dues 6,728	<u> </u>				•
Property Assessed Clean Energy Fund 6,692					
MSI Valley Fund-Freeway Projects 175,116					
MSI Valley Fund-Fwy Interchange 25,363					•
MSI Valley Fund-Grade Separations 25,363					
MSI Valley Fund-Traffic Mgmt Sys 27,482	1				•
MSI Victor Valley Fund-Traffic Mgmt Sys 10,249					•
Indirect Cost Fund 1,359,667					· ·
Total Funding Sources 2,232,146	Total Funding Sources				

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Vcum' 0350 General Counsel"

Rwtrqug"

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

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- 1. Collaboratively developed Records Retention Policy and associated record retention schedules.
- 2. Working to finalize financial instruments for Interstate 10 (I-10) Corridor Contract 1 Project, Transportation Infrastructure Finance and Innovation Act (TIFIA) and Measure I Program.
- 3. Advised regarding Redlands Passenger Rail Project construction procurements.
- 4. Provided comprehensive quarterly litigation and claims updates for the Board.
- 5. Continued improving contract templates and policies to simplify contract drafting and approval.

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- 1. Assist with the refinement and implementation of agency Records Retention Policy.
- 2. Develop legal strategy and structure for imposition and enforcement of Express Lanes tolling.
- 3. Revise claims policy.
- 4. Prepare legal preparedness package for emergency response.

Budgetary changes are due to labor costs being reallocated from other tasks and accounted for in this task.

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- 1. Provide legal advice to staff and the Board.
- 2. Oversee outside counsel representing SBCTA and SBCOG in litigation and right of way matters.
- 3. Review, draft and provide advice regarding hundreds of contracts and related agenda items annually.
- 4. Update and advise the Board regarding major legal issues and litigation matters.
- 5. Provide risk mitigation legal strategies and advice.
- 6. Aide SBCTA and SBCOG in attaining legal compliance in all activities.

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- a. Existing Contracts
 - i. 00-1000801, Legal Research Database, Amount Budgeted \$7,000.
 - ii. 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 \$60,000, Total Estimated Contract Amounts will vary based on services provided.

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Julianna Tillquist, General Counsel

Task 0350 General Counsel

Task 0350 General Counsel			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	335,232	411,824	405,416	455,541
Overtime	832	-	-	-
Fringe Allocation-General	308,785	381,344	418,228	462,420
Professional Services	6,530	6,792	15,900	15,900
Legal Fees	65,096	93	80,000	80,000
Dues/Memberships	-	1,312	1,965	2,041
Training/Registration	3,376	3,797	4,400	4,500
Postage	-	-	200	100
Travel Expense - Employee	3,577	2,226	6,000	6,000
Travel Expense-Mileage-Employee	-	-	200	200
Travel Expense-Other-Metrolink Tickets	-	26	-	-
Printing - Internal	-	4	200	200
Meeting Expense	482	-	500	500
Office Equip/Software-Inventorial	-	-	10,000	10,000
Indirect Allocation-General		268,067		
Total Expenditures	723,910	1,075,485	943,009	1,037,402
Funding Sources				
MSI Admin				36,145
Local Transportation Fund - Planning				7,861
Local Transportation Fund - Rail				185,460
MSI Valley Fund-Freeway Projects				329,612
MSI Valley Fund-Fwy Interchange				55,357
Indirect Cost Fund				422,967
				1,037,402
Total Funding Sources				1,037,402

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 (CAFR) and Annual Budget.
- 2. Established short-term financing programs including notes, commercial paper and other options.
- 3. Implemented an internal control assessment to assess the effectiveness and efficiency of internal controls.
- 4. Performed an annual update of the Investment Policy 20100.
- 5. Hosted the 6th annual Business to Business (B2B) event which had 251 attendees with forty-eight (48) exhibitors and resulted in more than \$42 million dollars in contract value that can be attributed to the networking opportunities provided by the event.
- 6. Participated in financing the Interstate 10 (I-10) Corridor Project including Transportation Infrastructure Finance and Innovation Act (TIFIA) and issuance of Commercial Paper for Mount Vernon Avenue Viaduct Project.

Work Elements

Finance and Accounting

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

- 1. Auditing and accounting services:
 - i. Independent financial audit and single compliance audit.
 - ii. Financial, Measure I local street and senior and disabled pass through, and 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:
 - 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.

Budgetary changes are mainly due to labor costs being reallocated amongst various tasks.

Task 0400 Financial Management

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 funded 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 and excess 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

The majority of the costs attributed to financial management are accounted for in the Indirect Cost Fund and charged to various tasks. Provide financial management support for all activities in the organization. Annually complete the CAFR and budget and submit to GFOA for award consideration.

Contract Information

- a. Existing Contracts
 - i. 00-1000874, Financial Advisory Services, Amount Budgeted \$30,000.
 - ii. 00-1000798, Investment Advisory Services, Amount Budgeted \$110,000.
 - iii. 17-1001741 and 17-1001664, On-call Labor Compliance Services, Amount Budgeted \$10,000.
 - iv. 15-1001107, Disadvantaged Business Enterprise Services, Amount Budgeted \$10,000.
 - v. 19-1002035, Insurance Broker and Risk Management Services, Amount Budgeted \$40,000.
 - vi. 15-1001051, Third Party Administrator Services, Amount Budgeted \$30,000.
 - vii. 15-1001183, 15-1001197 and 15-1001198, On-call Temporary Employment Services, Amount Budgeted \$113,000.

Task 0400 Financial Management

- viii. 15-1001061 and 15-1001226, Agreed Upon Procedures and Price Review Services, Amount Budgeted \$140,000.
- ix. 17-1001569, Auditing Services for Transit Operators, Amount Budgeted \$151,000.
- x. 17-1001569, Auditing Services for Measure I Local Pass-Through and Senior and Disabled Recipients, Amount Budgeted \$370,000.
- xi. 17-1001615, Auditing Services, Amount Budgeted \$140,000.

b. New Contracts

- i. RFP, Agreed Upon Procedures and Price Review Services, Amount Budgeted \$125,000, Total Estimated Contract Amount \$375,000.
- ii. RFP, Financial Advisory Services, Amount Budgeted \$30,000, Total Estimated Contract Amount \$100,000.
- iii. RFP, Investment Advisory Services, Amount Budgeted \$110,000, Total Estimated Contract Amount \$600,000.
- iv. RFP, On-Call Temporary Employment Services, Amount Budgeted \$113,000, Total Estimated Contract Amount \$1,000,000.

Manager

Hilda Flores, Chief Financial Officer

Task 0400 Financial Management

Task 0400 I manetai Wanagement			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	742,029	806,021	1,225,427	997,239
Regular Part-Time Employees	6,066	12,666	18,720	-
Overtime	7,347	10,936	11,835	14,850
Fringe Allocation-General	689,239	756,492	1,253,484	1,027,370
Professional Services	165,057	130,790	215,000	250,000
Consulting Services	-	4,406	50,000	50,000
County Fees	43,552	45,157	100,000	100,000
Auditing and Accounting	624,079	673,849	1,005,000	1,026,000
Investment Management Fees	83,025	39,690	85,000	110,000
Financial/Legal Bonding Fees	3,288	-	-	-
General Liability Insurance	229,000	218,918	270,000	275,000
Property Insurance	33,352	33,170	50,000	50,000
Crime Insurance	15,959	15,812	30,000	30,000
Public Officials Liability Insurance	-	-	60,000	-
Automotive Insurance	-	1,489	3,000	5,000
Cyber Liability Insurance	16,404	15,457	20,000	20,000
Dues/Memberships	2,045	2,315	3,000	3,000
Training/Registration	4,436	6,053	23,000	23,000
Postage	2,289	2,405	1,200	1,200
Travel Expense - Employee	4,272	9,941	4,000	4,000
Travel Expense-Mileage-Employee	3,613	914	2,000	2,000
Travel Expense-Other-Metrolink Tickets	-	50	-	-
Advertising	686	708	1,000	1,000
Printing - External	9,683	7,015	10,000	10,000
Printing - Internal	(112)	-	-	-
Bank Charges	194	554	1,000	1,000
Other Service Charges	10,962	-	-	-
Office Expense	812	364	-	-
Meeting Expense	1,914	596	2,000	2,000
Indirect Allocation-General	310,254	192,130		
Total Expenditures	3,009,445	2,987,898	4,444,666	4,002,659
Funding Sources				
MSI Admin				563,609
Local Transportation Fund - Admin				172,930
Local Transportation Fund - Planning				171,436
SAFE-Vehicle Registration Fees				94,538
MSI Valley Fund-Freeway Projects				164,543
MSI Valley Fund-Fwy Interchange				88,014
MSI Valley Fund-Grade Separations				98,978
MSI Valley Fund-Metrolink/Rail Service				39,627
MSI Valley Fund-Express Bus/Rapid Trans				977
Indirect Cost Fund				2,608,007
Total Funding Sources				4,002,659

Task 0450 Management Services

Purpose

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

Accomplishments

- 1. Completed a virtual network infrastructure upgrade. SBCTA was able to reduce the carbon footprint of the organization by going from six (6) host virtual servers down to three (3) resulting in an increase to the amount of virtual servers that can be added to the host servers.
- 2. Utilized the California Network and Telecommunications (CALNET) Program to secure a new internet provider with more efficient bandwidth speeds.
- 3. Installed a new firewall for improved performance and security protection.
- 4. Upgraded the speed and programming capabilities of the wireless internet system throughout the Santa Fe Depot.
- 5. Deployed the Laserfiche Weblink tool to allow public access to agency related documents.

Work Elements

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

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 (3) contracts related to computer network administration.

Data Management

This activity provides for the management and upkeep of the agency Intranet sites 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).

Budgetary changes include an increase in expenditures for the replacement of agency desktop computers and the operating system upgrade from Windows 7 to Windows 10.

Product

- 1. Continue to improve administrative efficiency through automation of records processing using Laserfiche, SharePoint and other enterprise systems.
- 2. Examine the SharePoint, EDEN, Laserfiche, and MinuteTraq software programs for increased efficiencies and opportunities for integration.

Task 0450 Management Services

- 3. Replace computer network workstations as part of a standard rotation and capital improvement plan and upgrade operating system and Microsoft Office applications.
- 4. Provide computer software training to increase employee learning and efficiency.
- 5. Procure new service agreement for SharePoint administration services.
- 6. Replace aging ShoreTel phone system server.
- 7. Replace aging network switches.

Contract Information

- a. Existing Contracts
 - i. 17-1001582, Agiline, SharePoint 2013 Deployment and Migration, Amount Budgeted \$10,000.
 - ii. 17-1001628, City of Brea, Information Technology Network Consultant, Amount Budgeted \$203,860.
 - iii. 18-1001968, State of California, California Department of Technology and AT&T Corporation, Amount Budgeted \$36,000.

b. New Contracts

- i. IFB, Desktop Workstations with Windows 10, Amount Budgeted \$60,000, Total Estimated Contract/Purchase Order Amount \$120,000.
- ii. IFB, Network Server for ShoreTel Phone System, Amount Budgeted \$7,000, Total Estimated Contract/Purchase Order Amount \$7,000.
- iii. IFB, Network Switches, Amount Budgeted \$15,000, Total Estimated Contract/Purchase Order Amount \$15,000.
- iv. RFP, SharePoint Administrator Professional Services SharePoint Application, Budgeted Amount \$14,400, Total Estimated Contract Amount \$43,200.

Manager

Duane Baker, Deputy Executive Director

Task 0450 Management Services

Task 0450 Management Services				
			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	112,269	126,523	100,412	116,638
Fringe Allocation-General	103,156	117,158	103,584	118,399
Professional Services	166,321	258,303	317,260	312,760
Maintenance-Motor Vehicles	909	2,901	2,500	2,500
Training/Registration	-	125	10,000	10,000
Postage	-	77	700	700
Travel Expense - Employee	-	723	1,000	1,000
Travel Expense-Mileage-Employee	28	28	200	200
Advertising	232	-	-	-
Communications	16,325	19,290	74,448	74,348
Bank Charges	58	-	-	-
Office Expense	551	-	1,500	1,500
Meeting Expense	84	31	200	200
Office Equip/Software-Inventorial	178,901	198,528	208,140	221,460
Computer Hardware and Software	27,008	144,564	32,500	82,000
Total Expenditures	605,842	868,251	852,444	941,705
Funding Sources				
Indirect Cost Fund				941,705
Total Funding Sources				941,705

Task 0470 Human Resources

Purpose

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

Accomplishments

- 1. Recruited and filled seven (7) full-time positions and one (1) intern position.
- 2. Processed over 574 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. Met new State requirements of sexual harassment prevention training for all employees.
- 6. Conducted an audit of all personnel policies and procedures for Federal and State compliance.
- 7. Established a formal policy and procedure relating to Vehicle Use and Driving Standards.

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 04/0 Human Resources			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	62,415	68,945	67,513	71,617
Fringe Allocation-General	57,349	63,842	69,646	72,698
Professional Services	620	16,695	650	650
Legal Fees	3,529	-	25,000	25,000
Maintenance-Motor Vehicles	24	126	-	-
Dues/Memberships	271	1,309	649	400
Training/Registration	4,714	3,616	14,270	14,360
Postage	36	16	200	200
Travel Expense - Employee	(263)	8	6,500	6,500
Travel Expense-Mileage-Employee	129	-	500	500
Advertising	15,452	7,977	10,000	8,250
Contributions/Subsidies	5,000	-	5,000	-
Office Expense	97	21	1,000	1,000
Meeting Expense	7,734	7,942	12,500	12,500
Total Expenditures	157,107	170,497	213,428	213,675
Funding Sources				
Indirect Cost Fund				213,675
Total Funding Sources				213,675

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. 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 \$2.5 million in awards since the contract with the Grant Consultant began.
- 2. Initiated the Council of Governments (COG) Advisory Group Committee to work through details of COG Projects.
- 3. Partnering the Countywide Emergency Medical Care Committee Ad Hoc to begin the "Optimizing Emergency Medical Services in San Bernardino County" Project.
- 4. Initiated the marketing of the COG.
- 5. Partnering with the Counties of San Bernardino and Riverside, Western Riverside Council of Governments (WRCOG), the University of California in Riverside, and dozens of Community Based Organizations (CBOs) and non-profits to establish "Hard to Count" committees in anticipation of the Census 2020 count.

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 San Bernardino County, the City of Rancho Cucamonga and the United States 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 WRCOG on community health and wellness policy.
- 9. Work with local public safety dispatch centers to improve emergency medical services countywide.
- 10. Partner with regional and county agencies to work with Census bureau to initiate the Hard to Count Committee
- 11. Partner with the San Bernardino County School District and the San Bernardino County Department of Public Health to expand Summer Meals Programs.
- 12. Partner with local and government agencies to address the housing shortage.
- 13. Partner with local and government agencies to improve opportunities in workforce development.

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 (2) regional programs.
- 4. Forest Management Plan.
- 5. Grant writing workshops.
- 6. Optimizing Emergency Medical Services Plan.
- 7. Workforce Development summary.

Contract Information

- a. Existing Contracts
 - i. 15-1001281, Forest Management Plan with United States Forest Service, Amount Budgeted \$147,218.
 - ii. 16-1001379, Grant Search and Writing services, Amount Budgeted \$98,500.
 - iii. 19-1002079, Optimizing Emergency Medical Services, Amount Budgeted \$200,000.

Council of Governments Funding Source Detail

- i. Rancho Cucamonga Fire Protection District \$27,145.
- ii. San Bernardino County Forest Service \$58,821.
- iii. Consolidated Fire Agencies \$25,000.
- iv. Inland Empire Health Plan \$25,000.

Manager

Duane Baker, Deputy Executive Director

Task 0501 Intergovernmental – Council of Governments

Task 0501 Intergovernmental – Council	of Governments		2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Evmandituus				
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	104,035	118,148	81,593	113,016
Overtime	-	114	<u>-</u>	-
Fringe Allocation-General	95,591	109,509	84,171	114,722
Professional Services	97,664	126,777	278,500	257,500
Consulting Services	-	-	580,000	610,000
Maintenance-Motor Vehicles	-	-	200	200
Dues/Memberships	477	409	500	500
Training/Registration	29,018	28,877	28,750	31,750
Postage	-	-	200	200
Travel Expense - Employee	3,618	1,048	2,000	5,000
Travel Expense - Non-Employee	213	-	1,000	1,000
Travel Expense-Mileage-Employee	496	864	2,900	1,200
Travel Expense-Mileage-Non-Employee	-	-	500	200
Travel Expense-Other-Metrolink Tickets	106	273	800	100
Contributions/Subsidies	-	13,763	152,218	149,526
Office Expense	-	-	100	100
Meeting Expense	47,689	29,586	65,000	45,000
Indirect Allocation-General	197,136	157,058		<u> </u>
Total Expenditures	576,043	586,426	1,278,432	1,330,014
Funding Sources				
MSI Admin				143,750
General Assessment Dues				298,665
Property Assessed Clean Energy Fund				751,633
Council of Governments Fund				135,966
				1,330,014
Total Funding Sources				1,330,014

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 in order to enable the efficient delivery of transportation projects and SBCTA and SBCOG programs.

Accomplishments

SBCTA continued to work with its member jurisdictions, Federal and State 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 Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for the Interstate 10 (I-10) Corridor Contract 1 Project.
- 2. 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. Advocating to protect Senate Bill 1 (SB1) investments in transportation.
- 2. Advocating to protect existing transit investments.
- 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 (4) components:

- 1. Represent SBCTA's positions on Federal and State legislative, funding, and regulatory actions as directed by the Board.
- 2. Collaborate with both public and private sector, Federal, State, and regional 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 (COG) through outreach and advocacy efforts at the Federal, State and regional 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 Federal and State transportation and COG issues amongst Board Members and staff.

In Fiscal Year 2019/2020, SBCTA will continue to actively advocate for transportation funding at the Federal and State 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 \$82,500.
 - ii. 15-1001149, State Advocacy Services, Amount Budgeted \$67,500.

Manager

Otis Greer, Director of Legislative and Public Affairs

Task 0503 Legislation

Task 0503 Legislation			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	161,450	123,131	95,464	141,828
Fringe Allocation-General	148,343	114,018	98,481	143,970
Professional Services	151,732	146,201	175,200	150,200
Dues/Memberships	9,607	11,707	19,500	17,000
Training/Registration	25,055	1,283	31,600	10,000
Postage	-	9	350	-
Travel Expense - Employee	13,965	9,605	34,550	25,000
Travel Expense-Mileage-Employee	2,086	316	7,600	3,000
Travel Expense-Other-Metrolink Tickets	-	24	-	-
Public Information Activities	-	302	-	-
Contributions/Subsidies	300	-	600	-
Office Expense	-	-	500	500
Meeting Expense	296	2,422	13,150	32,000
Office Equip/Software-Inventorial	70	-	-	-
Indirect Allocation-General	85,531	9,699		
Total Expenditures	598,435	418,717	476,995	523,498
Funding Sources				
MSI Admin				159,685
Local Transportation Fund - Planning				114,622
MSI Valley Fund-Freeway Projects				2,500
Indirect Cost Fund				246,691
Total Funding Sources				523,498

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.

Fiscal Year 2018/2019 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.
- 4. Continued to enhance communications program through the execution of three (3) contracts for public outreach, media relations, and 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. Further improved communications surrounding the SBCOG function, including the continuation of the Council of Governments (COG) Communicator, released and published quarterly and the establishment of a dedicated SBCOG website; providing communications for the various programs within the COG function; and helped support the planning and execution of the annual City/County Conference.
- 6. Hosting web content for a monthly rideshare publication and online content for the Freeway Service Patrol (FSP) Program.
- 7. Continued online streaming tools to enhance public engagement.
- 8. Managed a Low Carbon Transit Operations Program (LCTOP) grant to develop and provide resources towards transit marketing programs and subsidies for Mountain/Desert transit operators to incentivize new ridership.

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.

Budgetary changes are attributed to the elimination of the LCTOP funding provided as part of a one-time grant in previous budget years resulting in an overall reduction in professional services for transit marketing programs and fare subsidy project.

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 annual Business to Business Expo (B2B), and multiple public events commemorating the start and/or finish of major capital improvement projects.

In Fiscal Year 2019/2020, 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. 19-1002000, 4-year On-call Public Outreach.*
 - ii. 19-1002001, 4-year On-call Graphic Design/Marketing, Amount Budgeted \$20,000.*
 - iii. 18-1001890, 3-year Website Maintenance and Content Posting, Amount Budgeted \$25,000.
 - iv. 18-1001898, Media Support Services for Enhanced Presence, Amount Budgeted \$75,000.

Manager

Otis Greer, Director of Legislative and Public Affairs

^{*} These contracts are managed for performance by Public Affairs, but also budgeted by other programs within the agency. The amount budget is reflected within each of those respective programs.

Task 0605 Public Affairs

Task 0003 Fublic Affairs			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	115,835	118,161	200,508	171,363
Regular Part-Time Employees	1,536	-	-	-
Fringe Allocation-General	106,432	109,415	206,844	173,950
Professional Services	149,915	248,228	733,000	120,000
Dues/Memberships	4,317	2,256	11,000	15,000
Training/Registration	6,395	3,205	5,500	15,600
Postage	-	-	1,100	-
Travel Expense - Employee	5,773	2,419	14,000	10,000
Travel Expense-Mileage-Employee	1,557	497	4,500	3,500
Public Information Activities	33,277	21,107	85,000	40,000
Printing - External	-	-	2,500	-
Meeting Expense	-	147	3,500	5,000
Office Equip/Software-Inventorial	(1,788)	1,788	1,500	-
Computer Hardware and Software	27,008	-	-	-
Indirect Allocation-General	140,275	13,304	-	-
Special Items	<u> </u>	274		
Total Expenditures	590,532	520,801	1,268,952	554,413
Funding Sources				
MSI Admin				52,999
Local Transportation Fund - Planning				76,237
MSI Valley Fund-Freeway Projects				76,398
MSI Valley Fund-Fwy Interchange				28,346
MSI Valley Fund-Grade Separations				9,926
Indirect Cost Fund				310,507
Total Funding Sources				554,413

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 (4) tenants occupying the Santa Fe 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 a new snack shop tenant for the lobby. The revenue from leasing these units aids in offsetting the operational and maintenance costs of the Santa Fe Depot along with the cost sharing arrangement between SBCTA and the City of San Bernardino. The Santa Fe Depot celebrated its centennial anniversary in 2018. As with any historic structure, maintenance can be an issue. Recent investigations revealed some structural issues in the basement that require repair. State funds have been identified and are 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 are due to a decrease of \$600,000 in State funds as most of the structural repairs to the basement of the Santa Fe Depot were completed in Fiscal Year 2018/2019.

Product

Active management of the facility.

Manager

Duane Baker, Deputy Executive Director

Task 0805 Building Operation

Task 0005 Building Operation			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	26,732	28,931	24,125	34,823
Fringe Allocation-General	24,562	26,790	24,887	35,349
Professional Services	22,324	65,956	90,636	130,636
Utilities	72,423	96,557	99,000	99,000
Maintenance-Buildings	735,887	909,151	1,804,400	1,329,500
Postage	-	-	-	200
Advertising	-	198	-	-
Communications	12,429	18,141	20,000	20,000
Bank Charges	-	30	100	-
Other Service Charges	467,997	-	-	-
Office Expense	9,594	5,711	15,500	14,500
Meeting Expense	-	64	-	-
Buildings and Structures	-	7,000	25,000	-
Office Furniture and Equipment	114,266	44,240	225,000	135,000
Office Equip/Software-Inventorial	17,332	15,310	10,000	10,000
Computer Hardware and Software	93,753	-	-	-
Indirect Allocation-General	50,655	38,422	<u>-</u>	<u>-</u>
Total Expenditures	1,647,954	1,256,501	2,338,648	1,809,008
Funding Sources				
State of Good Repair – SBCTA				200,000
Rail Assets				25,000
Amtrak				12,000
Indirect Cost Fund				1,572,008
Total Funding Sources				1,809,008

ENVIRONMENT AND ENERGY CONSERVATION

Environment and Energy Conservation Program Budget

Description

The Environment and 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) as well as through several other grant supported projects involving the California Air Resources Board (CARB), the California Energy Commission (CEC), Mobile Source Air Pollution Reduction Review Committee (MSRC) and the United States Department of Energy (DOE).

Accomplishments

- 1. Assisted twelve (12) partnership cities with the SBREP, conducted nine (9) SBREP meetings, and hosted six (6) 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. Completed Phase I and began Phase II of the \$9.1 million grant from the CARB which funds a demonstration project to deploy electric yard and service trucks and install charging equipment in rail support facilities at three (3) sites, two (2) of which are located in the Inland Empire. This included the deployment of an additional fourteen (14) electric yard trucks at designated rail support facilities in the Counties of San Bernardino and Los Angeles to provide data for future zero or near zero-emission equipment development.
- 5. Installed Electric Vehicle (EV) charging stations at SBCTA/Santa Fe Depot, using a \$450,000 grant from the MSRC.
- 6. Initiated development of a San Bernardino Countywide Zero-Emission Vehicle (ZEV) Readiness and Implementation Plan funded by a \$181,000 grant from the CEC. As part of the development, invited and hosted four (4) informal working groups for member cities to participate.
- 7. Continued to work with the DOE on the asset management and the disposition procedures of the combined 204 Compressed Natural Gas (CNG) and Liquefied Natural Gas (LNG) Truck Project. Managed the sale of 122 trucks in Fiscal Year 2018/2019 and refunded their share of the funds to the DOE.

Goals and Objectives

- 1. Work to achieve Senate Bill 375 (SB375) targets for greenhouse gasses as part of Southern California Association of Governments (SCAG's) Sustainable Communities Strategy.
- 2. Finalize development of the San Bernardino Countywide ZEV Readiness and Implementation Plan.
- 3. In coordination with both Southern California Edison (SCE) and Southern California Gas Company (SoCalGas), continue assisting cities with reducing energy consumption and achieving savings through the SBREP. Additionally, pursue funding through the SBREP to implement strategic planning and innovative energy efficiency projects for member cities interested in achieving greater energy efficiency.
- 4. Conclude the EV demonstration grant project from CARB at designated rail support facilities in the Cities of Fontana, San Bernardino and the City of Commerce.
- 5. Install additional EV charging stations at the SBCTA/Santa Fe Depot and the San Bernardino Transit Center.
- 6. Seek grants for countywide EV infrastructure deployment.
- 7. Continue to work with the DOE on the asset management and the disposition procedures of the remaining eighty-two (82) CNG and LNG trucks.

Environment and Energy Conservation Program Budget

Performance/Workload Indicators

	2018-2019					
	2016-2017	2017-2018	Revised	2019-2020		
	Actual	Actual	Budget	Budget		
Regional Energy Partnership Meetings	9	10	9	10		
LED Holiday Light Exchanges/Energy Efficiency Starter Kit Events	5	6	6	6		
Electric Vehicle Workshops held	N/A	N/A	4	N/A		
Electric Vehicle Chargers Installed	N/A	2	9	4		
CARB Electric Vehicle Chargers Installed	N/A	23	N/A	N/A		
CARB Electric Vehicle trucks deployed	N/A	12	14	N/A		

Environment and Energy Conservation

Task 0101 Environment

Purpose

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

Accomplishments

- 1. Implemented Phase II 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. Participated in SCAQMD's Assembly Bill 617 (AB 617) Steering Committee, which identified portions of the San Bernardino community for development and implementation of air monitoring and emission reduction plans.
- 4. Continued installation of Electric Vehicle (EV) chargers through a \$450,000 grant received from the Mobile Source Air Pollution Reduction Review Committee (MSRC).
- 5. Initiated development of a San Bernardino Countywide Zero Emission Vehicle (ZEV) Readiness and Implementation Plan funded by a \$181,000 grant from the California Energy Commission (CEC). Working alongside SBCTA's contractor, hosted four informal working group meetings for member cities to provide their input.
- 6. Continued to work with the United States Department of Energy (DOE) on the asset management and the disposition procedures of the combined 204 Compressed Natural Gas (CNG) and Liquefied Natural Gas (LNG) Truck Project. Managed the sale of 122 trucks in Fiscal Year 2018/2019 and refunded their share of the funds to the DOE.

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 Federal and/or State 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 CNG/LNG fuel usage, as well as tracking emission reductions.
- 6. Finalize development of a 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 (SBTC).
- 8. Work to achieve Senate Bill 375 (SB375) targets for greenhouse gasses as part of Southern California Association of Governments (SCAG) Sustainable Communities Strategy.
- 9. Oversee Phase II of CARB Zero Emission Truck Projects in Cities of Fontana, San Bernardino and the City of Commerce. Conclude the project, analyze the emissions savings results, and provide a final written project report to CARB.

Environment and Energy Conservation

Task 0101 Environment

10. Collaborate with Western Riverside Council of Governments (WRCOG) and Coachella Valley Association of Governments (CVAG) to explore development of a Regional Energy Network (REN), that could possibly provide energy efficiency programs for residential, commercial and government sectors within the County.

Budgetary changes are mainly due to the reduction of a grant from the CARB which was drawn down in Fiscal Year 2018/2019.

Product

- 1. Completion of a regional ZEV 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. Complete installation of additional EV chargers at SBCTA/Santa Fe Depot and the SBTC.
- 3. Identify CNG/LNG 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 DOE.

Contract Information

- a. Existing Contracts
 - i. 16-1001509, CALSTART, Amount Budgeted \$235,000.
 - ii. 16-1001507, Build Your Dreams (BYD), Amount Budgeted \$775,000.
 - iii. 16-1001487, Burlington Northern Santa Fe (BNSF) Railway, Amount Budgeted \$120,000.
 - iv. 16-1001508, Daylight Transport, Amount Budgeted \$3,500.
 - v. 18-1001848, Center for Sustainable Energy, Amount Budgeted \$175,000.
 - vi. 17-1001717, United States Department of Energy, Amount Budgeted \$1,186,304.
- 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.
 - ii. Cooperative Agreement with Western Riverside Council of Governments for development of a Regional Energy Network, Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.

Manager

Duane Baker, Deputy Executive Director

Task 0101 Environment

Task 0101 Environment			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees			99,077	
Regular Part-Time Employees Regular Part-Time Employees	66,393 2,346	72,644 246	600	101,061
Overtime Overtime	195	240	000	-
Fringe Allocation-General	61,183	67,267	102,827	102,587
Professional Services	1,087,599	3,551,915	6,482,500	2,721,000
Consulting Services	1,007,377	5,551,715	75,000	75,000
Maintenance-Motor Vehicles	_	15	450	450
Training/Registration	(122)	1,194	2,000	5,000
Postage	430	90	500	500
Travel Expense - Employee	114	1,538	15,000	15,500
Travel Expense Employee Travel Expense-Mileage-Employee	312	334	6,500	12,500
Travel Expense-Other-Metrolink Tickets	-	27	-	1,000
Printing - External	_	735	1,200	1,200
Printing - Internal	_	-	350	350
Contributions/Subsidies	82,776	(3,735)	100,000	100,000
Office Expense	-	78	425	425
Meeting Expense	915	210	3,000	3,000
Electric Vehicle Charging Stations	_	97,475	335,000	300,000
Office Equip/Software-Inventorial	_	-	95,000	30,000
Indirect Allocation-General	128,493	96,645	-	-
Total Expenditures	1,430,634	3,886,678	7,319,429	3,469,573
Funding Sources				
Low Carbon Transportation Fund				1,133,500
State CEC AB118 ARFVT Program				81,000
SCAQMD/MSRC				350,000
Electric Vehicle Charging Stations				17,500
Property Assessed Clean Energy Fund				100,000
MSI Valley Fund-Traffic Mgmt Sys				252,573
MSI 1990-Valley Fund-TMEE				335,000
Local Projects Fund				1,200,000
Total Funding Sources				3,469,573

Task 0111 Energy Conservation

Purpose

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

Accomplishments

- 1. Administer levy and annual collection administration related to 12,384 existing Property Assessed Clean Energy (PACE) liens originated from 2013 until 2017.
- 2. Hosted nine (9) San Bernardino Regional Energy Partnership (SBREP) meetings and assisted twelve (12) cities with saving approximately 5,025,850 kWh and receiving \$2,269,724 in incentives.
- 3. Hosted six (6) holiday light emitting diode (LED) light exchange and free energy efficiency starter kit events in the Cities of Chino Hills, Fontana, Montclair, Rancho Cucamonga, Rialto and Upland.
- 4. Received funding from Southern California Edison (SCE) and Southern California Gas Company (SoCalGas) and began conducting Energy Benchmarking for four (4) 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. In addition, provide cities assistance with converting SCE owned streetlights to LED at no cost.
- 3. Through the SBREP identify city facilities that would benefit from SCE and SoCalGas' Direct Install program to achieve additional energysavings at no cost.
- 4. Pursue funding through the SBREP to implement strategic planning and innovated energy efficiency projects for member cities interested in achieving greater energy efficiency.
- 5. Host holiday LED light exchange and free energy efficiency starter kit events in 2019.

Budgetary changes are due to an overall decrease in budget from SCE and SoCalGas for the SBREP as well as a loss of Strategic Planning funding.

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 pursue strategic planning and innovated energy efficiency projects.
- 3. Host ten (10) SBREP meetings.
- 4. Distribute 250 LED holiday light strings and 100 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.

Task 0111 Energy Conservation

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

Council of Governments Funding Source Detail

- i. Southern California Edison \$121,905.
- ii. Southern California Gas Company \$121,655.

Manager

Duane Baker, Deputy Executive Director

Task 0111 Energy Conservation

rask 0111 Energy Conservation			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	44,411	15,352	16,334	22,457
Regular Part-Time Employees	5,394	3,456	9,480	4,080
Overtime	-	495	-	-
Fringe Allocation-General	40,807	14,673	26,630	26,938
Professional Services	323,045	41,337	383,700	185,338
Legal Fees	406	-	-	-
Training/Registration	-	302	2,000	2,000
Postage	52	55	200	250
Travel Expense - Employee	2,513	184	4,000	3,500
Travel Expense-Mileage-Employee	1,335	365	2,500	2,400
Printing - External	-	-	10,600	2,400
Printing - Internal	-	-	150	150
Contributions/Subsidies	-	-	9,000	2,500
Bank Charges	20,115	33,804	22,000	22,000
Other Service Charges	232,305	33,516	-	-
Office Expense	267	268	2,700	1,500
Meeting Expense	955	757	5,000	3,700
Indirect Allocation-General	89,480	23,427		
Total Expenditures	761,085	167,991	494,294	279,213
Funding Sources				
Property Assessed Clean Energy Fund				35,653
Council of Governments Fund				243,560
Total Funding Sources				279,213

COMMUTER AND MOTORIST ASSISTANCE

Commuter and Motorist Assistance Program Budget

Description

The Commuter and 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 Inland Empire (IE) Commuter (IECommuter.org), vanpool subsidization through the operation of San Bernardino Loop (ridetheloop.com), the availability of Park and Ride lots, the maintenance of a Call Box System, the Freeway Service Patrol (FSP) Program, and operation of the Inland Empire 511 traveler information phone service and IE511.org traveler information website.

Accomplishments

- 1. Completed an evaluation of the Call Box Program in anticipation of a 4G or 5G cellular upgrade.
- 2. Began discussions with Los Angeles County Metropolitan Transportation Authority (LACMTA) and Orange County Transportation Authority (OCTA) for a possible merger of the SoCal 511 system, the goal is to provide a seamless system for all commuters in the Southern California region.
- 3. Procured for and awarded two (2) FSP Contracts.
- 4. Continued to explore technology to be used for the FSP Program and provided software updates to existing technology.
- 5. Continue to market and outreach the FSP Program to potentially qualified tow companies.
- 6. Expanded Rideshare support services through IE Commuter by providing additional marketing campaigns and interactive workshops for employers to encourage and promote ridesharing to commuters.
- 7. Extended 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).
- 8. Launched the Vanpool Subsidy Program, San Bernardino Loop, began customization and development of the online software system and approved contracts with two (2) vanpool lease vehicle providers for the program.
- 9. Expanded hours of operations for FSP Program to include extended weekday hours and weekend service on selected beats.

Goals and Objectives

- 1. Recommend a call box reduction based on call usage, urban growth and proximity to other available motorist aid services in preparation of a 3G cellular phase out converting to 4G or 5G upgrade.
- 2. Research and implement a Mobile Call Box Program.
- 3. Continue discussions with LACTMA and OCTA for a possible merging of the IE511 system to Southern California 511 system.
- 4. Implement Beat 27, a new FSP Beat along the Interstate 15 (I-15) through the Cajon Pass Area.
- 5. Continue to review and evaluate FSP technology for the purpose of making the program as efficient as possible.
- 6. Procure for a new or updated Global Positioning Systems (GPS) Tracking system for the FSP Program.
- 7. Evaluate and convert non-American with Disabilities Act (ADA) compliant call boxes.
- 8. Increase mobility on area freeways by removing disabled vehicles and other impediments during rush hours in a safe and efficient manner.
- 9. Reduce the number of single occupancy vehicles through continued implementation and education of SBCTA's rideshare and vanpool subsidy program, and explore further opportunities to coordinate with regional agencies.
- 10. Reduce traffic congestion by encouraging ridesharing with enhanced marketing efforts, the use of IECommuter.org, IE511.org, and Park and Ride facilities.
- 11. Improve traffic flow by providing motorists with timely accident and congestion information through 511 and IE511.org.

Commuter and Motorist Assistance Program Budget

Performance/Workload Indicators

	2018-2019				
	2016-2017	2017-2018	Revised	2019-2020	
	Actual	Actual	Budget	Budget	
Annual Employer Participants	101	122	130	150	
Park and Ride Lots*	21	21	19	22	
Motorists assisted by Freeway Service Patrol	33,369	50,000	52,000	60,000	
Calls to 511	201,099	142,287	104,000	100,000	
Visits to IE511.org	618,627	437,022	342,000	345,000	
Calls to 1-866-RIDESHARE	5,231	6,287	7,200	8,500	
Visits to IECommuter.org	862,531	793,133	825,000	850,000	

^{*}Number reflects the total number of Park and Ride lots in the regional network, not the SBCTA budgeted Park and Ride lots.

Task 0383 Vanpool Program

Purpose

Operate and maintain a countywide Vanpool Subsidy Program as an alternative mode of transportation and to reduce single occupancy vehicle trips for commuters travelling within San Bernardino County.

Accomplishments

Based on the success of the Victor Valley Transit Authority (VVTA) Vanpool Program and other regional vanpool programs 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), worked with Omnitrans to become a sub-recipient in order to receive funding to launch the program in addition to receiving 5307 funds from the Federal Transportation Administration (FTA), and requested and was assigned a Reporter ID for reporting vanpool data in the National Transit Database (NTD) to generate the 5307 funds.

SBCTA's Vanpool Program, branded as San Bernardino Loop, launched on September 1, 2018, and through the first four (4) months, had twenty three (23) vanpools approved to participate in the program. San Bernardino Loop provides up to a \$400 subsidy per month towards the cost of a vanpool lease for vanpools travelling into SBCTA's service area, which consists of the Valley, Mountains, Morongo Basin and Colorado River sub-areas of the county. Vanpools qualify for the SB Loop subsidy by having 70 percent occupancy in a minimum seven (7) passenger vehicle at start-up, maintaining 50 percent occupancy month to month, and commuting a minimum twelve (12) days per month and thirty (30) miles daily roundtrip.

Leading up to the program launch, staff released three (3) Requests for Proposals (RFP) and hired a consultant to customize 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, the Board authorized SBCTA joining and becoming a member of the California Vanpool Authority, a public agency who provides vanpool vehicles in member areas, as an additional option for participants. San Bernardino Loop and the proprietary software customized for the program provides a sense of ease to participants looking to join or start a stress free commute.

Work Elements

- 1. Launch a marketing and media campaign to increase vanpool participation to reduce single occupancy vehicle trips.
- 2. Work with employers and coordinate with SBCTA's IE Commuter rideshare program to identify potential vanpool formation and participation.
- 3. Maintain an accurate database through the online software system for reporting vanpool program data into the NTD and for the FTA's review and evaluation.
- 4. Continue to work with consultants for administration of the Vanpool Subsidy Program.
- 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. Coordinate with neighboring vanpool programs on regional vanpool ridematching solutions and marketing campaigns to increase the reduction of single occupancy vehicles.

Product

- 1. Increase in the number of vanpools participating in the San Bernardino Loop Vanpool Subsidy Program.
- 2. Implement marketing and media campaign to increase participation in the Vanpool Program
- 3. Submit monthly and annual NTD reports to the FTA.

Task 0383 Vanpool Program

Contract Information

- a. Existing Contracts
 - i. 00-1000940, Consulting Services and Program Administration, Amount Budgeted \$225,000.
 - ii. 17-1001683, Online System Developer, Amount Budgeted \$50,000.
 - iii. 17-1001616, Vanpool Leasing Vendor, Amount Budgeted \$650,000.
 - iv. 17-1001740, Marketing Services, Amount Budgeted \$75,000.
 - v. 18-1001888, California Vanpool Authority, Amount Budgeted \$150,000.
- b. New Contracts
 - i. RFP, Regional Vanpool Coordination, Amount Budgeted \$150,000, Total Estimated Contract Amount \$150,000.

Manager

Duane Baker, Deputy Executive Director

Task 0383 Vanpool Program

Task 0383 Vanpool Program			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	30,734	38,995	44,739	48,655
Regular Part-Time Employees	6	102	600	1,800
Overtime	424	2,926	-	-
Fringe Allocation-General	28,628	38,818	46,772	51,217
Professional Services	24,557	123,370	1,096,500	1,203,500
Consulting Services	244,011	240,183	315,000	290,000
Training/Registration	1,300	845	5,000	6,000
Postage	20	53	400	400
Travel Expense - Employee	2,436	478	5,000	6,000
Travel Expense-Mileage-Employee	-	73	4,000	4,000
Travel Expense-Other-Metrolink Tickets	-	119	300	600
Printing - External	370	3,377	55,000	55,000
Printing - Internal	-	-	300	300
Communications	-	544	4,000	1,250
Office Expense	-	-	1,250	1,250
Meeting Expense	102	122	6,000	11,000
Office Equip/Software-Inventorial	-	104,722	5,000	5,000
Indirect Allocation-General	59,046	55,744		
Total Expenditures	391,634	610,471	1,589,861	1,685,972
Funding Sources				
Federal Transit Administration 5307 - CMAQ)			1,473,500
MSI Valley Fund-Traffic Mgmt Sys				212,472
Total Funding Sources				1,685,972

Task 0406 Traveler Services

Purpose

Reduce congestion, increase mobility, and improve air quality in San Bernardino County by reducing single occupant vehicle trips. Trips will be reduced through assistance to county employers and through the provision of direct incentives to county residents, promoting ridesharing (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 (RCTC), providing employer services, ridematching and incentives and coordination of Inland Empire 511 (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 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 (VCTC), which includes offering a regional guaranteed ride home program; monthly rideshare newsletter for commuters, bi-monthly newsletters for employers and traffic reporter outreach.

In 2018, the IE511 phone system had more than 104,000 calls and the website had in excess of 342,000 visits. The smartphone application, which launched in 2012 had more than 65,000 downloads.

IE Commuter hosted two (2) marketing workshops for employers in 2018 and an annual Rideshare Week kick-off event themed as "It's Your Life, Enjoy the Ride" by all Southern California transportation commissions. IE Commuter had more than 7,500 participants pledge to take the bus, train, walk, bike, carpool, vanpool or telecommute during Rideshare Week, resulting in 195,488 vehicle commute miles reduced, 122 tons of vehicle emissions reduced and 200 Rideshare Week winners who received prizes provided through sponsorships from employers and businesses.

SBCTA continues its Park and Ride lease program, which reimburses businesses for the use of their parking spaces for Park and Ride purposes, in lieu of SBCTA constructing and owning Park and Ride lots. SBCTA currently leases five (5) Park and Ride lots adding to the total region's network of nineteen (19) lots, which includes Park and Ride lots owned and maintained by the California Department of Transportation (Caltrans), Cities, County of San Bernardino and SBCTA.

SBCTA executed an amendment to a contract with Loma Linda University Health (LLUH) 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 (SCAG), discovered this opportunity to test and pilot the software technology with LLUH who is faced with parking constraints and the need to promote and encourage employees to rideshare.

Work Elements

- 1. Explore regional rideshare coordination to offer commuters in the region greater ridematching capabilities and for regional rideshare agencies, better traction to reducing the number of single occupancy vehicle trips.
- 2. Work with other agencies and vendors to market and manage IE Commuter to employers and participate in the regional rideshare exchange and implementation committee.
- 3. Seek funds and grants to support the continuation of ridesharing and trip reduction activities.
- 4. Seek grant opportunities and other funding programs for opportunities to enhance SBCTA's IE Commuter rideshare program.
- 5. Provide feedback, and participate in rideshare studies conducted by other public agencies.

Task 0406 Traveler Services

- 6. Solicit public/private interest to lease parking for Park and Ride spaces.
- 7. Continue to research/explore the possibility of merging the IE511 system with the LACMTA and OCTA SoCal511 system. The entities have met and discussed this possibility for cost savings, provide additional regional enhancements for motorists, and ideally provide a more seamless and customer friendly service to commuters.
- 8. 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 are mainly due to an increase of \$200,000 for regional rideshare coordination.

Product

- 1. Add three (3) new SBCTA leased Park and Ride lots to the region's current network.
- 2. Discuss regional rideshare coordination and rideshare program enhancements with rideshare agencies in Southern California.
- 3. 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 and reduce single occupancy trips.
- 4. Explore possible regional partnership with other 511 systems in the Southern California region, which includes LACMTA and OCTA and their SoCal511 system.
- 5. Continue to look for inventive ways to install 511 signage in the Inland Empire and promote and advertise the 511 services, phone number, website and application.

Contract Information

- a. Existing Contracts
 - i. 18-1001957, Park and Ride Lot lease, Amount Budgeted \$8,532.
 - ii. 18-1001938, Park and Ride Lot Lease, Amount Budgeted \$14,400.
 - iii. 18-1001861, Park and Ride Lot lease, Amount Budgeted \$3,060.
 - iv. 18-1001863, Park and Ride Lot lease, Amount Budgeted \$9,000.
 - v. 18-1001864, Rideshare Pilot Project, Amount Budgeted \$2,880.

b. New Contracts

- i. San Bernardino County Implementation of Trip Reduction/Rideshare and 511 Programs (this contract with Riverside County Transportation Commission 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 Coordination/Enhancements, Amount Budgeted \$300,000, Total Estimated Contract Amount \$300,000.
- iv. RFP, Rideshare/511 Marketing, Amount Budgeted \$20,000, Total Estimated Contract Amount \$20,000.
- v. Los Angeles County Metropolitan Transportation Authority Annual Agreement for SoCal511, Amount Budgeted \$300,000, Total Estimated Contract Amount \$300,000.

Manager

Duane Baker, Deputy Executive Director

Task 0406 Traveler Services

Task 0100 Havelet Scribes			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	65,177	66,275	51,861	69,763
Regular Part-Time Employees	570	-	600	1,800
Overtime	201	1,149	-	-
Fringe Allocation-General	60,071	62,434	54,119	72,643
Professional Services	1,318,757	1,364,403	2,224,176	2,427,872
Consulting Services	1,384	-	5,000	20,000
Program Management Fees	6,066	-	-	-
Maintenance-Motor Vehicles	-	-	200	200
Training/Registration	575	1,420	6,000	6,000
Postage	53	17	100	100
Travel Expense - Employee	2,975	1,021	6,000	6,000
Travel Expense-Mileage-Employee	2,995	2,059	3,200	3,200
Travel Expense-Other-Metrolink Tickets	-	13	-	500
Printing - External	5,500	144	25,000	35,000
Printing - Internal	-	-	100	100
Office Expense	78	8	250	250
Meeting Expense	-	-	250	250
Indirect Allocation-General	124,447	89,543	-	-
Indirect Allocation-Project Management	297			<u> </u>
Total Expenditures	1,589,146	1,588,486	2,376,856	2,643,678
Funding Sources				
Congestion Mitigation and Air Quality				1,512,872
MSI Valley Fund-Traffic Mgmt Sys				876,206
MSI Victor Valley Fund-Traffic Mgmt Sys				254,600
Total Funding Sources				2,643,678

Task 0702 Call Box System

Purpose

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

Accomplishments

Last year 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 cellular 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 a Tele Type devices (TTY's) to assist the hearing and speech impaired and improvements continue to be made to provide better access to motorists with physical and mobility disabilities. Staff has evaluated 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 cellular sunset. Staff has recommended to the Board to reduce the call box network by approximately 225 call boxes, which includes removing all urban/valley area call boxes with the exception of call boxes at interchanges, and an increase in spacing in rural areas with mostly flat terrain from one (1) mile to two (2) miles.

Work Elements

Perform a system wide cellular upgrade on call boxes not recommended for removal. Continue assessing current satellite call box locations to see if a consistent digital signal is available and relocating or installing satellite call boxes where there is a need. Continue working with State agencies in finalizing SBCTA's ongoing approach in removing or updating all remaining B and C call box 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 by dialing 511. As a result of a Request for Proposal (RFP), transition call answering services and work with a new call answering center to provide call answering services for call box and future mobile call box calls.

- 1. Manage day-to-day operations of the Call Box Program.
- 2. Oversee work performed by consultants for call box maintenance and call answering services for the call box program.
- 3. Ensure knocked down or damaged call boxes are replaced or repaired in a timely manner to minimize inconvenience to motorists.
- 4. Through the call box maintenance contractor, update and maintain digitized call box photos, call box locations via longitude/latitude indicators and Global Positioning Systems (GPS), and coordinate SBCTA's access of the call box data through the contractors maintenance portal.
- 5. Temporarily remove and/or install call boxes along highway construction corridors throughout the county, assisting California Department of Transportation (Caltrans) and California Highway Patrol (CHP) with traffic mitigation projects.
- 6. Continue to review and consider reducing call boxes 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 and implement a Mobile Call Box Program.
- 9. Transition and implement call answering center services utilizing updated call answering center software and continue to be the lead contractor for call answering center services on behalf of Orange County Transportation Authority (OCTA) and Riverside County Transportation Commission (RCTC).

Task 0702 Call Box System

There are no major budgetary changes as funds for a cellular upgrade to the call boxes and an ADA analysis of all sites were budgeted last year but were not able to be accomplished. These projects are being budgeted again to be performed during the upcoming year.

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 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 and implement 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 \$6,000.
 - ii. 18-1001930, Call Box Maintenance, Amount Budgeted \$1,525,000.
- b. New Contracts
 - i. RFP, Call Box Call Answering Services, Amount Budgeted \$150,000, Total Estimated Contract Amount \$1,100,000.

Manager

Duane Baker, Deputy Executive Director

Task 0702 Call Box System

Task 0/02 Call Box System			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	23,193	33,344	42,627	31,948
Regular Part-Time Employees	474	675	600	1,260
Overtime	28	102	-	-
Fringe Allocation-General	21,336	30,971	44,593	33,709
Professional Services	111,789	98,851	364,800	361,000
Consulting Services	2,616	7,286	80,000	80,000
Mountain Avenue Callbox	1,277	428	1,425	2,250
Maintenance-Motor Vehicles	-	-	120	120
Maintenance-Call Boxes	589,679	420,339	1,400,000	1,525,000
Training/Registration	-	-	150	150
Postage	12	102	100	100
Travel Expense - Employee	1,537	1,517	5,000	5,000
Travel Expense-Mileage-Employee	204	182	5,000	5,000
Travel Expense-Other-Metrolink Tickets	-	27	-	250
Printing - External	-	81	500	500
Printing - Internal	-	-	150	150
Communications	13,770	7,395	30,000	30,000
Record/Equipment Storage	3,635	3,434	5,000	5,000
Office Expense	-	-	1,500	1,500
Meeting Expense	-	1,937	500	500
Computer Hardware and Software	-	-	150,000	50,000
Indirect Allocation-General	44,470	44,884		
Total Expenditures	814,020	651,555	2,132,065	2,133,437
Funding Sources				
SAFE-Vehicle Registration Fees				916,187
SAFE Reimbursement				117,250
MSI 1990-Valley Fund-TMEE				1,100,000
•				
Total Funding Sources				2,133,437

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 93.07 centerline miles of highway in the Valley area that assisted more than 50,000 motorists last fiscal year.

On April 28, 2017, Governor Brown signed Senate Bill 1 (SB1), which contained a \$25 million dollar statewide increase for FSP. With these funds staff evaluated the new possibilities for the program and determined that implementing a weekend demonstration service, extending the weekday hours, as well as adding a new Beat through the Cajon Pass were all viable options for the program.

SBCTA staff continued to monitor the performance of each of the FSP service areas and determined that an adjustment to the program was needed. On January 7, 2019, SBCTA extended FSP Beat 29 along the Interstate 10 (I-10) by approximately two (2) miles to accommodate service needs to the Riverside County line. This update was also able to accommodate a California Department of Transportation (Caltrans) Construction Project which will need to temporarily limit shoulder access in the area for approximately one year. Staff thoroughly reviewed the effects of this on the benefit cost ratio for the Beat and found that there should not be a negative impact.

As well as the operational adjustments that were made to the FSP Program, in October 2018, staff worked diligently to review and update the data collection software being utilized by the San Bernardino FSP drivers. The software was reviewed for any software glitches or inefficiencies. The updated application was successfully uploaded to all of the FSP driver tablets in December 2018. The revision of the software reduced overall driver entry time significantly. This allowed FSP drivers to assist more motorists and reduce their exposure time during the assist.

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 event gave staff the opportunity to conduct additional outreach and networking with tow operators. Staff talked with numerous tow operators to encourage their future participation in the Inland Empire FSP Program. The event 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 new technology to enhance program efficiency, in addition to those mentioned above.
- 2. Prepare and review quarterly reports and invoices in conjunction with SBCTA's finance department 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, Caltrans District 8 and Caltrans Headquarters.
- 4. Attend Inland Empire FSP Technical Advisory Committee meetings, statewide FSP meetings, and other meetings as needed throughout the year.
- 5. Explore new and cost saving technologies for the program.
- 6. Continue to evaluate the current eight (8) Beat areas of the FSP Program and seek other possible service areas.
- 7. Continue to explore ways in which the FSP Program can be changed to better serve the public and maximize resources.

Task 0704 Freeway Service Patrol/State

- 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.
- 11. Procure and award Beat 27, a new FSP Beat which will run along the Interstate 15 (I-15) from Sierra Avenue to Oak Hill Road.
- 12. Possibly procure and award a new FSP Global Positioning Systems (GPS) tracking system for the San Bernardino FSP tow truck fleet.

Budgetary changes include an increase primarily due to an additional \$675,000 used for expanding FSP service, with a new beat in the Cajon Pass area as well as accommodating inflation costs for new tow provider contracts. There is also an increase of \$275,000 for the replacement of all FSP radios with new 800MHz radios to provide better and more reliable coverage.

Product

Ongoing oversight of the FSP Program and produce 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 2019.
- 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. 16-1001523, FSP Tow Services Along Beat 9, Amount Budgeted \$403,440.
 - ii. 18-1001969, FSP Tow Services Along Beat 10, Amount Budgeted \$426,282.
 - iii. 15-1001224, FSP Tow Services Along Beat 11, Amount Budgeted \$348,705.
 - iv. 15-1001181, FSP Tow Services Along Beat 5, Amount Budgeted \$609,120.
 - v. 19-1002091, FSP Tow Services Along Beat 23, Amount Budgeted \$426,282.
 - vi. 16-1001522, FSP Tow Services Along Beat 14, Amount Budgeted \$450,072.
 - vii. 15-1001225, FSP Tow Services Along Beat 29, Amount Budgeted \$347,363.
 - viii. 16-1001556, FSP Tow Services Along Beat 31, Amount Budgeted \$403,440.
 - 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.
 - xi. 18-1001927, CHP, FSP Daily Oversight and Supervision plus Additional ½ of a Full Time CHP Officer, Amount Budgeted, \$291,098.
- b. New Contracts
 - i. RFP, FSP Beat in Cajon Pass, Amount Budgeted \$264,520, Total Estimated Contract Amount \$2,720,000.
 - ii. RFP, FSP GPS System, Amount Budgeted, \$25,000, Total Estimated Contract Amount \$65,000.

Manager

Duane Baker, Deputy Executive Director

Task 0704 Freeway Patrol Service/State

Task 0704 Freeway Patrol Service/State			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Even and Manuac				
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	48,390	56,887	46,996	67,800
Regular Part-Time Employees	3,672	2,232	600	3,900
Fringe Allocation-General	44,462	52,677	49,100	72,783
Professional Services	1,902,745	2,585,895	3,876,139	4,739,105
Consulting Services	26,025	21,514	28,000	28,000
Maintenance-Motor Vehicles	-	-	400	400
Training/Registration	-	125	300	300
Postage	113	68	1,000	1,000
Travel Expense - Employee	1,107	779	4,000	4,000
Travel Expense-Mileage-Employee	2,214	2,554	3,000	3,000
Printing - External	20,664	27,048	95,000	116,000
Printing - Internal	-	-	500	500
Communications	26,297	23,801	78,200	349,000
Office Expense	-	1,101	700	700
Meeting Expense	3,674	269	2,000	2,000
Indirect Allocation-General	95,320	77,089		
Total Expenditures	2,174,683	2,852,039	4,185,935	5,388,488
Funding Sources				
CALTRANS Local Reimbursement				497,399
Freeway Service Patrol (SAFE)-SB1				1,555,509
SAFE-Vehicle Registration Fees				845,283
Freeway Service Patrol				1,881,886
SCAQMD/MSRC				190,960
MSI Valley Fund-Traffic Mgmt Sys				417,451
,				
Total Funding Sources				5,388,488

REGIONAL AND SUBREGIONAL PLANNING

Regional and Subregional Planning Program Budget

Description

The Regional and 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 activities for Fiscal Year 2018/2019:

- 1. Completed an analysis of the revenue split between the Valley Express Bus/Bus Rapid Transit and Valley Major Street Programs, with Board approval on December 5, 2018.
- 2. Continued the update to the SBCTA Long Range Transit Plan (LRTP).
- 3. Continued work on the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Growth forecasts and project lists, representing input for the entire County, were submitted to Southern California Association of Governments (SCAG) in November 2018.
- 4. Continued 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 2020 10-Year Delivery Plan.
- 5. Continuation of project delivery on Active Transportation Program (ATP) grants from cycles 1-3 and assistance to jurisdictions on Cycle 4. Over \$60 million in grants has been awarded to San Bernardino County jurisdictions in Cycles 1-4 of this program.
- 6. A draft of the Regional Conservation Investment Strategy (RCIS) under Assembly Bill 2087 (AB2087) was prepared and reviewed by stakeholders. This Phase II of the Habitat Preservation/Conservation Framework has been funded by the County of San Bernardino and SCAG, with leadership from the Environment Element Group of the Countywide Vision.
- 7. The San Bernardino County Sub-regional Greenhouse Gas Reduction Plan Update was initiated.
- 8. The Comprehensive Pedestrian Sidewalk Connectivity Plan was initiated.
- 9. The Regional Climate Adaptation Toolkit was initiated, with Western Riverside Council of Governments (WRCOG) as lead agency.
- 10. A Senate Bill 743 (SB743) Countywide Implementation Study was initiated, preparing local jurisdictions for the use of Vehicle Miles Traveled (VMT) as the basis of traffic analysis going forward. The State has mandated that the VMT-based approach be implemented statewide no later than July 2020.
- 11. 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 (AOMP).
- 12. The Customer-based Ridesharing and Transit Interconnectivity Study was completed.
- 13. SBCTA staff provided comments on a variety of statewide plans and guidelines. Examples include comments on SB743 guidelines, the update to the Air Resources Board Scoping Plan for greenhouse gas reduction, and guidelines for Senate Bill 1 (SB1).
- 14. SBCTA provided input to a variety of regional studies, including the Los Angeles/San Bernardino Inter-County Transit Connectivity Study.
- 15. A range of grant applications were pursued, including state ATP grants, California Department of Transportation (Caltrans) transportation planning grants, and SCAG Sustainability Planning Grants.

Activities Planned for Fiscal Year 2019/2020 include:

- 1. Implementation of the 2016 RTP/SCS will continue to be a theme for Fiscal Year 2019/2020, 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. The 2020 RTP/SCS must be approved by SCAG in April 2020. SBCTA will be involved in the exchange of information with SCAG and in the review and comment on draft documents.
- 3. Initiate the Comprehensive Multimodal Corridor Plan (CMCP) in conjunction with Caltrans District 8, and the Riverside County Transportation Commission (RCTC) under a SCAG contract, funded through the Caltrans Sustainable Transportation Planning Grant Program.

Regional and Subregional Planning Program Budget

- 4. Initiate the State Route 18/138 (SR-18/138) Corridor Study in conjunction with Los Angeles County Metropolitan Transportation Authority (LACMTA). This corridor is viewed as a potential interim improvement during a period when the High Desert Corridor is seeking funding for further development and implementation.
- 5. Complete the update of the SBCTA LRTP, a countywide plan addressing the provision of transit services countywide.
- 6. Complete the SB743 Countywide Implementation Study and develop countywide VMT-based study guidelines, as necessary.
- 7. Aggressively pursue grant applications and provide assistance to local jurisdictions for grants through SB1, ATP, Caltrans Sustainable Transportation Planning Grants, Cap-and-Trade funding, and other Federal and State grant programs.
- 8. Provide continuing input to and comments on a variety of State and regional plans and guidelines.
- 9. Continue support for SBCTA technical committees.
- 10. Complete transition of 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.
- 11. 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 develop and implement the current 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.
- 5. Maintain tools including travel demand modeling and GIS capabilities to support planning and project delivery activities.

Performance/Workload Indicators

			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
	Actual	Actual	Budget	Budget
RTP/SCS Growth forecasts and project submittals. Coordinate Reviews for SBCTA Projects and 25 Jurisdictions	YES	YES	YES	YES
Transportation Modeling, Applied to CTP, Interstate 10 PA/ED and subarea analysis	YES	YES	YES	YES
Support SBCTA and Jurisdiction analysis of projects.	YES	YES	YES	YES
Data Management Maintain data sets. Existing Land Use; General Plan L.U. Proj. Mgmt. Growth Forecast Model Answer calls/emails from 25 jurisdictions	YES	YES	YES	YES
Mapping/Data Products 40+ Monthly	YES	YES	YES	YES

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 Federal and State 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 375 (SB375) 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 2018/2019, SBCTA worked with local jurisdictions to finalize 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. SBCTA continues 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 in meetings between SCAG and the County Transportation Commissions. 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 finalization of the 2020 RTP/SCS. The 2020 RTP/SCS must be approved by SCAG no later than April 2020. SBCTA will work with SCAG on land use scenarios to be analyzed by the Scenario Planning Model (SPM) for the RTP/SCS, working with local jurisdictions. SBCTA will review and provide comment on the draft 2020 RTP/SCS and Program Environmental Impact Report (EIR), expected to be completed by SCAG in Fall 2019. 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. 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 continues to participate in the SCAG Working Groups on freight, aviation, and environmental/sustainability issues.
- 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.
- 6. Coordinate with other subregions, SCAG, and Federal and State Agencies in addressing regional goods movement issues through the California Freight Advisory Committee (CFAC), the California Freight Mobility Plan, 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.

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

Task 0110 Regional Planning				
			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	153,293	150,404	187,299	165,496
Regular Part-Time Employees	-	4,920	3,720	8,360
Overtime	-	500	-	-
Fringe Allocation-General	140,850	139,735	197,056	176,481
Professional Services	7,424	-	10,000	10,000
Travel Expense - Employee	2,575	1,539	2,500	2,500
Travel Expense-Mileage-Employee	33	57	1,500	1,500
Travel Expense-Other-Metrolink Tickets	392	182	500	300
Office Expense	45	56	200	200
Meeting Expense	297	120	300	300
Indirect Allocation-General	290,474	203,801		
Total Expenditures	595,383	501,314	403,075	365,137
Funding Sources				
Local Transportation Fund - Planning				365,137
Total Funding Sources				365,137

Task 0203 Congestion Management

Purpose

Meet Federal and State 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 (2) 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 2019/2020. 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. In Fiscal Year 2019/2020, SBCTA will conclude an analysis that began in Fiscal Year 2018/2019 to determine each jurisdiction's compliance with the CMP regarding the collection of development mitigation fees and progress on the Development Mitigation Nexus Study project list. This will help the jurisdictions within the county track the reliability of their impact fees in completing their share of project costs. This study will be done in conjuction with the Development Mitigation Annual Report (DMAR) presented to the Board showing the current state of development and fee collection.
- 3. 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.
- 4. 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.
- 5. Represent the Congestion Management Agency in discussions with other counties and regional, Federal and State agencies regarding CMP and Congestion Management System consistency, performance measurement, data requirements, intercounty mitigation, and other issues.
- 6. Provide travel demand forecasting support to local jurisdictions preparing TIAs, local traffic studies, and Environmental Impact Reports.

Task 0203 Congestion Management

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, CMP Monitoring Tool Maintenance, Amount Budgeted \$40,000.

Manager

Steven Smith, Director of Planning

Task 0203 Congestion Management

Task 0203 Congestion Management			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	26,889	24,832	22,029	24,560
Fringe Allocation-General	24,706	22,995	22,725	24,931
Consulting Services	36,000	18,250	39,430	44,430
Travel Expense - Employee	-	-	500	500
Travel Expense-Mileage-Employee	-	-	500	500
Printing - Internal	-	-	200	200
Meeting Expense	-	-	500	500
Indirect Allocation-General	50,951	32,978		
Total Expenditures	138,546	99,055	85,884	95,621
Funding Sources				
Congestion Management Program				4,430
MSI Valley Fund-Traffic Mgmt Sys				78,818
MSI Victor Valley Fund-Traffic Mgmt Sys				12,373
Total Funding Sources				95,621

Task 0206 Data Program Management

Purpose

The Data Management Office (DMO) provides services to all SBCTA and SBCOG departments. The purpose of this Task 0206, Data Management, is to capture work done on a request basis.

Accomplishments

The DMO initiated data maintenance reforms geared towards making existing resources more readily available to internal staff, member jurisdictions, and the public at large. This was accomplished through several efforts including 1) the creation of an online "hub" for each department where Geographic Information System (GIS) information relevant to each department's interests can be readily accessed, 2) alteration of how internal map requests are fulfilled from email-based to portal-based, and 3) the publication of additional online map applications.

One of the more notable online map resources added to the DMO's offerings included a GIS-based application for the Quarterly Reports generated by the Project Delivery Department that provides consistent cost estimates and schedules via an easy to explore Story Map that provides both at-a-glance dashboard and in-depth project link options. This project is being used as the foundation of a larger effort to create a Comprehensive Project System that provides access and ability to analyze information relating to all projects monitored by SBCTA.

Additional support was provided on a request basis to all the other departments of SBCTA and SBCOG, consistent with the list of activities included under Work Elements.

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 (FSP) 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.

Task 0206 Data Program Management

5. Special mapping and analysis requests not identified during budget planning.

Budgetary changes include an increase in information technology services and support provided to other departments of SBCTA and SBCOG.

Product

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

Manager

Steve Smith, Director of Planning

Task 0206 Data Program Management

Task 0206 Data Program Management			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	-	-	53,594	42,337
Regular Part-Time Employees	-	-	3,720	9,240
Fringe Allocation-General	-	-	59,124	52,358
Information Technology Services	-	-	-	40,000
Training/Registration	-	-	-	1,500
Travel Expense - Employee	-	-	-	4,000
Travel Expense-Mileage-Employee	-	-	-	1,000
Travel Expense-Other-Metrolink Tickets	-	-	-	200
Printing - Internal				300
Total Expenditures			116,438	150,935
Funding Sources				
MSI Admin				33,207
Local Transportation Fund - Planning				20,026
Planning, Programming and Monitoring				2,368
SAFE-Vehicle Registration Fees				371
MSI Valley Fund-Freeway Projects				25,457
MSI Valley Fund-Fwy Interchange				6,136
MSI Valley Fund-Metrolink/Rail Service				7,251
MSI Valley Fund-Traffic Mgmt Sys				41,113
Indirect Cost Fund				15,006
Total Funding Sources				150,935

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 2018/2019 a minor update to the CTP report was developed to be consistent with SBCTA's input into the RTP/SCS. An update to the SBCTA LRTP was continued. The Planning Department continued to support other departments and jurisdictions with transportation analysis, such as the analysis of the funding split between the Measure I Express Bus/Bus Rapid Transit Program and the Valley Major Street Program. A new countywide study was initiated focused on implementation of Senate Bill 743 (SB743), involving the transition from traditional Level of Service (LOS) analysis to the analysis using Vehicle Miles of Travel (VMT). This task supported the activities of both the Transportation Technical Advisory Committee (TTAC) and the Planning and Development Technical Forum (PDTF), key advisory committees for review of technical and policy issues.

SBCTA staff also worked on multiple sustainability initiatives in Fiscal Year 2018/2019. A draft Regional Conservation Investment Strategy under Assembly Bill 2087 (AB2087), in conjunction with the County of San Bernardino and the Environment Element Group established for the Countywide Vision. Planning studies were completed to assist in local implementation of the Safe Routes to School plans, and bicycle/pedestrian plans for activity centers. An update to the Regional Greenhouse Gas Reduction Plan was initiated in response to Assembly Bill 32 (AB32) legislation. SBCTA has continued to update and enhance the San Bernardino County Transportation Model (SBTAM) including additional model updates to improve transit forecasts. The Customer-Based Ridesharing and Transit Interconnectivity Study was completed, focusing on ways to optimize SBCTA and transit agency investments in ridesharing and transit service, and quarterly inter-agency coordination meetings were initiated. Staff assisted jurisdictions in competing for Cycle 4 of the State's Active Transportation Program grants.

Work Elements

- 1. Work with SCAG and local jurisdictions to maintain and apply the 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.
- 3. Prepare a Comprehensive Multimodal Corridor Plan (CMCP) based on guidelines from the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans) Corridor Planning Guidebook. This will be prepared in conjunction with Caltrans District 8, and the Riverside County Transportation Commission (RCTC) under a SCAG contract, funded through the Caltrans Sustainable Transportation Planning Grant Program. Projects must be included in a CMCP to be funded under the Senate Bill 1 (SB1) Solutions for Congested Corridors Program (SCCP).

Task 0404 Subregional Planning

- 4. Conduct the SB743 Countywide Implementation Study, preparing local jurisdictions for the use of Vehicle Miles Traveled as the basis of traffic analysis going forward. The State has mandated that the VMT-based approach be implemented statewide no later than July 2020.
- 5. Prepare applications for Federal and State grants, including Federal Infrastructure for Rebuilding America (INFRA) and SB1, to secure funding for major transportation projects, support partnerships with the 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.
- 6. Support both TTAC and PDTF, consisting of staff from local jurisdictions providing input on transportation and local government planning issues.
- 7. Manage multiple SCAG and Caltrans grant-funded and other-funded projects, including: Regional Conservation Investment Strategy (RCIS), 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.
- 8. Complete the update to the 2010 SBCTA LRTP.
- 9. Support SBCTA project development efforts with traffic analyses and impact assessments.
- 10. Maintain the policies in the Measure I 2010-2040 Strategic Plan.
- 11. 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 will be completed in Fiscal Year 2019/2020.
- 12. Manage the call-for-projects for pedestrian/bicycle improvements under the Transportation Development Act (TDA) Article 3.
- 13. Participate in subregional planning efforts led by local jurisdictions, SCAG, transit agencies or other agencies.
- 14. As needed, provide assistance to local jurisdictions to access and manage planning and project data disseminated by SBCTA.
- 15. Collect and compile data, and distribute data as appropriate to other agencies and organizations.
- 16. Continue to manage the remaining grant funds available from the South Coast Air Quality Management District (SCAQMD)/Mobile Source Air Pollution Reduction Review Committee (MSRC) as contributions/subsidies to support signal synchronization and other signal upgrades to improve arterial traffic flow in the Valley.
- 17. Develop the 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.

Budgetary changes from the prior fiscal year are primarily a reduction in MSRC signal project reimbursements (approximately \$900,000 of the \$1.25 million was reimbursed in Fiscal Year 2018/2019) and a draw-down of funding for several other consulting contracts.

Product

Update of the NMTP to an Active Transportation Plan and supporting reports on active transportation; update of SBTAM; LRTP update; analysis support for the Measure I Strategic Plan and project development activities; grant applications for SB1 and other Federal and State grant programs; updates to the Data Management Office (DMO) data and mapping portal.

Task 0404 Subregional Planning

Contract Information

a. Existing Contracts

- i. 16-1001454, Habitat Preservation/Conservation Framework, Phase II, Amount Budgeted \$50,000.
- ii. 15-1001101, MSRC Signal Synchronization Partnership Program, Amount Budgeted \$90,000 (City of Yucaipa).
- iii. 15-1001105, MSRC Signal Synchronization Partnership Program, Amount Budgeted \$124,810 (City of Rancho Cucamonga).
- iv. 15-1001106, MSRC Signal Synchronization Partnership Program, Amount Budgeted \$136,000 (City of Colton).
- v. 17-1001622, SBTAM Update and Transit Model Calibration/Validation, Amount Budgeted \$50,000.
- vi. 18-1001879, San Bernardino County Sub-regional Greenhouse Gas Reduction Plan Update, Amount Budgeted \$300,000.
- vii. 18-1001916, Comprehensive Pedestrian Sidewalk Connectivity Plan, Amount Budgeted \$400,000.
- viii. 19-1002085, SB743 Countywide Implementation Study, Cooperative Agreement with Rancho Cucamonga, Amount Budgeted \$100,000.

b. New Contracts

- RFP 19-1002103, On-Call Planning Services, Amount Budgeted \$200,000, Total Estimated Contract Amount \$600,000.
- ii. RFP, LRTP Support, Amount Budgeted \$50,000, Total Estimated Contract Amount \$50,000.
- iii. RFP, Metrolink Station Accessibility Improvements, Phase II Environmental Documentation, Amount Budgeted \$50,000, Total Estimated Contract Amount \$50,000.
- iv. RFP, San Bernardino County Safe Routes to School Program Phase II, Amount Budgeted \$500,000, Total Estimated Contract Amount \$1,053,000.

Local Funding Source Detail

i. Southern California Association of Governments - \$100,000 (for GHG Reduction Plan).

Manager

Steven Smith, Director of Planning

Task 0404 Subregional Planning

			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	257,109	296,537	189,563	264,077
Regular Part-Time Employees	-	5,640	4,560	7,260
Fringe Allocation-General	236,237	274,587	200,258	275,437
Professional Services	183,595	-	400,635	300,000
Consulting Services	506,133	423,116	1,173,088	853,723
Information Technology Services	33,097	35,500	42,250	1,000
Dues/Memberships	-	550	-	-
Training/Registration	2,951	2,137	3,000	3,000
Postage	-	10	-	150
Travel Expense - Employee	2,282	5,921	5,000	2,500
Travel Expense-Mileage-Employee	1,741	1,987	1,600	1,600
Advertising	68	68	200	200
Printing - Internal	493	-	500	500
Contributions/Subsidies	283,825	771,043	1,625,000	750,810
Office Expense	286	20	300	150
Meeting Expense	67	100	300	300
Office Equip/Software-Inventorial	-	-	3,000	-
Computer Hardware and Software	6,455	-	1,000	2,000
Indirect Allocation-General	487,190	388,520		
Total Expenditures	2,001,529	2,205,736	3,650,254	2,462,707
•				
Funding Sources				
Local Transportation Fund - Admin				22,577
Local Transportation Fund - Planning				740,567
Modeling Fees				11,075
ARRA FED DOE Clean Cities FY09				200,000
Sustainable Communities Grants-SB1				400,000
SCAQMD/MSRC				350,810
Greenhouse Gas Fund				20,588
MSI Valley Fund-Freeway Projects				15,891
MSI Valley Fund-Fwy Interchange				7,946
MSI Valley Fund-Express Bus/Rapid Trans				7,946
MSI Valley Fund-Traffic Mgmt Sys				518,259
MSI Victor Valley Fund-Traffic Mgmt Sys				45,365
MSI North Desert Fund-Traffic Mgmt Sys				7,770
MSI Morongo Basin Fund-Traffic Mgmt Sys				6,143
MSI Mountain Fund-Traffic Mgmt Sys				7,770
Local Projects Fund				100,000
Total Funding Sources				2,462,707

Task 0941 Mountain/Desert Planning and Project Development

Purpose

Provide for technical 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 2018/2019, SBCTA staff worked with staff of the Mountain/Desert subareas to identify both project priorities for inclusion in the 2019 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. SBCTA provided further input on development of the High Desert Corridor, including participation in High Desert Corridor Joint Powers Authority (HDCJPA) meetings and coordination with Los Angeles County Metropolitan Transportation Authority (LACMTA) on technical issues.

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, 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 related to the High Desert Corridor.
- 7. Participate with the HDCJPA and project partners in next steps toward implementation of the High Desert Corridor. In Fiscal Year 2019/2020 this will include initiation of a State Route 18/138 (SR-18/138) Corridor Study with LACMTA that could identify improvements to these facilities that serve as an interim improvement for traffic between Los Angeles and San Bernardino Counties in the High Desert.
- 8. Prepare and/or support grant applications for funding of Mountain/Desert Subarea projects under the various Federal and State grant programs. This may include highway, transit, ridesharing, or active transportation projects.

Budgetary changes are mainly due to an inclusion of funding for the SR-18/138 Corridor Study, being jointly conducted and funded with LACMTA.

Product

- 1. Technical and 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.

Regional and Subregional Planning

Task 0941 Mountain/Desert Planning and Project Development

Contract Information

- a. New Contracts
 - RFP, SR-18/138 Corridor Study for the Antelope and Victor Valleys, Amount Budgeted \$400,000, Total Estimated Contract Amount, \$800,000.

Local Funding Source Detail

i. LACMTA - \$200,000 (for LACMTA share of SR-18/138 Corridor Study).

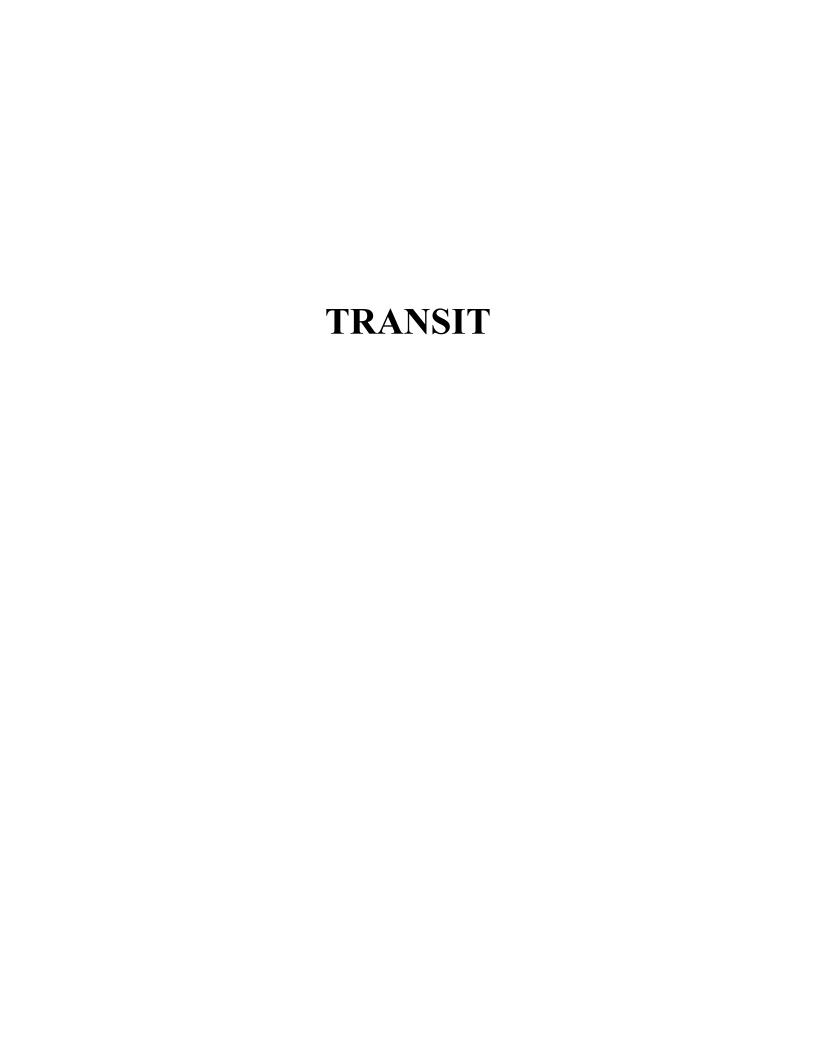
Manager

Steven Smith, Director of Planning

Regional and Subregional Planning

Task 0941 Mountain/Desert Planning and Project Development

Task 0941 Mountain/Desert Planning and Project Development					
			2018-2019		
	2016-2017	2017-2018	Revised	2019-2020	
Expenditures	Actual	Actual	Budget	Budget	
Regular Full-Time Employees	13,202	10,031	30,128	16,759	
Fringe Allocation-General	12,130	9,289	31,079	17,013	
Professional Services	13,360	-	-	-	
Consulting Services	57,933	-	-	400,000	
Indirect Allocation-General	25,016	13,322	<u>-</u>		
Total Expenditures	121,641	32,642	61,207	433,772	
Funding Sources					
MSI Victor Valley Fund-Traffic Mgmt Sys				215,891	
MSI North Desert Fund-Traffic Mgmt Sys				3,974	
MSI Colorado River Fund-Traffic Mgmt Sys				1,987	
MSI Morongo Basin Fund-Traffic Mgmt Sys				3,974	
MSI Mountain Fund-Traffic Mgmt Sys				7,946	
Local Projects Fund				200,000	
Total Funding Sources				433,772	



Transit Program Budget

Description

The Transit Program represents the continuing responsibilities of SBCTA to implement and plan for future transit capital project 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 sixty-two (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), California State Transportation Agency (CalSTA) and the California Public Utility Commission (CPUC).

Goals and Objectives

The Transit team continues 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 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 the Redlands Passenger Rail Project mainline and maintenance facility and continued support to Omnitrans for development of the future Arrow hybrid-rail service.
- 2. Finalize the West Valley Connector Environmental Document.
- 3. Seek funding to close the Gold Line Phase 2B funding shortfall in San Bernardino County.
- 4. Determine the propulsion technology, initiate vehicle design, and procure the future Arrow hybrid-rail service Zero Emission Multi-Unit Vehicle (ZEMU) in close consultation with the FRA and SCRRA.
- 5. Continue the Private Transportation Provider Pilot Program to connect passengers from designated Metrolink stations to the Ontario International Airport Authority (OIAA).
- 6. Manage SBCTA railroad right of way in an efficient and comprehensive fashion.
- 7. Supporting transit-oriented development efforts, including the Empire Yard development at the Rancho Cucamonga Metrolink Station.
- 8. Complete the Zero-emission Bus Analysis for San Bernardino County.
- 9. Continue the Metrolink San Bernardino Line Fare Discount Program and monitor its performance.

Transit Program Budget

Performance/Workload Indicators

	2016-2017 Actual	2017-2018 Actual	2018-2019 Revised Budget	2019-2020 Budget
Redlands Passenger Rail Project	Final Design/ Vehicle Procurement	Final Design/ Vehicle Procurement	Complete Early Utility Contract/ Award Mainline and Facility Contracts	Construction/ Vehicle Procurement
Gold Line Extension	Advanced Conceptual Engineering	Advanced Conceptual Engineering	Construction Negotiations	On-hold/ Seek Funding
West Valley Connector	N/A	Preliminary Engineering/ Environmental Clearance	Preliminary Engineering/ Environmental Clearance	Environmental Clearance/ Seek Funding
Development of Zero-emission Multiple Unit	N/A	N/A	Secured Grant Funding/ Planning	Determine Technology/ Vehicle Procurement
Metrolink Double Track – CP Lilac to CP Rancho (Preliminary Engineering and CEQA Clearance Only)	Preliminary Engineering/ Environmental Clearance	Preliminary Engineering/ Environmental Clearance	Preliminary Engineering/ Environmental Clearance	On-hold/ Seek Funding (SCRRA)

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 Federal, State, 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 (SB1) programs; Local Transportation Funds (LTF) and State Transit Assistance (STA) funds made available from State Transportation Development Act (TDA); the Low Carbon Transit Operations Program (LCTOP); and the SB1 State of Good Repair (SGR) Program. This provides for assistance and oversight of San Bernardino County transit operators, including review of their cost effectiveness and efficiency, Federal and State 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

SBCTA staff has administered and programmed the funding available for transit projects based on the Board 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 Federal and State 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 the California Department of Transportation (Caltrans), the California Transportation Commission (CTC), the County Auditor/Controller, and various other Federal and State agencies to assist local implementation of projects funded by Federal and State sources.

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 Federal and State 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 SRTPs, 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 State, regional 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.

Task 0309 Transit Operator Support

- 5. Schedule, mail and publish notices for annual Unmet Transit Needs Public Hearings (a minimum of two (2) hearings will be held in the Mountain/Desert Region), as required by the 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 FTA formula funds, 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 STA to transit operators for capital projects and eligible operating costs in accordance with the TDA Statutes and the California Code of Regulations (CCR).
- 9. Allocate LCTOP to transit operators for projects that reduce greenhouse gas emissions and SB1 SGR funds to transit operators for transit infrastructure repair and service improvements in accordance with State guidance.
- 10. Coordinate with SBCTA auditor for the annual fiscal audits of LTF and STA funds, and monitor contract auditor work and final product for TDA claimants.
- 11. 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.
- 12. 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.

Budgetary changes are mainly due to staff charging directly to this task for salary and fringe.

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. 19-1001998, Transit and Specialized Transportation Planning Services, Amount Budgeted \$180,000.
- b. New Contracts
 - RFP, Training for EcoSys Database Administration, Amount Budgeted \$30,000, Total Estimated Contract Amount \$60,000. Cost is shared with Task 0500 Fund Administration.

Manager

Andrea Zureick, Director of Fund Administration

Task 0309 General Transit

Task 0309 General Transit			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	168,651	180,514	169,278	229,808
Fringe Allocation-General	154,960	167,152	174,627	233,278
Professional Services	129,377	208,564	187,700	182,700
Consulting Services	35,672	-	42,325	64,305
Auditing and Accounting	-	126,383	26,932	-
Dues/Memberships	12,783	13,040	15,005	16,500
Training/Registration	963	955	28,995	33,000
Postage	-	-	250	230
Travel Expense - Employee	302	149	6,350	5,375
Travel Expense-Mileage-Employee	184	96	1,200	1,190
Travel Expense-Other-Metrolink Tickets	90	138	400	375
Advertising	1,347	1,428	2,200	2,075
Printing - External	-	-	400	330
Meeting Expense	235	237	900	1,350
Indirect Allocation-General	319,575	239,730		
Total Expenditures	824,139	938,386	656,562	770,516
Funding Sources				
Local Transportation Fund - Admin				343,174
Local Transportation Fund - Planning				427,342
Total Funding Sources				770,516

Task 0310 Transit Allocations/Pass Throughs

Purpose

To serve as a depository for State Transportation Development Act (TDA) funds, Measure I 2010-2040 Senior and Disabled Program Funds, State of Good Repair (SGR) 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, SGR Funds, 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, such as SGR Funds, 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.

The Legislative and Public Affairs Department recently completed the Transit and Marketing and 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 Victor Valley Transit Authority (VVTA), Morongo Basin Transit Authority (MBTA), Mountain Area Regional Transit Authority (MARTA) and the City of Needles. 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 administers the fare subsidy to the transit operators.

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 (STA) Funds 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 occur monthly as a direct pass-through to transit operators.
- 4. Disburse SGR Funds as they are received from the State to transit operators based on allocations approved by the SBCTA Board.
- 5. 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 or TDA-funded projects within their jurisdiction.

Task 0310 Transit Allocations/Pass Throughs

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 \$2,722,575.
 - ii. SB1 and SGR Pass-Through Agreements with Transit Operators, Amount Budgeted \$3,249,648.
 - iii. Fare Subsidies for MBTA, VVTA, MARTA and City of Needles from the LCTOP Marketing Project, Amount Budgeted \$68,000.

Manager

Andrea Zureick, Director of Fund Administration

Task 0310 Transit Allocations/Pass Throughs

Task 0310 Transit Allocations/Pass Thro	oughs				
			2018-2019		
	2016-2017	2017-2018	Revised	2019-2020	
Expenditures	Actual	Actual	Budget	Budget	
Contributions/Subsidies	11,074,025	10,540,950	17,368,992	15,529,948	
Pass-Thru Payments	101,266,285	108,026,122	106,776,000	113,990,500	
Total Expenditures	112,340,310	118,567,072	124,144,992	129,520,448	
Funding Sources					
Low Carbon Transit Operations Program					
Local Transportation Fund - Pass Through					
State Transit Assist Fund - Pass Through					
State of Good Repair (SGR)					
MSI Valley Fund-Senior and Disabled					
MSI Victor Valley Fund-Senior and Disabled					
MSI North Desert Fund-Senior and Disabled					
MSI Colorado River Fund-Senior and Disabled					
MSI Morongo Basin Fund-Senior and Disabled					
MSI Mountain Fund-Senior and Disabled				76,400	
Total Funding Sources				129,520,448	

Task 0312 General Transit

Purpose

Represent San Bernardino County's transit interests at the State, Regional 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 with 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 eleven (11) member board representing the transportation commissions of Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties. Metrolink trains operate on seven (7) routes across a six (6) 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 serve San Bernardino County. These three (3) lines typically carry up to 43 percent of the total Metrolink passengers. The San Bernardino Line alone carries approximately 24 percent of the total Metrolink passengers and boasts fare box recovery of over 40 percent. During Fiscal Year 2018/2019, SBCTA worked with SCRRA and LACMTA to implement a 25 percent Fare Discount Program on the San Bernardino Line which will continue through Fiscal Year 2019/2020 and is primarily funded with grant funds. SBCTA will continue to work with SCCRA on the finalization of the Metrolink Rehabilitation Plan and development of a multi-year member agency subsidy plan. In Fiscal Year 2018/2019, staff helped facilitate the transformation of the Metrolink Technical Advisory Committee (TAC) to the Member Agency Advisory Committee (MAAC) changing the focus of the group to policy input, long-term visioning, and financial sustainability and monitoring of performance metrics in lieu of technical input. Staff will continue to participate in the MAAC as part of Fiscal Year 2019/2020.

In addition, SBCTA successfully secured a \$30 million Transit and Intercity Rail Capital Program (TIRCP) grant to transform a Diesel Multiple Unit (DMU) to a zero-emission or near-zero emission vehicles. This type of vehicle was purchased for the future Arrow Passenger Rail Service. The grant funded the purchase of a fourth DMU, modifications to that DMU, research and development efforts and related fueling infrastructure. The State would also like to see one of the initial vehicles purchased as part of the Redlands Passenger Rail Project, converted to a zero-emission or near-zero emission train. The effort related to this will now transition to Transit Capital, Task 0315.

SBCTA procured a consultant to conduct a county wide study for recommendations of methods to comply with the State of California's zero emission vehicle regulations that will take effect in 2040. The focus of the study is to evaluate all transit operators within the county as to the readiness to comply. The study would also make recommendations on how to comply and determine if compliance can be conducted on a county wide basis in lieu of per operator.

Work Elements

- 1. Represent the interest of the county on the SCRRA MAAC, 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 conferences when needed and other transit related educational opportunities as appropriate.
- 3. Transit related legislative advocacy in Sacramento and Washington, D.C.

Task 0312 General Transit

- 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.

Budgetary changes include budget for the county-wide zero-emission bus study and an increase in project controls management.

Product

State, Regional 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.

Contract Information

- a. Existing Contracts
 - i. 00-1000939, CTO 11, Professional Services Staff Augmentation, Amount Budgeted \$1,462,203.
 - ii. 00-1000940, CTO 1, Professional Services General Support Services, Amount Budgeted \$30,000.
 - iii. 00-1000939, CTO 49, Professional Services Minor Technical Studies in Existing Metrolink Service Corridors, Amount Budgeted \$95,411.
 - iv. 00-1000940, CTO 68, Bus Electrification Analysis for San Bernardino County, Amount Budgeted \$610,500.

Manager

Carolyn Schindler, Director of Transit and Rail Programs

Task 0312 General Transit

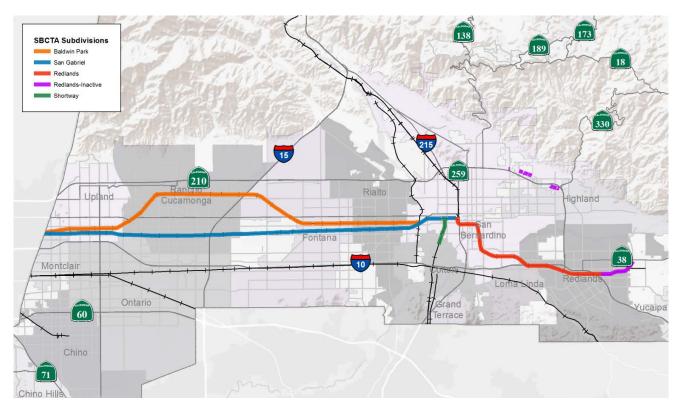
Task 0312 General Hansit			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	140,473	205,295	80,854	133,398
Overtime	-	191	-	-
Fringe Allocation-General	129,070	190,277	83,410	135,413
Professional Services	632,369	157,273	277,000	755,911
Consulting Services	106,759	657,418	10,000	_
Program Management Fees	-	593,614	1,215,492	1,462,203
Dues/Memberships	3,841	4,712	6,250	7,000
Training/Registration	10,889	3,292	5,000	5,000
Postage	362	103	600	600
Travel Expense - Employee	13,242	11,235	21,000	25,000
Travel Expense-Mileage-Employee	701	163	1,200	1,250
Travel Expense-Other-Metrolink Tickets	108	349	600	600
Printing - External	-	-	150	500
Record/Equipment Storage	-	-	1,000	1,000
Office Expense	-	-	1,000	1,000
Meeting Expense	841	429	1,000	1,000
Office Equip/Software-Inventorial	16,766	-	-	-
Indirect Allocation-General	266,181	272,896	-	-
Indirect Allocation-Project Management		230,484		
Total Expenditures	1,321,602	2,327,731	1,704,556	2,529,875
Funding Sources				
Local Transportation Fund - Planning				311,761
Local Transportation Fund - Flamming Local Transportation Fund - Rail				1,462,203
•				755,911
State Transit Assistance Fund - Rail				
Total Funding Sources				2,529,875

Task 0313 Transit Right of Way Management

Purpose

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

Transit Program
SBCTA Owned Railroad Right of way



Accomplishments

SBCTA's new oversight of the rail right of way has proven to be useful in several key areas. A reduction in fines for weed abatement violations across several jurisdictions has occurred. Graffiti abatement under a regular maintenance schedule has reduced the number of reported citations. An in-depth review of existing license agreements resulted in the termination of abandoned facilities and provided analysis for strategies to increase revenue. Adoption of a new Private Railcar Storage License Agreement template has provided an instrument to bring historic passenger railcars to the San Bernardino Santa Fe Depot. The land surveying of several Metrolink stations to repair ownership on title occurred to ensure compliance with Cooperative Agreements between SBCTA and respective cities.

Work Elements

- 1. Process new Rights of Use Agreements.
- 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

Budgetary change is due to additional in-house right of way data and documentation management resulting in a decrease in consulting services.

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, monitoring and removal of encampments, and fence repairs. In addition, this task includes legal services for rail right of way related activities.

Contract Information

- a. Existing Contracts
 - 16-1001409, Professional Services On-call Railroad Right of Way Maintenance Services, Amount Budgeted \$543,485.
 - ii. 16-1001412, Professional Services On-call Railroad Right of Way Property Management Services, Amount Budgeted \$422,000.
 - 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 \$62,255.
 - vi. 18-1001853, Litigation Representation Railroad Right of Way, Amount Budgeted \$94,888.
 - vii. 18-1001977, Litigation Representation Railroad Right of Way, Amount Budgeted \$121,052.
 - viii. 00-1000940 CTO 37, Professional Services On-call Engineering Plan Review, Amount Budgeted \$40,000.
 - ix. 00-1000939, CTO 31 Professional Services Rail Station Surveying, Amount Budgeted \$35,000.
 - x. 00-1000145, Metrolink Right of Way Maintenance Memorandum of Understanding, Amount Budgeted \$147,300.
 - xi. 15-1001124, Document Management Software, Maintenance, and Hardware, Amount Budgeted \$40,000.

b. New Contracts

- i. RFP/CTO, Temporary Staffing Services Railroad Right of Way Filing, Amount Budgeted \$22,000, Total Estimated Contract Amount \$22,000.
- ii. RFP/CTO, Rail Signage Replacement (SBCTA), Amount Budgeted \$20,000, Total Estimated Contract Amount \$20,000.
- iii. RFP/CTO, Professional Services San Gabriel Subdivision Hydrologic and Hydraulic Analyses, Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.

Local Funding Source Detail

i. City of Rancho Cucamonga - \$12,000.

Manager

Carolyn Schindler, Director of Transit and Rail Programs

Task 0313 Transit Right of Way Management

Task 0313 Transit Right of Way Manag	gement		2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
T				
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	45,707	53,483	61,362	70,215
Fringe Allocation-General	41,997	49,524	63,301	71,275
Professional Services	120,927	56,915	115,000	220,263
Consulting Services	87,020	-	32,000	40,000
Legal Fees	105	36,767	418,192	330,399
Rail Maintenance of Way	1,403,950	1,410,320	1,477,300	1,117,785
Right of Way Capital	-	-	21,237	-
Postage	-	-	500	500
Travel Expense - Employee	-	-	1,000	1,000
Travel Expense-Mileage-Employee	383	78	500	500
Advertising	2,254	66	1,000	1,000
Bank Charges	3,000	2,845	-	-
Meeting Expense	50	-	500	500
Indirect Allocation-General	86,610	71,027	<u> </u>	
Total Expenditures	1,792,003	1,681,025	2,191,892	1,853,437
Funding Sources				
Local Transportation Fund - Planning				147,194
Local Transportation Fund - Rail				1,389,688
State Transit Assistance Fund - Rail				147,300
Rail Assets				157,255
Local Projects Fund				12,000
Total Funding Sources				1,853,437

Task 0314 Transit Operations

Purpose

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

Accomplishments

The Metrolink San Bernardino Line service, operated by the Southern California Regional Rail Authority (SCRRA), continues to be a high performing Metrolink line. In 2016, 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 Los Angeles County Metropolitan Transportation Authority (LACMTA) and 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.

To further increase ridership along the San Bernardino Line, SBCTA partnered with SCRRA and LACMTA to implement a 25 percent discount for passenger fares as a six (6) month pilot program, which was launched on July 1, 2018. Due to the success of the pilot program through a continued increase in ridership as well as positive feedback from the surrounding communities, the SCRRA Board of Directors authorized the continuation of the 25 percent reduction in fares beyond the six (6) month pilot program. To support the program, SBCTA successfully secured \$2 million dollars in grant funding from the Mobile Source Air Pollution Reduction Review Committee (MSRC) to supplement revenue loss in addition to an allocation increase of Metrolink-generated State Transit Assistance - Operator Share funds supplied by SBCTA. This funding allows the program to move forward until a projected revenue-neutral break-even point in Fiscal Year 2022/2023.

SBCTA has 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, known as Arrow Service, will be a blended service that offers hybrid-rail shuttle service throughout the day and one round trip per day provided by SCRRA that will allow for a one-seat ride between the Downtown Redlands Station and Los Angeles Union Station. Revenue service will be commissioned in 2021 upon completion of the Redlands Passenger Rail Project (RPRP). Negotiations are complete between 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 locomotive-hauled coach 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 (FRA), 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.

In addition to development of the Arrow Service, SBCTA has developed a Private Transportation Provider Pilot Program to increase connectivity between the Ontario International Airport Authority (OIAA) and the Metrolink stations in the Cities of Montclair, Upland, Ontario, and Rancho Cucamonga. The program provides a subsidy of fares for passengers of the Metrolink and Omnitrans services using a Private Transportation Provider. The subsidy is based on a per ride basis in an amount up to \$12 per ride. The subsidy is applied directly to the cost of the ride by using a unique SBCTA promotional code. The pilot program will be in effect for a period of twelve (12) months or until funding has been fully expended. The goal of the pilot program is not only to provide a connection between existing public transportation and OIAA, but also to measure the demand for such connectivity solutions to guide development of permanent solutions in the future.

Task 0314 Transit Operations

On May 3, 2017, the SBCTA Board of Directors approved the development of a Station Technical Advisory Committee (STAC), which has served as a venue for SBCTA, SCRRA and Omnitrans staff to meet regularly with representatives from member jurisdictions to develop, coordinate and implement consistent security recommendations and best practices for management of existing and future passenger rail stations in San Bernardino County as they relate to security. Since the inception of the STAC, three (3) key documents have been developed: 1) STAC Charter, which defines the roles, responsibilities, goals and objectives of the Committee; 2) Best Practices Guide, which focuses on key security elements each station should have as it relates to security personnel uniforms, routines and training; and 3) Codes of Conduct language for new signage across all stations. SBCTA, SCRRA and Omnitrans continue to work with member jurisdictions to expand the Best Practices Guide to include consistent security recommendations for elements beyond security staffing personnel, such as lighting, fencing and Closed Circuit Television (CCTV) camera improvements.

Work Elements

- 1. Provide SBCTA's share of SCRRA's Metrolink service annual operating subsidy.
- 2. San Bernardino Line Fare Discount Program.
- 3. Allocate funding to Omnitrans for development of the future Arrow service operating structure.
- 4. Private Transportation Provider Pilot Program for OIAA Access.
- 5. Station Technical Advisory Committee (STAC).

Budgetary change is due to the development of Arrow Service between SBCTA, SCRRA, and Omnitrans in conjunction with the construction phase for the Redlands Passenger Rail Project.

Product

Process disbursement of operating and maintenance 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 a 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.

Contract Information

- a. Existing Contracts
 - i. 00-1000940, CTO 58, Professional Services On-call Services for STAC, Amount Budgeted \$25,340.
 - ii. 17-1001641, Cooperative Agreement with Omnitrans and SCRRA for the Operations, Maintenance and Dispatching for the Redlands Passenger Rail Service Area Arrow Service, Amount Budgeted \$7,851,285.
 - iii. 19-1002051, Private Transportation Provider Pilot Program for OIAA Access, Amount Budgeted \$324.800.
 - 19-1002068, MSRC County Transportation Commission Partnership Program, Amount Budgeted \$1.363.826.
 - v. 16-1001531, Diesel Multiple Unit Vehicle Spare Parts, Amount Budgeted \$748,001.

Manager

Carolyn Schindler, Director of Transit and Rail Programs

Task 0314 Transit Operations

Task 0314 Transit Operations			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	10,596	2,445	46,089	52,882
Fringe Allocation-General	9,736	2,263	47,545	53,681
Professional Services	-	-	406,000	324,800
Consulting Services	12,088	17,713	58,341	25,340
Claims	8,013	(5,198)	-	-
Postage	-	-	50	50
Travel Expense-Mileage-Employee	-	-	-	200
Advertising	-	-	10,000	4,964
Printing - External	-	-	20,000	50,100
Contributions/Subsidies	14,954,953	14,161,979	14,080,000	26,265,111
Bank Charges	-	-	-	250
Motor Vehicles	-	-	-	748,001
Indirect Allocation-General	20,078	3,246	<u>-</u>	
Total Expenditures	15,015,464	14,182,448	14,668,025	27,525,379
Funding Sources				
Local Transportation Fund - Planning				92,902
Local Transportation Fund - Rail				17,448,565
State Transit Assistance Fund - Rail				550,000
SCAQMD/Mobile Source Review Comm.				813,826
MSI Valley Fund-Metrolink/Rail Service				8,599,286
MSI Valley Fund-Senior/Disabled				20,800
Total Funding Sources				27,525,379
Total Funding Sources				21,323,319

Task 0315 Transit Capital

Purpose

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

Accomplishments

The availability of funding for transit and rail capital projects has translated into significant transit enhancements for our region. Construction of the Downtown San Bernardino Passenger Rail Project (DSBPRP) was completed and Metrolink service to the San Bernardino Transit Center (SBTC) was implemented. Phase 1 of the Rialto Metrolink Station Parking Lot Expansion was completed and construction of Phase 2 is underway. Preliminary engineering and environmental clearance efforts were completed for the Lilac to Rancho Double Track Project and staff continues to work with Southern California Regional Rail Authority (SCRRA) to seek grant funding for right of way and construction. Construction of safety enhancements at the existing Sierra Avenue and Juniper Avenue Metrolink at-grade crossings in the City of Fontana were completed. Lastly, SBCTA worked closely with the Mountain Area Regional Transit Authority (MARTA), at their request to complete a study evaluating their maintenance facility needs in the Cities of Crestline and Big Bear.

Final design was completed on the Redlands Passenger Rail Project (RPRP), construction bids received and the Diesel Multiple Unit (DMU) vehicle contract continued through engineering. SBCTA continued working with the Federal Transit Administration (FTA) to environmentally clear the West Valley Connector (WVC) Bus Rapid Transit Project. The Gold Line Phase 2B design – build proposals were received by the Gold Line Construction and phasing of the project is being evaluated based on available funds. Staff continues to work with the City of Rancho Cucamonga on the Empire Yards transit-oriented development efforts at the Rancho Cucamonga Metrolink Station. In addition, SBCTA successfully secured a \$30 million Transit and Intercity Rail Capital Program (TIRCP) Grant for a pilot effort to develop a Zero Emission Multiple Unit (ZEMU) train set that would operate on the Redlands Passenger Rail Corridor, along with conversion of one of the initial DMU rail vehicles used in the Redlands Passenger Rail service, creating zero emission fleet operations. This award includes statewide testing that could impact future equipment acquisition for other rail services, like Metrolink.

On an annual basis, as a member agency of the SCRRA, SBCTA provides funding for capital related expenditures including rehabilitation and new capital. In recent years, 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, 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 RPRP for 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 \$9.2 million TIRCP grant from the State of California for RPRP was allocated in October. In addition, SBCTA was awarded a \$65 million Senate Bill 1 (SB1) Congested Corridors Program (SCCP) grant and a \$10.8 million SB1 Local Partnership Program (LPP) grant from the State of California for RPRP.

Task 0315 Transit Capital

To further supplement available formula funds, SBCTA submitted a \$45 million SCCP grant application and a \$65 million TIRCP grant application to the State of California for the WVC but did not receive an award. However, the WVC was granted entry into Project Development, the first step in the FTA Small Starts grant process.

Budgetary change is due to the execution of the construction phase for RPRP and the implementation of the latest approved capital project, DMU to ZEMU vehicle conversion.

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

Carolyn Schindler, Director of Transit and Rail Program

Task 0315 Transit Capital

1 ask 0515 Hansit Capital			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	262,847	330,357	391,005	320,881
Overtime	956	94	-	-
Fringe Allocation-General	242,388	305,994	403,360	325,726
Professional Services	6,952,958	7,526,818	21,355,199	16,894,502
Consulting Services	15,371,112	12,379,489	10,612,465	3,099,828
Program Management Fees	-	1,668,752	2,500,000	2,800,000
Legal Fees	133,051	459,206	2,557,000	1,288,405
Maintenance-Buildings	-	19	-	-
Construction Capital	22,988,316	4,307,747	57,759,606	122,379,234
Utilities Capital	120,159	2,698	15,000	-
Right of Way Capital	1,698,611	785,887	4,209,070	148,064
Dues/Memberships	-	3,000	-	-
Postage	-	87	1,000	1,200
Travel Expense - Employee	77	2,236	18,500	25,000
Travel Expense-Mileage-Employee	681	1,151	3,586	8,713
Advertising	2,752	737	5,750	16,000
Public Information Activities	-	143	-	· -
Printing - External	-	_	700	-
Contributions/Subsidies	2,762,657	4,069,907	3,286,152	5,444,621
Meeting Expense	146	881	5,600	5,500
Motor Vehicles	-	2,645,900	10,699,999	17,900,000
Indirect Allocation-General	499,878	438,852	-	-
Indirect Allocation-Project Management	<u>-</u>	151,469	<u> </u>	
Total Expenditures	51,036,589	35,081,424	113,823,992	170,657,674
Funding Sources				
Local Transportation Fund - Planning				92,251
Local Transportation Fund - Rail				1,280,000
State Transit Assistance Fund - Rail				8,750,682
State of Good Repair – SBCTA				495,652
Transportation Investment Generating Eco				5,000,000
Federal Transit Administration 5307				18,478,932
Federal Transit Administration 5307-CMAQ				26,836,165
Regional Improvement Program				11,307,625
Transit and Intercity Rail Capital Program				13,971,530
Public Trans Modern, Improve and Svc Enhance				16,730,000
Local Partnership Program-Formula-SB1				2,162,107
Solutions for Congested Corridors Program				46,748,969
Local Partnership Program-Competitive-SB1				8,077,501
MSI Valley Fund-Metrolink/Rail Service				7,251,885
MSI Valley Fund-Express Bus/Rapid Trans				702,278
Redlands Passenger Rail Project Fund				2,772,097
Total Funding Sources				170,657,674
Total Fullding Sources				170,007,074

Transit Program Passenger Rail Projects

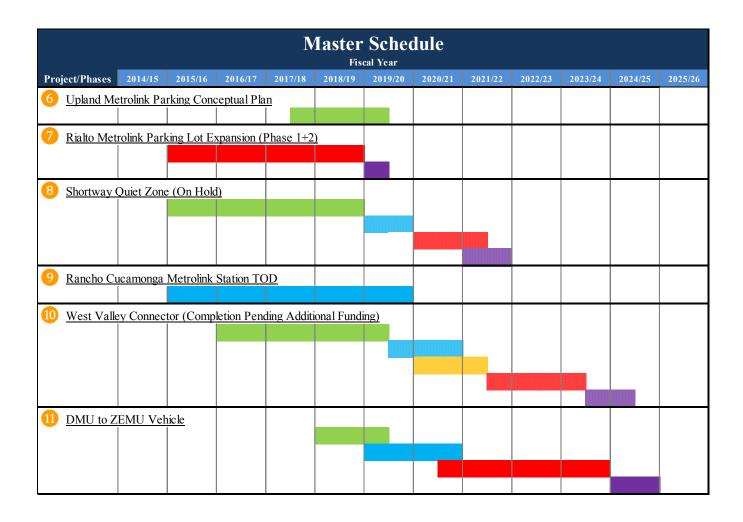
VALLEY SUBAREA		Page No.
		190
	SBCTA Fiscal Year 2019/2020	189

Transit Program





Transit Program





The Downtown San Bernardino Passenger Rail Project (DSBPRP) is a one (1) 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: Project Closeout.

Total Estimated Cost	Costs	Proposed	Future
	to Date	Budget	Costs
\$125,400,000	\$124,900,000	\$500,000	\$0

Contract Information

- a. Existing Contracts
 - i. 00-1000248, Engineering and Design Services DSBPRP, Amount Budgeted \$200,000.
 - ii. 00-1000571, Legal Services DSBPRP, Amount Budgeted \$200,000.
- b. New Contracts
 - i. IFB/CTO, Construction Capital Construction Phase Punch-List, Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.



The Redlands Passenger Rail Project (RPRP) is a progressive regional transportation project implementing passenger rail service between the San Bernardino Transit Center (SBTC) and the University of Redlands resulting in approximately nine (9) miles of rail improvements. The project consists of three (3) major components: construction of the mainline corridor, procurement of three (3) Diesel Multiple Unit (DMU) 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 (25) Arrow service daily round trips with DMU 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 (1) locomotive hauled coach weekday round trip for peak commuters. Current Phase: Vehicle fabrication, Right of Way Acquisitions, and Construction.

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$355,400,000*	\$95,850,501	\$156,749,409	\$102,800,090

^{*}Includes an estimated \$6.7 million of betterments to be funded by other entities.

Contract Information

- a. Existing Contracts
 - i. 00-1000940, CTO 59, Maintenance Facility Design, Amount Budgeted \$92,739.
 - ii. 00-1000939, CTO 63, Vehicle Interface, Amount Budgeted \$100,000.
 - iii. 00-1000939, CTO 67, SMARTS Monitoring, Amount Budgeted \$97,731.
 - iv. 15-1001093, Final Mainline Design Services, Amount Budgeted \$2,000,000.
 - v. 15-1001146, Program Management Services, Amount Budgeted \$2,000,000.
 - vi. 15-1001301, Public Outreach and Branding, Amount Budgeted \$50,000.
 - vii. 16-1001329, Right of Way Legal Services, Amount Budgeted \$1,088,405.
 - viii. 16-1001440. Mainline Construction Management Services, Amount Budgeted \$5,000,000.
 - ix. 16-1001531, Diesel Multiple Unit Rail Vehicles, Amount Budgeted \$16,000,000.
 - x. 17-1001587, SCRRA Coordination & Design Services, Amount Budgeted \$3,375,141.
 - xi. 17-1001604, Right of Way acquisitions, Amount Budgeted \$148,064.
 - xii. 17-1001605, City of Riverside Cage Canal, Amount Budgeted \$75,000.
 - xiii. 17-1001705, Mainline Construction, Amount Budgeted \$110,031,251.
 - xiv. 17-1001741, CTO 6, Labor Compliance, Amount Budgeted \$12,276.
 - xv. 18-1001834, Maintenance Facility Construction Management, Amount Budgeted \$800,000.
 - xvi. 18-1001955, Southern California Gas Utilities Relocation, Amount Budgeted \$2.342.085.
 - xvii. 18-1001985, Southern California Edison Utilities Relocation, Amount Budgeted \$890,000.
 - xviii. 19-1002000, Public Outreach, Amount Budgeted \$50,000.
 - xix. 19-1002001, Graphic Design, Amount Budgeted \$50,000.
 - xx. 19-1002071, Plant Capacity Improvements, Amount Budgeted \$19,956.
 - xxi. 19-1002125, AT&T Utility Relocation Agreement, Amount Budgeted \$100,000.

b. New Contracts

i. IFB, Maintenance Facility Construction, Amount Budgeted \$11,261,712, Total Estimated Contract Amount \$19,000,000.

Local Funding Source Detail

- i. City of Redlands \$60,001.
- ii. Esri \$1,318,214.
- iii. University of Redlands \$1,393,882.



The Foothill Gold Line - Phase 2B, from the City of Azusa to the City of Montclair, will extend the Metro Gold Line 12.3 miles and add six (6) 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 2010-2040 Expenditure Plan. As project implementation responsibilities reside with the Metro Gold Line Foothill Extension Construction Authority (Construction Authority), SBCTA's role is to provide coordination, oversight and funding for the portion in San Bernardino County. 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. In December 2018, Los Angeles County Metropolitan Transportation Authority (LACMTA) led an effort to submit a Transit and Intercity Rail Capital Program (TIRCP) grant for the remaining funding needed in Los Angeles County, \$249 million, as well as the remaining funding needed in San Bernardino County, which was \$41 million. The TIRCP grant application was successful with the award of \$290 million and the Construction Authority initiated the design-build procurement process. After receipt of the initial design-build cost proposals the need for an additional \$570 million of funding was identified. The Construction Authority is moving forward with phasing the project based on funding availability, pending approval of a Supplement Environmental Impact Report (SEIR). The initial phase to City of Pomona is expected to be completed by 2024 with the remaining phases targeted to be completed by 2028; two (2) years later than originally planned. LACMTA has not identified funding to proceed with work beyond the City of Pomona. The estimated cost for work in San Bernardino County increased \$20 million. The funding need for San Bernardino County could increase further as a result of the two (2) year delay due to some of the funds currently programmed on the project could expire if not reprogrammed. With the start of the design-build activities, SBCTA transmitted a draft right of way and design-build cooperative agreement to the Construction Authority for the remaining work in San Bernardino County. The Construction Authority notified SBCTA that they do not wish to proceed with execution of the subsequent agreement until 2022/2023. Current Phase: Design-Build Procurement and Environmental Revalidation.

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$95,200,000	\$1,909,876	\$200,000	\$93,090,124

Contract Information

a. Existing Contracts

i. 00-1000939, CTO 48, Professional Services – Gold Line Engineering Review, Amount Budgeted \$160,624.



Project

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 (3) mile double track project spanning the cities of Rialto and San Bernardino includes eight (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.

Preliminary Engineering and Environmental Clearance phase is the only phase funded at a cost of \$2,267,868 and was completed in Fiscal Year 2018/2019. The project is included in a subsequent phase of the Metrolink Southern California Optimized Rail Expansion (SCORE) Program and will be included in future Metrolink grant requests. 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: Final Design (On-hold pending funding).

Total Estimated Cost	Costs	Proposed	Future
	to Date	Budget	Costs
\$75,000,000	\$2,203,515	\$0	\$72,796,485



Project

San Bernardino Transit Center (0322)

Description

The San Bernardino Transit Center (SBTC) provides intermodal connectivity with multiple transit modes including Omnitrans' fixed route bus service, the sbX Green Line, Victor Valley Transit Authority (VVTA), Morongo Basin Transit Authority (MBTA), Mountain Area Regional Transit Authority (MARTA) 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 Closeout which includes additional landscaping in the area designated for future transit oriented development and installation of a backup generator.

Total Estimated Cost	Costs	Proposed	Future
	to Date	Budget	Costs
\$26,333,000	\$26,253,000	\$80,000	\$0

Contract Information

- a. Existing Contracts
 - i. 00-1000612, Architectural and Engineering Services Omnitrans Bus Facility, Amount Budgeted \$80,000.

Project

Upland Metrolink Parking Lot Expansion Conceptual Plan (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. Currently only the development of a conceptual layout and cost estimate is funded. Funding for the next phase will be evaluated once the City of Upland and SBCTA identify the need for additional parking. Current Phase: Final Design (On-hold).

Total Estimated Cost	Costs	Proposed	Future
	to Date	Budget	Costs
\$35,000	\$15,386	\$0	\$19,614



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 provided 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 Closeout.

Total Estimated Cost	Costs	Proposed	Future
	to Date*	Budget	Costs
\$5,785,000	\$2,415,671	\$1,435,104	\$1,934,225

^{*}Additional \$3.5 million is not going through SBCTA books and not included in Costs to Date.

Contract Information

- a. Existing Contracts
 - i. 00-1000878, Cooperative Agreement City of Rialto, Amount Budgeted \$1,430,000.

Shortway Quiet one (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 (DSBPRP). The Shortway Subdivision is also the only rail access to Metrolink's Eastern Maintenance Facility (EMF), where overnight storage and servicing of approximately twelve (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. The project has been postponed until the Southern California Regional Rail Authority (SCRRA) secures funding for track rehabilitation work that should be done concurrent with this project. Current Phase: Design and Right of Way.

Total Estimated Cost	Costs	Proposed	Future
	to Date	Budget	Costs
\$6,200,000	\$3,764,894	\$5,104	\$2,430,002



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 into Cooperative Agreement No. 15-1001271 to outline the roles and responsibilities between the City of Rancho Cucamonga and SBCTA. Subsequently, SBCTA entered into an agreement with the City of Rancho Cucamonga 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 of Rancho Cucamonga is lead on TOD effort. Current Phase: Final renderings, developer negotiations with tenants, parking studies, and final design.

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



The West Valley Connector (WVC) 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 (3) 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 (1) million people that will be added to the area by 2030. The current project is divided into two (2) separate alignments: Phase 1 between the Downtown Pomona Metrolink Station and Victoria Gardens in Rancho Cucamonga and Phase 2 extending the service into Fontana along Foothill and Sierra Avenue. The costs reflected below are for the development of the Phase 1. Delivery of the project is dependent upon the award of grant funding. The amount included in the Fiscal Year 2019/2020 is reflective of the funding needed to complete environmental clearance as proceeding further is contingent upon the receipt of grant funding. Current Phase: Environmental Clearance and Preliminary Engineering.

Total Estimated Cost	Costs	Proposed	Future
	to Date	Budget	Costs
\$287,000,000	\$2,902,478	\$702,278	\$283,395,244

Contract Information

- **Existing Contracts** a.
 - 18-1001870, Environmental and Design Services, Amount Budgeted \$400,000.
 - ii. 18-1001788, Omnitrans Cooperative Agreement, Amount Budgeted \$45,000.
 - 00-1000939, CTO 54, Project Management, Amount Budgeted \$135,000. iii.

DMU to EMU - Diesel Multiple Unit to ero Emission Multiple Unit Vehicle

Description

The Zero Emission Multiple Unit Vehicle (ZEMU) project includes the procurement of a Diesel Multiple Unit (DMU) that will demonstrate the ability to provide zero or low emission service using multiple units train sets in California. The project also includes research and development of a preferred technology alternative and the conversion of the DMU vehicles to a ZEMU used for the Arrow Passenger Rail service. SBCTA was awarded a Transit and Intercity Rail Capital Program (TIRCP) grant to lead the pilot effort. Current Phase: Planning (Determine Technology/Vehicle Procurement).

Total Estimated Cost	Costs	Proposed	Future
	to Date	Budget	Costs
\$30,000,000	\$50	\$6,884,011	\$23,115,939

Contract Information

- a. New Contracts
 - i. RFP, Vehicle Design, Amount Budgeted \$4,400,000, Total Estimated Contract Amount \$7,500,000.
 - ii. RFP, Vehicle Procurement, Amount Budgeted \$1,900,000, Total Estimated Contract Amount \$12,000,000.
 - iii. RFP/CTO, Planning and Program Management Services, Amount Budgeted \$250,000, Total Estimated Contract Amount \$700,000.
 - iv. RFP/CTO, Professional Services, Amount Budgeted \$250,000, Total Estimated Contract Amount \$300,000.



The 100-year dedication of the historic Santa Fe Depot highlighted this beacon of the past and was a celebration for the entire community. The Depot serves as the headquarters for SBCTA.

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 2019/2020 budget of \$458.7 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 Ordinance approved in 1989 and renewed in 2004 by the San Bernardino County voters. The Project Delivery Program for this fiscal year includes ten (10) Freeway/Highway Projects, eighteen (18) Interchange Projects, five (5) Railroad Grade Separation Projects, and seven (7) 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

	2016-2017 Actual	2017-2018 Actual	2018-2019 Revised Budget	2019-2020 Budget
Project Approval/Environmental Document	4	7	3	4
Start Construction	1	3	8	6
Open to Traffic	5	2	2	3
Project Control System	YES	YES	YES	YES

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 phased 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 Lanes design and construction as well as policy on design-build procurement, conflict of interest, and roles and responsibilities was identified, presented to the Board for consideration last year and implementation this year.

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 indirect cost review as a practice to insure appropriate hourly rates.
- 4. Contract Management and Invoicing: Perform routine contract management and review invoicing for compliance with contract terms. Utilize contract controls to track consultant expenditures and budgets in coordination with the PCS and Finance Department.
- 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. Participate in California Toll Operators Committee and other toll related groups and events to establish a technically cutting edge toll facility that maximizes efficiency.
- 7. 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 Federal and State funds; provide input into the development of State regulation and SBCTA policies; and execute project close out of completed projects.
- 8. 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.

Budgetary changes are mainly due to public outreach services and graphic design/marketing thoughout the Project Delivery Program.

Contract Information - Project Delivery Program*

- a. Existing Contracts
 - i. 15-1001195, Program Management, Amount Budgeted \$2,400,000.
 - ii. 15-1001222, Professional Services, Amount Budgeted \$10,000.
 - iii. 15-1001302, Legal Services, Amount Budgeted \$10,000.
 - iv. 19-1002000, Public Outreach Service, Amount Budgeted \$1,250,000.
 - v. 19-1002001, Graphic Design/Marketing, Amount Budgeted \$162,500.

Manager

Paula Beauchamp, Director of Project Delivery and Toll Operations

^{*}Contracts that are utilized on multiple sub-tasks within the Program.

Task 0815 Measure I Program Management

Expenditures Actual Actual Budget Budget Regular Full-Time Employees 468,441 548,916 489,117 503,971 Overtime - 572 - - Fringe Allocation-General 430,417 508,817 504,574 511,581 Professional Services 30,074 23,680 400,000 410,000 Consulting Services 14,535 272 - - Program Management Fees 2,371,225 2,118,807 2,710,000 2,400,000
Regular Full-Time Employees 468,441 548,916 489,117 503,971 Overtime - 572 - - Fringe Allocation-General 430,417 508,817 504,574 511,581 Professional Services 30,074 23,680 400,000 410,000 Consulting Services 14,535 272 - - Program Management Fees 2,371,225 2,118,807 2,710,000 2,400,000
Regular Full-Time Employees 468,441 548,916 489,117 503,971 Overtime - 572 - - Fringe Allocation-General 430,417 508,817 504,574 511,581 Professional Services 30,074 23,680 400,000 410,000 Consulting Services 14,535 272 - - Program Management Fees 2,371,225 2,118,807 2,710,000 2,400,000
Overtime - 572 - - Fringe Allocation-General 430,417 508,817 504,574 511,581 Professional Services 30,074 23,680 400,000 410,000 Consulting Services 14,535 272 - - Program Management Fees 2,371,225 2,118,807 2,710,000 2,400,000
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Professional Services 30,074 23,680 400,000 410,000 Consulting Services 14,535 272 - - Program Management Fees 2,371,225 2,118,807 2,710,000 2,400,000
Program Management Fees 2,371,225 2,118,807 2,710,000 2,400,000
Attendance Fees - 13,700 -
Legal Fees 20,989 13,120 6,000 10,000
Dues/Memberships 900 -
Training/Registration 1,852 2,290 3,300 10,000
Postage 45 66 600 1,500
Travel Expense - Employee 5,444 3,683 6,000 -
Travel Expense - Non-Employee 2,000 -
Travel Expense-Mileage-Employee 903 948
Travel Expense-Mileage-Non-Employee 16,000 -
Advertising 196 62 600 162,500
Public Information Activities 1,250,000
Printing - External 280 - 2,000 -
Communications 2,100 -
Record/Equipment Storage 3,030 -
Office Expense 600 200
Meeting Expense 676 555 1,647 1,000
Office Furniture and Equipment 6,500 10,000
Office Equip/Software-Inventorial - 1,633
Indirect Allocation-General 887,645 729,747
Indirect Allocation-Project Management 116,008 401,982
Total Expenditures 4,348,730 4,355,150 4,168,668 5,270,752
Funding Sources
MSI Admin 17,660
Local Transportation Fund - Planning 24,810
MSI Valley Fund-Freeway Projects 2,162,510
MSI Valley Fund-Fwy Interchange 2,341,823
MSI Valley Fund-Grade Separations 559,586
MSI Victor Valley Fund-Major Local Hwy 64,363
MSI Cajon Pass Fund 100,000
Total Funding Sources 5,270,752

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 (3) phases of Interstate 215 (I-215) widening through the City of San Bernardino is complete and construction has been completed on the first two (2) phases. The third phase is currently in construction. The State Route 210 (SR-210) landscaping construction projects are complete with the final segments in Establish Existing Planting (EEP) phase. The SR-210 Lane Addition project in the Cities of Highland, San Bernardino and Redlands is anticipated to be ready to advertise for construction in summer 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 resulted in award of two (2) contracts in mid-2018 and financial close on the I-10 Corridor Contract 1 Project is anticipated in spring 2019. The preliminary engineering/environmental phase has been completed for the Interstate 15 (I-15) Corridor Express Lane improvements from State Route 60 (SR-60) to SR-210 with the environmental document approved in late-2018. Project Approval/Environmental Document (PA/ED) efforts are ongoing on the I-10 Eastbound Truck Climbing Lane Project with approval of these documents anticipated in late 2019. Lastly, the I-215 Bi-County High Occupancy Vehicle (HOV) lane addition mid-2015 with work continued on four (4) follow-on projects. The first is the construction was completed in signal work at the I-215 and Iowa/La Cadena Interchange ramp intersections which was completed at the end of 2016. The Barton Road Interchange at I-215 initiated construction in early-2018 and the Mount Vernon Avenue/Washington Avenue Interchange at I-215 is in the design phase. Landscape design for this corridor was initiated in late-2018.

Work Elements

Budget for Fiscal Year 2019/2020 incorporates the continuation of design and construction of the I-10 Corridor Contract 1 Project. The I-10 Corridor represents one (1) of the largest projects in SBCTA history and is evident in the significant budget allocated to the Freeway Projects task. In addition, budget for the design and construction of the other projects referenced above are also included.

Budgetary changes are mainly due to various projects moving into construction phase.

Contract Information – Project Delivery Program*

- a. Existing Contracts
 - i. 15-1001222, Preliminary Design and Environmental Services, Amount Budgeted \$25,000.
 - ii. 15-1001302, Legal Services, Amount Budgeted \$1,292,000.*
 - iii. 00-1000710, Right of Way Services, Amount Budgeted \$100,000.*
 - iv. 18-1001907, Right of Way Services, Amount Budgeted \$176,000.*
 - v. 15-1001195, Program Management Services, Amount Budgeted \$2,215,000.*
 - vi. 15-1001226, Auditing Services, Amount Budgeted \$60,000.*
 - vii. 17-1001741, Procurement Services, Amount Budgeted \$365,000.*

^{*}Contracts that are utilized on multiple sub-tasks within the Program.

Task 0820 Freeway Projects

Local Funding Source Detail

- i. City of Ontario \$1,929,000.
- ii. City of Montclair \$4,005,000.
- iii. City of Upland \$1,978,000.

Manager

Paula Beauchamp, Director of Project Delivery and Toll Operations

Task 0820 Freeway Projects

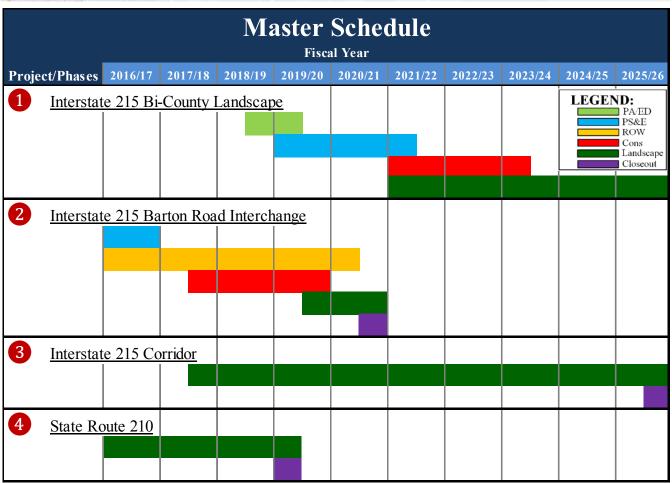
Task 0820 Freeway Projects			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Professional Services	1,816,865	1,216,091	35,711,719	28,363,000
Consulting Services	15,763,978	17,328,759	20,906,721	46,091,894
Program Management Fees	2,460,214	1,705,120	10,754,349	2,215,000
Auditing and Accounting	68,185	-	9,007	60,000
Legal Fees	3,364,249	3,241,054	2,665,000	1,492,000
Utilities	45,083	451,172	-	-
Landscaping Care	38,977	11,876	_	_
Construction Capital	4,120,463	14,048,319	140,427,184	193,508,216
Utilities Capital	99,706	2,951,118	-	-
Right of Way Capital	7,445,873	2,427,936	13,769,188	39,182,570
Postage	997	541	700	-
Travel Expense - Employee	_	641	_	_
Travel Expense-Mileage-Employee	-	3	_	-
Advertising	1,458	290	500	-
Printing - External	1,395	5,047	_	-
Meeting Expense	2,599	3,047	500	-
Indirect Allocation-Project Management	120,362	379,462	_	-
Total Expenditures	35,350,404	43,770,476	224,244,868	310,912,680
Funding Sources				40.000.0=0
Surface Transportation Program				40,889,870
Congestion Mitigation and Air Quality				44,118,820
Project National and Regional Significance				2,750,000
Federal Repurposed Earmarks				2,150,000
Demonstration High Priority Program				9,000
Regional Improvement Program				19,458,200
State Highway Oper and Protection Program				38,081,000
Trade Corridor Improvement Fund Local Partnership Program-Formula-SB1				1,165,000
Trade Corridor Enhancement Program				1,444,984 71,684,000
MSI Valley Fund-Freeway Projects				58,505,574
MSI Valley Fund-Fwy Interchange				12,000,000
MSI Valley Fund-Arterials				4,470,000
MSI Victor Valley Fund-Major Local Hwy				780,000
MSI 1990-Valley Fund-Major Projects				5,469,232
MSI 1990-Valley Fund-TMEE				25,000
Local Projects Fund				7,912,000
·				310,912,680
Total Funding Sources				310,714,000

Project Delivery Program Freeway Projects

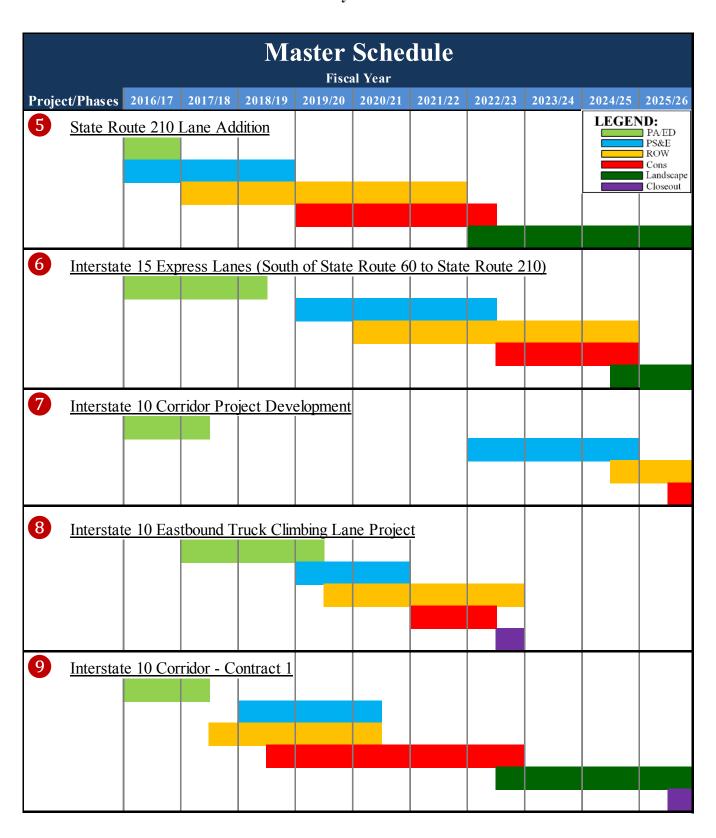
VALLEY SUBAREA	Page No.
Map Project Location	209
Master Schedule	
Project Descriptions	
VICTOR VALLEY SUBAREA	
Map Project Location	216
Master Schedule	
Project Descriptions	217
The state of the s	

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 (SR-60)/State Route 91 (SR91)/Interstate 215 (I-215) interchange in Riverside, to encourage ridesharing and improve the efficiency, safety, and operations of traffic. Remaining task is corridor landscaping. Current phase: Landscaping Design.

Total Estimated Cost	Costs	Proposed	Future
	to Date	Budget	Costs
\$10,955,000	\$334,138	\$800,000	\$9,820,862

Contract Information

- a. Existing Contracts
 - 19-1002005, Environmental and Design Professional Services, Amount Budgeted \$700,000.



Project

Interstate 215 Barton Road Interchange (0840)

Description

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

Total Estimated Cost	Costs	Proposed	Future
	to Date*	Budget	Costs
\$110,513,000	\$71,829,319	\$8,223,970	\$11,859,711

^{*}Additional \$18.6 million is not going through SBCTA s books and not included in Cost to Date.

- a. Existing Contracts
 - i. 16-1001464, Utility Agreement, Amount Budgeted \$10,000.
 - ii. 16-1001493, Utility Agreement, Amount Budgeted \$2,500.
 - iii. 16-1001497, Utility Agreement, Amount Budgeted \$9,000.
 - iv. 16-1001325, Utility Agreement, Amount Budgeted \$5,000.
 - v. 16-1001498, Utility Agreement, Amount Budgeted \$12,000.
 - vi. 16-1001499, Utility Agreement, Amount Budgeted \$50,600.
 - vii. 16-1001500, Utility Agreement, Amount Budgeted \$9,000.
 - viii. 16-1001501, Utility Agreement, Amount Budgeted \$53,000.
 - ix. 16-1001494, Utility Agreement, Amount Budgeted \$1,000.
 - x. 17-1001650, Utility Agreement, Amount Budgeted \$200.
 - xi. 17-1001651, Utility Agreement, Amount Budgeted \$200.
 - xii. 17-1001652, Utility Agreement, Amount Budgeted \$180.
 - xiii. 17-1001653, Utility Agreement, Amount Budgeted \$850.
 - xiv. 17-1001654, Utility Agreement, Amount Budgeted \$800.
 - xv. 17-1001655, Utility Agreement, Amount Budgeted \$160.
 - xvi. 17-1001656, Utility Agreement, Amount Budgeted \$600.
 - xvii. 17-1001657, Utility Agreement, Amount Budgeted \$300.
 - xviii. 17-1001658, Utility Agreement, Amount Budgeted \$580.
 - xix. 16-1001463, Utility Agreement, Amount Budgeted \$6,000.
 - xx. 16-1001325, Utility Agreement, Amount Budgeted \$3,000.
 - xxi. 15-1001294, Caltrans Construction Management General Contractor (CM/GC) Construction and Furnished Materials, Amount Budgeted \$7,000,000.

Interstate 215 Corridor (0838)

Description

The addition of a high-occupancy vehicle and mixed flow lane in each direction on Interstate 215 (I-215) through the City of San Bernardino to relieve congestion and accommodate future traffic demand. Current Phase: Landscaping including one (1) year plant establishes and four (4) years Extended Established Planting (EEP).

Total Estimated Cost	Costs	Proposed	Future
	to Date	Budget	Costs
\$22,797,000	\$9,903,867	\$7,938,232	\$4,954,901

Contract Information

- a. Existing Contracts
 - i. 16-1001378, Construction Management Services, Amount Budgeted \$690,000.
 - ii. 17-1001678, Segment 1 and 3 Landscape Construction Capital, Amount Budgeted \$200,000.
 - iii. 17-1001614, Segment 2 Landscape Construction Capital, Amount Budgeted \$2,575,000.
- b. New Contracts
 - i. IFB, Construction Contract for Landscape Maintenance, Amount Budgeted \$200,000, Total Estimated Contract Amount \$1,020,000.



Project

State Route 210 (0824)

Description

State Route 210 (SR-210) extension construction completed to enhance the east west mobility in the San Bernardino Valley. Current Phase: Landscaping Establish Existing Planting (EEP).

Total Estimated Cost	Costs	Proposed	Future
	to Date	Budget	Costs
\$19,723,952	\$19,417,952	\$306,000	\$0

- a. Existing Contracts
 - i. 00-1000319, Construction Management Services, Amount Budgeted \$25,000.
 - ii. 15-1001174, Construction Capital, Amount Budgeted \$156,000.



State Route 210 Lane Addition (0887)

Description

Add one (1) mixed flow lane in each direction and conduct pavement rehabilitation 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: Right of Way and Construction.

Total Estimated Cost	Costs	Proposed	Future
	to Date	Budget	Costs
\$179,114,000	\$23,710,249	\$38,554,000	\$116,849,751

Contract Information

- a. Existing Contracts
 - i. 15-1001231, Design Services, Amount Budgeted \$360,000.
 - ii. 17-1001681, Construction Management Services, Amount Budgeted \$6,000,000
- b. New Contracts
 - i. 19-1002078, Construction Capital, Amount Budgeted \$32,000,000, Total Estimated Contract Amount \$141,696,000.*

^{*}Construction contract 19-1002078 will include Sub-Tasks 0887 and 0803. The Total Estimated Contract Amount of \$141,686,000 is the Sub-Task 0887 portion of the contract.



Project

Interstate 15 Express Lanes South of State Route 60 to State Route 210 (0852)

Description

Add Express Lanes in each direction along the Interstate 15 (I-15) corridor from South of Cantu Galleano Ranch Road in Riverside County to North of State Route 210 (SR-210). Project includes auxiliary lanes and other operational improvements along the corridor. Currently, the project is being evaluated for potential phasing options. Current Phase: Final Design and Right of Way.

Total Estimated Cost	Costs	Proposed	Future
	to Date	Budget	Costs
\$511,009,000	\$12,254,917	\$2,500,000	\$496,254,083

- a. Existing Contracts
 - i. 15-1001154, Preliminary Design and Environmental Services, Amount Budgeted \$200,000.
- b. New Contracts
 - i. RFP, Final Design Services, Amount Budgeted \$2,000,000, Total Estimated Contract Amount \$14,300,000.

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: Preliminary Design and planning for future phase work beyond Contract 1.

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$1,225,054,000	\$31,807,008	\$360,000	\$1,192,886,992

Note: Costs for the I-10 Corridor are separated between the Sub-Tasks 0823 and 0825. Sub-Task 0825 includes 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 Project work. Those costs are included in Sub-Task 0823.



Project

Interstate 10 Eastbound Truck Lane Project (0854)

Description

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

Total Estimated Cost	Costs	Proposed	Future
	to Date	Budget	Costs
\$30,180,000	\$2,366,813	\$1,689,474	\$26,123,713

- a. Existing Contracts
 - i. 17-1001623, Environmental and Design Professional Services, Amount Budgeted \$214,474.
- b. New Contracts
 - i. RFP, Design Professional Services, Amount Budgeted \$1,400,000, Total Estimated Contract Amount \$2,750,000.

Description

Mitigate traffic congestion and accommodate future traffic on the Interstate 10 (I-10) Corridor from the Los Angeles/San Bernardino County border to the Interstate 15 (I-15). Project extends through the Cities of Montclair, Upland and 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
\$929,189,000	\$54,676,690	\$226,634,804	\$647,877,506

^{*}Total Estimated Costs now incorporate added SHOPP pavement rehabilitation work, three corridor interchanges and one arterial improvement project.

Contract Information

- a. Existing Contracts
 - i. 16-1001447, Legal Advisor Services, Amount Budgeted \$200,000.
 - ii. 16-1001530, Project Management/Construction Management Services, Amount Budgeted \$19,883,820.
 - iii. 16-1001369, Financial Advisor Services, Amount Budgeted \$200,000.
 - iv. 17-1001599, Design Build Capital Construction Contract, Amount Budgeted \$166,216,984.
 - v. 17-1001617, Design Build Toll System Provider (TSP) Capital Construction Contract, Amount Budgeted \$6,399,000.

Note: Costs for the I-10 Corridor are separated between the Sub-Tasks 0823 and 0825. Sub-Task 0823 costs are budgeted for all work specific to I-10 Corridor Contract 1 Project and the balance of I-10 Corridor costs are included in Sub-Task 0825. Sub-Task 0823 incorporates I-10 Monte Vista Avenue Interchange, I-10 Euclid Avenue Interchange, I-10 Vineyard Avenue Interchange and I-10 4th Street Arterial Improvement Projects.

Project Alternative Project Financing (0850)

Description

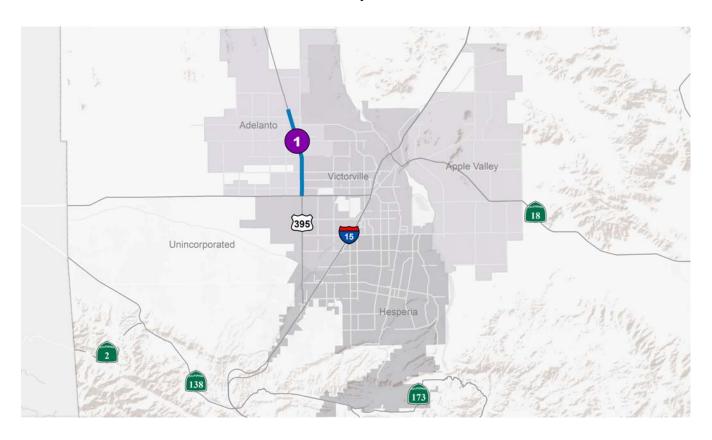
Includes development of alternative financing and delivery mechanisms through both preliminary financial and traffic and revenue studies to support delivery of major highway corridor improvements. Also includes providing public outreach to communicate study findings and project developments. Current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

Total Estimated Cost	Costs	Proposed	Future
	to Date	Budget	Costs
\$7,427,218	\$7,072,218	\$155,000	\$200,000

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

- a. Existing contracts:
 - i. 16-1001355, Traffic and Revenue Studies, Amount Budgeted \$150,000.

Project Delivery Program Freeway Projects Victor Valley Subarea







US-395 Widening Phase 1 (0891)

Description

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

Total Estimated Cost	Costs	Proposed	Future
	to Date*	Budget	Costs
\$58,191,000	\$12,435,940	\$23,751,200	\$13,353,860

^{*}Additional \$8.65 million is not going through SBCTA s books and not included in Costs to Date.

- a. Existing Contracts
 - i. 17-1001723, Construction Management Services, Amount Budgeted \$2,134,000.
 - ii. 18-1001837, Southern California Edison Utility Agreement, Amount Budgeted \$46,000.
 - iii. 18-1001838, Southern California Edison Utility Agreement, Amount Budgeted \$8,000.
 - iv. 18-1001973, Conservation Bank, Amount Budgeted \$200.
 - v. 18-1001967, Construction Capital, Amount Budgeted \$18,207,000.

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 ramp widening to complete interchange replacement.

Accomplishments

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 2019 on the I-10 University Street, State Route 60 (SR-60) Central Avenue, SR-60 Archibald Avenue, and SR-210 Base Line projects. Project development work continues on I-10 Cedar Avenue, Interstate 215 (I-215) University Parkway, I-10 Alabama Street and the I-10 Mount Vernon Avenue interchange projects. Project development has commenced on I-10 Wildwood Canyon Road. The I-10 Monte Vista Avenue and I-10 Vineyard Avenue are being designed and constructed as part of the I-10 Corridor Contract 1 Project.

Budgetary changes are mainly due to various projects moving into construction phase.

Contract Information - Project Delivery Program*

- a. Existing Contracts
 - i. 15-1001222, Preliminary Design and Environmental Services, Amount Budgeted \$5,000.
 - ii. 17-1001741, Procurement Services, Amount Budgeted \$1,000.
 - iii. 15-1001195, Program Management Services, Amount Budgeted \$635,000.*
 - iv. 18-1001907, Right of Way Services, Amount Budgeted \$117,796.*
 - v. 15-1001302, Legal Services, Amount Budgeted \$100,496.*

Local Funding Source Detail

- i. County of San Bernardino \$245,000.
- ii. City of Chino \$6,919,054.
- iii. City of Colton \$118,548.
- iv. City of Fontana \$268,000.
- v. City of Highland \$6,143,741.
- vi. City of Ontario \$1,941,121.
- vii. City of Redlands \$1,126,994.
- viii. City of San Bernardino \$106,124.

Manager

Paula Beauchamp, Director of Project Delivery and Toll Operations

^{*} Contracts that are utilized on multiple tasks within the Program.

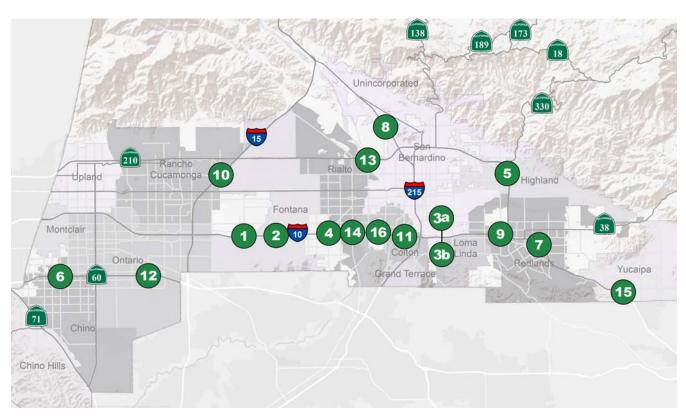
Task 0830 Interchange Projects

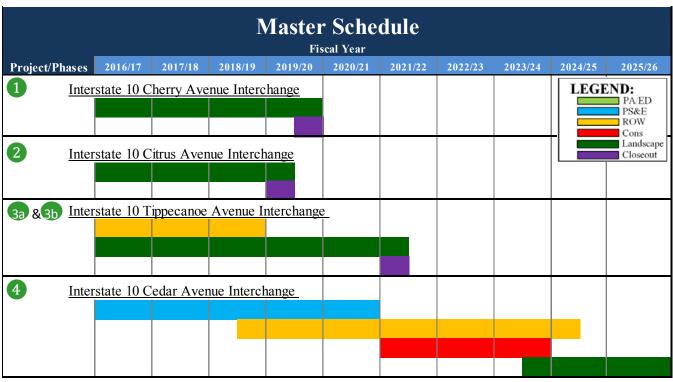
Task 0830 Interchange Projects			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Professional Services	1,544,817	2,597,583	3,407,218	1,338,031
Consulting Services	4,992,322	2,087,612	3,437,427	3,441,172
Program Management Fees	906,048	925,375	933,000	635,000
Auditing and Accounting	36,702	-	-	-
Legal Fees	26,336	82,597	192,000	100,496
Construction Capital	16,630,409	14,670,083	7,236,341	36,820,405
Utilities Capital	-	11,420	-	23,599
Right of Way Capital	(1,344,059)	201,086	8,204,664	3,605,614
Postage	163	70	250	-
Travel Expense - Employee	81	-	-	-
Advertising	521	455	-	-
Public Information Activities	-	-	-	63,158
Printing - External	5,843	1,802	100	-
Contributions/Subsidies	-	-	-	100,000
Other Service Charges	-	256,000	-	-
Meeting Expense	76	112	100	-
Indirect Allocation-Project Management	44,325	181,309		
Total Expenditures	22,843,584	21,015,504	23,411,100	46,127,475
Funding Sources				
Surface Transportation Program				631,875
Trade Corridor Improvement Fund				4,029,000
MSI Valley Fund-Freeway Projects				5,000
MSI Valley Fund-Fwy Interchange				22,345,158
MSI Cajon Pass Fund				2,026,000
MSI 1990-Valley Fund-Major Projects				221,860
Local Projects Fund				16,868,582
Total Funding Sources				46,127,475

Project Delivery Program Interchange Projects

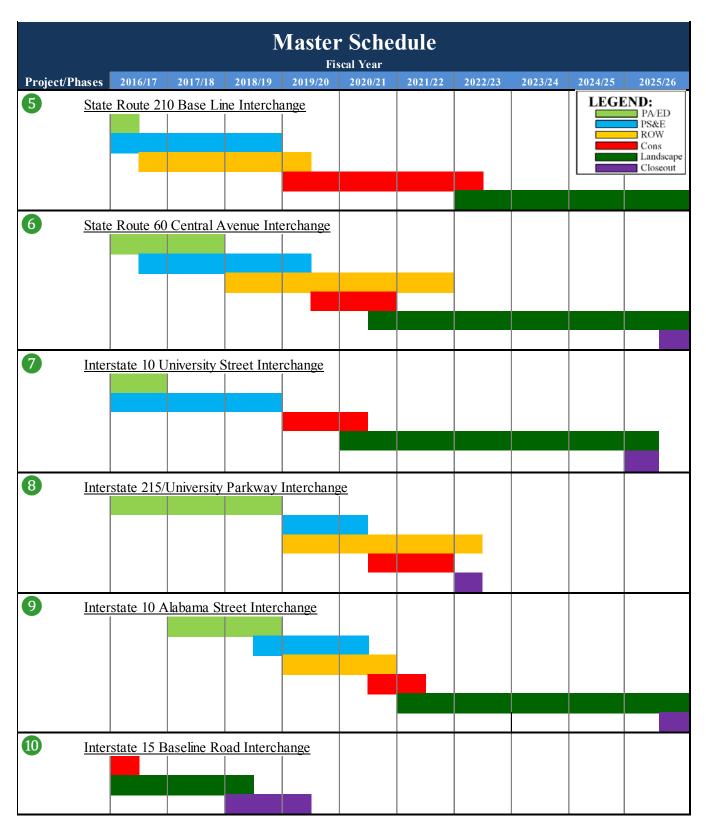
	Page No.
VALLEY SUBAREA	
Map Project Location	221
Master Schedule	221-223
Project Descriptions	224-229
CAJON PASS	
Map Project Location	230
Master Schedule	
Project Descriptions	231
VICTOR VALLEY SUBAREA	
Map Project Location	232
Master Schedule	232
Project Descriptions	233

Project Delivery Program Interchange Projects Valley Subarea

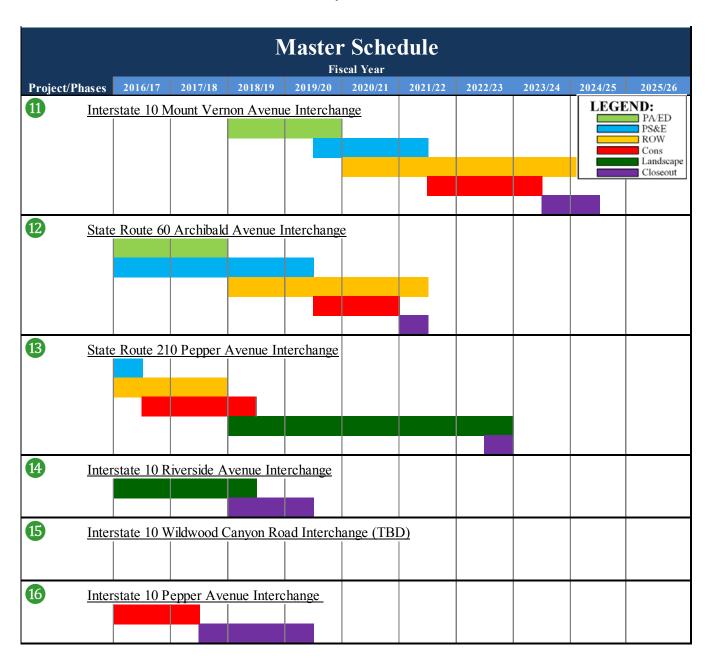




Project Delivery Program Interchange Projects Valley Subarea



Project Delivery Program Interchange Projects Valley Subarea





Interstate 10 Cherry Avenue and Citrus Avenue Interchanges (0826)

Description

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

Total Estimated Cost	Costs	Proposed	Future
	to Date*	Budget	Costs
\$138,399,000	\$121,497,613	\$470,000	\$0

^{*}Additional \$16.4 million is not going through SBCTA books and not included in Costs to Date.

Contract Information

- a. **Existing Contracts**
 - 00-1000051, Design Services, Amount Budgeted \$13,000. i.
 - ii. 15-1001190, Construction Capital, Amount Budgeted \$125,000.
 - 16-1001334, Construction Management Services, Amount Budgeted \$96,000. iii.
 - 16-1001421, Construction Capital, Amount Budgeted \$180,000. iv.





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
\$79,136,000	\$50,629,988	\$154,000	\$400,000

^{*}Additional \$28.3 million is not going through SBCTA s books and not included in Costs to Date.

- a. **Existing Contracts:**
 - 16-1001334, Construction Management Services, Amount Budgeted \$24,000. i.
 - 17-1001682, Construction Capital, Amount Budgeted \$72,000. ii.



Project

Interstate 10 Cedar Avenue Interchange (0897)

Description

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

Total Estimated Cost	Costs	Proposed	Future
	to Date*	Budget	Costs
\$111,350,000	\$887,696	\$1,775,000	\$101,487,304

^{*}Additional \$7.2 million is not going through SBCTA books and not included in Costs to Date.



State Route 210 Base Line Interchange (0803)

Description

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

Total Estimated Cost	Costs	Proposed	Future
	to Date	Budget	Costs
\$32,853,000	\$3,655,377	\$14,639,000	\$14,558,623

Contract Information

- a. Existing Contracts
 - i. 15-1001231, Design Services, Amount Budgeted \$60,000.
 - ii. 17-1001681, Construction Management Services, Amount Budgeted \$1,500,000.
- b. New Contracts
 - i. 19-1002078, Construction Capital, Amount Budgeted \$13,000,000, Total Estimated Contract Amount \$24,000,000.*

^{*}Construction contract 19-1002078 will include Sub-Tasks 0803 and 0887. The Total Estimated Contract Amount of \$24 million is the Sub-Task 0803 portion of the contract.



Project

State Route 60 Central Avenue Interchange (0893)

Description

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

Total Estimated Cost	Costs	Proposed	Future
	to Date	Budget	Costs
\$31,764,000	\$3,695,410	\$11,675,768	\$16,392,822

- a. Existing Contracts
 - i. 15-1001251, Environmental and Design Professional Services, Amount Budgeted \$267,976.
 - ii. 18-1001811, Construction Management Services, Amount Budgeted \$1,000,000.
 - iii. 16-1001433, Public Outreach, Amount Budgeted \$25,000.
- b. New Contracts
 - i. IFB, Construction Capital, Amount Budgeted \$10,000,000, Total Estimated Contract Amount \$24,023,000.

Description

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

Total Estimated Cost	Costs	Proposed	Future
	to Date	Budget	Costs
\$5,408,000	\$1,263,022	\$3,951,000	\$193,978

Contract Information

- a. Existing Contracts
 - i. 15-1001239, Preliminary Engineering and Environmental Document, Design and Construction Support Services, Amount Budgeted \$90,000.
 - ii. 16-1001546, Construction Management Services, Amount Budgeted \$396,000.
- b. New Contracts
 - i. IFB, Construction Capital, Amount Budgeted \$3,390,000, Total Estimated Contract Amount \$3,400,000.



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, Final Design, and Right of Way.

Total Estimated Cost	Costs	Proposed	Future
	to Date	Budget	Costs
\$9,969,000	\$1,347,572	\$1,046,334	\$7,575,094

- a. Existing Contracts
 - 16-1001359, Environmental and Engineering Services, Amount Budgeted \$593,277.



Interstate 10 Alabama Street Interchange (0895)

Description

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

Total Estimated Cost	Costs	Proposed	Future	
	to Date	Budget	Costs	
\$11,593,000	\$1,636,623	\$629,000	\$9,327,377	

Contract Information

- a. Existing Contract
 - i. 16-1001516, Planning and Design Services, Amount Budgeted \$554,000.



Project

Interstate 15 Baseline Road Interchange (0892)

Description

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

Total Estimated Cost	Costs	Proposed	Future	
	to Date	Budget	Costs	
\$48,974,000	\$48,964,000	\$10,000	\$0	



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: Project Approval and Environmental Document, Design, and Right of Way.

Total Estimated Cost	Costs	Proposed	Future	
	to Date	Budget	Costs	
\$54,871,000	\$1,034,191	\$2,350,948	\$51,485,861	

- a. Existing Contracts
 - i. 18-1001869, Preliminary Design, Environmental Services, and Final Design Services, Amount Budgeted \$2,031,579.
- b. New Contracts
 - i. RFP, Right of Way Consultant Services, Amount Budgeted \$138,737, Total Estimated Contract Amount \$1,000,000.

Description

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

Total Estimated Cost	Costs	Proposed	Future	
	to Date	Budget	Costs	
\$22,540,000	\$3,952,743	\$6,957,967	\$11,629,290	

Contract Information

- a. Existing Contracts
 - i. 16-1001328, Environmental Services, Right of Way Engineering and Design, Amount Budgeted \$267,995.
 - ii. 18-1001876, Construction Management Services, Amount Budgeted \$589,971.
 - iii. 19-1002127, Southern California Edison relocation, Amount Budgeted \$23,599.
 - iv. 19-1002128, Frontier Relocation, Amount Budgeted \$14,749.
 - v. 16-1001356, Public Outreach, Amount Budgeted \$47,198.
- b. New Contracts
 - i. IFB, Construction Capital, Amount Budgeted \$5,000,000, Total Estimated Contract Amount \$15,570,000.



Project

State Route 210 Pepper Avenue Interchange (0883)

Description

Construct new interchange to provide freeway access in the City of Rialto. Current phase: Closeout, and Landscaping Maintenance.

Total Estimated Cost	Costs	Proposed	Future
	to Date	Budget	Costs
\$23,037,000	\$22,300,542	\$325,458	\$411,000

- a. Existing Contracts
 - i. 16-1001372, Construction Management Services, Amount Budgeted \$8,857.
 - ii. 16-1001513, Construction Capital Contract, Amount Budgeted \$108,301.
- b. New Contracts
 - i. RFP, Construction Management Services for Landscape Maintenance, Amount Budgeted \$49,000, Total Estimated Contract Amount \$160,000.
 - ii. IFB, Construction Contract for Landscape Maintenance, Amount Budgeted \$100,000, Total Estimated Contract Amount \$400,000.



Interstate 10 Riverside Interchange (0841)

Description

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

Total Estimated Cost	Costs	Proposed	Future	
	to Date*	Budget	Costs	
\$31,082,056	\$25,777,056	\$5,000	\$0	

^{*}Additional \$5.3 million is not going through SBCTA s books and not included in Costs to Date.



Project

Interstate 10 Wildwood Interchange (0808)

Description

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

Total Estimated Cost	Costs	Proposed	Future
	to Date	Budget	Costs
TBD*	\$212,106	\$110,000	TBD*

^{*}Various alternatives being analyzed as part of planning studies.



Project

Interstate 10 Pepper Avenue Interchange (0896)

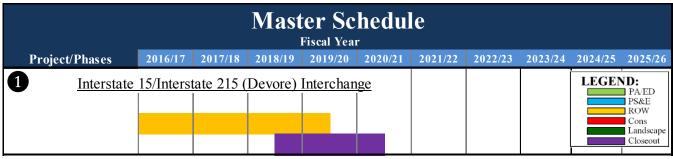
Description

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

Total Estimated Cost	Costs	Proposed	Future	
	to Date	Budget	Costs	
\$9,513,000	\$9,512,000	\$1,000	\$0	

Project Delivery Program Interchange Projects Cajon Pass





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 Closeout including disposition of Final Right of Way, and Environmental Mitigation Monitoring.

Total Estimated Cost	Costs	Proposed	Future	
	to Date*	Budget	Costs	
\$325,005,000	\$64,523,449	\$2,026,000	\$100,000	

^{*}Additional \$258.3 million is not going through SBCTA books and not included in Cost to Date.

Project Delivery Program Interchange Projects Victor Valley Subarea



Master Schedule										
	Fiscal Year									
Project/Phases	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
1 Interstate	15/Ranc	ehero Rd	Interchai	nge				LE	PA/I PS& ROV Con: Lanc	E V s Iscape



Interstate 15 Ranchero Road Interchange (0890)

Description

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

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

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 Hunts Lane, Palm Avenue, North Milliken Avenue, Lenwood Road, Glen Helen Parkway Phase 1, South Milliken Avenue, Vineyard Avenue and Laurel Avenue grade separations are completed and closed or are in process of final closeout. The Monte Vista Avenue Grade Separation Project started construction in August 2017 and is anticipated to be complete for beneficial use in summer 2019.

Budgetary changes are mainly due the completion of grade separations with the exception of the Monte Vista Avenue grade separation.

Contract Information - Project Delivery Program*

- a. Existing Contracts
 - i. 17-1001741, Procurement Services, Amount Budgeted \$6,000.
 - ii. 15-1001195, Program Management Services, Amount Budgeted \$58,000.*

Local Funding Source Detail

- i. City of Montclair \$579,920.
- ii. Union Pacific Railroad (UPRR) \$420,600.

Manager

Paula Beauchamp, Director of Project Delivery and Toll Operations

^{*} Contracts that are utilized on multiple sub-tasks within the Program.

Task 0840 Grade Separation Projects

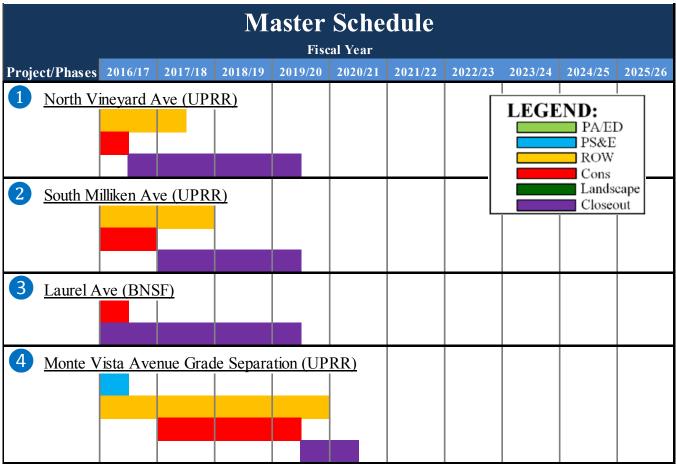
Task 0840 Grade Separation Projects			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Professional Services	61,528	1,418,121	1,800,000	420,000
Consulting Services	297,346	(30,286)	10,000	5,000
Program Management Fees	214,857	251,917	249,000	58,000
Auditing and Accounting	590	-	-	-
Legal Fees	43,472	6,105	-	-
Construction Capital	7,350,614	4,042,976	9,840,967	1,206,000
Right of Way Capital	410,063	15,149	6,000	2,500
Postage	76	13	-	-
Advertising	611	317	-	-
Printing - External	6,981	2,808	-	-
Indirect Allocation-Project Management	10,512	47,793	<u>-</u>	
Total Expenditures	8,396,650	5,754,913	11,905,967	1,691,500
Funding Sources				470.220
Project National and Regional Significance				478,320
Trade Corridor Improvement Fund				58,560
MSI Valley Fund-Grade Separations				149,100
MSI North Desert Fund-Major Local Hwy				5,000
Local Projects Fund				1,000,520
Total Funding Sources				1,691,500

Project Delivery Program Grade Separation Projects

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Project Delivery Program Grade Separation Projects Valley Subarea





1

Project

North Vineyard Avenue Grade Separation (0877)

Description

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

Total Estimated Cost	Costs	Proposed	Future
	to Date*	Budget	Costs
\$47,419,000	\$21,218,000	\$1,000	\$0

^{*}Additional \$26.2 million is not going through SBCTA s books and not included in Costs to Date.



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 Cost	Costs	Proposed	Future
	to Date*	Budget	Costs
\$72,856,000	\$22,342,543	\$8,500	\$0

^{*}Additional \$50.5 million is not going through SBCTA s books and not included in Costs to Date.



Project

Laurel Street Grade Separation (0884)

Description

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

Total Estimated Cost	Costs	Proposed	Future
	to Date	Budget	Costs
\$59,854,000	\$59,853,000	\$1,000	\$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 and Closeout.

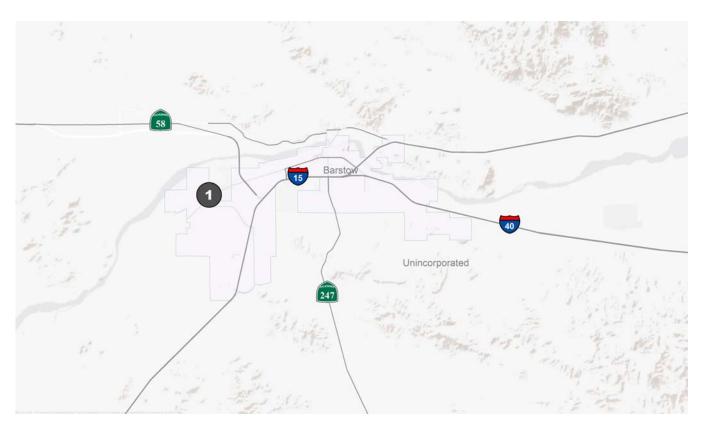
Total Estimated	Costs	Proposed	Future
Cost*	to Date	Budget	Costs
\$24,814,000	\$22,950,090	\$1,676,000	\$187,910

^{*}Construction phase costs only

Contract Information

- a. Existing Contracts
 - i. 15-1001298, Construction Management Services, Amount Budgeted \$420,000.
 - ii. 16-1001450, Railroad Construction Services, Amount Budgeted \$600,000.
 - iii. 16-1001461, Construction Capital, Amount Budgeted \$600,000.

Project Delivery Program Grade Separation Projects North Desert Subarea







Project

Lenwood Road Grade Separation (0881)

Description

Constructed four (4) lane grade separated crossing over the Burlington Northern Santa Fe Railroad (BNSF) Railway 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
\$28,386,000	\$28,381,000	\$5,000	\$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 (4) 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. Construction was completed for the Active Transportation Program (ATP) Metrolink improvements project, Phase 1 in early 2019. Funding for Phase 2 of the program has been programmed and implementation of this is anticipated to start in 2019. Transition of project management 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 of San Bernardino on development of a three (3) party agreement will be finalized to assign roles, responsibilities, and identify funding sources. An environmental reevaluation of the project and preliminary design work was completed in fall 2018. Procurement for legal advisement services and a project/construction manager (PCM) was completed in 2018 and procurement is underway for a Design-Build firm. Four (4) teams have been shortlisted and the Request for Proposals has been issued. Proposals are being submitted to SBCTA for evaluation and review. Award of this contract is anticipated late summer 2019 with design and demolition of the existing bridge anticipated in early 2020.

Budgetary changes are mainly due to various projects moving into construction phase.

Contract Information - Project Delivery Program*

- a. Existing Contracts
 - i. 15-1001195, Program Management Services, Amount Budgeted \$400,000.*
 - * Contracts that are utilized on multiple sub-tasks within the Program.

Local Funding Source Detail

- i. City of San Bernardino \$727,422.
- ii. BNSF \$10,138,333.
- iii. City of Fontana \$25,031.
- iv. City of Montclair \$11,869.
- v. City of Rancho Cucamonga \$17,220.
- vi. City of Upland \$32,590.

Manager

Paula Beauchamp, Director of Project Delivery and Toll Operations

Project Delivery

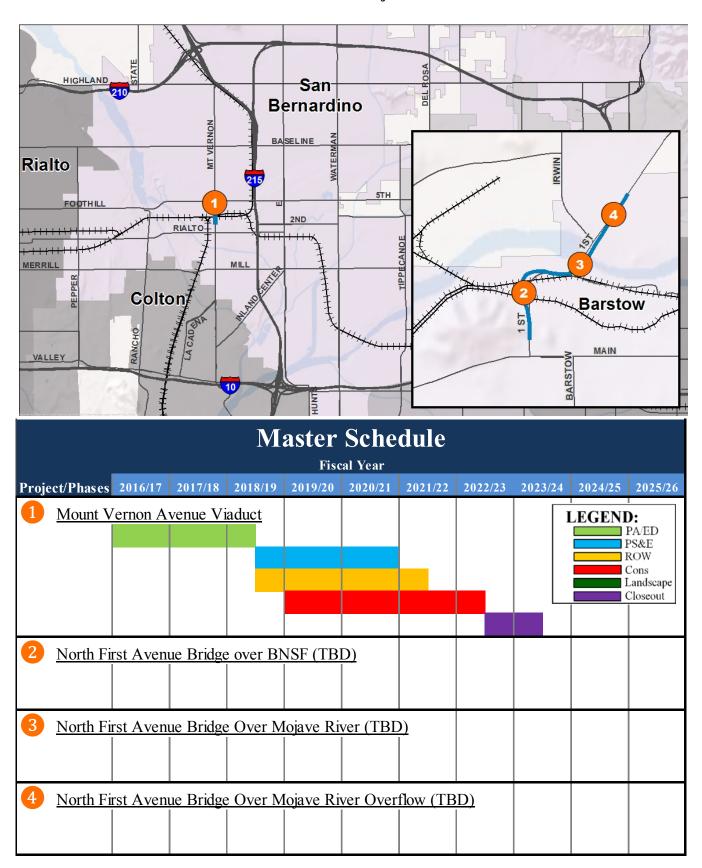
Task 0860 Arterial Projects

Task 0860 Arterial Projects			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees		35,474	69,483	98,269
Fringe Allocation-General	-	32,849	71,679	99,753
Professional Services	74,118	606,334	7,381,973	1,844,500
Consulting Services	659,306	978,943	12,524,136	1,738,500
Program Management Fees	289,912	395,058	584,500	400,000
Auditing and Accounting	17,103	9,860	-	-
Legal Fees	-	59,393	30,000	-
Construction Capital	-	-	3,367,391	24,200,000
Utilities Capital	-	10,753	-	-
Right of Way Capital	-	-	65,000,000	65,000,000
Postage	-	83	100	-
Advertising	161	396	500	-
Printing - External	-	2,336	-	-
Meeting Expense	81	76	-	-
Commercial Paper Interest	-	-	-	1,350,000
Indirect Allocation-General		47,112	-	-
Indirect Allocation-Project Management	14,183	74,950		
Total Expenditures	1,054,864	2,253,617	89,029,762	94,731,022
Funding Sources				
Active Transportation Program - Federal				570,290
Highway Bridge Program				79,601,667
SCAQMD/MSRC				1,100,000
MSI Valley Fund-Arterials				1,770,600
MSI Valley Fund-Traffic Mgmt Sys				733,000
MSI North Desert Fund-Major Local Hwy				3,000
Local Projects Fund				10,952,465
Total Funding Sources				94,731,022

Project Delivery Program Arterial Projects

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Project Delivery Program Arterial Projects





Description

Replace bridge on Mount Vernon Avenue Viaduct over the Burlington Northern Santa Fe Railroad (BNSF) Railway tracks and Intermodal Yard in the City of San Bernardino. Current Phase: Environmental Reevaluation, Preliminary Design, Right of Way and procurement activities for design-build contract, anticipated to be awarded in late summer of 2019.

Total Estimated	Costs	Proposed	Future
Cost	to Date	Budget	Costs
\$209,333,000	\$6,249,447	\$92,238,022	\$110,845,531

Contract Information

- a. Existing Contracts
 - i. 16-1001512, Environmental and Design Services, Amount Budgeted \$90,000.
 - ii. 18-1001846, Legal services, Amount Budgeted \$800,000.
 - iii. 18-1001826, Construction Management Services, Amount Budgeted \$4,500,000.
- b. New contracts
 - i. 18-1001966, Design Build Services, Amount Budgeted \$22,000,000, Total Estimated Contract Amount \$65,000,000.

Note: The Proposed Budget includes a \$50 million lump sum for the Railroad Right of Way agreement.



Project

North First Avenue Bridge Over BNSF (0811)

Description

This project, located in Barstow, will replace an existing bridge on First Avenue over the Burlington Northern Santa Fe Railroad (BNSF). This bridge will be constructed as part of one long bridge split into three (3) projects. See Sub-Tasks 0812 and 0813. Current Phase: Design and Right of Way.

Total Estimated Cost	Costs	Proposed	Future
	to Date	Budget	Costs
\$55,400,000	\$0	\$1,000	\$55,399,000



Project

North First Avenue Bridge Over Mojave River (0812)

Description

This project, located in Barstow, will replace an existing bridge on First Avenue over the Mojave River. This bridge will be constructed as part of one long bridge split into three projects. See Sub-Tasks 0811 and 0813. Current Phase: Design and Right of Way.

Total Estimated Cost	Costs	Proposed	Future
	to Date	Budget	Costs
\$34,100,000	\$0	\$1,000	\$34,099,000

Project

North First Avenue Bridge Over Mojave River Overflow (0813)

Description

This project, located in Barstow, will replace an existing bridge on First Avenue over the Mojave River overflow. This bridge will be constructed as part of one long bridge split into three (3) projects. See Sub-Tasks 0811 and 0812. Current Phase: Design and Right of Way.

Total Estimated Cost	Costs	Proposed	Future
	to Date	Budget	Costs
\$27,710,000	\$0	\$1,000	\$27,709.000

Project

Metrolink ATP Improvements (0401)

Description

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

Total Estimated Cost	Costs	Proposed	Future
	to Date	Budget	Costs
\$5,280,000	\$5,262,000	\$18,000	\$0

Contract Information

- a. Existing Contracts
 - i. 15-1001122, Design Services, Amount Budgeted \$8,000.

Project

Valley Signal Coordination (0701)

Description

Improve the flow of traffic on the San Bernardino Valley arterial streets by coordinating traffic signals. Current Phase: Monitoring, maintenance and coordinated timing development and implementation.

Total Estimated	Costs	Proposed	Future
Cost*	to Date	Budget	Costs
\$24,067,212	\$16,093,965	\$1,823,000	\$6,150,247

^{*}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, Professional Services, Amount Budgeted \$750,000.

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.

Project Metrolink ATP Improvements Phase 2 (0810)

Description

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

Total Estimated Cost	Costs	Proposed	Future
	to Date	Budget	Costs
\$7,000,000	\$0	\$649,000	\$6,351,000

Contract Information

- a. New Contracts:
 - i. RFP, Environmental and Design services, Amount Budgeted \$619,000. Total Estimated Contract Amount \$619,000.



Coordination among SBCTA, the contractor, and emergency responders is a key consideration at the start of every project. Montclair officials are shown here getting a briefing from the project engineers.

FUND ADMINISTRATION

Fund Administration Program Budget

Description

The Fund Administration Program contains tasks that are most central to SBCTA's responsibilities for administering Federal and State 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 Federal and State highway and transit funds in required Federal and State 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 Federal and State requirements; strategic planning of fund allocations to ensure that SBCTA maximizes opportunities to bring additional Federal and State 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 Fund Administration is also responsible for administering Local Transportation Fund (LTF), State Transit Assistance Fund (STA), and Low Carbon Transit Operations Program (LCTOP), Senate Bill 1 (SB1), State of Good Repair (SGR), and Federal Transit Administration (FTA) 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 \$21 million in Measure I funds for projects in the Valley Major Street Program, and \$24 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 Federal and State funds per approved 10-Year Delivery Plan and SBCTA Board of Directors allocations to meet Project Delivery needs.
- 2. Develop and implement funding strategies that result in SBCTA using all Federal and State funds available and receiving additional Federal and State 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 based on the estimated revenue and the local jurisdictions' equitable fair share percentage from the Nexus Study, 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 Mountain/Desert Policy Committee and Board, process funding agreements with local jurisdictions, and review and approve invoice submittals for payment.

Fund Administration Program Budget

- c. Develop term loan agreements to expedite delivery of Measure I projects in advance of the availability of required developer share match.
- 8. Provide timely local pass through distribution to jurisdictions.
- 9. Implement and monitor the 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

			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
	Actual	Actual	Budget	Budget
Federal and State Funds Delivery ¹	71%	45%	106%	125%
FTIP Amendments	10	12	12	12
Additional Federal funds received ²	\$0	\$0	TBD	TBD
Programming changes processed	197	156	180	180
10-Year Delivery Plan Update	3/1/2017	N/A	6/5/2019	N/A
Measure I Valley Arterial Reimbursements	\$3,553,437	\$7,468,183	\$19,700,000	\$20,750,000
Measure I Mtn./Desert Reimbursements	\$1,350,756	\$4,660,345	\$23,073,866	\$24,216,000
Local Transportation Fund Pass-Through ³	\$104,312,390	\$101,681,629	\$119,046,938	\$120,870,558
State Transit Assistance Fund Pass-Through ³	\$8,351,260	\$13,222,484	\$35,462,747	\$31,504,393
Arterial Program Jurisdiction Master				
Agreements managed	15	15	15	15
Advance Expenditure Agreements managed	5	5	4	4
Development Share Loan Agreements managed	4	7	10	10

¹ Low delivery in prior fiscal years was intentional as funds were being saved for large projects, like the Interstate 10 (I-10) Corridor Contract 1 and Redlands Passenger Rail Projects, being delivered over the next four (4) years.

² Additional Federal Funds received through August Redistribution for over-delivery of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Funds.

³ Pass-through specific to Transit are budgeted in the Transit Program Budget.

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 Federal, State, 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) and Congestion Mitigation and Air Quality (CMAQ); State Transportation Improvement Program (STIP); State Active Transportation Program (ATP); State Proposition 1B Bond and Senate Bill 1 (SB1) Programs; and various Federal appropriations.

Accomplishments

SBCTA staff has administered and programmed the above funding based on the Board 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 Federal and State 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 Federal and State agencies to assist local implementation of projects funded by Federal and State sources.

Work Elements

- 1. Program and allocate Federal and State funds, leverage funding, and integrate with local and private funds to maximize funding and 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 Federal and State 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. Prepare recommendations for project funding from the 2020 State Transportation Improvement Program (STIP) to be considered by the SBCTA Board. 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. Implement and monitor the 2019 Update to the Measure I 2010-2040 10-Year Delivery Plan.

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 Federal and State 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.

The funding necessary for staff training for EcoSys, the database used by Fund Administration for development and monitoring of the 10-Year Delivery Plan, was originally budgeted in Fiscal Year 2018/2019, but technical issues have delayed implementation to Fiscal Year 2019/2020.

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. RFP, Training for EcoSys Database Administration, Amount Budgeted \$30,000, Total Estimated Contract Amount \$60,000. Cost is shared with Task 0309 Transit Operator Support.

Manager

Andrea Zureick, Director of Fund Administration

Task 0500 Fund Administration				
			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	499,753	518,491	534,351	567,161
Fringe Allocation-General	459,186	480,116	551,235	575,726
Consulting Services	4,340	4,113	10,100	10,100
Training/Registration	1,325	1,285	29,500	34,650
Postage	125	136	400	400
Travel Expense - Employee	6,899	10,428	9,000	14,000
Travel Expense-Mileage-Employee	1,683	1,345	3,700	5,000
Travel Expense-Other-Metrolink Tickets	100	-	-	-
Printing - External	-	-	7,200	300
Office Expense	-	-	500	500
Meeting Expense	-	220	850	900
Indirect Allocation-General	946,977	697,764	<u>-</u>	
Total Expenditures	1,920,388	1,713,898	1,146,836	1,208,737
Funding Sources				
MSI Admin				354,322
Local Transportation Fund - Planning				208,342
Planning, Programming and Monitoring				546,002
MSI Valley Fund-Freeway Projects				32,874
MSI Valley Fund-Fwy Interchange				28,213
MSI Valley Fund-Grade Separations				7,526
MSI Valley Fund-Metrolink/Rail Service				23,063
MSI Valley Fund-Express Bus/Rapid Trans				7,444
Indirect Cost Fund				951
Total Funding Sources				1,208,737

Task 0550 Allocations/Pass Throughs

Purpose

To serve as a depository for Measure I 2010-2040 local pass through and reimbursement funds prior to disbursement to local agencies.

Accomplishments

As the administrator of Measure I, SBCTA is responsible for the disbursement of funding from the Measure I 2010-2040 local pass through and reimbursement programs. SBCTA staff disburses these funds based on the Board approved priorities and strategies as communicated through the Strategic Plan, 10-Year Delivery Plan, program apportionments, and project-specific allocations.

Work Elements

- 1. Reimburse jurisdictions for Measure I 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 of San Bernardino 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 of San Bernardino with a formula based 50 percent on sales and use tax generated at point of generation in each subarea and 50 percent 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 locally funded projects in San Bernardino County.

Contract Information

- a. Existing Contracts
 - i. Various, Jurisdictional Master Agreements, Amount Budgeted \$20,750,000.
 - ii. 18-1001926, Apple Valley, State Route 18/Apple Valley Road Widening, MLH, Amount Budgeted \$4,337,000.
 - iii. 00-1000662, Apple Valley Yucca Loma Bridge Landscape Maintenance, MLH, Amount Budgeted \$100,000.
 - iv. 15-1001119, Barstow First Avenue Bridge over Burlington Northern Santa Fe Railroad (BNSF), MLH, Amount Budgeted \$990,000.
 - v. 15-1001118, Barstow First Avenue Bridge over Mojave River, MLH, Amount Budgeted \$415,000.
 - vi. 17-1001692, Hesperia Ranchero Widening, MLH, Amount Budgeted \$393,433.
 - vii. 00-1000847, San Bernardino County Yates Road, MLH, Amount Budgeted \$75,000.
 - viii. 16-1001374, San Bernardino County Park Boulevard, MLH, Amount Budgeted \$1,740,000.
 - ix. 16-1001422, Twentynine Palms State Route 62/Encelia to Larrea Advance Expenditure Agreement (AEA), Amount Budgeted \$100,000.
 - x. 16-1001376, San Bernardino County Arrowbear Drive Bridge Replacement, MLH, Amount Budgeted \$200,000.
 - xi. 16-1001554, San Bernardino County National Trails Highway Resurfacing, MLH, Amount Budgeted \$1,589,000.
 - xii. 17-1001700, San Bernardino County Ranchero Widening MLH, Amount Budgeted \$1,450,000.

Task 0550 Allocations/Pass Throughs

b. New Contracts

- i. Various Funding Agreements and anticipated increases to existing agreements, Victor Valley MLH, Amount Budgeted \$11,621,567, Total Estimated Contract Amount \$43,960,000.
- ii. Anticipated Funding Agreement, Morongo Basin MLH, Amount Budgeted \$345,000, Total Estimated Contract Amount \$345,000.
- iii. Anticipated Funding Agreement, North Desert MLH, Amount Budgeted \$750,000, Total Estimated Contract Amount \$750,000.
- iv. Anticipated Funding Agreement, Colorado River MLH, Amount Budgeted \$110,000, Total Estimated Contract Amount \$440,000.

Manager

Andrea Zureick, Director of Fund Administration

Task 0550 Allocations/Pass Throughs

Task 0550 Allocations/Pass Throughs			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Pass-Thru Payments	43,888,858	42,982,669	43,417,113	43,703,000
Project Advancements Payments	(1,394,363)	-	-	-
Major Street Payments	2,357,438	7,468,183	19,700,000	20,750,000
Major Local Highway Payments	2,200,546	4,037,799	23,073,866	24,216,000
Project Develop Traffic Mgmt Sys Pmt	22,222	<u> </u>		
Total Expenditures	47,074,701	54,488,651	86,190,979	88,669,000
Funding Sources				
MSI Valley Fund-Arterials				20,750,000
MSI Valley Fund-Local Street				27,225,800
MSI Victor Valley Fund-Major Local Hwy				17,977,000
MSI Victor Valley Fund-Local Street				11,094,600
MSI North Desert Fund-Major Local Hwy				3,744,000
MSI North Desert Fund-Local Street				2,787,000
MSI Colorado River Fund-Major Local Hwy				110,000
MSI Colorado River Fund-Local Street				137,300
MSI Morongo Basin Fund-Major Local Hwy				2,185,000
MSI Morongo Basin Fund-Local Street				1,418,800
MSI Mountain Fund-Major Local Hwy				200,000
MSI Mountain Fund-Local Street				1,039,500
Total Funding Sources				88,669,000

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 2019/2020 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.

Allocation of debt service:

	Actual				Bu	dget		
	2016	/2017	2017	/2018	2018	/2019	2019	/2020
	Principal	Interest	<u>Principal</u>	Interest	Principal	<u>Interest</u>	<u>Principal</u>	<u>Interest</u>
2014 Bond Issue								
Freeway Interchange	151,000	1,027,023	239,000	1,022,493	320,000	1,015,323	359,000	1,002,523
Valley Major Streets	270,517	1,839,911	428,169	1,831,795	573,280	1,818,950	643,149	1,796,020
Rail	169,875	1,155,400	268,875	1,150,304	360,000	1,142,238	403,875	1,127,838
Victor Valley Major								
Local Highway	37,750	256,756	59,750	255,623	80,000	253,831	89,750	250,631
Cajon Pass	125,859	856,023	199,207	852,248	266,720	846,271	299,227	835,603
	755,000	5,135,113	1,195,000	5,112,463	1,600,000	5,076,613	1,795,000	5,012,615
2012 Bond Issue								
Valley Major Streets	854,810	1,630,862	887,530	1,596,670	924,340	1,561,168	963,195	1,524,196
Victor Valley Major								
Local Highway	449,350	857,299	466,550	839,325	485,900	820,663	506,325	801,228
Cajon Pass	785,840	1,499,277	815,920	1,467,843	849,760	1,435,206	885,480	1,401,217
	2,090,000	3,987,438	2,170,000	3,903,838	2,260,000	3,817,037	2,355,000	3,726,640
Bond Issue Totals	2,845,000	9,122,551	3,365,000	9,016,301	3,860,000	8,893,650	4,150,000	8,739,255

Performance/Workload Indicators

			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
	Actual	Actual	Budget	Budget
Debt Service:				
Principal	\$2,845,000	\$3,365,000	\$3,860,000	\$4,150,000
Interest	\$9,122,551	\$9,016,301	\$8,893,650	\$8,739,255
Arbitrage Calculation	YES	YES	YES	YES
Debt continuing disclosure requirements	YES	YES	YES	YES

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

Task 0965 2012A Sales Tax Revenue Bond

Task 0903 2012A Sales Tax Revenue Bo	ona			
			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Bond Principal	2,090,000	2,170,000	2,260,000	2,355,000
Bond Interest	3,987,438	3,903,838	3,817,037	3,726,640
Fiscal Agent Fees	4,000	5,000	8,000	8,000
Total Expenditures	6,081,438	6,078,838	6,085,037	6,089,640
Funding Sources				
Sales Tax Revenue Bonds 2012A Fund				6,089,640
Total Funding Sources				6,089,640

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

Task 0966 2014A Sales Tax Revenue Bond

			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Bond Principal	755,000	1,195,000	1,600,000	1,795,000
Bond Interest	5,135,113	5,112,463	5,076,613	5,012,615
Fiscal Agent Fees	4,785	5,500	8,000	8,000
Total Expenditures	5,894,898	6,312,963	6,684,613	6,815,615
Funding Sources				6 015 615
Sales Tax Revenue Bonds 2014A Fund				6,815,615
Total Funding Sources				6,815,615



The bridge reconstruction at the Interstate 215 Barton Road Interchange requires significant amounts of reinforced steel. The material used on this project comes from San Bernardino County, serving as a great driver for the local economy.

EXPRESS LANES

Express Lanes 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 hired a 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. Project Delivery hired a Corridor Manager to monitor the progress of the project.

Performance/Workload Indicators

			2018-2019	
	2016-2017 Actual	2017-2018 Actual	Revised Budget	2019-2020 Budget
Hire Toll Financial Administrator	N/A	N/A	YES	N/A
Hire Toll Operations Administrator	N/A	N/A	YES	N/A
Hire Corridor Manager	N/A	N/A	YES	N/A
Participate in the TIFIA loan process	N/A	N/A	YES	N/A
Comply with TIFIA debt covenants and reporting requirements	N/A	N/A	N/A	YES

Express Lanes

Task 0750 Express Lanes 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 loan from the Transportation Infrastructure Finance and Innovation Act (TIFIA) and advance 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 increase is mainly due to the addition of the Corridor Manager staff position to oversee the Interstate 10 (I-10) Corridor Contract 1 Project.

Product

The cost of operations for the Express Lanes will be accounted in Fund 7550, I-10 Express Lanes 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 started in Fiscal Year 2018/2019. Express Lanes Operation fund will pay back Measure I Freeway Program when operations commence and the program generates sufficient cash flow.

Manager

Hilda Flores, Chief Financial Officer

Express Lanes

Task 0750 Express Lanes Operation

Task 0750 Express Edites Operation			2018-2019	
	2016-2017	2017-2018	Revised	2019-2020
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	-	-	263,158	383,201
Fringe Allocation-General	-	-	236,307	388,988
Long Term Cash Borrowing Interest				20,000
Total Expenditures			499,465	792,189
Funding Sources				702 100
I-10 Express Lanes				792,189
Total Funding Sources				792,189



The improvements to the Interstate 215 Barton Road Interchange will enhance safety, improve local circulation, and introduce the first-of-its-kind roundabout in San Bernardino County. Completion is expected in 2020.

SUPPLEMENTAL INFORMATION SECTION

Indirect Cost Fund Fiscal Year 2019/2020

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 of the Santa Fe Depot, 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 percent of indirect costs budgeted for the next budgetary fiscal year. A Capital Improvement Reserve will be established for capital costs related to the Santa Fe Depot and SBCTA information technology systems anticipated in the capital improvement plan. The fund balance will be available to pay for unexpected costs or cost increases due to cyclical activities.

Indirect costs are recorded in a fund that is categorized as General Fund. The following tasks are included as indirect cost:

- 1. Executive Administration and Support accounts for services to the Board, management staff, and records management.
- 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, 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. Legislation accounts for representation of SBCTA's interests at Federal and State levels.
- 8. <u>Public Affairs</u> accounts for project/program outreach and media relations as well as enhancing and modernizing external communications opportunities.
- 9. Building Operation accounts for management and maintenance of the Santa Fe Depot.

In addition to costs on the above tasks, a few minor labor charges from the Data Program Management Task 0206 and the Fund Administration Task 0500 were also included in this fund.

The Fiscal Year 2018/2019 Budget established the first reserves for SBCTA in the total amount of \$994,381; \$500,000 for emergencies and \$494,381 for capital projects. For Fiscal Year 2019/2020, reserves of \$1,235,775 are comprised of \$500,000 for emergencies (General Purpose Reserve) and \$735,775 for capital projects including the Santa Fe Depot (Capital Improvements Reserve). The increase in the Capital Improvements Reserve is due to anticipated savings in Fiscal Year 2018/2019.

In accordance with Policy 20600, the revenue allocated to fund indirect costs for Fiscal Year 2019/2020 is \$7,411,087, which is funded by Measure I, Local Transportation funding, Service Authority Freeway Emergency (SAFE) funding, and Council of Governments (COG).

Indirect Cost Fund Fiscal Year 2019/2020

The funding breakdown is as follows:

Funding Source	Amount
Local Transportation Fund – Administration	\$ 356,323
Local Transportation Fund – Planning	1,796,262
Service Authority for Freeway Emergencies Fund	249,287
Sales Tax MSI – Valley Freeway	1,475,166
Sales Tax MSI – Valley Interchange	633,671
Sales Tax MSI – Valley Grade Separation	322,935
Sales Tax MSI – Valley Arterial	1,093,444
Sales Tax MSI – Valley Rail	1,026,077
Sales Tax MSI – Valley Bus Rapid Transit	93,691
Sales Tax MSI – Victor Valley Major Local Highway	159,062
Sales Tax MSI – North Desert Major Local Highway	15,202
Sales Tax MSI – Colorado River Major Local Highway	446
Sales Tax MSI – Morongo Basin Major Local Highway	8,871
Sales Tax MSI – Mountain Major Local Highway	812
Council of Governments	139,838
Total Revenue allocation per Policy 20600	\$7,411,087
Santa Fe Depot Rental Income and other reimbursements	280,097
Total Indirect Costs	\$7,691,184

				Budgeted Ta	Budgeted Tasks to Indirect Cost Fund	Cost Fund					Fiscal Year	Fiscal Year
	00200	9000	0350	0700	0450	07.70	0500	0503	2090	2080	2019/2020 Budget	2018/2019 Budget
Salaries	\$ 460,074	\$ 7,447	\$ 150,626	\$ 644,178	\$ 116,638	\$ 71,617	\$ 472	\$ 43,914	\$ 58,611	\$ 34,823	\$ 1,588,400	S 1,484,132
Overtime	14,850										29,700	14,991
Fringe	482,093	7,559	152,900	626,899	118,399	72,698	479	44,577	59,496	35,349	1,642,529	1,526,707
Professional Services	30,000	•	15,900	228,000	312,760	650	1	150,200	120,000	118,636	976,146	900,646
Consulting Services	120,000	•	1	50,000		•	•		1		170,000	170,000
County Fees	•	•	•	100,000	•	•	•	•	•	•	100,000	100,000
Auditing & Accounting	•	•	ı	475,000	•	1	1	1	ı	•	475,000	490,000
Legal Fees	•	•	80,000	1	1	25,000	1	1	1	•	105,000	105,000
Utilities	1	1	1	1	1	1	•	1	•	99,000	99,000	000'66
Maintenance-Buildings	1	1	1	1	1	1	1	1	1	1,104,500	1,104,500	604,400
Maintenance-Motor Vehicles	•	•	1	1	2,500	•	1	1	•	1	2,500	2,500
Maintenance-Office Equipment	1,500	•	1	•	•	•	•	•	•	'	1,500	1,500
Rentals-Office Equipment	67,000	•	1	1	•	•	1	•	1	1	67,000	57,500
General Liability Insurance	1	1	1	275,000	1	1	•	1	•	•	275,000	270,000
Property Insurance	•	'	'	50,000	•	•	'	'	1	'	20,000	20,000
Crime Insurance	•	•	1	30,000	•	•	1	•	•	1	30,000	30,000
Public Officials Liability Insurance	•	•	1	1	1	1	1	1	'	•	•	000'09
Automotive Insurance	1	1	1	5,000	1	1	1	1	1	•	5,000	3,000
Cyber Insurance	•	•	•	20,000	•	•	•	•	i	•	20,000	20,000
Dues/Memberships	26,000	•	2,041	3,000	•	400	•	2,000	13,400	'	46,841	15,649
Training/Registration	4,500	1	4,500	23,000	10,000	14,360	1	3,000	14,000	•	73,360	61,635
Postage	6,650	•	100	1,000	700	200	1	1	•	200	11,850	11,750
Travel Expense - Employee	9000'9	1	6,000	4,000	1,000	6,500	•	1	10,000	•	33,500	29,000
Travel Expense-Mileage-Employee	1,500	•	200	2,000	200	200	1	2,000	2,500	1	8,900	7,900
Advertising	200	•	1	1,000	•	8,250	1	•	1	1	9,750	11,500
Public Information Activities	•	•	1	•	•	•	1	•	30,000	1	30,000	30,000
Printing - External	10,000	1	1	10,000	1	1	1	1	1	1	20,000	20,000
Printing - Internal	20,000	•	200	1	•	•	1	•	1	•	20,200	20,200
Contributions/Sponsorships	•	•	1	1	•	•	1	•	1	1	•	2,000
Communications	•	•	•	•	74,348	•	•	•	i	20,000	94,348	94,448
Record/Equipment Storage	38,000	•	1	•	•	•	•	•	•	'	38,000	32,000
Bank charges	1	ı	1	1,000	1	1	1	1	Ì	1	1,000	1,000
Office Expense	45,000	•	1	1	1,500	1,000	1	1	•	14,500	62,000	63,000
Meeting Expense	3,000	•	200	2,000	200	12,500	•	1,000	2,500	'	21,700	22,200
Office Furniture & Equipment	1	1	1	1	1	1	1	1	1	135,000	135,000	225,000
Office Equipment/Software-Inventorial	20,000	1	10,000	•	221,460	1	1	1	•	10,000	261,460	248,140
Computer Hardware & Software	•	•		1						•		
Total	\$1,359,667	\$ 15,006	\$ 422,967	\$2,608,007	\$ 941,705	\$ 213,675	\$ 951	\$ 246,691	\$ 310,507	\$1,572,008	\$ 7,691,184	8 6,920,298

Budget Adjustment Fiscal Year 2018/2019 \$
Adjusted Budget Fiscal Year 2018/2019
Increase from Fiscal Year 2018/2019 Budget \$ 0470 - Human Resources 0500 - Fund Administration 0503 - Legislation 0605 - Public Affairs 0805 - Building Operation 0200 - Executive Administration and Support 0206 - Data Program Management 0350 - General Counsel 0400 - Financial Management 0450 - Management Services Task Descriptions:

351,847 7,272,145

Capital Projects Plan

Fiscal Year	Item Description	Esti	mated Cost
2019/2020	Workstations		60,000
	ShoreTel Phone Server		7,000
	Switches		15,000
	Automatic Doors		40,000
	HVAC Secondary Drain Pan Installation Address Unevenness and Elevation Issues Along the Brick Pathways		20,000 60,000
	SBCTA Furniture		135,000
		Total Fiscal Year 2019/2020	337,000
2020/2021	Laptops		30,000
2020/2021	Workstations		60,000
	New Ipads for Board		13,000
	Physical Servers		15,000
	Board Room Sound System and Recorder		40,000
	Paint Bollards Installation of Anti-Graffiti Film on all Exterior Windows		15,000 12,000
	Three Permanent Speed Bumps S. Lot btwn E. entrance to Metro drop off		5,700
		Total Fiscal Year 2020/2021	190,700
2021/2022	Backup Appliance/Data Domains		30,000
	Replace Financial System - Business Requirement Phase		150,000
	Applicant Tracking System		22,000
	SBCTA Carpet Replacement		165,000
	Replace SUV		60,000
	Parking Lot Slurry Seal/Stencil	Total Fiscal Year 2021/2022	100,000 527,000
		Total Fiscal Teal 2021/2022	327,000
2022/2023	Replace Financial System - Implementation Phase		300,000
	Phone System Network Infrastructure (Servers, Switches, Firewalls, etc.)		65,000 225,000
	Tile Lobby Exterior Door Restoration and Nearby Window Trim		25,000
	Repair of Exterior Coating of the Depot & Painting of all Exterior Trim		150,000
		Total Fiscal Year 2022/2023	765,000
2023/2024	Painting interior of SBCTA offices		120,000
	Tile Lobby and Restrooms Interior Painting		25,000
	Tile Lobby Floor Hardware Replacement HVAC Equipment Upgrade		30,000 500,000
	туте Едириен Ордине	Total Fiscal Year 2023/2024	675,000
2024/2025	Tile Lebber Tarin Daneb Destruction		20.000
2024/2025	Tile Lobby Train Bench Restoration	Total Fiscal Year 2024/2025	20,000
		Total Fiscal Teal 2024/2023	20,000
2025/2026	Parking Lot Slurry Seal/Stencil		100,000
		Total Fiscal Year 2025/2026	100,000
2026/2027	Tile Lobby and Restrooms Interior Painting		25,000
	,	Total Fiscal Year 2026/2027	25,000
2027/2028	Tile Lobby Exterior Door Restoration and Nearby Window Trim		25,000
202772020	Pump House Chemical Treatment Equipment Upgrade	<u></u>	15,000
		Total Fiscal Year 2027/2028	40,000
2028/2029	Depot Elevator Modernization		125,000
	Replace Depot's Roof		150,000
		Total Fiscal Year 2028/2029	275,000
		Total Capital Projects	2,954,700
Beginning Fur	nd Balance		1,235,775
Estimated Rev			,,
Measure I Sale			4,829,377
-	n Development Act (TDA)		2,192,585
	rity for Freeway Emergencies (SAFE)		249,287
	vernments (COG)		139,838
-	ot lease revenue s to fund indirect		280,097 7,691,184
Indirect expen			7,691,184
•	able for Reserves		1,235,775
Reserve for Er	mergencies		500,000
Reserve for Ca	-		735,775

San Bernardino County Transportation Authority General Assessment Dues Calculation Fiscal Year 2019/2020

							FY2020	FY2020		
		% OF	ASSESSED VALUE	% OF	AVG. %	FY2019	MANDATORY OT	MANDATORY OTHER MONETARY	FY2020	VAR
	POP.	TOTAL	BEFORE RDA	TOTAL	POP. &	TOTAL	ASSESSMENT	OBLIGATIONS	TOTAL	FOR
JURISDICTION:	2018	POP.	2018/2019	VALUE	VALUE	AMOUNT	AMOUNT	AMOUNT (5)	AMOUNT	FY 2020
Adelanto	35,293	1.623%	\$2,075,284,804	0.933%	1.278%	\$6,808	\$1,530	\$5,337	86,867	\$59
Apple Valley	73,984	3.402%	\$5,971,838,300	2.685%	3.043%	\$8,841	\$3,643	\$5,337	\$8,980	\$139
Barstow	24,411	1.122%	\$1,376,053,917	0.619%	%0280	\$6,339	\$1,042	\$5,337	\$6,379	\$40
Big Bear Lake	5,512	0.253%	\$3,532,962,295	1.588%	0.921%	\$6,398	\$1,102	\$5,337	\$6,439	\$41
Chino	86,757	3.989%	\$13,308,112,924	5.983%	4.986%	\$11,078	\$5,969	\$5,337	\$11,306	\$227
Chino Hills	83,159	3.824%	\$12,312,480,328	5.535%	4.679%	\$10,724	\$5,602	\$5,337	\$10,939	\$215
Colton	53,724	2.470%	\$3,473,652,884	1.562%	2.016%	\$7,657	\$2,413	\$5,337	\$7,750	\$93
Fontana	212,000	9.747%	\$351,734,961	0.158%	4.953%	\$11,039	\$5,930	\$5,337	\$11,267	\$227
Grand Terrace	12,524	0.576%	\$1,073,330,816	0.483%	0.529%	\$5,947	\$634	\$5,337	\$5,971	\$24
Hesperia	94,829	4.360%	\$3,628,290,209	1.631%	2.996%	\$8,785	\$3,586	\$5,337	\$8,923	\$138
Highland	54,761	2.518%	\$2,212,275,555	0.995%	1.756%	\$7,359	\$2,103	\$5,337	\$7,440	\$82
Loma Linda	23,946	1.101%	\$6,009,786,993	2.702%	1.901%	\$7,525	\$2,276	\$5,337	\$7,613	\$88
Montclair	39,326	1.808%	\$3,385,225,897	1.522%	1.665%	\$7,254	\$1,993	\$5,337	\$7,330	\$76
Needles	5,177	0.238%	\$353,538,551	0.159%	0.198%	\$5,565	\$238	\$5,337	\$5,575	\$10
Ontario	177,589	8.165%	\$25,521,179,276	11.473%	9.819%	\$16,641	\$11,756	\$5,337	\$17,093	\$452
Rancho Cucamonga	176,671	8.123%	\$26,419,034,880	11.877%	10.000%	\$16,849	\$11,972	\$5,337	\$17,309	\$460
Redlands	71,196	3.273%	\$9,858,066,091	4.432%	3.853%	\$9,773	\$4,613	\$5,337	\$9,950	\$177
Rialto	107,041	4.922%	\$9,146,266,649	4.112%	4.517%	\$10,537	\$5,408	\$5,337	\$10,745	\$208
San Bernardino	221,130	10.167%	\$14,190,216,655	6.379%	8.273%	\$14,861	\$9,905	\$5,337	\$15,242	\$381
Twentynine Palms	27,046	1.244%	\$891,899,950	0.401%	0.822%	\$6,283	\$984	\$5,337	\$6,321	\$38
Upland	77,017	3.541%	\$9,370,618,881	4.213%	3.877%	89,799	\$4,642	\$5,337	89,979	\$180
Victorville	123,701	2.688%	\$8,829,295,619	3.969%	4.828%	\$10,895	\$5,781	\$5,337	\$11,118	\$223
Yucaipa	54,651	2.513%	\$4,494,969,535	2.021%	2.267%	\$7,946	\$2,714	\$5,337	\$8,051	\$105
Yucca Valley	21,834	1.004%	\$1,695,272,884	0.762%	0.883%	\$6,354	\$1,057	\$5,337	\$6,394	\$40
County	311,659	14.330%	\$52,963,519,433	23.810%	19.070%	\$27,288	\$22,832	\$5,330	\$28,162	\$873
	2,174,938	100.000%	\$222,444,908,287	100.00%	100.00%	\$248,545	\$119,725	\$133,418	\$253,143	84,598

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, 2018/2019.

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 FY2019/2020 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. 19-130 on June 5, 2019, establishing appropriation for San Bernardino County Transportation Authority at \$1,294,999,999.

The calculation for the Fiscal Year 2019/2020 appropriations limit is as follows:

TT: 1	T 7	2010/20	110 4	• ,		T
Fiscal	Year	2018/20)19 At	propriat	10ns	Limit

\$1,235,868,039

Fiscal Year 2019/2020 adjustment:

air 2015/2020 aajastinent.		
Change in California per capita personal income	=	3.85%
Change in Population, San Bernardino County	=	.90%
Per Capita Cost of Living converted to a ratio:		
<u>3.85 +100</u>	=	1.0385
100		
Population converted to a ratio:		
<u>.90 +100</u>	=	1.0090
100		

Calculation of factor for Fiscal Year 2019/2020: $1.0385 \times 1.0090 = 1.0478465$

 $1,235,868,039 \times 1.0478465 = 1,294,999,999$

Fiscal Year 2019/2020 Appropriations Limit

\$1,294,999,999

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

Funds/Funding Sources

General Fund

General Funds

MSI Valley Admin

Local Transportation Fund-Admin Local Transportation Fund-Planning Local Transportation Fund-Rail

State Transit Assistance Fund-Rail State of Good Repair SBCTA (SB1)

Rail Assets

General Fund-Local/Other

Amtrak

Congestion Management

Modeling Fees

Loan Admin/Misc. Fees

Indirect Cost Fund

Special Revenue Funds

Federal Highway Fund:

Surface Transportation Program Congestion Mitigation and Air Quality

Project National and Regional Significance

Federal Repurposed Earmarks

Demonstration High Priority Program Active Transportation Program – Federal

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 and Monitoring

State Highway Operation and Protection Program

Transit and Intercity Rail Capital Program

Proposition 1B Fund:

Trade Corridor Improvement Fund

Public Trans Modern Improve and Svc Enhance

Senate Bill 1 Fund:

Local Partnership Program-Formula - SB1

Freeway Service Patrol (SAFE) - SB1

Sustainable Communities Grants - SB1

Trade Corridor Enhancement Program - SB1

Solutions for Congested Corridors Program - SB1

Local Partnership Program-Competitive - SB1

Local Transportation Fund:

Local Transportation Fund-Pass Through

State Transit Assistance Fund:

State Transit Assistance Fund-Pass Through State of Good Repair Fund-Pass Through

Measure I 1990-2010 Fund:

MSI 1990-Valley Fund-Major Projects 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-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 and Disabled

MSI Victor Valley Fund-Traffic Mgmt Sys

MSI North Desert-Major Local Highway

MSI North Desert-Local Street

MSI North Desert-Senior and Disabled

MSI North Desert Fund-Traffic Mgmt Sys

MSI Colorado River-Major Local Highway

MSI Colorado River-Local Street

MSI Colorado River-Senior and Disabled

MSI Colorado River Fund-Traffic Mgmt Sys

MSI Morongo Basin-Major Local Highway

MSI Morongo Basin-Local Street

MSI Morongo Basin-Senior and Disabled

MSI Morongo Basin Fund-Traffic Mgmt Sys

MSI Mountain-Major Local Highway

MSI Mountain-Local Street

MSI Mountain-Senior and Disabled

MSI Mountain Fund-Traffic Mgmt Sys

MSI Cajon Pass

Nonmajor Funds:

Low Carbon Transit Operations Program

Low Carbon Transportation Fund

State CEC AB118 ARFVT Program

SAFE-Vehicle Registration Fees

SAFE Reimbursement

SCAQMD/MSRC

Freeway Service Patrol (SAFE)

Electric Vehicle Charging Stations

General Assessment Dues

Property Assessed Clean Energy (PACE)

Greenhouse Gas

Council of Governments Fund

Federal American Recovery and Reinvestment Act (ARRA)

Capital Projects Funds

CALTRANS Local Reimbursement

Local Projects Fund

Redlands Passenger Rail Project Fund

Victorville Project Fund

Victor Valley Project Fund

Commercial Paper (Short Term Borrowing)

Enterprise Funds

1-10 Express Lanes

Task Listing Fiscal Year 2018/2019

<u>Task</u>	<u>Title</u>	Mgr
General	Government Program	
0100	Board of Directors	VW
0200	Executive Administration and Support	VW
0350	General Counsel	JT
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
	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
	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
Project	Delivery Program	
0815	Measure I Program Management	PB
0820	Freeway Projects	PB
0830	Interchange Projects	PB
0840	Grade Separation Projects	PB
0860	Arterial Projects	PB
	dministration Program	
0500	Fund Administration	AZ
0550	Allocations/Pass Throughs	AZ
	rvice Program	
0965	2012A Sales Tax Revenue Bond	HF
0966	2014A Sales Tax Revenue Bond	HF
Express	Lanes Program	
0750	I-10 Express Lanes	HF

Sub-Task Listing Fiscal Year 2019/2020

Sub- Task	<u>Title</u>	<u>Mgr</u>	<u>Sub-</u> <u>Task</u>	<u>Title</u>	<u>Mgr</u>
	Environment			Fund Administration	
0102	Air Quality Activities	DB	0373	Federal/State Fund Administration	ΑZ
0103	ARB EV Truck Demo	DB	0500	Transportation Improvement Program	AZ
0104	ZEV Readiness Plan	DB	0517	MSI Administration	AZ
0105	EV Infrastructure Planning	DB	0609	Strategic Planning/Delivery Planning	ΑZ
	Energy Conservation			Allocations/Pass Throughs	
0708	Property Assessed Clean Energy (PACE)	DB	0515	MSI Valley Apportionment and Allocation	AZ
0709	Regional Energy Leader Partnership	DB	0516	MSI Mt/Desert Apportionment and Allocation	AZ AZ
	Vanpool Program		0610 0918	Measure I Project Advancement Measure I Local Pass Through	AZ AZ
0130	CalVans Vanpool Leasing	DB	0910	Weasure I Local I ass Through	AL
0150	Cut valid valipool Ecusing	DD		Freeway Projects	
	Subregional Planning		0823	I-10 Corridor Contract 1	PB
0213	High Desert Corridor Studies	SS	0824	SR-210 Construction	PB
0402	Safe Routes to School Plan	SS	0825	I-10 Corridor Project Development	PB
0403	Points of Interest Pedestrian Plan	SS	0838	I-215 Construction	PB
0405	Rim Of the World Plan	SS	0839	I-215 Bi-County HOV Gap Closure Project	PB
0406	Sidewalk Inventory Project	SS	0840	I-215 Barton Road Interchange	PB
0407	GHG Reduction Plan	SS	0850 0852	Alternative Project Financing I-15 Corridor Improvement	PB PB
	Transit Operator Support		0854	I-13 Corridor Improvement I-10 EB Truck Climb/Live Oak/County	PB
0309	Transit Support Transit Support	ΑZ	0887	SR-210 Lane Addition	PB
0501	Federal Transit Act Programming	ΑZ	0891	US395 Widen SR-18/Chamberlaine/Adelanto	PB
0502	TDA Administration	ΑZ			
				Interchange Projects	
	Transit Allocations/Pass Throughs		0803	SR-210 Baseline Road Interchange	PB
0310	MSI S and D and Other Grants Pass Throughs	AZ	0808	I-10 Wildwood Interchange	PB
0506	LTF Apportionment	AZ	0826	I-10/Cherry and I-10/Citrus Ave. Interchange	PB
0507	STAF Apportionment	ΑZ	0841	I-10 Riverside Avenue Interchange	PB
	General Transit		0842 0853	I-10 Tippecanoe Avenue Interchange I-215 University Pkwy/State St. Interchange	PB PB
0352	Regional Representation	CS	0880	I-15/I-215 Devore Road Interchange	PВ
0353	Program Management	CS	0883	SR-210 Pepper Avenue Interchange	PB
0354	Short Range Transit Plan	CS	0890	I-15 Ranchero Road Interchange	PB
	E		0892	I-15 Baseline Road Interchange	PB
	Transit Right of Way Management		0893	SR-60 Central Avenue Interchange	PB
0360	Right of Way Property Management	CS	0894	SR-60 Archibald Avenue Interchange	PB
0361	Maintenance of Way	CS	0895	I-10/Alabama Street Interchange	PB
0362	Plan Reviews	CS	0896	I-10 Pepper Avenue Interchange	PB
	T 1:0 1		0897	I-10 Cedar Avenue Interchange	PB
0271	Transit Operations	CS	0898 0899	I-10 Mount Vernon Avenue Interchange	PB PB
0371 0372	San Bernardino to Redlands Rail Service Station Security	CS CS	0899	I-10 University Street Interchange	PD
0374	Private Transportation Provider Pilot Program	CS		Grade Separation Projects	
0375	Metrolink SB Line Fare Discount Program	CS	0868	Monte Vista Grade Separation	PB
0377	Metrolink Operating and Maintenance Subsidy	CS	0876	South Milliken Avenue Grade Separation	PB
			0877	Vineyard Avenue Grade Separation	PB
	Transit Capital		0881	Lenwood Road Grade Separation	PB
0322	San Bernardino Transit Center	CS	0884	Laurel Avenue Grade Separation	PB
0323	Downtown San Bernardino Passenger Rail	CS			
0324	Redlands Passenger Rail	CS	0.401	Arterial Projects	DD
0325 0326	Rialto Metrolink Parking Lot Expansion Ph1 Gold Line Extension to Montclair	CS CS	0401 0701	Metrolink Station Accessibility Improve Valley Signal Coordination	PB PB
0326	Shortway Quiet Zone	CS CS	0810	Metrolink ATP - Phase 2	PB PB
0327	Lilac to Rancho Double Track	CS	0810	N.1st Ave Bridge Over-BNSF	PВ
0329	Rancho Cucamonga Metro Station Transit	CS	0812	N.1st Ave Bridge Over-Mojave River	PB
0334	West Valley Connector	CS	0813	N.1st Ave Bridge Over-Mojave River-Overflow	PB
0335	Upland Parking Lot Expansion Project	CS	0827	Mount Vernon Avenue Viaduct	PB
0336	DMU to ZEMU Vehicle	CS			
0379	Metrolink Capital Subsidy	CS			

Sub-Task Listing Fiscal Year 2019/2020

<u>Sub-</u> <u>Task</u>	<u>Title</u>	<u>Mgr</u>
	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	Project Delivery	ADM
0937	Fund Administration	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
0980	Property Rental Fees	ADM

Object Category List

Salaries and Benefits

Regular Full-Time Employees Other Employee Benefits Regular Part-Time Employees Fringe Allocation-General

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 Military Leave Pay

Jury Duty **Election Voting Blood Donation**

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 Services and Charges

General Liability Insurance

Umbrella Liability Insurance

Property Insurance Crime Insurance

Public Officials Liability Insurance

Cyber 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 Activities

Printing - External Printing - Internal

Contributions/Sponsorships

Communications

Administrative Charges Record/Equipment Storage Inland Modeling Fees

Commercial Paper Principal Commercial Paper Interest

Long Term Cash Borrowing Interest

Bank Charges

Other Service Charges Depreciation Expense

Pass Throughs and Allocations

Pass-Thru Payments **Stimulus Payments**

Project Advancements Payments

Major Street Payments

Major Local Highway Payments

Project Development Traffic Mgmt Sys Pmt

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

Professional and Technical Services

Professional Services Consulting Services

Program Management Fees

County Fees

Auditing and Accounting
Investment Management Fees

Attendance Fees

Financial/Legal Bonding Fees

Legal Fees
Claims
Security

Information Technology Services

Mountain Avenue Callbox

Property Services

Utilities

Landscaping Care Maintenance-Buildings

Maintenance-Motor Vehicles

Maintenance-Toll Services Systems Maintenance-Office Equipment

Rail Maintenance Of Way Maintenance-Call Boxes

Rentals-Buildings Rentals-Motor Vehicles Rentals-Office Equipment Construction Capital

Utilities Capital

Right Of Way Capital

Supplies

Office Expense Meeting Expense

Capital Outlay

Land

Land Easements and Improvements

Buildings and Structures

Improvements Other than Building and Structures

Electric Vehicle Charging Stations

Motor Vehicles

Office Furniture and Equipment

Office Equipment/Software-Inventorial

Computer Hardware and Software

Call Boxes

Debt Service

Bond Principal

Bond Interest

Lease Principal

Lease Interest

Note Principal

Note Interest

Loan Principal

Loan Interest

Advance Principal

Advance Interest

Fiscal Agent Fees

Amortized Debt Discount

Amortized Debt Premium

Amortized Issuance Expense

Advance Refunding Escrow

Arbitrage Rebate

Acronym List

AB Assembly Bill

ADA Americans with Disabilities Act
AEA Advance Expenditure Agreement
AED Automated External Defibrillator

APTA American Public Transportation Association

AQMP Air Quality Management Plan

ARB Air Resources Board

AREMA American Railway Engineering and Maintenance of Way Association

ARFVT Alternative Renewable Fuel and Vehicle Technology

ARRA American Recovery and Reinvestment Act

ATP Active Transportation Program

B2B Business to Business
BBF Bus and Bus Facilities

BNSF Burlington Northern Santa Fe Railroad

BOARD Board of Directors
BRT Bus Rapid Transit
BYD Build Your Dreams

CAFR Comprehensive Annual Financial Report
CALNET California Network and Telecommunications
CalSTA California State Transportation Agency
CALTRANS California Department of Transportation

CalVans
CARB
California Vanpool Authority
CARB
California Air Resources Board
CBOs
Community Based Organizations
CCR
California Code of Regulations
CCTV
Closed Circuit Television

CDTFA California Department of Tax and Fee Administration

CEC California Energy Commission
CEQA California Environmental Quality Act
CFAC California Freight Advisory Committee

CFR Code of Federal Regulations
CHP California Highway Patrol
CIP Construction in Progress

CMAQ Congestion Mitigation and Air Quality
CMCP Comprehensive Multimodal Corridor Plan
CM/CG Construction Management/General Contractor

CMP Congestion Management Program

CNG Compressed Natural Gas
COG Council of Governments
CONFIRE Consolidated Fire Agencies

COOP Cooperative CP Control Point

CPNA Capital Projects Needs Analysis
CPA Certified Public Accountant

CPUC California Public Utilities Commission

CTA California Transit Association

CTC California Transportation Commission

CTO Contract Task Order

CTP Countywide Transportation Plan

CTSA Consolidated Transportation Services Agency

CTTA California Tow Truck Association

CVAG Coachella Valley Association of Governments

Acronym List (Continued)

DDI Diverging Diamond Interchange
DEMO Demonstration Priority Projects

DMAR Development Mitigation Annual Report

DMO Data Management Office
DMU Diesel Multiple Unit
DOE Department of Energy

DSBPRP Downtown San Bernardino Passenger Rail Project

EEP Establish Existing Planting
EIR Environmental Impact Report
EMF Eastern Maintenance Facility
EPA Environmental Protection Agency

EV Electric Vehicle

FAST Fixing America's Surface Transportation

FHWA Federal Highway Administration
FMLA Family Medical Leave Act
FRA Federal Railroad Administration
FRE Federal Repurposed Earmarks
FSP Freeway Service Patrol

FTA Federal Transit Administration

FTIP Federal Transportation Improvement Program
GAAP Generally Accepted Accounting Principles
GAAS Generally Accepted Auditing Standards

GAGAS Generally Accepted Government Auditing Standards

GFOA Government Finance Officers Association

GGRF Greenhouse Gas Reduction Fund

GHG Greenhouse Gas

GIS Geographic Information System
GPC General Policy Committee
GPS Global Positioning System
HBP Highway Bridge Program

HDCJPA High Desert Corridor Joint Powers Authority

HERO Home Energy Retrofit Opportunity

HOT High Occupancy Toll HOV High Occupancy Vehicle

HVAC Heating, Ventilation, & Air Conditioning

IECMCP Inland Empire Comprehensive Multimodal Corridor Plan

IE Inland Empire

IEHP Inland Empire Health Plan
IEOC Inland Empire Orange County

IFB Invitation for Bid

INFRA Infrastructure for Rebuilding America iPeMS Performance Measurement System IIP Interregional Improvement Program

IT Information Technology

LACMTA Los Angeles County Metropolitan Transportation Authority

LAFCO Local Agency Formation Commission
LCTOP Low Carbon Transit Operations Program

LED Light Emitting Diode LLP Longer Life Pavement

LLUH Loma Linda University Health

LNG Liquefied Natural Gas
LOS Level of Service

Acronym List (Continued)

LPP Local Partnership Program
LRTP Long Range Transit Plan
LTF Local Transportation Funds

MAAC Member Agency Advisory Committee

MAP-21 Moving Ahead for Progress in the 21st Century Act MARTA Mountain Area Regional Transportation Authority

MBTA Morongo Basin Transit Authority

MDAQMD Mojave Desert Air Quality Management District

MLH Major Local Highway

MOU Memorandum of Understanding

MSI Measure I

MSRC Mobile Source Air Pollution Reduction Review Committee

MVSS Metro Valley Study Session

NHFP National Highway Freight Program
NHPP National Highway Performance Program

NHS National Highway System

NMTP Non-Motorized Transportation Plan

NTD National Transit Database

OCTA Orange County Transportation Authority
OIAA Ontario International Airport Authority
OPR Office of Planning and Research
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

PDTF Planning and Development Technical Forum

PeMS Performance Measurement System

PNRS Projects of National and Regional Significance PPM Planning, Programming and Monitoring Funds

PS&E Plans. Specifications & Estimates

PTC Positive Train Control

PTMISEA Public Transportation Modernization, Improvement and Service Enhancement Account

QA/QC Quality Assurance/Quality Control

RCIS Regional Conservation Investment Strategy RCTC Riverside County Transportation Commission

RDA Redevelopment Agencies
REN Regional Energy Network
RFP Request for Proposal

RIP Regional Improvement Program
RPRP Redlands Passenger Rail Project
RTP Regional Transportation Plan

RTP/SCS Regional Transportation Plan/Sustainable Communities Strategy

S&P Standard & Poor's

SAFE Service Authority for Freeway Emergencies

SB Senate Bill

SBREP San Bernardino Regional Energy Partnership

SBTAM San Bernardino County Transportation Analysis Model

SBTC San Bernardino Transit Center

SCAG Southern California Association of Governments
SCAQMD South Coast Air Quality Management District
SCCP Solutions for Congested Corridors Program

Acronym List (Continued)

SCE Southern California Edison SCO State Controller's Office

SCORE Southern California Optimized Rail Expansion SCRRA Southern California Regional Rail Authority SEIR Supplement Environmental Impact Report

SGR State of Good Repair

SHOPP State Highway Operations and Protection Program

SoCalGas Southern California Gas Company

SPM Scenario Planning Model

SR State Route

SRTP Short Range Transit Plan

STAC Station Technical Advisory Committee

STA State Transit Assistance

STAF State Transit Assistance Funds

STBG Surface Transportation Block Grant Program
STIP State Transportation Improvement Program

STP Surface Transportation Program

SUV Sports Utility Vehicle

TAC Technical Advisory Committee
TAP Transportation Alternatives Program
TCEP Trade Corridor Enhancement Program
TCIF Trade Corridor Improvement Fund
TCM Transportation Control Measure
TDA Transportation Development Act

TIA Traffic Impact Analysis

TIFIA Transportation Infrastructure Finance and Innovation Act
TIGER Transportation Investment Generating Economic Recovery

TIRCP Transit and Intercity Rail Capital Program

TMEE Traffic Management and Environmental Enhancement

TOD Transit Oriented Development

TSP Toll System Provider

TSSSDRA Transit System Safety Security Disaster Recovery Account

TTAC Transportation Technical Advisory Committee

TTY Text Telephone UP Under Pass

UPRR Union Pacific Railroad

VCTC Ventura County Transportation Commission

VMT Vehicle-Miles of Travel VVTA Victor Valley Transit Authority

WRCOG Western Riverside Council of Governments

WVC West Valley Connector

ZEMU Zero Emission Multiple Unit Vehicle

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. On an accrual basis, revenues are recorded when earned and expenses are recorded when incurred.

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.

Capital Projects Fund

A governmental fund that accounts for local reimbursements and contributions, commercial paper, and sales tax revenue bond proceeds for transportation and transit improvement projects.

Commercial Paper

A short-term debt security generally sold at a discount and redeem at full value. The gain is considered interest payment. Most commercial paper matures within 270 days,

Glossary of Budget Terms (*Continued***)**

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 Service Fund

A fund that accounts for the accumulation of resources that are restricted, committed, or assigned for the payment of principal and interest on the sales tax revenue bonds.

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.

Encumbrance

Commitments related to unperformed contracts for goods and services.

Enterprise Fund

Proprietary fund that provides goods and 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.

General Fund

It is the primary fund of the organization and is used to record all resource inflows and outflows that are not associated with special-purpose funds. Activities being paid for through the General Fund constitute the core administrative and operational tasks of the organization.

Generally Accepted Accounting Principles (GAAP)

Conventions, rules, and procedures that serve as the norm for the fair presentation of financial statements.

Glossary of Budget Terms (*Continued***)**

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.

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. Furthermore, revenues are considered to be available when they are collected within the current period or soon thereafter to pay liabilities of the current period.

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.

Glossary of Budget Terms (Continued)

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.

Special Revenue Fund

Fund that is used to account for specific revenue sources that are restricted, committed, or assigned to expenditures for particular purposes.

Trustee

A fiduciary holding property on behalf of another.