

Fiscal Year 2020/2021
ANNUAL BUDGET
[Adopted]



San Bernardino County Transportation Authority
San Bernardino County Council of Governments

1170 W. Third Street, San Bernardino, CA 92410 | www.gosbcta.com | 909.884.8276



GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
Award*

PRESENTED TO

**San Bernardino County Transportation Authority
California**

For the Fiscal Year Beginning

July 1, 2019

Christopher P. Morill

Executive Director

San Bernardino County Transportation Authority



MISSION STATEMENT

Our mission is to improve the quality of life and mobility in San Bernardino County. Safety is the cornerstone of all we do.

We achieve this by:

- Making all transportation modes as efficient, economical, and environmentally responsible as possible.
- Envisioning the future, embracing emerging technology, and innovating to ensure our transportation options are successful and sustainable.
- Promoting collaboration among all levels of government.
- Optimizing our impact in regional, state, and federal policy and funding decisions.
- Using all revenue sources in the most responsible and transparent way.

Approved December 4, 2019

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INTRODUCTORY SECTION



Date: June 3, 2020
To: SBCTA Board of Directors
From: Raymond W. Wolfe, Executive Director
Subject: SBCTA Fiscal Year 2020/2021 Budget

This cover letter serves to transmit the Fiscal Year 2020/2021 budget, replacing last year's as the largest our organization has ever proposed. As with last year's, this budget is driven largely 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 sixteen years ago.

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 once again lead the list of key drivers in this budget.

The innovative self-propelled zero-emission passenger rail vehicle we received \$30 million in grant funding from the State Transit and Intercity Rail Capital Program to pilot a zero-emission DMU, or Zero Emission Multiple Unit Vehicle (ZEMU), is expected to be delivered for final testing in 2023. The importance of this innovation cannot be understated considering that the air district in which the vehicle will operate has some of the worst air quality in the country. We are now working with Metrolink to consider deploying the ZEMU along the balance of the San Bernardino line in our County to provide increased frequency to meet the growing demand from transit-oriented development cropping up in communities served by the line.

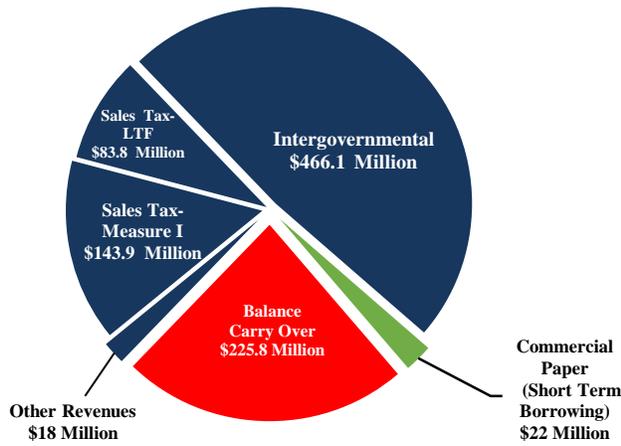
Our ability to leverage State funding is more difficult than in years past. We continue to work closely with the State Department of Transportation and the California Transportation Commission as they revamp priorities and establish guidelines for funding that veer away from the historical focus of investing in capacity. Today's goals incorporate housing, vehicle miles traveled, emissions, among other environmental issues. All of these are important, but given our location at the crossroads of national goods movement, we also need to build capacity to ensure limited disruption of the supply chain.

Similarly, there loom large question marks surrounding federal funds. The Fixing America's Surface Transportation Act (FAST) expires this year. Congress is beginning to develop framework legislation and priorities for a follow-on bill, but given the state of politics in Washington D.C., coupled with the COVID-19 crisis that has gripped the nation and world as I write this message, it is unlikely to pass in this Congress. We will work closely through our federal lobbyists to ensure important priorities established by the SBCTA Board of Directors are incorporated to the extent possible.

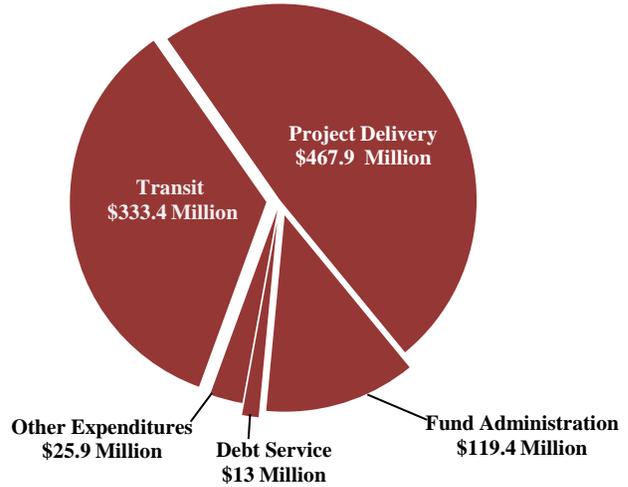
Given the above, the local investment afforded by Measure I remains critical as we continue to build the transportation systems necessary to ensure our long-term economic growth and prosperity.

The proposed Fiscal Year 2020/2021 budget revenue sources (including the use of fund balances and short term borrowing) and the program uses of \$959.6 million are detailed on the next page.

Where does the money come from?



Where does the money go?



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 22% intergovernmental revenue coming from SB1. Fund balance accounts for the remaining proposed budget. Estimates for Measure I Sales Tax is reduced from the initial projection of \$181.5 Million to \$143.9 Million and Local Transportation Fund is reduced from \$104.7 Million to \$83.8 Million due to the economic crisis resulting from the COVID-19 pandemic.

The total budget for Fiscal Year 2020/2021 is \$959.6 million, representing a 3.49% increase from the prior year due to a number of very large projects continuing construction. The budget for Project Delivery is \$467.9 million, followed by Transit at \$333.4 million and Fund Administration at \$119.4 million. New revenues are projected at \$711.8 million, plus \$22 million in short term borrowing for Mount Vernon Avenue Viaduct Project. Fund balance from various funds in the amount of \$225.8 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 2020/2021 budget supports our ongoing mission of meeting 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 continue to 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

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
Rebekah Swanson, City of Hesperia
Larry McCallon, City of Highland
Rhodes “Dusty” 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*
Marleana Roman, 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
Beatriz Valdez, Director of Special Projects and Strategic Initiatives

*Appointed by the Board of Directors

Budget Schedule

Date	Activity
December 11, 2019	General Policy Committee review of Budget Schedule
January 08, 2020	Board Approval of 2020/2021 Budget Schedule
February 12, 2020	Metro Valley Study Session General Overview by Region
February 13, 2020	Mountain/Desert Policy Committee General Overview by Region
March 12, 2020	General Policy Committee Review of Tasks
March 13, 2020	Metro Valley Study Session Review of Tasks
March 13, 2020	Transit Committee Review of Tasks
March 20, 2020	Mountain/Desert Policy Committee Review of Tasks
April 09, 2020	General Policy Committee Further Review, if Required
April 10, 2020	Metro Valley Study Session Further Review, if Required
April 10, 2020	Transit Committee Further Review, if Required
April 18, 2020	Mountain/Desert Policy Committee Further Review, if Required
May 14, 2020	Board of Directors approval of the Fiscal Year 2020/2021 Initiatives and Action Plan
May 14, 2020	Board Presentation and Workshop of Proposed Budget in Conjunction with Metro Valley Study Session meeting. Board of Directors Adoption of the San Bernardino Council of Governments Budget for Fiscal Year 2020/2021
June 03, 2020	Board of Directors Adoption of SBCTA's Budget for Fiscal Year 2020/2021

San Bernardino County Transportation Authority and the Community It Serves

The Organization and Its Responsibilities

San Bernardino County Transportation Authority (SBCTA) is the transportation planning, 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.

San Bernardino County Transportation Authority and the Community It Serves



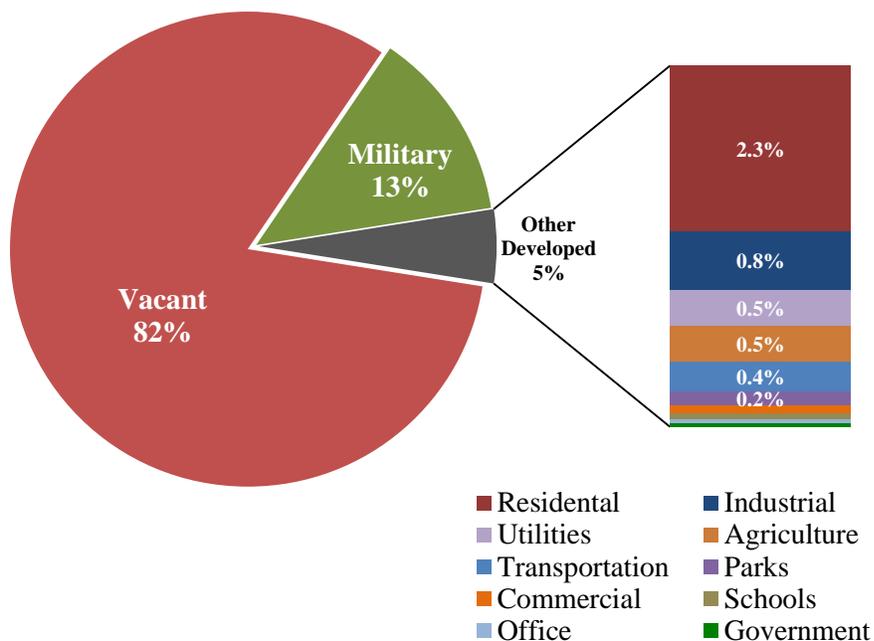
- 20,105 square miles.
- Twenty-four (24) incorporated cities/towns.
- 81 percent land area outside the control of San Bernardino County or City Governments.
- 93 percent land area within the San Bernardino County Desert Region.

Source: 2019 Community Indicators Report

Land Use

- Six (6) acres of parkland per 1,000 residents.
- 82 percent land area is vacant.
- 2.5 million acres of recreational land.
- Three (3) out of four (4) residents live within one mile of a local park or within five (5) miles of a regional, State, or national park.

Data Source: 2019 San Bernardino County Community Indicators Report



San Bernardino County Transportation Authority and the Community It Serves

Population and Demographics

- 2,192,203 (population 2019).
- 28 percent projected growth between 2020 and 2045.
- 51 percent of San Bernardino County residents are Latino and will increase to 55 percent of the population by 2045. Asian and Pacific Islanders, and Caucasian are projected to decrease, while Black/African American and two or more races are projected to increase slightly. The Native American are projected to remain the same.
- 21 percent of residents were born outside of the United States.
- 44 percent speak a language other than English at home.
- 3.3 is the average household size.
- 41 percent of households have children under 18.
- 33 percent of families with children under 18 are led by a single parent.
- 21 percent of residents over the age of 25 have a bachelor's degree (2018).
- 83 percent is the high school graduation rate (2017/2018).

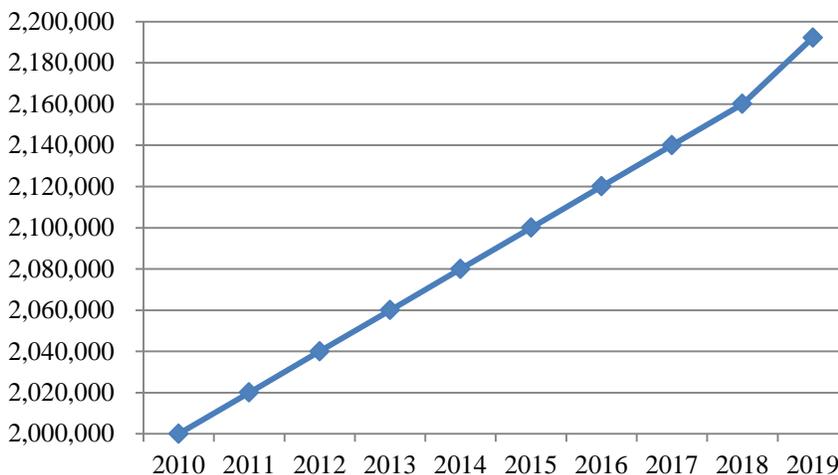
Income

- Cost of living is the lowest in Southern California.
- Cost of living compared to United States Average is 28 percent higher.
- \$63,857 median household income (2019).
- 11.7 percent residents living in poverty (2019).
- 71.7 percent children eligible for free or reduced-priced school meals (2017/2018).

Economy

- 4.9 percent unemployment rate for San Bernardino County (March 2020).
- 67 percent buyers who can afford an entry-level home (priced at 85 percent of median) (2019Q3).
- 21 percent child poverty rate for Inland Empire (2018).
- \$315,000 median single-family existing home price (September 2019).

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 FY2019 as of January 2019.

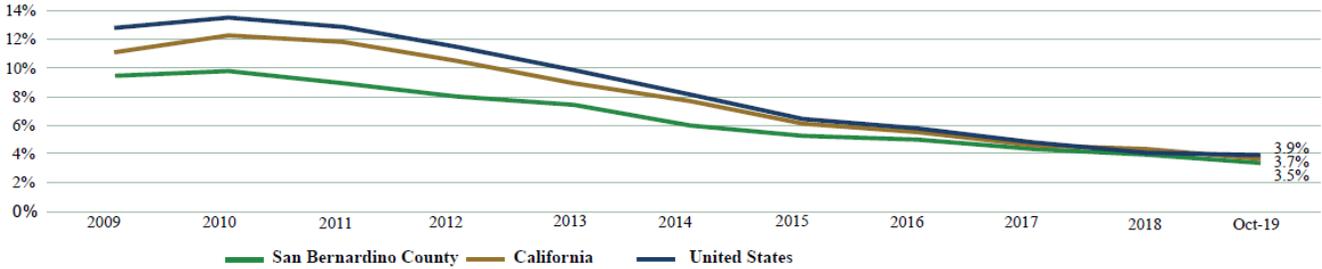
San Bernardino County Transportation Authority and the Community It Serves

San Bernardino County’s unemployment rate continues to decline and is lower than the national and state rates of 3.9 percent and 3.7 percent respectively.

Unemployment rate increased to 4.9% in March 2020.

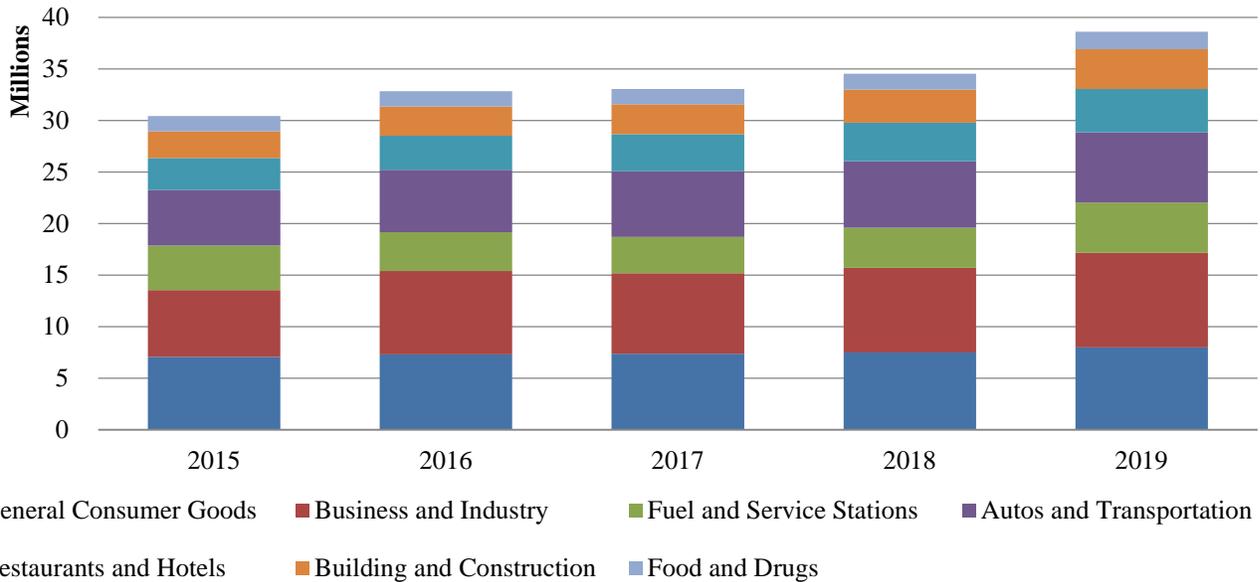
Unemployment Rate

San Bernardino County, California and United States, 2009-October 2019



Sources: U.S. Bureau of Labor Statistics; California Employment Development Department

As a result of the population growth and the economic recovery, retail sales in the county have shown continued improvements. However, the economy has experienced a significant decline due to the COVID-19 pandemic and has resulted in a recession that has impacted revenue projections.



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

San Bernardino County Transportation Authority and the Community It Serves

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 a 7.75 percent sales tax rate including Measure I rate as of December 2019.

<u>Fiscal Year</u>	<u>Measure I Direct Rate</u>	<u>County of San Bernardino</u>
2019	0.50%	7.75%
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 Service Stations, New Motor Vehicles Dealers, Discount Department Stores, Medical/Biotech, Lumber/Building Materials, and Quick Service Restaurants.

<u>Business Type</u>	<u>Taxable Sale</u>	<u>Rank</u>	<u>Percentage of Total Taxable Sales</u>
Service stations	4,341,150	1	11.24%
New motor vehicle dealers	3,663,289	2	9.48%
Discount department stores	2,576,392	3	6.67%
Medical/biotech	2,505,826	4	6.49%
Lumber/building materials	2,007,110	5	5.20%
Quick service restaurants	1,983,532	6	5.13%

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

Strategic Goals and Strategies Addressing Long-term Concerns and Issues

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 of Directors (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 2020/2021 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

The numbers in the next sections are estimated prior to the COVID-19 pandemic. 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.

Strategic Goals and Strategies Addressing Long-term Concerns and Issues

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) to 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 approximately \$29 million per year.

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.

Strategic Goals and Strategies Addressing Long-term Concerns and Issues

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 approximately \$31 million per year.

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 Senate Bill 1 (SB1) (see State Funding Sources below) into one competitive program.

Federal Transit Administration (FTA) Formula Funds – Congress annually appropriates formula funds to urban areas and to the State for rural areas for providing transit operating and capital assistance as authorized by the FAST Act. Federal formula apportionments to urban areas (San Bernardino Valley and the Victor Valley) are authorized under Title 49 U.S.C. Section 5307 and to rural areas under Section 5311. Section 5310 Funds are apportioned to States for support of transit services for seniors and persons with disabilities. Apportionment levels are somewhat stable but not entirely predictable as they are dependent on the activity of local transit operators relative to the activity of other eligible transit operators. 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 in the Federal Transportation Improvement Program (FTIP).

Federal Transit Administration (FTA) Capital Investment Funds – Under the FAST Act, Congress appropriates funds for transit capital investment under Section 5337 and Section 5339. Section 5337, State of Good Repair (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. Apportionment levels are somewhat stable but not entirely predictable as they are dependent on the activity of local transit operators relative to the activity of other eligible transit operators.

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

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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 \$23.7 million of new programming capacity in the 2020 STIP cycle in addition to the \$128.6 million already programmed for a total programming of \$152.3 million through Fiscal Year 2024/2025.

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.

Interregional Improvement Program (IIP) – 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. As Caltrans has made significant IIP investment in the recent past with the widening projects on State Route 58, State Route 138, and Interstate 15, no new projects were proposed for San Bernardino County in the 2020 STIP.

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 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 began in 2019, with calls for projects in mid-2020, and program adoption scheduled for December 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.

Local Partnership Program (LPP) – 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 40 percent statewide competitive component and a 60 percent formula component. SBCTA’s formulaic share is currently \$5.8 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

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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. The continuation of the NHFP will depend on the outcome of the next Federal Transportation Act, but it is assumed \$391 million will be available from that program in the 2020 TCEP cycle.

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 2020/2021 is \$3.6 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.

Trade Corridor Improvement Fund (TCIF) – 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. Savings realized from the initial projects have been reallocated to eligible projects, and SBCTA continues to manage existing funds allocated to various SBCTA projects.

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-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.

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

Local Transportation Fund (LTF) – SBCTA is responsible for administering LTF. LTF is derived from one-quarter cent of the sales tax collected within the County of San Bernardino. The adopted LTF apportionment for Fiscal Year 2020/2021 is \$83.8 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 three percent of LTF, which for Fiscal Year 2020/2021 is \$2.5 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.

Strategic Goals and Strategies Addressing Long-term Concerns and Issues

As administrator of LTF, SBCTA also makes allocations to the following programs:

Pedestrian and Bicycle Facilities – 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.

Transit and Street Projects – After administration, planning, and pedestrian and bicycle apportionments have been determined, the balance of LTF is apportioned by SBCTA in accordance with California Public Utilities Code Section 99231 to areas/jurisdictions on a per capita basis to support transit and street projects. In Fiscal Year 2020/2021, 73 percent of the remaining balance, or \$72.8 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 \$27.1 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 State Controller’s Office (SCO) for Fiscal Year 2020/2021 is \$22.5 million. Of this, \$19 million is distributed to the Valley and Mountain/Desert areas on a population basis and \$3.5 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 2020/2021 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 2020/2021. Since the revenue available for this program is based on auction proceeds, this is not a stable fund source from year-to-year.

Initiatives and Action Plan

Action Plan		Responsibility
Initiative #1: Transparent and Accountable Allocation Strategies		
Division Strategy: Complete timely audits of Measure I and Transportation Development Act recipients		
1A	Manage and communicate with Audit firm to plan and complete annual audits.	Finance
	Monitor progress of audits.	
	Inform Committees and SBCTA Board of status of audits.	
	Manage TDA triennial performance audits of SBCTA and transit operators.	Fund Administration, Transit
Division Strategy: Update construction in progress and conduct annual inventory of capital assets		
1B	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		
1C	Manage projects closely with Caltrans to ensure adequate resources are available when projects are ready.	Fund Administration, Project Delivery
	Manage projects to ensure funds are not lost.	Fund Administration
	Monitor approval of 2021 FTIP and possible impacts of SAFE Vehicle Rule.	
Division Strategy: Protect San Bernardino County's equitable share of available state and federal funds		
1D	Develop funding strategies that maximize resources available and result in opportunities to seize additional state and federal funds.	Fund Administration, Project Delivery, Transit
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 County		
1F	Manage long-term strategy for ensuring geographic equity in fund distribution over the life of the Measure.	Fund Administration
Division Strategy: Manage SBCTA railroad right-of-way in an efficient and comprehensive fashion		
1G	Manage SBCTA railroad right-of-way in an efficient and comprehensive fashion.	Transit
Division Strategy: Conduct consolidation study between SBCTA and Omnitrans and an Innovative Transit Review of Metro-Valley area		
1H	Manage consultant, coordinate work and results with Omnitrans Executive team, and communicate results to SBCTA and Omnitrans committees and Board.	Special Projects and Strategic Initiatives
Initiative #2: Engender Public Trust		
Division Strategy: Secure an unmodified opinion of comprehensive annual financial report (CAFR)		
2A	Plan meeting at interim field work with Executive Board officers and CPA firm.	Finance
Division Strategy: Obtain Certificate of Achievement for Excellence in Financial Reporting		
2B	Apply for Government Finance Officers Association (GFOA) award for the Comprehensive Annual Financial Report (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 improvement.		
2E	Complete review of annual internal control self-assessment.	Finance
Division Strategy: Deploy an Enterprise Resource Planning System		
2F	Deploy an Enterprise Resource Planning (ERP) system.	Special Projects and Strategic Initiatives
Initiative #3: Focus on Creating and Strengthening Collaborative Partnerships with Governmental and Business Entities		
Division Strategy: Work with other governments and business groups to leverage resources for our region's benefit		
3A	Create a Strategic plan for Housing Policy in San Bernardino County and collaborate with neighboring government entities and stakeholders.	COG
	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 burden on the 9-1-1 Emergency Medical Services System.	
Division Strategy: Enhance COG role		
3B	Work with the Board to make sure the COG is responsive to the needs of our members.	COG
	Collaborate with Member Agencies through the COG Advisory Group during 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		
3C	Host grant writing workshop for our members and other local government partners.	COG
	Better communicate grant opportunities to member agencies.	
Division Strategy: Assist local governments with environmental and efficiency initiatives		
3D	Provide leadership and assistance to our members in implementing energy conservation projects.	Air Quality/Mobility
	Assist local agencies and the region with tools and funding to encourage pollution reductions through alternative fueled vehicles and new advanced technologies.	
Initiative #4: Accelerate Delivery of Capital Projects		
Division Strategy: Deliver the Redlands Passenger Rail Project & Implement Arrow Service		
4A	Ensure construction of the mainline is progressing, substantially complete the maintenance facility, and complete final assembly of DMU vehicles. Assist Southern California Regional Rail Authority (SCRRA) with rail activation planning and inclusion of Arrow in their new operation contract procurement.	Transit

Initiatives and Action Plan

Action Plan		Responsibility
Division Strategy: Support Delivery of Gold Line Phase 2B		
4B	Close the funding short fall in San Bernardino County if LA Metro commits to building to the county line.	Transit
	Notes	
	The construction bids exceeded the engineer's estimate by \$550 million. The Gold Line Construction Authority (GLCA) re-scoped the project to include Pomona as the initial terminus, with an option to build to Claremont, and then another option from Claremont to Montclair based on funding availability. Funding in LA County to get it from Pomona to the county line has not been identified. The portion of work in San Bernardino County has increased from \$80 million to \$97 million. The draft construction agreement was prepared by SBCTA and issued to GLCA for review and comment. Negotiations on hold at the request of the GLCA. Draft operating agreement provided by LA Metro for review. On-hold pending re-scoping of the Project.	
Division Strategy: Support Delivery the West Valley Connector		
4C	Begin final design of the West Valley Connector Phase 1 Project and initiate right of way acquisition activities.	Transit
Division Strategy: Produce Zero or Low Emission Multiple Unit		
4D	Proceed with final design of the ZEMU in close coordination with SCRRRA and continued consultation with the Federal Railroad Administration (FRA). Finalize fueling plan.	Transit
Division Strategy: Delivery of Capital Projects		
4E	Project Study Report (PSR) and Project Approval and Environmental Document (PA/ED) Milestones	Project Delivery
Division Strategy: Delivery of Capital Projects		
4F	Plans, Specifications and Estimate (PS&E) Milestones.	Project Delivery
Division Strategy: Delivery of Capital Projects		
4G	Construction Milestones.	Project Delivery
Initiative #5: Maximize Funding Opportunities and Cost-Effectiveness of Investments		
Division Strategy: Conduct regional forums to discuss issues of importance across our region		
5A	Advocate for policies and funding formulas at the state and federal levels that are favorable for SBCTA to construct and deliver transportation projects.	Legislative/Public Affairs
Initiative #6: Awareness of SBCTA Programs, Services, and Transit Options		
Division Strategy: Build awareness of SBCTA programs and services		
6A	Highlight Measure I's contributions to the region's transportation system.	Legislative/Public Affairs, Fund Administration
	Market San Bernardino County Transportation Authority (SBCTA) identity, promote awareness of programs and services.	Legislative/Public Affairs
Division Strategy: Leverage and grow public outreach and communication services		
6B	Continue to enhance traditional and social media presence.	Legislative/Public Affairs
	Utilize On-Call Public Outreach Contracts, On-Call Graphic Design Services Contracts, Marketing and Branding Services Contract, and Redlands Passenger Rail Project Outreach Contract to utilize new tools and capitalize on communication opportunities throughout the region.	Legislative/Public Affairs, Transit
	Utilize On-Call Graphic Design Services Contracts and Marketing and Branding Services Contract to support each Division in their efforts to communicate internally and externally.	Legislative/Public Affairs, Fund Administration
Division Strategy: Highlight transit options in San Bernardino County		
6C	In partnership with transit operators, highlight transit connectivity options in the region via quarterly Customer Based initiatives meetings and coordinate marketing efforts.	Legislative/Public Affairs, Transit
Initiative #7: Long Range Strategic Planning		
Division Strategy: Analyze long range transportation strategy in a financially constrained framework		
7A	Update Long Range Transit Plan (LRTP).	Planning, Transit, Fund Administration
	Update Countywide Transportation Plan (CTP).	Planning, Fund Administration
	Complete Zero-emission Bus Analysis for San Bernardino County.	Transit, Planning
Division Strategy: Conduct strategic planning of Measure I projects and update policies to be consistent with practice		
7B	Update Development Mitigation Nexus Study.	Planning, Transit, Fund Administration
	Prepare updated priority list of Valley Interchange Projects.	Planning
Division Strategy: Provide current, quality planning data		
7C	Support other departments with data analysis and mapping/GIS.	Planning
	Coordinate with SCAG on Scenario Planning and Draft RTP/SCS.	
Division Strategy: Conduct subarea and modal studies		
7D	Prepare Comprehensive Multimodal Corridor Plans with RCTC and Caltrans, to address SB 1 Solutions for Congested Corridors requirements.	Planning
	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		
8A	Provide technical comments on draft reports, plans, and guidelines from Caltrans, CTC, OPR, CARB, CalSTA, and other state agencies.	Planning, COG
	Prepare and Submit Grant Applications for SB 1 and other funding.	Planning, Fund Administration
Division Strategy: Assist jurisdictions, developers, and other stakeholders with area-wide sustainability studies		
8B	SB 743 Countywide Implementation Study.	Planning
	Prepare Climate Adaptation Plan (with WRCOG).	
	Prepare Countywide GHG Reduction Plan.	

Initiatives and Action Plan

Action Plan		Responsibility
Division Strategy: Prepare effective active transportation plans		
8C	Conduct Active Transportation Plans: Redlands Rail Accessibility Study, Safe Routes to School Program (with County), and Countywide Sidewalk Inventory. Create Digital Active Transportation Plan.	Planning
Division Strategy: Implement components of ATP Metrolink Station Accessibility Grant		
8D	Construction of Phase 2 of the Bicycle and Pedestrian improvements around the six Metrolink Stations as identified in the Transit Access Plan.A27	Planning, Project Delivery
Division Strategy: Develop and administer programs to improve the efficient use of our existing freeway network		
8E	Administer programs to reduce congestion and traffic delays.	Air Quality/Mobility
Division Strategy: Support access to jobs, healthcare, and education while reducing roadway congestion.		
8F	Administer multi-modal programs to reduce congestion and improve quality of life including coordination with transit providers and Consolidated Transportation Service Agencies serving San Bernardino County.	Transit, Fund Administration, Legislative/Public Affairs
Division Strategy: Support transit-oriented developemnt		
8G	Continue to work closely with the City of Rancho Cucamonga on implementation of the transit-oriented development effort at the Rancho Cucamonga Metrolink Station.	Transit
Division Strategy: Advance transit connectivity to Ontario International Airport		
8H	Advance an alternative analysis in consultation with ONT, FTA, and statkeholders.	Planning, Transit

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.

The budget includes information for the General Fund, Special Revenue Fund, Capital Projects Fund, and Debt Service Fund. Enterprise fund will be included when toll operations commence. The recording of the maintenance of the Santa Fe Depot building was consolidated with the General Fund in Fiscal Year 2017/2018, and currently 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. 24*.

Additional information on funding sources is provided in the *Revenue Overview pg. 60*.

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.

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*.

Budget Process

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 2020/2021 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 which 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 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:

Budget Process

- i. Transfers from one line item to another within the same program and fund. This amendment shall require the approval of the task manager.
- ii. Reallocation of budgeted salary costs and revenues from one program to another within the same fund. This amendment shall require the approval of the Chief Financial Officer.
- iii. Change of sales tax revenue which affects the Measure I Pass-through allocation to the various participating agencies. This amendment shall require the approval of the Chief Financial Officer.
- iv. Substitution of one approved funding source/grant for another approved funding source/grant within a program, not-to-exceed \$1 million. This amendment shall require the approval of the Executive Director or designee.

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 2020/2021 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 2020/2021 budget includes prior year Board approved appropriations to be expended in Fiscal Year 2020/2021.

1. The operating budget process is decentralized, whereby all task managers participate.
2. The budget is balanced with total anticipated revenues and estimated 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 \$257,539 for the Fiscal Year 2020/2021 budget. This includes a general assessment of \$124,121 which is based on jurisdictions population and net assessed property value. This was approved by the General Policy Committee on December 11, 2019, and by the Board on January 8, 2020. Additional information on the General Assessment Dues amounts is located in the *General Assessment Dues Calculation pg. 265* of the Supplemental Information Section. The Board also approved an additional \$133,418 in dues on January 8, 2020, 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 No. 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 No. 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 the 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 a minimum 2.0 debt coverage ratio on all senior lien debt.
6. SBCOG will issue debt in accordance with Debt Policy No. 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

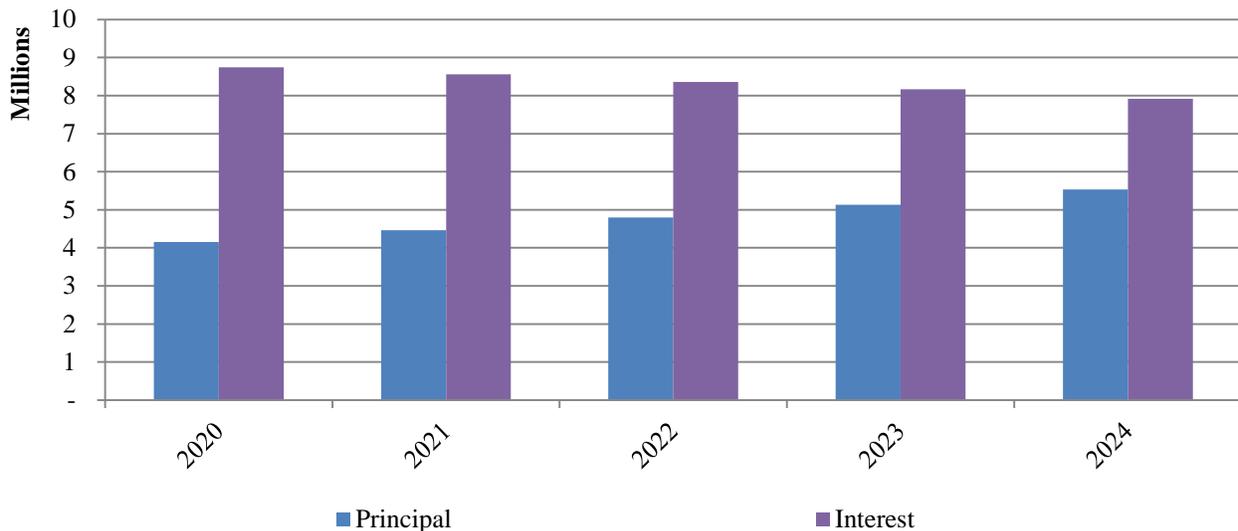
SBCTA’s Debt Program exists to support Measure I project completion. Within Measure I, debt has been issued to finance rail projects and capital projects rather than other planning and programming activities. SBCTA’s authority to use debt was embodied within the Measure I 2010-2040 Ordinance No. 04-01.

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
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	5,955,000	7,635,451	13,590,451
2026-2030	36,895,000	33,340,753	70,235,753
2031-2035	51,585,000	22,818,803	74,403,803
2036-2040	69,545,000	9,513,321	79,058,321
	183,895,000	106,312,178	290,207,178



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 11.33 times for Fiscal Year 2018/2019. 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 2020/2021, Debt Service expenditures constitute only 1.34 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 No. 20300, and that it meets the agency requirements in terms of safety, liquidity, diversification, and a reasonable market rate of return. For Fiscal Year 2020/2021, SBCTA included Commercial Paper as short-term funding for the Mount Vernon Avenue Viaduct Project since Federal reimbursement may be delayed. SBCTA maintains stable ratings with Moody's, Fitch, and Standard & Poor's.

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.

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 if any is determined during the budget preparation process. Cash flow borrowing is not required for Fiscal Year 2020/2021.

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 \$22 million for the Mount Vernon Avenue Viaduct Project is budgeted in Fiscal Year 2020/2021. This project is expected to have a cash flow deficit as Federal and local reimbursement is delayed during the next fiscal year.

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 over 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 subsidizing 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. Since SBCTA is not a transit operator, 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.

Debt and Capital Summary

Another rail project that will expand services is the Redlands Passenger Rail Project (RPRP) which will allow for the introduction of a new passenger rail service in the San Bernardino Valley using Diesel Multiple Unit (DMU) vehicles blended with limited Metrolink locomotive hauled coach service. Metrolink, 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 envelope 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.

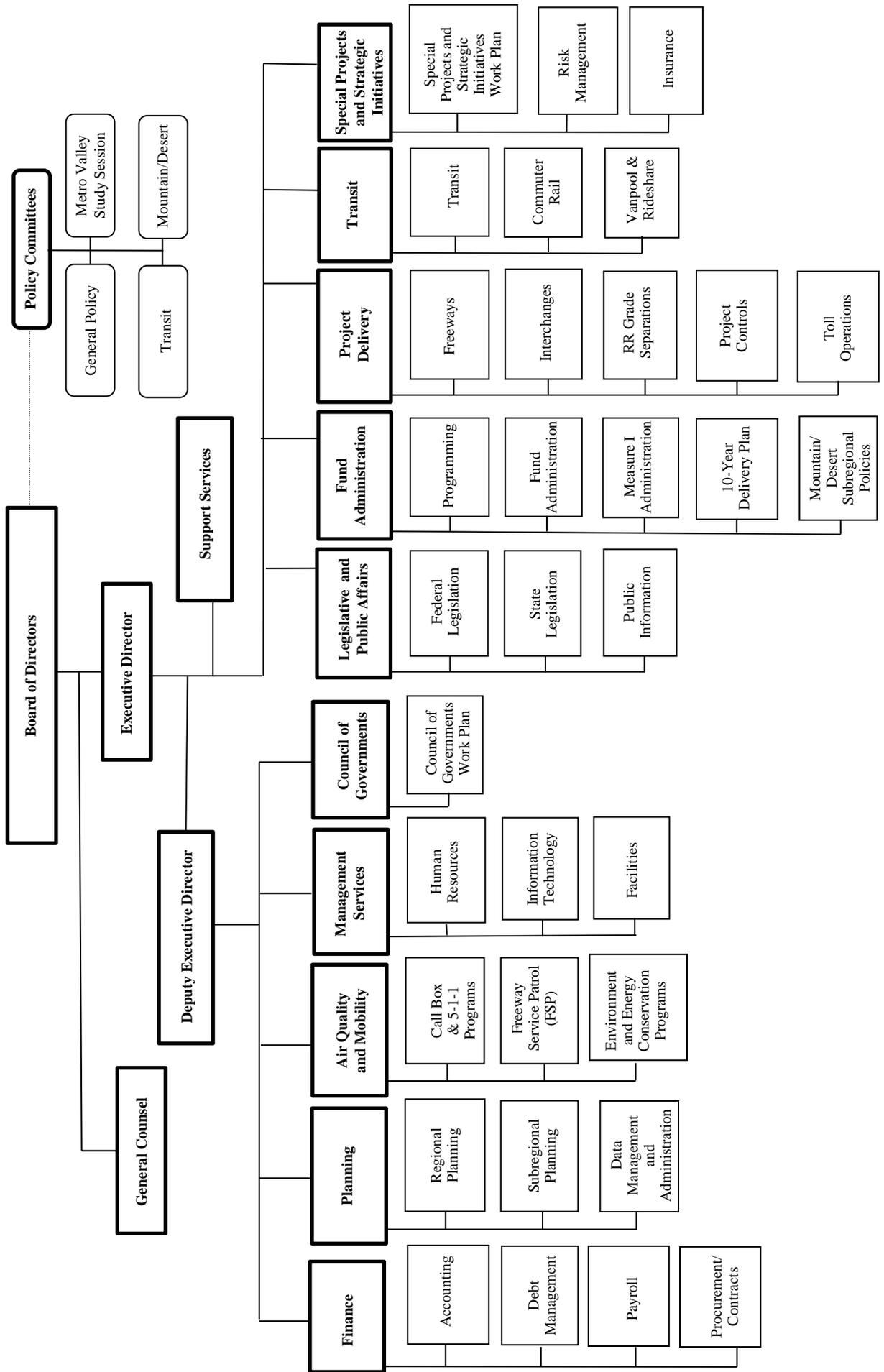
Furthermore, as part of the development of the Tolled Express Lanes, SBCTA, through a fifty (50) year lease with Caltrans, will be responsible for operations and maintenance of the Tolled Express Lanes being constructed under the I-10 Corridor Contract 1 Project. SBCTA will contract with Caltrans for the maintenance of the Tolled 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 begin operations in June 2023. 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 2020/2021 Capital outlay is budgeted at \$21.4 million, out of which \$20.7 million is related to the manufacturing 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 Electric Vehicle (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 Metrolink as discussed in the Capital Projects and Related Maintenance section above.

San Bernardino County Transportation Authority
Organization Chart



Staffing Overview

This section of the SBCTA budget provides information relative to human resource requirements for Fiscal Year 2020/2021. 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-five (65) regular employees and two (2) student interns (*Table of Regular Positions pg. 31*). This is an increase of one (1) position from the prior year.

Staff Organization Structure

SBCTA has a Deputy Executive Director and seven (7) 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. 27*.

Staffing

The SBCTA workforce in this budget is comprised of the Executive Director, General Counsel, Deputy Executive Director, Assistant General Counsel and seven (7) director level positions, forty-two (42) professional and administrative positions, and twelve (12) support positions. This includes one new Project Controls Manager position in Transit.

New Position

A Project Controls Manager position is being requested for the Transit Department. Currently work associated with project controls, fiscal year budget management, the 10-Year Delivery Plan, and balancing funding and planned expenditures for capital projects is provided by consultant staff. These tasks are ongoing and it is felt that SBCTA would benefit from the stability of an in-house position overseeing these key functions regardless of the ebb and flow of projects or changes to consulting firms. This position will be assigned to salary range 37 (\$103,987 to \$155,980).

Positions to be Reclassified or Upgraded

There are two (2) existing positions, one (1) in the Transit Department and one (1) in the Management Services Department that are to be reclassified or upgraded as detailed below.

The budget includes an existing Management Analyst II position upgrading to a Management Analyst III. This upgraded classification reflects the increased experience and ability of the incumbent to perform tasks of greater diversity and complexity with less direct supervision. The Management Analyst series of positions anticipates a progression as incumbents gain more experience and provide more value to the organization. The Management Analyst III is assigned to Salary Range 30 (\$73,900 to \$110,851). This is an approximately 15% increase over the existing Salary Range 27 (\$63,837 to \$95,756).

The budget also includes removing the position of Human Resources/Information Services Administrator and reclassifying the position to Chief of Management Services. This reclassification recognizes the additional experience, education and professional certifications that the incumbent has gained in their years at SBCTA. This allows the incumbent to perform higher level functions in the organization and to directly supervise staff. The Chief of Management Services is assigned to Salary Range 38 (\$109,186 to \$163,779).

Staffing Overview

This is approximately 25% above the existing Human Resources/Information Services Administrator position that is assigned to Salary Range 33 (\$85,551 to \$128,326). There is however a substantial overlap of the two (2) salary ranges so the actual budget impact will be substantially less.

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

Supplemental Expertise Contractors. SBCTA retains a number of professional services contractors who provide on-going support in specific areas of expertise. Current contractors in this category have particular expertise in the areas of legal services, project management, social service oriented transportation, computer network administration, financial and investment management. Each holds unique qualifications in specialized areas of expertise relative to SBCTA programs. These contractors render ongoing advice and assistance in their specialized field and provide critical support to the ongoing 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. 33* contained in this budget illustrates the total estimated costs for salaries and benefits during the Fiscal Year 2020/2021 budget, as estimated in March 2020. The total salary and benefit cost in the budget is \$12,720,847 which represents 1.3 percent of the total budgeted expenditures.

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

1. Includes a \$500/year increase, from \$4,557/year to \$5,057/year, to the medical premium subsidy for employees that get their medical and dental insurance through SBCTA. This is to respond to medical insurance premiums which are climbing by 5.7 percent or \$1,082.64/year for the least expensive family plan option available to our staff.
2. A budget amount of \$387,690 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. 36* 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.

Staffing Overview

The *Staff Utilization Report (In Hours)* pg. 35 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 2020/2021

Support Group	FY 17/18	FY 18/19	FY 19/20	FY 20/21
Accounting Assistant	4	4	3	3
Accounting Assistant, Senior	1	1	1	1
Administrative Assistant	2	1	1	1
Administrative Assistant, Senior	4	4	4	4
Assistant to the Clerk of the Board	1	1	1	1
Deputy Clerk of the Board	1	0	0	0
Office Assistant	1	1	1	1
Receptionist	1	0	0	0
Records Technician	0	1	1	1
Total Support Group	15	13	12	12
Administrative/Professional Group				
Accountant	1	1	2	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 Management Services	0	0	0	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	2	1	1
Corridor Manager	0	0	1	1
Deputy Clerk of the Board	0	1	1	1
GIS Administrator	1	1	1	1
GIS Analyst	1	1	1	1
Human Resources/Information Services	1	1	1	0
Management Analyst I	4	0	0	0
Management Analyst II	6	7	6	5
Management Analyst III	6	6	6	7
Procurement Analyst	2	2	2	2
Procurement Manager	1	1	1	1
Program Manager	1	1	1	0
Project Controls Manager	0	1	1	2
Project Delivery Manager	2	1	1	1
Right of Way Administrator	0	1	1	1
Risk Manager	1	1	1	1
Senior Planner	1	1	1	1
Senior Accountant	1	1	1	1
Toll Financial Administrator	1	1	1	1
Toll Operations Administrator	0	1	1	1
Transit Manager	0	0	0	1
Total Administrative/Professional Group	40	41	41	42

Table of Regular Positions
Fiscal Year 2020/2021

Senior Management Group	FY 17/18	FY 18/19	FY 19/20	FY 20/21
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 Special Projects and Strategic Initiatives	0	0	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	11	11
TOTAL REGULAR POSITIONS	65	64	64	65

**Salaries and Benefits Schedule
For Fiscal Year 2020/2021**

	<u>Salaries</u>	<u>Retirement</u>	<u>Deferred Comp.</u>	<u>Worker's Comp.</u>	<u>Medicare</u>	<u>Jury Duty Blood/Voting</u>	<u>Medical Retire Trust</u>	<u>UI*</u>	<u>Flexible Benefits</u>	<u>Auto/Cell Allowance</u>	<u>Contracted County Supp.**</u>	<u>Total</u>
Support Group	\$ 708,377	\$ 238,298	\$ 36,831	\$ 22,960	\$ 10,390	\$ 925	\$ 1,458	\$ 3,575	\$ 137,541	\$ -	\$ 7,821	\$ 1,168,176
Accounting (4)												
Administrative Assistants (5)												
Assistant to the Clerk of the Board												
Office Assistant												
Records Technician												
Interns/Part-Time (2)												
Administrative/Professional Group	4,583,112	1,848,519	352,037	152,806	69,149	6,530	8,886	11,550	531,282	36,241	54,611	7,654,723
Accountant (2)												
Accounting Supervisor												
Air Quality/Mobility Positions (2)												
Chief of Fiscal Resources												
Chief of Management Services												
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 Svcs Positions												
Legislative/Public Information Positions (3)												
Management Analyst III												
Planning/Programming Positions (8)												
Project Controls Manager (2)												
Project Delivery Manager												
Right of Way Administrator												
Senior Accountant												
Toll Financial Administrator												
Toll Operations Administrator												
Transit Positions (4)												
Senior Management Group	2,373,684	955,856	184,795	78,949	35,727	3,344	9,483	3,025	134,021	100,680	18,384	3,897,948
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												
Director of Special Projects and Strategic Initiatives												
Deputy Executive Director												
Director of Planning												
Director of Transit and Rail Programs												
TOTALS	\$ 7,665,173	\$ 3,042,673	\$ 573,663	\$ 254,715	\$ 115,266	\$ 10,799	\$ 19,827	\$ 18,150	\$ 802,844	\$ 136,921	\$ 80,816	\$ 12,720,847

<u>Employer Provided Benefits:</u>		<u>Employer Mandatory Benefits:</u>	
Retirement Pickup Employer Contribution	\$ 121,303	Retirement Employer Contribution	\$ 3,003,184
Deferred Compensation	573,663	Workers' Compensation	254,715
Flexible Benefit Plan	802,844	Medicare	115,266
Contracted County Supplemental Benefits	80,816	Jury Duty/Blood Donation/Voting	10,799
Auto/Cell Allowance	136,921	Unemployment Insurance	18,150
Medical Retirement Trust	19,827	Total	\$ 3,402,114
Total	\$ 1,735,374	Employee Paid Retirement Contribution	\$ 611,536

* Unemployment Insurance
 ** Includes Short Term Disability, Long Term Disability, Survivors Benefits, FMLA, 50k Life and Vision

Annual Pay Schedule by Class Title Fiscal Year 2020/2021				
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
Project Controls Manager	37	\$103,987	\$155,980	\$171,578
Toll Operations Administrator	37	\$103,987	\$155,980	\$171,578
Transit Manager	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 Management Services	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	\$180,566	\$198,622
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 Special Projects and Strategic Initiatives	42	\$132,717	\$199,075	\$218,982
Director of Project Delivery and Toll Operations	43	\$139,352	\$209,028	\$229,930
Deputy Executive Director	45	\$153,636	\$230,454	\$253,499
General Counsel	Employment Agreement		\$210,000	
Executive Director	Employment Agreement		\$311,905	

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

** Excerpt from Policy 10107 - Compensation Administration: Employees who have been at or over the maximum of their salary range for 36 months or more will become eligible for advancement based upon work performance and supervisor's recommendation. Such advancement must be approved by the Executive Director and may not exceed 5% in any year. At no time shall advancement exceed more than 10% above the maximum of the employee's salary range assignment.

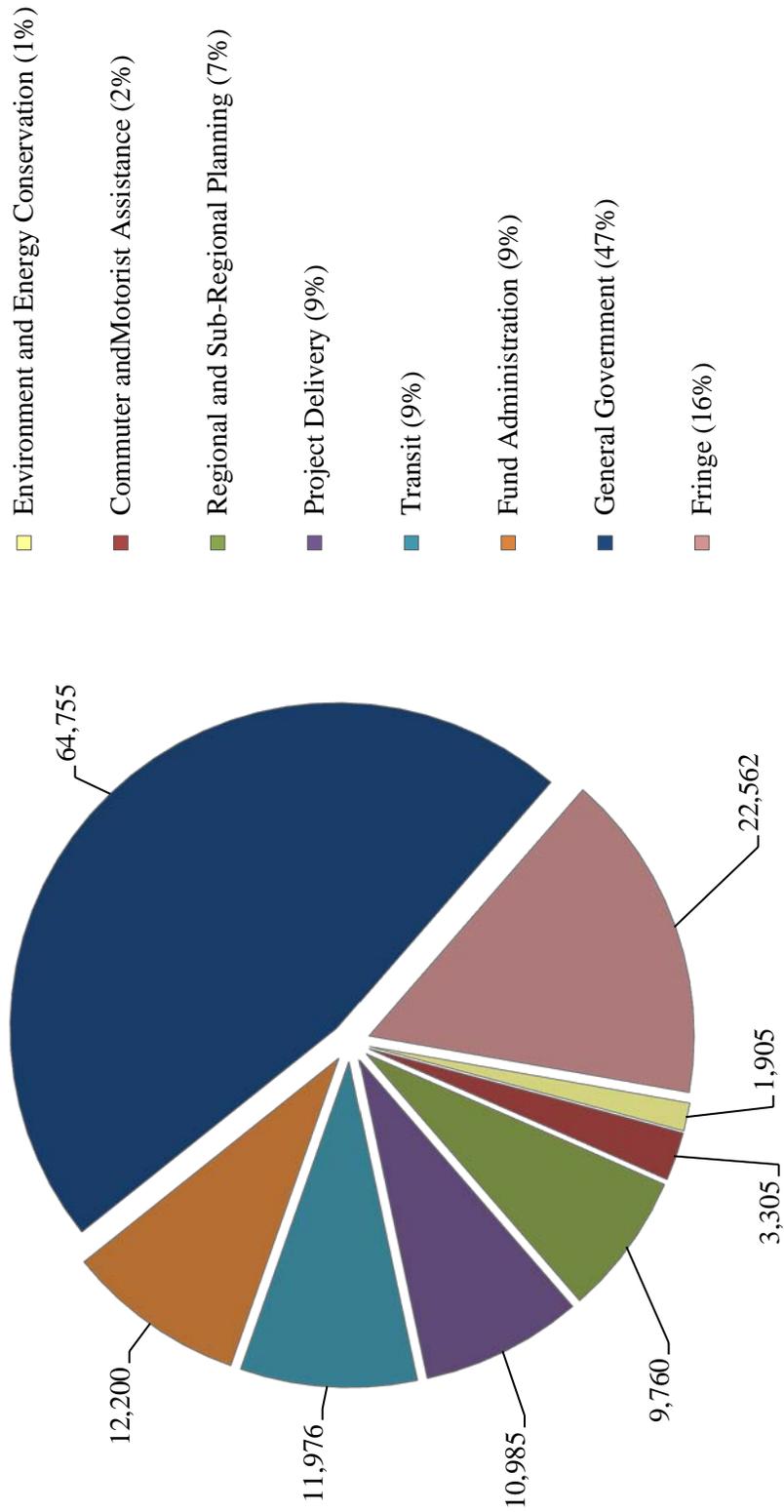
Staff Utilization Report (In Hours)
Fiscal Year 2020/2021

	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	Director of Special Projects and Strategic Initiatives	Executive Director	Director of Fund Administration	Other Staff*	TOTAL
GENERAL GOVERNMENT												
0100 Board of Directors	-	-	-	-	-	-	-	-	-	-	-	-
0200 Executive Administration and Support	-	-	-	-	-	-	-	-	1,760	-	18,035	19,795
0350 General Counsel	-	-	-	-	-	-	1,760	-	-	-	3,520	5,280
0400 Financial Management	-	-	1,760	-	-	-	-	-	-	-	21,310	23,070
0425 Special Projects & Strategic Initiatives	-	-	-	-	-	-	-	1,740	-	-	1,920	3,660
0450 Management Services	495	-	-	-	-	-	-	-	-	-	1,446	1,941
0470 Human Resources	375	-	-	-	-	-	-	-	-	-	844	1,219
0501 Intergovernmental -COG	275	-	-	-	-	-	-	-	-	-	1,760	2,035
0503 Legislation	-	-	-	760	-	-	-	-	-	-	1,701	2,461
0605 Publications and Outreach	-	-	-	800	-	-	-	-	-	-	3,314	4,114
0805 Building Operation	30	-	-	-	-	-	-	-	-	-	1,150	1,180
TOTAL GENERAL GOVERNMENT	1,175	1,760	1,760	1,560	1,740	1,760	1,760	1,740	1,760	-	55,000	64,755
ENVIRONMENT and ENERGY CONSERVATION												
0101 Environment	240	-	-	-	-	-	-	-	-	-	935	1,175
0111 Energy Conservation	20	-	-	-	-	-	-	-	-	-	710	730
TOTAL ENVIRONMENT and ENERGY CONSERVATION	260	-	-	-	-	-	-	-	-	-	1,645	1,905
COMMUTER and MOTORIST ASSISTANCE												
0406 Traveler Services	50	-	-	-	-	-	-	-	-	-	670	720
0702 Call Box System	125	-	-	-	-	-	-	-	-	-	840	965
0704 Freeway Patrol Service/State	150	-	-	-	-	-	-	-	-	-	1,470	1,620
TOTAL COMMUTER and MOTORIST ASSISTANCE	325	-	-	-	-	-	-	-	-	-	2,980	3,305
REGIONAL and SUB-REGIONAL PLANNING												
0110 Regional Planning	-	-	-	-	-	720	-	-	-	-	1,460	2,180
0203 Congestion Management	-	-	-	-	-	160	-	-	-	-	145	305
0206 Data Program Management	-	-	-	-	-	-	-	-	-	-	4,620	4,620
0404 Subregional Planning	-	-	-	-	-	710	-	-	-	-	1,675	2,385
0941 Mtn./Desert Planning and Project Development	-	-	-	-	-	170	-	-	-	-	100	270
TOTAL REGIONAL and SUB-REGIONAL PLANNING	-	-	-	-	-	1,760	-	-	-	-	8,000	9,760
TRANSIT												
0309 Transit Operator Support Transit	-	-	-	-	120	-	-	-	-	-	1,366	1,486
0310 Allocations/Pass-throughs	-	-	-	-	-	-	-	-	-	-	-	-
0312 General Transit	-	-	-	-	760	-	-	-	-	-	2,345	3,105
0313 Transit Right of Way Management	-	-	-	-	250	-	-	-	-	-	1,378	1,628
0314 Transit Operations	-	-	-	-	270	-	-	-	-	-	1,728	1,998
0315 Transit Capital	-	-	-	-	300	-	-	-	-	-	2,323	2,623
0383 Vanpool Program	-	-	-	-	20	-	-	-	-	-	1,116	1,136
TOTAL TRANSIT	-	-	-	-	1,720	-	-	-	-	-	10,256	11,976
PROJECT DELIVERY												
0815 Measure I Program Management	-	1,600	-	-	-	-	-	-	-	-	5,110	6,710
0820 Freeway Projects	-	-	-	-	-	-	-	-	-	-	3,520	3,520
0830 Interchange Projects	-	-	-	-	-	-	-	-	-	-	-	-
0840 Grade Separation Projects	-	-	-	-	-	-	-	-	-	-	-	-
0860 Arterial Projects	-	160	-	200	-	-	-	-	-	-	395	755
TOTAL PROJECT DELIVERY	-	1,760	-	200	-	-	-	-	-	-	9,025	10,985
FUND ADMINISTRATION												
0500 Fund Administration	-	-	-	-	-	-	-	-	-	1,720	10,480	12,200
0550 Allocations/Pass-throughs	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL FUND ADMINISTRATION	-	-	-	-	-	-	-	-	-	1,720	10,480	12,200
ENTERPRISE												
0750 Express Lanes Operation	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL ENTERPRISE	-	-	-	-	-	-	-	-	-	-	-	-
FRINGE												
FRINGE Fringe	520	520	420	320	400	320	320	340	320	360	18,722	22,562
TOTAL FRINGE	520	520	420	320	400	320	320	340	320	360	18,722	22,562
GRAND TOTALS	2,280	2,280	2,180	2,080	2,120	2,080	2,080	2,080	2,080	2,080	116,108	137,448

* OTHER STAFF comprised of (65) FULL-TIME PROFESSIONAL STAFF; (2) PART-TIME.

Hourly Staff Utilization by Program

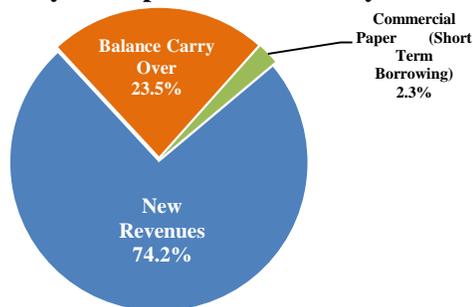
Fiscal Year 2020/2021 - 137,448 Hours



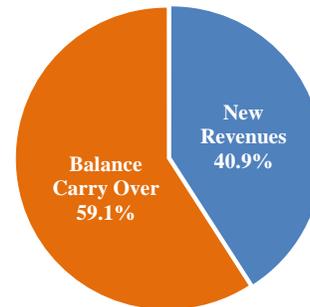
Budget Summary by Organization Type

	County Transportation Authority	Council of Governments	Total
Revenues			
Sales Tax-MSI	143,900,000	-	143,900,000
Sales Tax-LTF	83,771,793	-	83,771,793
Intergovernmental	466,044,584	71,325	466,115,909
Charges for Services	576,809	-	576,809
Special Assessments	-	257,539	257,539
Investment Earnings	4,816,700	12,200	4,828,900
Miscellaneous	12,136,525	229,190	12,365,715
Total New Revenues	<u>711,246,411</u>	<u>570,254</u>	<u>711,816,665</u>
Balance Carry Over from Prior Years	<u>224,926,593</u>	<u>824,428</u>	<u>225,751,021</u>
Total Revenues and Carry Over Prior Years	<u>936,173,004</u>	<u>1,394,682</u>	<u>937,567,686</u>
Expenditures			
General Government	12,695,358	802,409	13,497,767
Environment and Energy Conservation	1,681,283	347,616	2,028,899
Commuter and Motorist Assistance	6,556,358	-	6,556,358
Regional and Subregional Planning	3,672,556	70,588	3,743,144
Transit	333,353,666	-	333,353,666
Project Delivery	467,893,995	-	467,893,995
Fund Administration	119,450,557	-	119,450,557
Debt Service	13,043,300	-	13,043,300
Total Expenditures	<u>958,347,073</u>	<u>1,220,613</u>	<u>959,567,686</u>
Other Financing Sources			
Transfers in	94,408,461	-	94,408,461
Transfers out	(94,234,392)	(174,069)	(94,408,461)
Commercial Paper (Short Term Borrowing)	22,000,000	-	22,000,000
Total Other Financing Sources	<u>22,174,069</u>	<u>(174,069)</u>	<u>22,000,000</u>
Total Expenditures and Other Financing Sources	<u>936,173,004</u>	<u>1,394,682</u>	<u>937,567,686</u>

County Transportation Authority



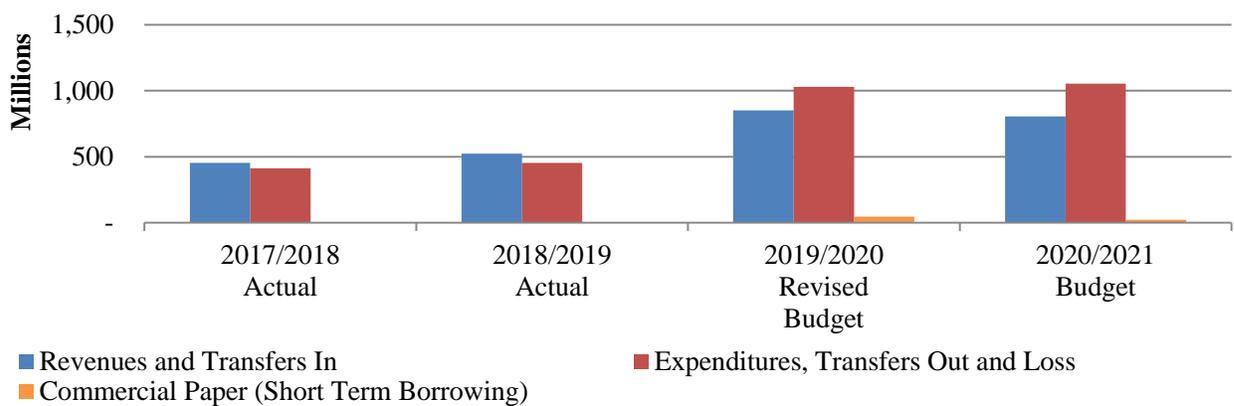
Council of Governments



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 activities are blended in the overall SBCTA budget.

Budget Summary - All Governmental Funds

	2017/2018	2018/2019	2019/2020 Revised	2020/2021 Budget
	Actual	Actual	Budget	Budget
Revenues				
Sales Tax-MSI	162,945,073	183,621,993	166,900,000	143,900,000
Sales Tax-LTF	95,064,513	125,748,661	96,746,294	83,771,793
Intergovernmental	81,876,819	177,295,052	465,098,729	466,115,909
Charges for Services	673,699	725,323	601,214	576,809
Special Assessments	200,187	248,545	253,143	257,539
Investment Earnings	5,050,075	16,901,048	5,632,100	4,828,900
Miscellaneous	1,376,305	752,782	14,739,589	12,365,715
Total Revenues	<u>347,186,671</u>	<u>505,293,404</u>	<u>749,971,069</u>	<u>711,816,665</u>
Expenditures				
General Government	3,670,520	9,697,208	13,093,305	13,497,767
Environment and Energy Conservation	4,054,669	5,360,233	3,748,786	2,028,899
Commuter and Motorist Assistance	5,702,551	6,137,814	11,851,575	6,556,358
Regional and Subregional Planning	2,838,747	1,870,218	3,508,172	3,743,144
Transit	144,094,768	169,576,311	333,707,329	333,353,666
Project Delivery	77,149,660	167,643,636	459,525,618	467,893,995
Fund Administration	56,202,549	60,576,824	89,877,737	119,450,557
Debt Service	12,391,801	12,774,651	12,905,255	13,043,300
Total Expenditures	<u>306,105,265</u>	<u>433,636,895</u>	<u>928,217,777</u>	<u>959,567,686</u>
Other Financing Sources				
Transfers in	105,160,906	18,763,900	101,823,599	94,408,461
Transfers out	(105,160,906)	(18,763,900)	(101,823,599)	(94,408,461)
Unrealized Gain (Loss)	(75,499)	-	-	-
Gain (Loss) on Land Held for Resale	(119,225)	82,084	-	-
Commercial Paper (Short Term Borrowing)	-	-	45,000,000	22,000,000
Total Other Financing Sources	<u>(194,724)</u>	<u>82,084</u>	<u>45,000,000</u>	<u>22,000,000</u>
Revenues Over (Under) Expenditures	<u>40,886,682</u>	<u>71,738,593</u>	<u>(133,246,708)</u>	<u>(225,751,021)</u>



Budget Summary Changes in Fund Balances - Funding Sources

	Beginning Fund Balances	Revenues	Expenditures	Net Operating Transfers	Ending Fund Balances
General Fund					
MSI Valley Admin	3,273,146	1,464,000	1,828,039	(2,500,000)	409,107
Local Transportation Fund - Admin	481,065	9,000	579,149	200,000	110,916
Local Transportation Fund - Planning	3,603,604	37,000	3,070,792	1,068,691	1,638,503
Local Transportation Fund - Rail	-	-	21,808,128	21,808,128	-
State Transit Assistance Fund - Rail	-	-	12,692,788	12,692,788	-
State of Good Repair - SBCTA	-	-	3,157,181	3,157,181	-
Rail Assets	2,692,586	264,000	45,000	-	2,911,586
General Fund-Local/Other	20,000	-	-	-	20,000
Amtrak	5,967	12,000	12,000	-	5,967
Congestion Management Program	18,834	-	18,834	-	-
Modeling Fees	4,611	-	4,611	-	-
Loan Admin Fee	23,960	350	-	-	24,310
Indirect Fund	2,435,986	314,809	8,402,151	7,071,258	1,419,902
Total General Fund	<u>12,559,759</u>	<u>2,101,159</u>	<u>51,618,673</u>	<u>43,498,046</u>	<u>6,540,291</u>

Note: Ending fund balance not adjusted by reserve of \$1,419,902 for indirect fund pg. 67.

Federal Highway Fund					
Surface Transportation Program	-	44,316,608	44,316,608	-	-
Congestion Mitigation and Air Quality	-	33,671,024	33,671,024	-	-
Project National and Regional Significance	-	50,000	50,000	-	-
Federal Repurposed Earmarks	-	400,000	400,000	-	-
Highway Bridge Program	-	59,128,438	81,128,438	22,000,000	-
Total Federal Highway Fund	<u>-</u>	<u>137,566,070</u>	<u>159,566,070</u>	<u>22,000,000</u>	<u>-</u>

Federal Transit Administration Fund					
Transportation Investment Generating Eco	-	724,495	724,495	-	-
Federal Transit Administration 5307	-	21,831,096	21,831,096	-	-
Federal Transit Administration 5307 - CMAQ	-	19,096,728	19,096,728	-	-
Total Federal Transit Administration Fund	<u>-</u>	<u>41,652,319</u>	<u>41,652,319</u>	<u>-</u>	<u>-</u>

State Highway Fund					
Regional Improvement Program	-	36,369,255	36,369,255	-	-
State Highway Oper and Protection Program	-	46,817,000	46,817,000	-	-
Planning, Programming and Monitoring	-	1,068,000	1,068,000	-	-
Transit and Intercity Rail Capital Progr	-	11,459,000	11,459,000	-	-
Total State Highway Fund	<u>-</u>	<u>95,713,255</u>	<u>95,713,255</u>	<u>-</u>	<u>-</u>

Proposition 1B Fund					
Trade Corridor Improvement Fund-P1B	-	2,810,000	2,810,000	-	-
Public Trans Modern,ImproveandSvc Enhance-P1B	9,182,751	8,000	8,461,783	-	728,968
Total Propostion 1B Fund	<u>9,182,751</u>	<u>2,818,000</u>	<u>11,271,783</u>	<u>-</u>	<u>728,968</u>

Local Transportation Fund					
Local Transportation Fund - Pass-through	98,359,740	84,971,793	91,100,000	(25,334,420)	66,897,113
Total Local Transportation Fund	<u>98,359,740</u>	<u>84,971,793</u>	<u>91,100,000</u>	<u>(25,334,420)</u>	<u>66,897,113</u>

Note: Ending Fund Balance not adjusted by 10% Reserve of \$17,641,318 for Local Transportation Fund - Pass-through pg. 67.

State Transit Assistance Fund					
State Transit Assistance Fund - Pass-through	67,346,974	23,292,981	19,100,000	(12,692,788)	58,847,167
State of Good Repair Fund - Pass-through	3,219,679	3,643,405	3,380,112	(3,157,181)	325,791
Total State Transit Assistance Fund	<u>70,566,653</u>	<u>26,936,386</u>	<u>22,480,112</u>	<u>(15,849,969)</u>	<u>59,172,958</u>

Note: Ending Fund Balance not adjusted by 10% Reserve of \$1,900,402 for State Transit Assistance Fund - Pass-through pg. 67.

Budget Summary Changes in Fund Balances - Funding Sources

	Beginning Fund Balances	Revenues	Expenditures	Net Operating Transfers	Ending Fund Balances
Senate Bill 1 Fund					
Local Partnership Program-Formula-SB1	-	5,394,732	5,394,732	-	-
Freeway Service Patrol (SAFE)-SB1	-	2,096,567	996,271	-	1,100,296
Trade Corridor Enhancement Program - SB1	-	69,445,000	69,445,000	-	-
Solutions for Congested Corridors Program - SB1	-	25,207,495	25,207,495	-	-
Local Partnership Program-Competitive-SB1	-	4,201,628	4,201,628	-	-
Total Senate Bill 1 Fund	-	106,345,422	105,245,126	-	1,100,296
Measure I 1990-2010 Fund					
MSI 1990-Valley Fund-Major Projects	6,615,917	22,100	4,601,146	-	2,036,871
MSI 1990-Valley Fund-TMEE	1,325,698	7,900	535,000	-	798,598
Total Measure I 1990-2010 Fund	7,941,615	30,000	5,136,146	-	2,835,469
Measure I 2010-2040 Fund					
MSI Valley Fund-Freeway Projects	136,483,881	34,751,200	50,040,000	(1,148,158)	120,046,923
MSI Valley Fund-Fwy Interchange	63,191,114	12,918,200	62,083,393	(1,702,558)	12,323,363
MSI Valley Fund-Major Streets:					
Grade Separations	6,107,134	3,962,780	2,098,166	(5,059,984)	2,911,764
Arterials	101,026,065	16,700,320	30,949,000	(11,343,759)	75,433,626
MSI Valley Fund-Local Street	-	23,310,400	23,310,400	-	-
MSI Valley Fund-Metrolink/Rail Service	26,571,100	9,326,200	25,533,476	(1,596,321)	8,767,503
MSI Valley Fund-Express Bus//Rapid Trans	16,038,590	5,827,600	20,690,470	(10,200)	1,165,520
MSI Valley Fund-Senior/Disabled	19,792,119	9,512,000	11,776,500	-	17,527,619
MSI Valley Fund-Traffic Mgmt Sys	10,948,374	2,411,200	4,785,470	-	8,574,104
MSI Victor Valley Fund-Major Local Hwy	24,591,054	3,685,600	25,906,442	(1,636,692)	733,520
MSI Victor Valley Fund-Local Street	-	9,829,100	9,829,100	-	-
MSI Victor Valley Fund-Senior/Disabled	-	880,200	880,200	-	-
MSI Victor Valley Fund-Traffic Mgmt Sys	911,884	299,200	649,484	-	561,600
MSI North Desert Fund-Major Local Hwy	8,176,340	871,400	3,264,946	(658)	5,782,136
MSI North Desert Fund-Local Street	-	2,224,900	2,224,900	-	-
MSI North Desert Fund-Senior/Disabled	-	163,600	163,600	-	-
MSI North Desert Fund-Traffic Mgmt Sys	1,013,293	75,900	8,131	-	1,081,062
MSI Colorado River Fund-Major Local High	172,231	60,300	219,564	(271)	12,696
MSI Colorado River Fund-Local Street	-	158,700	158,700	-	-
MSI Colorado River Fund-Senior/Disabled	-	11,700	11,700	-	-
MSI Colorado River Fund-Traffic Mgmt Sys	45,134	5,150	2,439	-	47,845
MSI Morongo Basin Fund-Major Local Hwy	2,955,042	475,300	3,124,130	(822)	305,390
MSI Morongo Basin Fund-Local Street	-	1,261,700	1,261,700	-	-
MSI Morongo Basin Fund-Senior/Disabled	-	92,800	92,800	-	-
MSI Morongo Basin Fund-Traffic Mgmt Sys	334,544	40,600	5,994	-	369,150
MSI Mountain Fund-Major Local Highway	2,514,645	481,700	950,000	821	2,047,166
MSI Mountain Fund-Local Street	-	1,237,200	1,237,200	-	-
MSI Mountain Fund-Senior/Disabled	-	91,000	91,000	-	-
MSI Mountain Fund-Traffic Mgmt Sys	204,349	38,500	111,988	-	130,861
MSI Cajon Pass Fund	16,559,712	4,202,300	163,000	(3,450,497)	17,148,515
Total Measure I 2010-2040 Fund	437,636,605	144,906,750	281,623,893	(25,949,099)	274,970,363
Note: Ending Fund Balance not adjusted by 20% Reserve of \$17,876,020 for Measure I Funds pg. 67.					
Debt Service Fund					
Sales Tax Revenue Notes 2012A Fund	4,626,870	-	6,087,400	6,087,400	4,626,870
Sales Tax Revenue Notes 2014A Fund	5,058,458	-	6,955,900	6,955,900	5,058,458
Total Debt Service Fund	9,685,328	-	13,043,300	13,043,300	9,685,328

Budget Summary Changes in Fund Balances - Funding Sources

	Beginning Fund Balances	Revenues	Expenditures	Net Operating Transfers	Ending Fund Balances
Capital Projects Fund					
Local Projects Fund	-	55,853,038	66,941,837	11,088,799	-
Redlands Passenger Rail Project Fund	-	4,043,567	4,026,267	-	17,300
Victorville Project Fund	6,029,509	60,100	302,128	-	5,787,481
Victor Valley Project Fund	4,456,251	1,939,441	-	-	6,395,692
Commercial Paper (Short Term Borrowing)	-	22,000,000	-	(22,000,000)	-
Valley Projects Fund	-	407,402	-	-	407,402
CALTRANS Local Reimbursement	-	497,399	497,399	-	-
Total Capital Projects Fund	<u>10,485,760</u>	<u>84,800,947</u>	<u>71,767,631</u>	<u>(10,911,201)</u>	<u>12,607,875</u>
Nonmajor Governmental Fund					
Federal ARRA	-	50,000	50,000	-	-
Low Carbon Transit Operations Program	4,065,348	10,000	3,106,542	-	968,806
State of California Wildlife Conservation Board	-	400,000	400,000	-	-
SAFE-Vehicle Registration Fees	4,441,060	1,940,000	2,108,264	(322,588)	3,950,208
SAFE Reimbursement	193,903	128,000	82,250	-	239,653
Freeway Service Patrol	-	2,359,317	1,864,716	-	494,601
SCAQMD/Mobile Source Review Comm.	-	554,993	554,993	-	-
Electric Vehicle Charging Stations	10,986	12,000	12,000	-	10,986
General Assessment Dues	398,738	260,739	298,043	(174,069)	187,365
Property Assessed Clean Energy Fund	1,620,553	144,000	736,467	-	1,028,086
Greenhouse Gas Fund	21,225	-	20,588	-	637
COG Capital Projects	-	115,515	115,515	-	-
Total Nonmajor Governmental Fund	<u>10,751,813</u>	<u>5,974,564</u>	<u>9,349,378</u>	<u>(496,657)</u>	<u>6,880,342</u>
Total Changes in Fund Balance	<u>667,170,024</u>	<u>733,816,665</u>	<u>959,567,686</u>	<u>-</u>	<u>441,419,003</u>

Explanation for Operating Transfers

	Transfers In	Transfers Out	Net Operating Transfers	Explanation for Operating Transfers
General Fund				
Operating Tsfr from LTF Fund	25,334,420	-		Transfer in to Local Transportation Fund (LTF) Admin, LTF Planning, LTF Rail from LTF - Pass-through Fund to support transit administrative activities and capital projects, and fund Indirect expenses.
Operating Tsfr from Measure I Fund	1,837,715	-		Transfer in to the Indirect Cost Fund from the Measure I Fund to fund indirect expenditures.
Operating Tsfr from SGR Fund	3,157,181	-		Transfer in to the State of Good Repair (SGR) - SBCTA Fund from the SGR - Pass-through Fund to fund Metrolink capital and Transit Pass-through to transit agencies.
Operating Tsfr from Special Revenue Fund	496,657	-		Transfer in to the Indirect Cost Fund from SAFE and COG to fund indirect expenditures.
Operating Tsfr from STA Fund	12,692,788	-		Transfer in to STA Rail from STA - Pass-through Fund to support transit capital projects.
Operating Tsfr to Measure I Fund	-	(20,715)		Transfer out to the Major Local Highway for Victor Valley and Mountain areas from indirect fund due to retro calculation of full-time equivalents which resulted in excess funding from prior year.
Operating Tsfr to General Fund	4,736,886	(4,736,886)		Transfer out from the MSI - Admin, LTF - Admin, and LTF - Planning Funds to fund the Indirect Cost Fund.
General Fund Total	48,255,647	(4,757,601)	43,498,046	
Federal Highway Fund				
Operating Tsfr from Capital Project Fund	22,000,000	-		Transfer in to the Highway Bridge Program (HBP) Fund from issuance of Commercial Paper (Short Term Borrowing) to cover short term cash flow needs for the Mount Vernon Avenue Viaduct Project.
Federal Highway Fund Total	22,000,000	-	22,000,000	
Local Transportation Fund				
Operating Tsfr to General Fund	-	(25,334,420)		Transfer out from LTF - Pass-through Fund to LTF - Admin, LTF - Planning, LTF - Rail to fund the Transit activities and projects and the Indirect Cost Fund.
Local Transportation Fund Total	-	(25,334,420)	(25,334,420)	
State Transit Assistance Fund				
Operating Tsfr to General Fund	-	(15,849,969)		Transfer out from STA Fund to the General Fund to fund rail administrative activities, capital projects, and the Santa Fe Depot structural improvements funded with SGR SB1.
State Transit Assistance Fund Total	-	(15,849,969)	(15,849,969)	
Measure I 2010-2040 Fund				
Operating Tsfr to Capital Project Fund	-	(11,088,799)		Transfer out from Measure I - Arterial fund to various capital project funds based on loan-term agreement for various projects.
Operating Tsfr to Debt Service Fund	-	(13,043,300)		Transfer out from Measure I to Debt Service Fund to pay for debt service obligations.
Operating Tsfr to General Fund	20,715	(1,837,715)		Transfer out from Measure I to fund Indirect expenditures. Transfer in is due retro calculation of full-time equivalents which resulted in excess funding from prior year.
Measure I 2010-2040 Fund Total	20,715	(25,969,814)	(25,949,099)	
Debt Service Fund				
Operating Tsfr from Measure I Fund	13,043,300	-		Transfer in to the Debt Service Fund from the Measure I Fund to pay for debt service obligations.
Debt Service Fund Total	13,043,300	-	13,043,300	
Capital Projects Fund				
Operating Tsfr from Measure I Fund	11,088,799	-		Transfer from Measure I - Arterial fund to various capital project funds based on loan-term agreement for various projects.
Operating Tsfr to Special Revenue Fund	-	(22,000,000)		Transfer out from Commercial Paper Fund to the Federal Highway Bridge Program Fund to cover short term needs until federal and local reimbursement is available.
Capital Projects Fund Total	11,088,799	(22,000,000)	(10,911,201)	
Nonmajor Governmental Funds				
Operating Tsfr to General Fund	-	(496,657)		Transfer out from COG and PACE to the General Fund to fund the Indirect expenditures.
Nonmajor Governmental Funds Total	-	(496,657)	(496,657)	
Operating Transfer Totals	94,408,461	(94,408,461)	-	

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								
MSI Valley Admin	3,273,146	1,464,000	1,828,039	(2,500,000)	409,107	(2,864,039)	-87.50%	Appropriations and transfers out in the MSI Administration Fund exceed estimated revenues. The funds transferred buydown the amount required from MSI programs to cover indirect costs. Sales tax revenues are lower than prior year as a result of sudden economic decline due to the COVID-19 pandemic.
Local Transportation Fund - Admin	481,065	9,000	579,149	200,000	110,916	(370,149)	-76.94%	Appropriations exceed estimated revenues and transfers in to fund local transportation administration activities and indirect expenses. Budgeted expenditures are recorded in the General Government, Regional and Subregional planning, project delivery, and Fund Administration Programs.
Local Transportation Fund - Planning	3,603,604	37,000	3,070,792	1,068,691	1,638,503	(1,965,101)	-54.53%	Appropriations 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.
Indirect Fund	2,435,986	314,809	8,402,151	7,071,258	1,419,902	(1,016,084)	-41.71%	Appropriations in the Indirect Fund exceed estimated revenues and transfers in. Based on Policy 20600, a maximum of 3% may be allocated from new Measure I sales tax to cover indirect costs. Measure sales tax are projected lower than current fiscal year; Therefore, operating transfers in are lower than appropriations.
Proposition 1B Fund								
Public Trans Modern, Improve and Svc Enhance-PIB	9,182,751	8,000	8,461,783	-	728,968	(8,453,783)	-92.06%	Appropriations for rail projects are funded with funds in fund balance. The idle cash earns interest until expenditures are incurred.
Local Transportation Fund								
Local Transportation Fund - Pass-through	98,359,740	84,971,793	91,100,000	(25,334,420)	66,897,113	(31,462,627)	-31.99%	Appropriations and transfers out exceed estimated revenues. Sales tax revenues are lower than prior year as a result of sudden economic decline due to the COVID-19 pandemic.
State Transit Assistance Fund								
State Transit Assistance Fund - Pass-through	67,346,974	23,292,981	19,100,000	(12,692,788)	58,847,167	(8,499,807)	-12.62%	Appropriations and transfers out for transit projects exceed estimated revenues.
State of Good Repair Fund - Pass-through	3,219,679	3,643,405	3,380,112	(3,157,181)	325,791	(2,893,888)	-89.88%	Appropriations including transfers out for Senate Bill 1 (SBI) 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								
MSI 1990-Valley Fund-Major Projects	6,615,917	22,100	4,601,146	-	2,036,871	(4,579,046)	-69.21%	Appropriations are for projects allowed in the 1990-2010 Measure. Interest is the only revenue budgeted.
MSI 1990-Valley Fund-TMEE	1,325,698	7,900	535,000	-	798,598	(527,100)	-39.76%	Appropriations are for projects allowed for the 1990-2010 Measure. Interest is the only revenue budgeted.
Measure I 2010-2040 Fund								
MSI Valley Fund-Freeway Projects	136,483,881	34,751,200	50,040,000	(1,148,158)	120,046,923	(16,436,958)	-12.04%	Appropriations including transfers out for freeway projects exceed estimated revenues.
MSI Valley Fund-Fwy Interchange	63,191,114	12,918,200	62,083,393	(1,702,558)	12,323,363	(50,867,751)	-80.50%	Appropriations including transfers out for interchange projects exceed estimated revenues.
MSI Valley Fund-Major Streets: Grade Separations	6,107,134	3,962,780	2,098,166	(5,059,984)	2,911,764	(3,195,370)	-52.32%	Appropriations including transfers out for grade separation projects exceed estimated revenues.

Explanation for Fund Balances Changes Over 10%

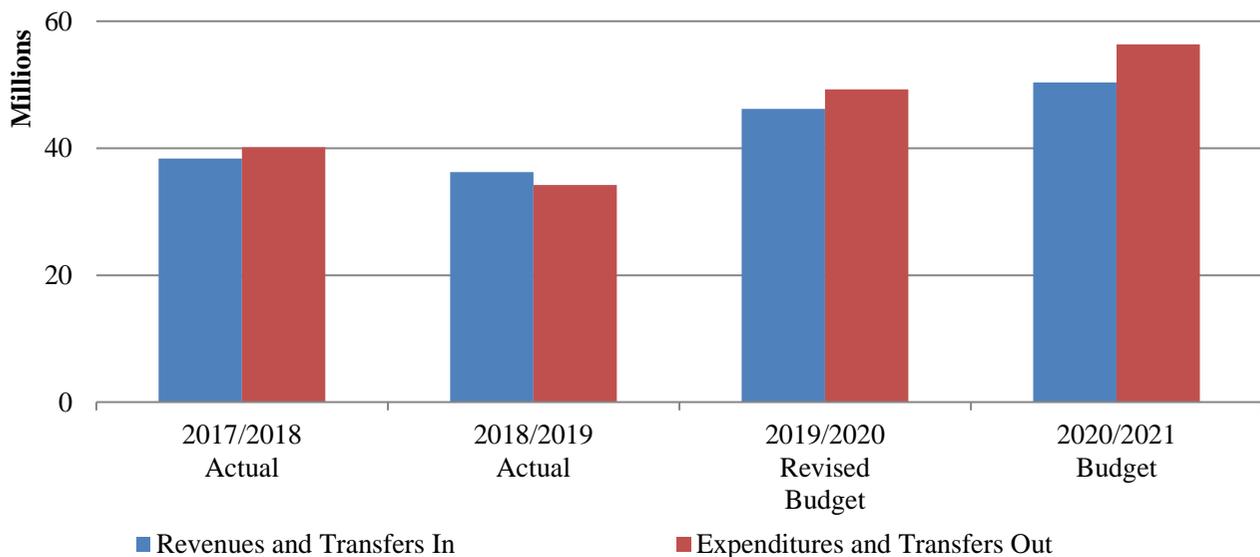
	Beginning Fund Balances	Revenues	Expenditures	Operating Transfers	Ending Fund Balances	Difference Between Beginning and Ending	Percent of Change	
MSI Valley Fund-Major Streets: Arterials	101,026,065	16,700,320	30,949,000	(11,343,759)	75,433,626	(25,592,439)	-25.33%	Appropriations including transfers out for arterial projects exceed estimated revenues.
MSI Valley Fund-Metrolink/Rail Service	26,571,100	9,326,200	25,533,476	(1,596,321)	8,767,503	(17,803,597)	-67.00%	Appropriations including transfers out for rail projects exceed estimated revenues.
MSI Valley Fund-Express Bus/Rapid Trans	16,038,590	5,827,600	20,690,470	(10,200)	1,165,520	(14,873,070)	-92.73%	Appropriations and transfers out exceed estimated revenues for Valley/Bus Rapid Transit System.
MSI Valley Fund-Senior/Disabled	19,792,119	9,512,000	11,776,500	-	17,527,619	(2,264,500)	-11.44%	Appropriations exceed estimated revenues for the Valley Senior/Disabled Program to fund transit projects.
MSI Valley Fund-Traffic Mgmt Sys	10,948,374	2,411,200	4,785,470	-	8,574,104	(2,374,270)	-21.69%	Appropriations for transit management systems exceed estimated revenues. Budgeted expenditures are recorded in the General Government, Environment and Energy Conservation, Commuter and Motorist Assistance, Regional and Subregional planning, Transit, and Fund Administration Programs.
MSI Victor Valley Fund-Major Local Hwy	24,591,054	3,685,600	25,906,442	(1,636,692)	733,520	(23,857,534)	-97.02%	Appropriations including transfers out for major local highway in the Victor Valley Project area exceed estimated revenues.
MSI Victor Valley Fund-Traffic Mgmt Sys	911,884	299,200	649,484	-	561,600	(350,284)	-38.41%	Appropriations for Traffic Management System Projects exceed estimated revenues.
MSI North Desert Fund-Major Local Hwy	8,176,340	871,400	3,264,946	(658)	5,782,136	(2,394,204)	-29.28%	Appropriations including transfers out for major local highway in the North Desert Project area exceed estimated revenues.
MSI Colorado River Fund-Major Local High	172,231	60,300	219,564	(271)	12,696	(159,535)	-92.63%	Appropriations including transfers out for major local highway in the Colorado River Project area exceed estimated revenues.
MSI Morongo Basin Fund-Major Local Hwy	2,955,042	475,300	3,124,130	(822)	305,390	(2,649,652)	-89.67%	Appropriations including transfers out for major local highway in the Morongo Project area exceed estimated revenues.
MSI Morongo Basin Fund-Traffic Mgmt Sys	334,544	40,600	5,994	-	369,150	34,606	10.34%	Estimated revenues exceed appropriations for traffic management in the Morongo Project area.
MSI Mountain Fund-Major Local Highway	2,514,645	481,700	950,000	821	2,047,166	(467,479)	-18.59%	Appropriations exceed estimated revenues and transfers in for major local highway projects in the Mountain Project area.
MSI Mountain Fund-Traffic Mgmt Sys	204,349	38,500	111,988	-	130,861	(73,488)	-35.96%	Appropriations exceed estimated revenues for traffic management in the Mountain Project area.
Capital Projects Fund								
Victor Valley Project Fund	4,456,251	1,939,440	-	-	6,395,691	1,939,440	43.52%	Appropriations are not budgeted; thus estimated revenues increase fund balance.
Nonmajor Governmental Fund								
Low Carbon Transit Operations Program	4,065,348	10,000	3,106,542	-	968,806	(3,096,542)	-76.17%	Appropriation exceed revenue since fund balance is used to fund Transit project.
SAFE-Vehicle Registration Fees	4,441,060	1,940,000	2,108,264	(322,588)	3,950,208	(490,852)	-11.05%	Appropriations including transfers out for SAFE activities exceed estimated revenues.
SAFE Reimbursement	193,903	128,000	82,250	-	239,653	45,750	23.59%	Estimated revenues exceed appropriations as these funds are used for SAFE activities.
General Assessment Dues	398,738	260,739	298,043	(174,069)	187,365	(211,373)	-53.01%	Appropriations including transfers out for Council of Government activities exceed estimated revenues.
Property Assessed Clean Energy Fund	1,620,553	144,000	736,467	-	1,028,086	(592,467)	-36.56%	Appropriation exceed revenue since fund balance is used to council of government projects.
Greenhouse Gas Fund	21,225	-	20,588	-	637	(20,588)	-97.00%	Most of the Fund Balance is being budgeted to cover salary costs.

Budget Summary by Fund Type

	General Fund	Special Revenue Fund	Capital Projects Fund	Nonmajor Governmental Fund	Debt Service Fund	Total
Revenues						
Sales Tax-MSI	1,439,000	142,461,000	-	-	-	143,900,000
Sales Tax-LTF	-	83,771,793	-	-	-	83,771,793
Intergovernmental	-	410,178,452	50,523,822	5,413,635	-	466,115,909
Charges for Services	564,809	-	-	12,000	-	576,809
Special Assessments	-	-	-	257,539	-	257,539
Investment Earnings	97,350	4,528,750	140,600	62,200	-	4,828,900
Miscellaneous	-	-	12,136,525	229,190	-	12,365,715
Total Revenues	<u>2,101,159</u>	<u>640,939,995</u>	<u>62,800,947</u>	<u>5,974,564</u>	<u>-</u>	<u>711,816,665</u>
Expenditures						
General Government	11,303,436	1,283,408	-	910,923	-	13,497,767
Environment and Energy Conservation	-	549,283	1,120,000	359,616	-	2,028,899
Commuter and Motorist Assistance	-	1,908,380	497,399	4,150,579	-	6,556,358
Regional and Subregional Planning	1,069,939	1,576,487	275,000	821,718	-	3,743,144
Transit	38,447,195	272,778,785	19,021,144	3,106,542	-	333,353,666
Project Delivery	21,855	417,320,180	50,551,960	-	-	467,893,995
Fund Administration	776,248	118,372,181	302,128	-	-	119,450,557
Debt Service	-	-	-	-	13,043,300	13,043,300
Total Expenditures	<u>51,618,673</u>	<u>813,788,704</u>	<u>71,767,631</u>	<u>9,349,378</u>	<u>13,043,300</u>	<u>959,567,686</u>
Other Financing Sources						
Transfers in	48,255,647	22,020,715	6,395,799	-	17,736,300	94,408,461
Transfers out	(4,757,601)	(67,154,203)	(22,000,000)	(496,657)	-	(94,408,461)
Commercial Paper (Short Term Borrowing)	-	-	22,000,000	-	-	22,000,000
Total Other Financing Sources	<u>43,498,046</u>	<u>(45,133,488)</u>	<u>6,395,799</u>	<u>(496,657)</u>	<u>17,736,300</u>	<u>22,000,000</u>
Revenues Over (Under) Expenditures	<u>(6,019,468)</u>	<u>(217,982,197)</u>	<u>(2,570,885)</u>	<u>(3,871,471)</u>	<u>4,693,000</u>	<u>(225,751,021)</u>

Budget Summary by Fund

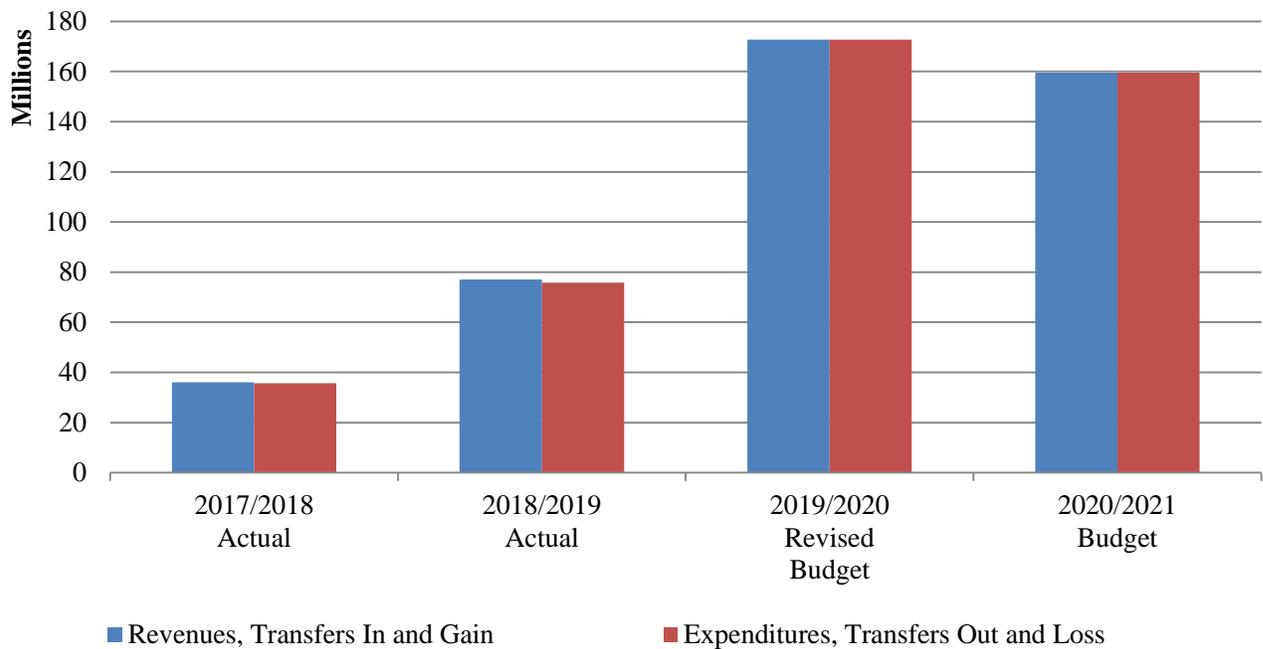
	2017/2018	2018/2019	2019/2020	2020/2021
	Actual	Actual	Revised Budget	Budget
General Fund				
Revenues				
Sales Tax-MSI	1,629,451	1,836,220	1,669,000	1,439,000
Intergovernmental	11,000	2,750	-	-
Charges for Services	671,639	721,564	594,214	564,809
Investment Earnings	157,435	704,768	49,000	97,350
Miscellaneous	201,554	1,150	-	-
Total Revenues	<u>2,671,079</u>	<u>3,266,452</u>	<u>2,312,214</u>	<u>2,101,159</u>
Expenditures				
General Government	2,195,109	8,410,604	10,550,711	11,303,436
Regional and Subregional Planning	885,590	623,264	1,212,025	1,069,939
Transit	33,764,373	20,774,649	34,701,880	38,447,195
Project Delivery	-	699	42,470	21,855
Fund Administration	456,785	381,794	563,615	776,248
Total Expenditures	<u>37,301,857</u>	<u>30,191,010</u>	<u>47,070,701</u>	<u>51,618,673</u>
Other Financing Sources				
Transfers in	35,706,756	32,974,160	43,912,932	48,255,647
Transfers out	<u>(2,834,017)</u>	<u>(4,030,384)</u>	<u>(2,192,585)</u>	<u>(4,757,601)</u>
Total Other Financing Sources	<u>32,872,739</u>	<u>28,943,776</u>	<u>41,720,347</u>	<u>43,498,046</u>
Revenues Over (Under) Expenditures	<u>(1,758,039)</u>	<u>2,019,218</u>	<u>(3,038,140)</u>	<u>(6,019,468)</u>



Note: Starting in Fiscal Year 2017/2018, Sales Tax Local Transportation Funds (LTF) revenue is all budgeted in the LTF Fund and a transfer is recorded to allocate the revenue for the amount allocated to SBCTA. 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.

Budget Summary by Fund

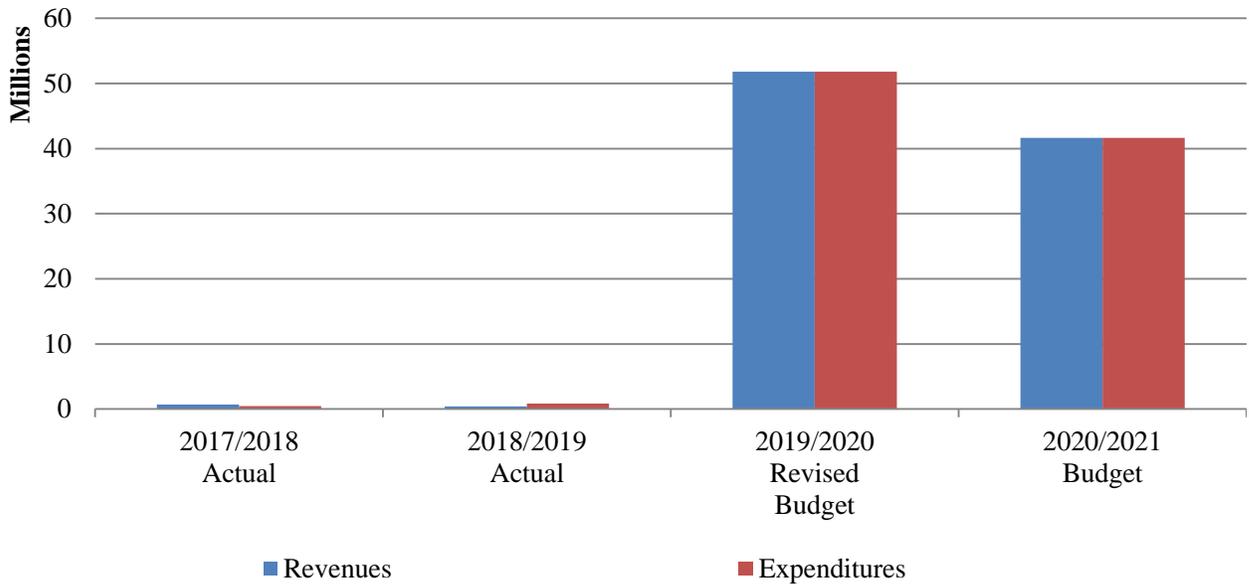
	2017/2018	2018/2019	2019/2020	2020/2021
	Actual	Actual	Revised Budget	Budget
Federal Highway Fund				
Revenues				
Intergovernmental	36,053,751	76,940,227	127,712,714	137,566,070
Investment Earnings	8,351	57,123	-	-
Total Revenues	36,062,102	76,997,350	127,712,714	137,566,070
Expenditures				
Commuter and Motorist Assistance	1,338,265	1,196,212	1,512,872	-
Transit	-	-	-	1,089,024
Project Delivery	35,869,225	74,786,418	171,199,842	158,477,046
Total Expenditures	37,207,490	75,982,630	172,712,714	159,566,070
Other Financing Sources				
Transfers in	-	613	45,000,000	22,000,000
Transfers out	(1,555,259)	(241,413)	-	-
Unrealized Gain (Loss)	(41,223)	-	-	-
Gain (Loss) on Land Held for Resale	800	-	-	-
Total Other Financing Sources	(1,595,682)	(240,800)	45,000,000	22,000,000
Revenues Over (Under) Expenditures	(2,741,070)	773,920	-	-



Note: Starting in Fiscal Year 2020/2021, Vanpool activity was transferred from Commuter and Motorist Assistance to the Transit Program.

Budget Summary by Fund

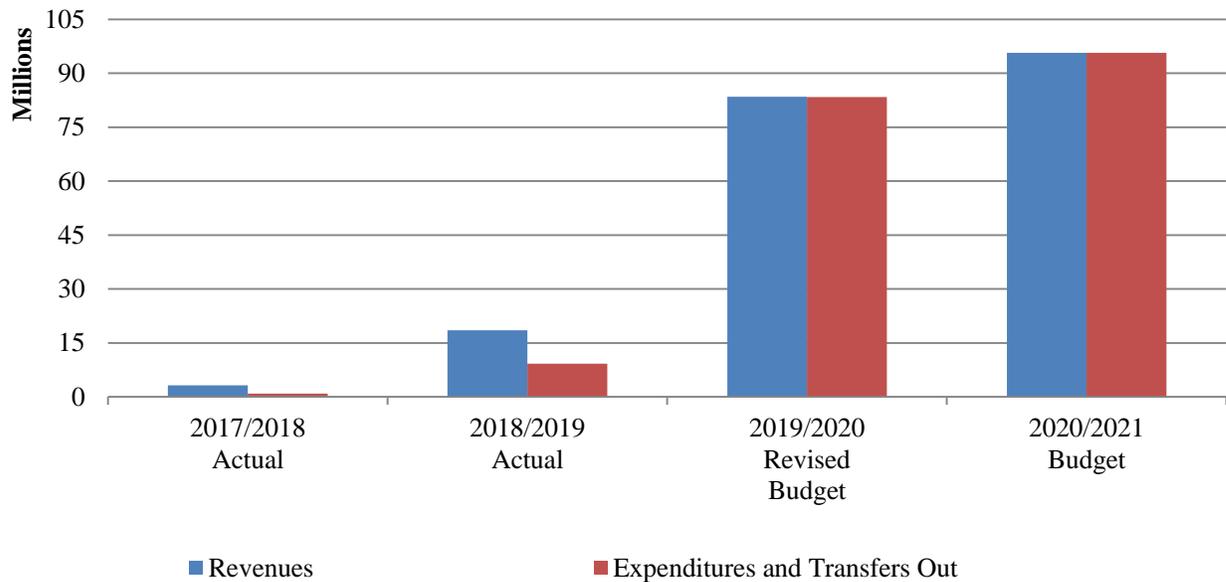
	2017/2018 Actual	2018/2019 Actual	2019/2020 Revised Budget	2020/2021 Budget
Federal Transit Administration Fund				
Revenues				
Intergovernmental	719,867	384,183	51,788,597	41,652,319
Total Revenues	<u>719,867</u>	<u>384,183</u>	<u>51,788,597</u>	<u>41,652,319</u>
Expenditures				
Commuter and Motorist Assistance	468,819	498,423	1,473,500	-
Transit	-	329,636	50,315,097	41,652,319
Total Expenditures	<u>468,819</u>	<u>828,059</u>	<u>51,788,597</u>	<u>41,652,319</u>
Revenues Over (Under) Expenditures	<u>251,048</u>	<u>(443,876)</u>	<u>-</u>	<u>-</u>



Note: Starting in Fiscal Year 2019/2020 Vanpool moved from Commuter and Motorist Assistance to the Transit Program.

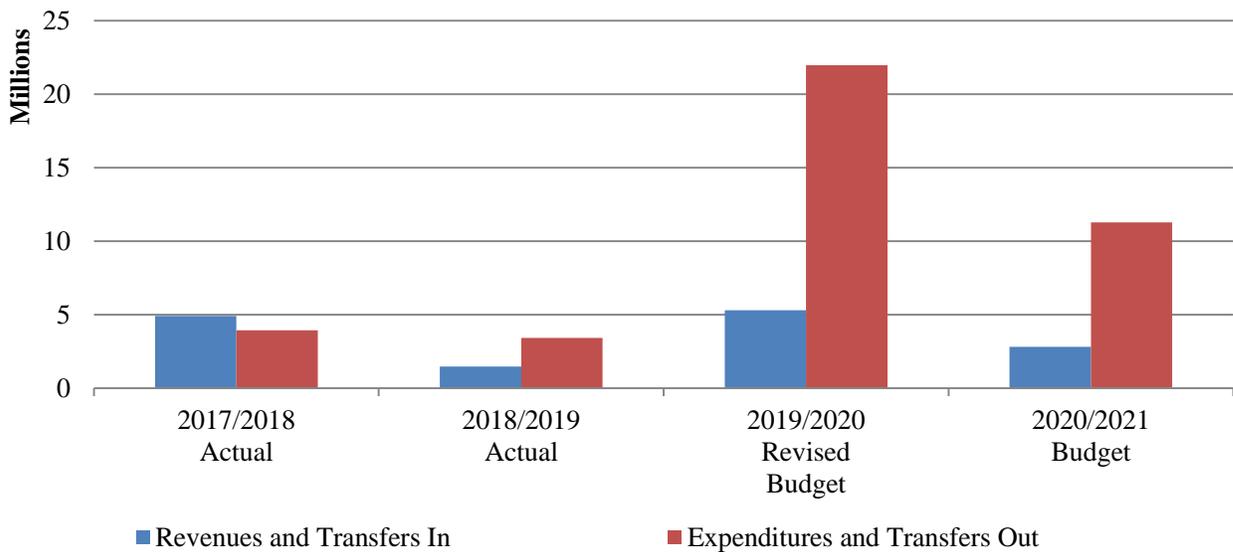
Budget Summary by Fund

	2017/2018 Actual	2018/2019 Actual	2019/2020 Revised Budget	2020/2021 Budget
State Highway Fund				
Revenues				
Intergovernmental	3,107,102	18,515,814	83,453,355	95,713,255
Investment Earnings	40,386	18,059	-	-
Total Revenues	<u>3,147,488</u>	<u>18,533,873</u>	<u>83,453,355</u>	<u>95,713,255</u>
Expenditures				
General Government	-	6,923	14,648	4,178
Regional and Subregional Planning	35,292	4,326	2,368	331,366
Transit	-	512,631	25,279,155	15,783,255
Project Delivery	1,126,699	8,101,030	57,539,200	78,862,000
Fund Administration	1,234,708	623,752	546,002	732,456
Total Expenditures	<u>2,396,699</u>	<u>9,248,662</u>	<u>83,381,373</u>	<u>95,713,255</u>
Other Financing Sources				
Transfers out	(1,497,766)	(5,975)	-	-
Total Other Financing Sources	<u>(1,497,766)</u>	<u>(5,975)</u>	<u>-</u>	<u>-</u>
Revenues Over (Under) Expenditures	<u>(746,977)</u>	<u>9,279,236</u>	<u>71,982</u>	<u>-</u>



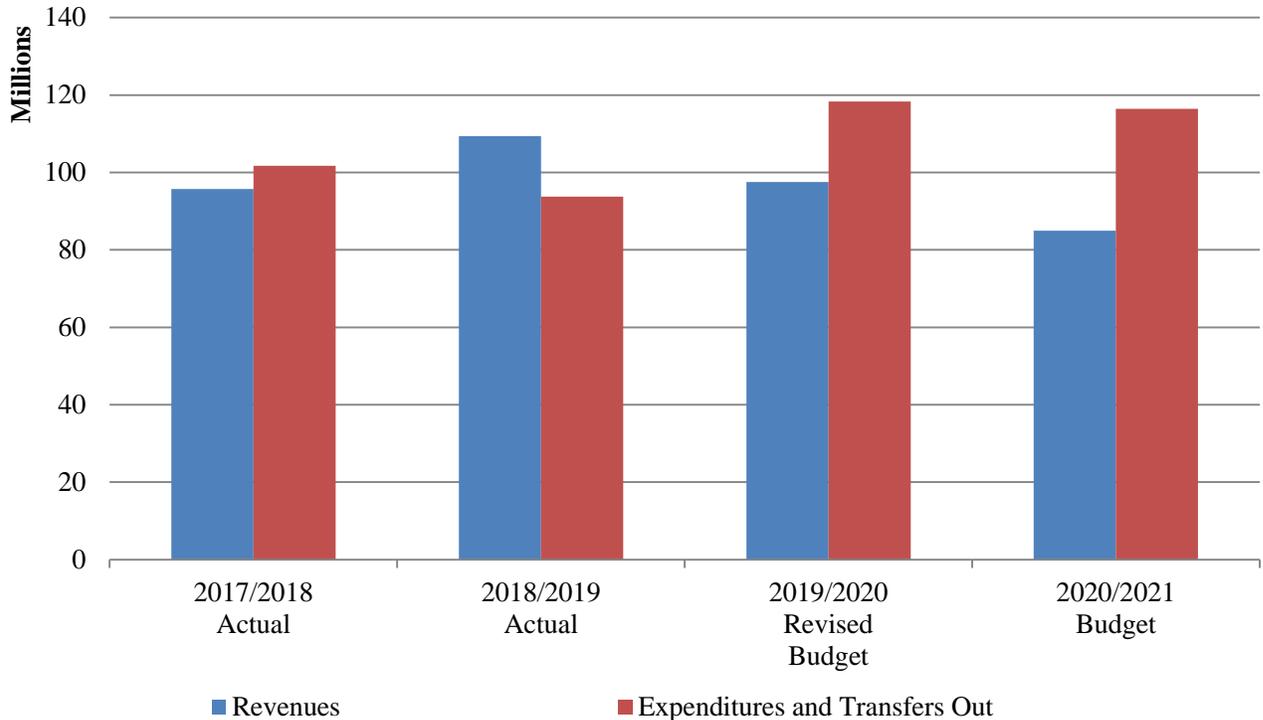
Budget Summary by Fund

	2017/2018	2018/2019	2019/2020	2020/2021
	Actual	Actual	Revised Budget	Budget
Proposition 1B Fund				
Revenues				
Intergovernmental	4,621,654	1,053,660	5,252,560	2,810,000
Investment Earnings	269,525	406,557	52,000	8,000
Total Revenues	4,891,179	1,460,217	5,304,560	2,818,000
Expenditures				
Transit	3,410,802	2,757,532	16,730,000	8,461,783
Project Delivery	531,592	767,748	5,252,560	2,810,000
Total Expenditures	3,942,394	3,525,280	21,982,560	11,271,783
Other Financing Sources				
Transfers in	11,471	360	-	-
Transfers out	(360)	(107,133)	-	-
Total Other Financing Sources	11,111	(106,773)	-	-
Revenues Over (Under) Expenditures	959,896	(2,171,836)	(16,678,000)	(8,453,783)



Budget Summary by Fund

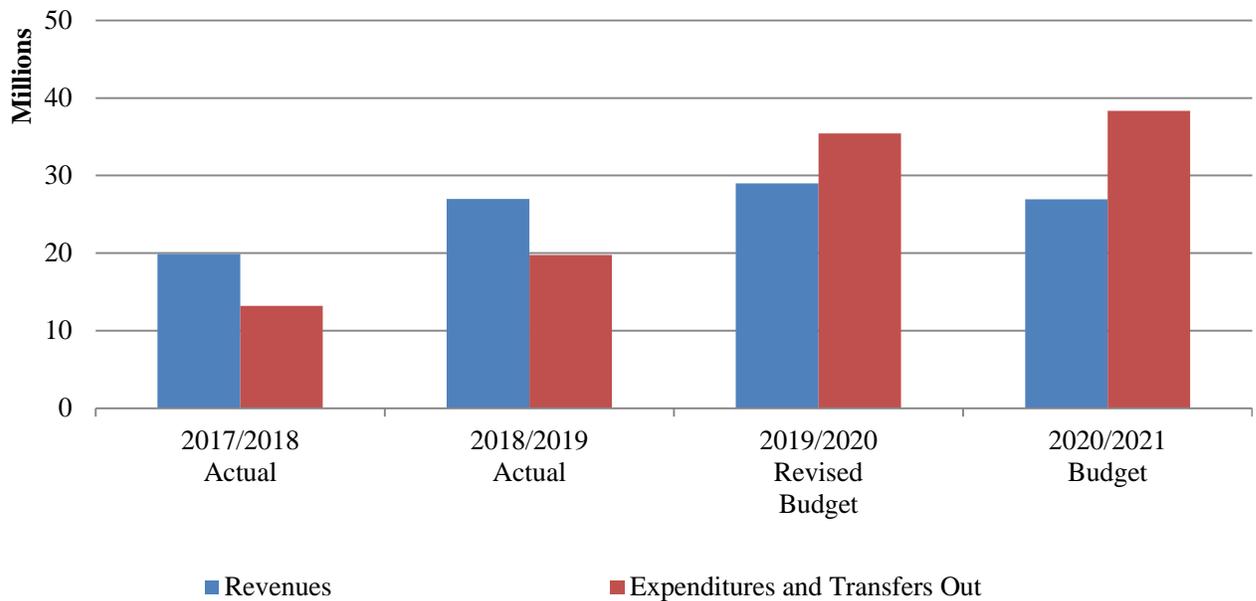
	2017/2018 Actual	2018/2019 Actual	2019/2020 Revised Budget	2020/2021 Budget
Local Transportation Fund				
Revenues				
Sales Tax-LTF	95,064,513	106,927,206	96,746,294	83,771,793
Investment Earnings	684,935	2,404,861	750,000	1,200,000
Total Revenues	<u>95,749,448</u>	<u>109,332,067</u>	<u>97,496,294</u>	<u>84,971,793</u>
Expenditures				
Transit	74,173,361	90,083,052	92,690,000	91,100,000
Total Expenditures	<u>74,173,361</u>	<u>90,083,052</u>	<u>92,690,000</u>	<u>91,100,000</u>
Other Financing Sources				
Transfers out	(27,508,269)	(3,652,903)	(25,602,300)	(25,334,420)
Total Other Financing Sources	<u>(27,508,269)</u>	<u>(3,652,903)</u>	<u>(25,602,300)</u>	<u>(25,334,420)</u>
Revenues Over (Under) Expenditures	<u>(5,932,182)</u>	<u>15,596,112</u>	<u>(20,796,006)</u>	<u>(31,462,627)</u>



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.

Budget Summary by Fund

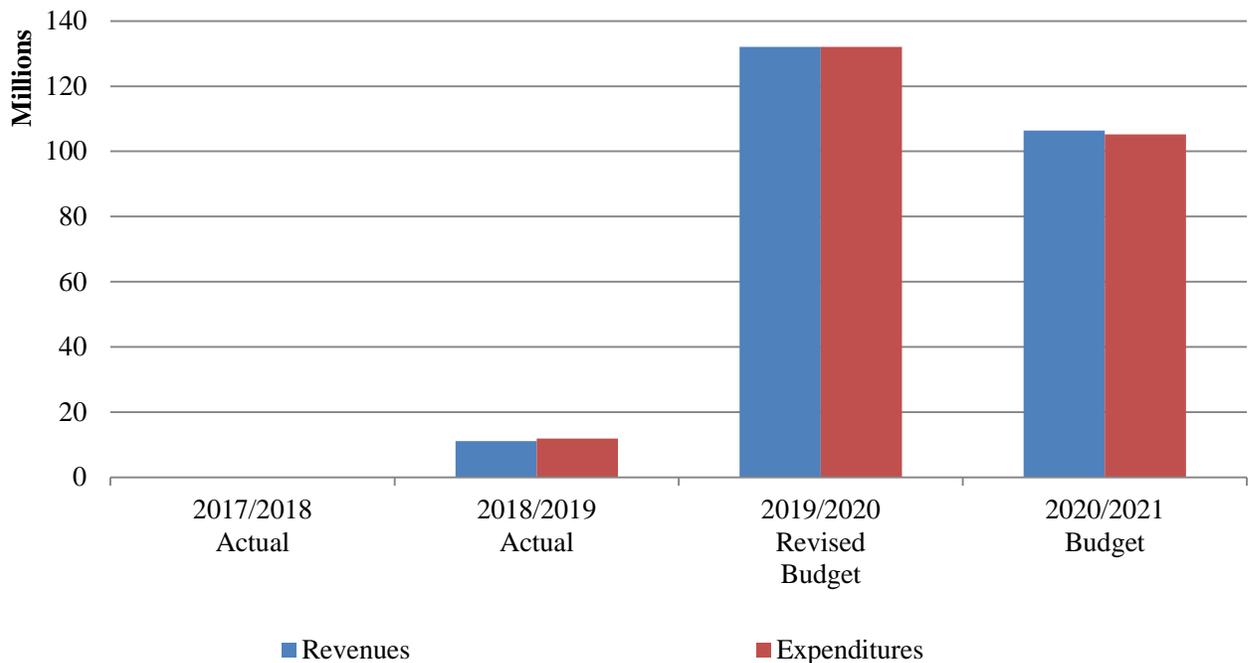
	2017/2018 Actual	2018/2019 Actual	2019/2020 Revised Budget	2020/2021 Budget
State Transit Assistance Fund				
Revenues				
Intergovernmental	19,380,881	24,985,877	28,521,026	26,091,386
Investment Earnings	508,427	1,995,368	453,000	845,000
Total Revenues	<u>19,889,308</u>	<u>26,981,245</u>	<u>28,974,026</u>	<u>26,936,386</u>
Expenditures				
Transit	5,169,443	19,760,673	24,550,148	22,480,112
Total Expenditures	<u>5,169,443</u>	<u>19,760,673</u>	<u>24,550,148</u>	<u>22,480,112</u>
Other Financing Sources				
Transfers out	(8,053,042)	-	(10,899,545)	(15,849,969)
Total Other Financing Sources	<u>(8,053,042)</u>	<u>-</u>	<u>(10,899,545)</u>	<u>(15,849,969)</u>
Revenues Over (Under) Expenditures	<u>6,666,823</u>	<u>7,220,572</u>	<u>(6,475,667)</u>	<u>(11,393,695)</u>



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.

Budget Summary by Fund

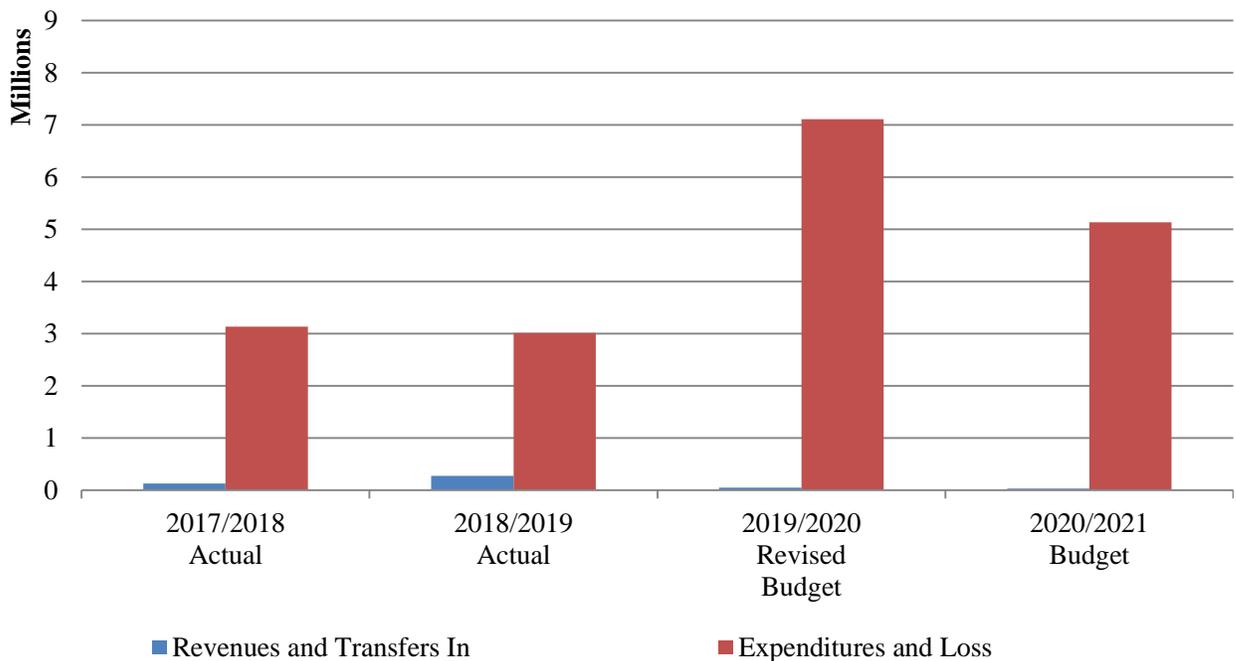
	2017/2018 Actual	2018/2019 Actual	2019/2020 Revised Budget	2020/2021 Budget
Senate Bill 1 Fund				
Revenues				
Intergovernmental	-	11,136,790	132,073,070	106,345,422
Total Revenues	-	11,136,790	132,073,070	106,345,422
Expenditures				
Commuter and Motorist Assistance	-	227,843	1,555,509	996,271
Regional and Subregional Planning	-	300,991	400,000	-
Transit	-	104,859	56,988,577	31,803,855
Project Delivery	-	11,237,530	73,128,984	72,445,000
Total Expenditures	-	11,871,223	132,073,070	105,245,126
Revenues Over (Under) Expenditures	-	(734,433)	-	1,100,296



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.

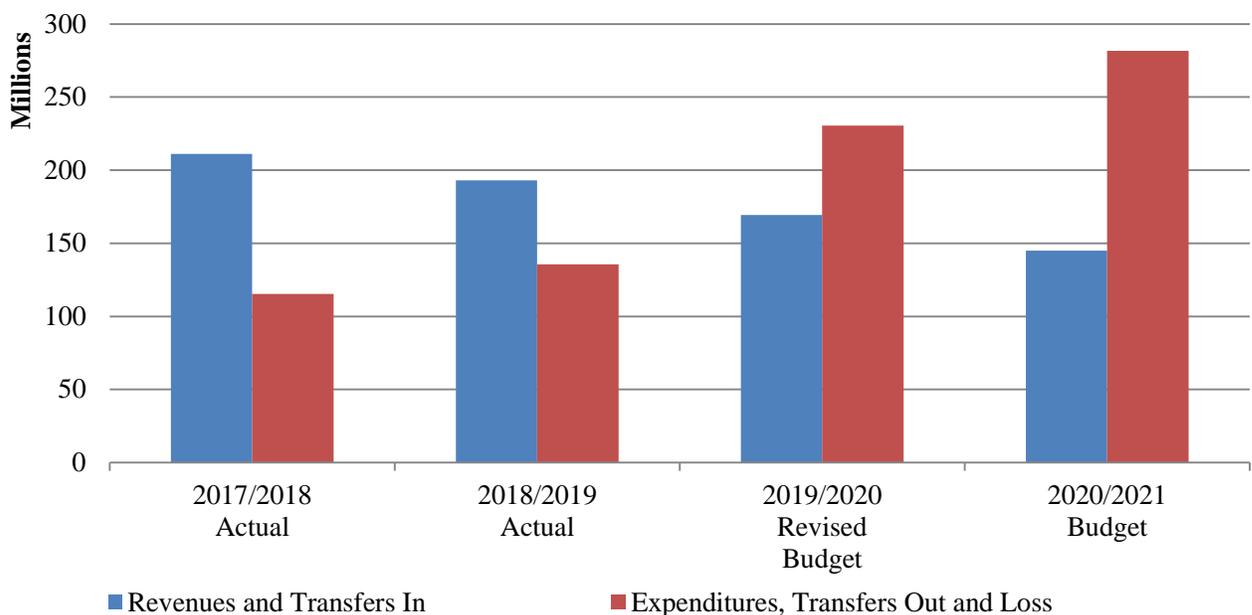
Budget Summary by Fund

	2017/2018	2018/2019	2019/2020	2020/2021
	Actual	Actual	Revised Budget	Budget
Measure I 1990-2010 Fund				
Revenues				
Investment Earnings	87,418	274,900	50,000	30,000
Total Revenues	87,418	274,900	50,000	30,000
Expenditures				
Environment and Energy Conservation	-	1,082	295,000	335,000
Commuter and Motorist Assistance	-	72,675	1,100,000	200,000
Project Delivery	3,133,787	2,942,928	5,716,092	4,601,146
Total Expenditures	3,133,787	3,016,685	7,111,092	5,136,146
Other Financing Sources				
Transfers in	43,544	-	-	-
Unrealized Gain (Loss)	(7,095)	-	-	-
Gain (Loss) on Land Held for Resale	(27)	(1,544)	-	-
Total Other Financing Sources	36,422	(1,544)	-	-
Revenues Over (Under) Expenditures	(3,009,947)	(2,743,329)	(7,061,092)	(5,106,146)



Budget Summary by Fund

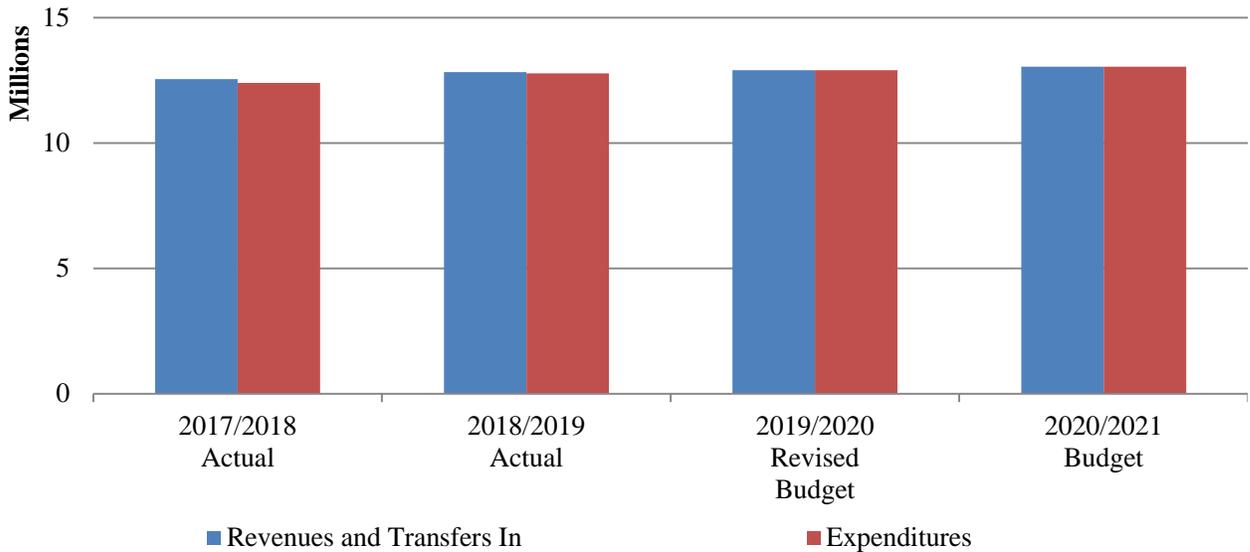
	2017/2018 Actual	2018/2019 Actual	2019/2020 Revised Budget	2020/2021 Budget
Measure I 2010-2040 Fund				
Revenues				
Sales Tax-MSI	161,315,622	181,785,773	165,231,000	142,461,000
Investment Earnings	2,479,173	10,000,447	4,062,300	2,445,750
Total Revenues	<u>163,794,795</u>	<u>191,786,220</u>	<u>169,293,300</u>	<u>144,906,750</u>
Expenditures				
General Government	546,188	738,220	1,164,851	1,279,230
Environment and Energy Conservation	272,446	189,133	252,573	214,283
Commuter and Motorist Assistance	577,938	469,763	1,760,729	712,109
Regional and Subregional Planning	1,055,426	472,557	1,022,010	1,245,121
Transit	25,883,946	21,998,326	28,786,549	60,408,437
Project Delivery	32,757,105	52,261,350	108,812,903	100,124,988
Fund Administration	54,373,998	59,571,278	88,768,120	117,639,725
Total Expenditures	<u>115,467,047</u>	<u>135,700,627</u>	<u>230,567,735</u>	<u>281,623,893</u>
Other Financing Sources				
Transfers in	47,266,845	1,288,671	-	20,715
Transfers out	(37,004,798)	(17,728,811)	(37,053,642)	(25,969,814)
Gain (Loss) on Land Held for Resale	(120,225)	60,137	-	-
Total Other Financing Sources	<u>10,141,822</u>	<u>(16,380,003)</u>	<u>(37,053,642)</u>	<u>(25,949,099)</u>
Revenues Over (Under) Expenditures	<u>58,469,570</u>	<u>39,705,590</u>	<u>(98,328,077)</u>	<u>(162,666,242)</u>



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

Budget Summary by Fund

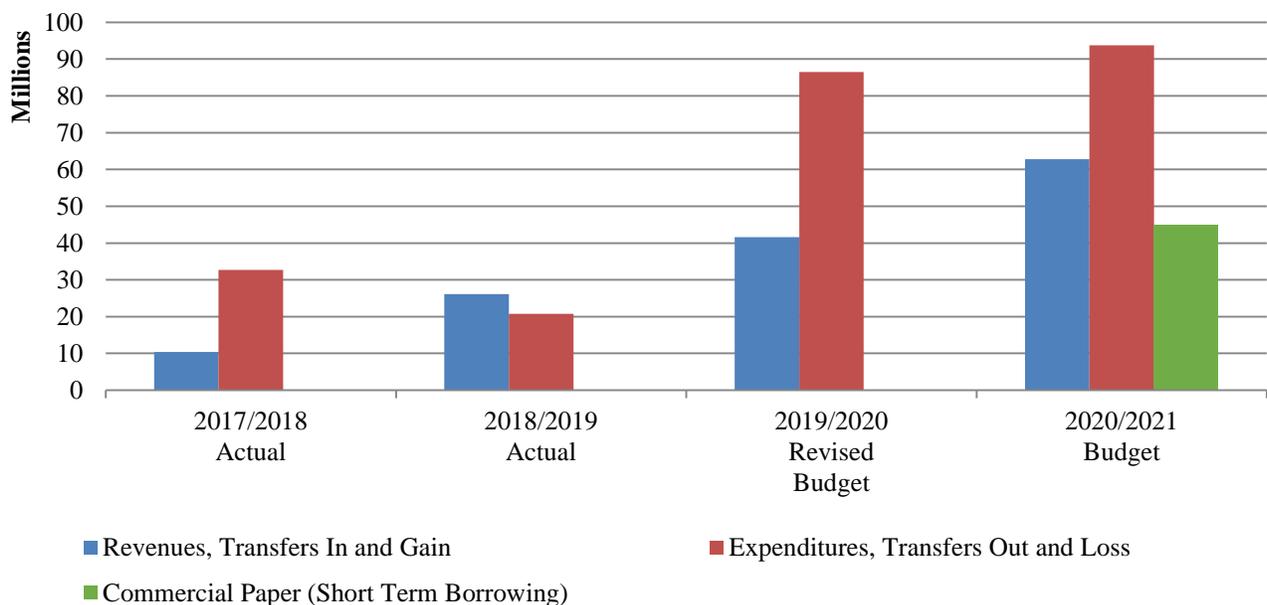
	2017/2018 Actual	2018/2019 Actual	2019/2020 Revised Budget	2020/2021 Budget
Debt Service Fund				
Revenues				
Investment Earnings	4,260	2,515	-	-
Total Revenues	4,260	2,515	-	-
Expenditures				
Debt Service	12,391,801	12,774,651	12,905,255	13,043,300
Total Expenditures	12,391,801	12,774,651	12,905,255	13,043,300
Other Financing Sources				
Transfers in	12,546,944	12,831,130	12,905,255	13,043,300
Total Other Financing Sources	12,546,944	12,831,130	12,905,255	13,043,300
Revenues Over (Under) Expenditures	159,403	58,994	-	-



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

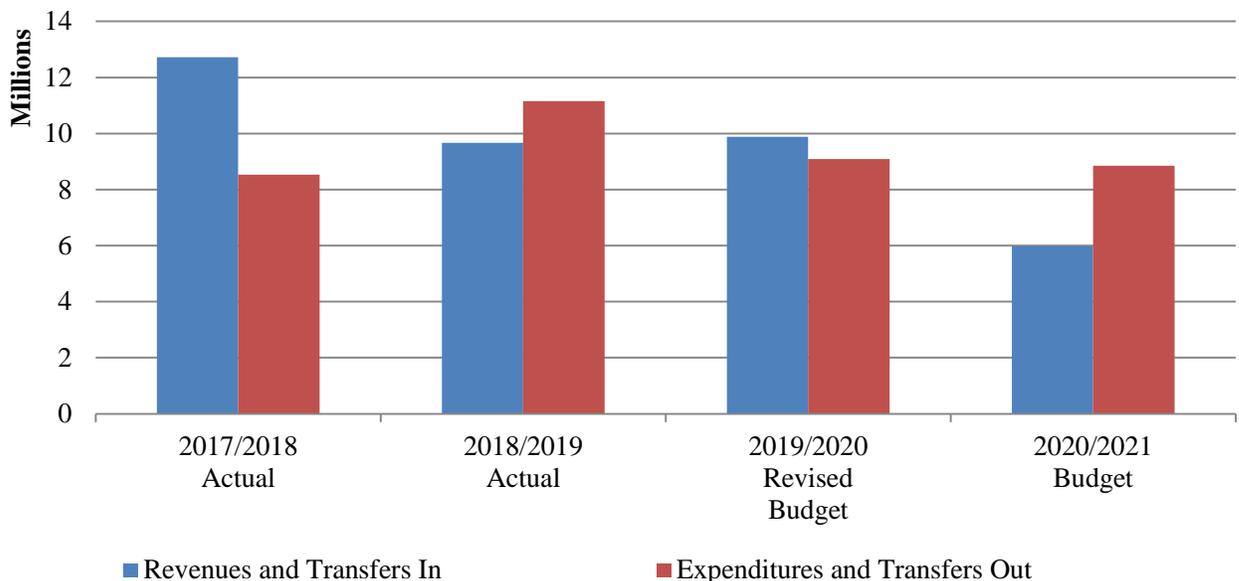
Budget Summary by Fund

	2017/2018	2018/2019	2019/2020	2020/2021
	Actual	Actual	Revised Budget	Budget
Capital Projects Fund				
Revenues				
Intergovernmental	8,589,315	24,029,722	27,044,034	50,523,822
Investment Earnings	755,062	806,622	118,000	140,600
Miscellaneous	1,001,393	612,883	14,471,029	12,136,525
Total Revenues	<u>10,345,770</u>	<u>25,449,227</u>	<u>41,633,063</u>	<u>62,800,947</u>
Expenditures				
Environment and Energy Conservation	440,917	391,613	1,200,000	1,120,000
Commuter and Motorist Assistance	-	40,941	497,399	497,399
Regional and Subregional Planning	106,557	66,772	300,000	275,000
Transit	1,692,843	2,108,207	2,784,097	19,021,144
Project Delivery	3,544,433	16,834,051	36,733,567	50,551,960
Fund Administration	137,058	-	-	302,128
Total Expenditures	<u>5,921,808</u>	<u>19,441,584</u>	<u>41,515,063</u>	<u>71,767,631</u>
Other Financing Sources				
Transfer In	6,786,446	641,024	-	11,088,799
Transfers Out	(26,707,395)	(1,359,815)	(45,000,000)	(22,000,000)
Unrealized Gain (Loss)	(27,181)	-	-	-
Gain (Loss) on Land Held for Resale	227	-	-	-
Commercial Paper (Short Term Borrowing)	-	-	45,000,000	22,000,000
Total Other Financing Sources	<u>(19,947,903)</u>	<u>(718,791)</u>	<u>-</u>	<u>11,088,799</u>
Revenues Over (Under) Expenditures	<u>(15,523,941)</u>	<u>5,288,852</u>	<u>118,000</u>	<u>2,122,115</u>



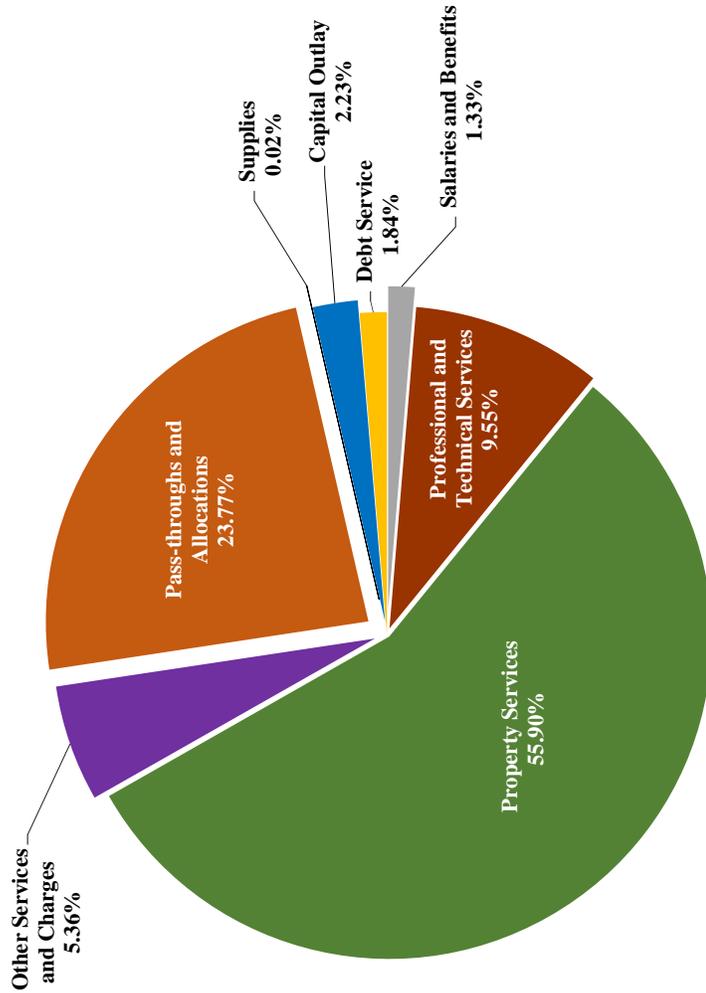
Budget Summary by Fund

	2017/2018	2018/2019	2019/2020	2020/2021
	Actual	Actual	Revised Budget	Budget
Nonmajor Governmental Fund				
Revenues				
Intergovernmental	9,393,249	9,001,701	9,253,373	5,413,635
Charges for Services	2,060	3,759	7,000	12,000
Special Assessments	200,187	248,545	253,143	257,539
Investment Earnings	55,103	229,829	97,800	62,200
Miscellaneous	274,950	138,749	268,560	229,190
Total Revenues	<u>9,925,549</u>	<u>9,622,583</u>	<u>9,879,876</u>	<u>5,974,564</u>
Expenditures				
General Government	929,223	541,461	1,363,095	910,923
Environment and Energy Conservation	3,341,306	4,778,405	2,001,213	359,616
Commuter and Motorist Assistance	3,317,529	3,631,957	3,951,566	4,150,579
Regional and Subregional Planning	755,882	402,308	571,769	821,718
Transit	-	1,402,771	881,826	3,106,542
Project Delivery	186,819	711,882	1,100,000	-
Total Expenditures	<u>8,530,759</u>	<u>11,468,784</u>	<u>9,869,469</u>	<u>9,349,378</u>
Other Financing Sources				
Transfers in	2,798,900	44,726	5,412	-
Transfers out	-	(307,726)	(783,662)	(496,657)
Total Other Financing Sources	<u>2,798,900</u>	<u>(263,000)</u>	<u>(778,250)</u>	<u>(496,657)</u>
Revenues Over (Under) Expenditures	<u>4,193,690</u>	<u>(2,109,201)</u>	<u>(767,843)</u>	<u>(3,871,471)</u>



Budget Summary by Major Object Expenditures

	Salaries and Benefits	Professional and Technical Services	Property Services*	Other Services and Charges	Pass-throughs and Allocations	Supplies	Capital Outlay	Debt Service	Total
General Government	6,530,226	3,954,253	1,264,098	967,230	-	172,400	609,560	-	13,497,767
Environment and Energy Conservation	224,877	1,600,222	450	160,875	-	2,475	40,000	-	2,028,899
Commuter and Motorist Assistance	333,997	5,177,941	625,720	390,750	-	7,950	20,000	-	6,556,358
Regional and Subregional Planning	1,018,777	1,596,557	-	1,124,160	-	1,650	2,000	-	3,743,144
Transit	1,338,220	39,312,264	116,823,791	44,891,538	110,200,000	17,550	20,770,303	-	333,353,666
Project Delivery	1,897,392	39,841,486	417,640,158	8,514,459**	-	500	-	-	467,893,995
Fund Administration	1,377,358	170,000	-	29,975	117,871,324	1,900	-	-	119,450,557
Debt Service	-	-	-	-	-	-	-	13,043,300	13,043,300
Total Expenditures	12,720,847	91,652,723	536,354,217	56,078,987	228,071,324	204,425	21,441,863	13,043,300	959,567,686



* Property Services include construction and right of way among other expenses (see pg 271-272 Object Category List for more detail)

** Other Services and Charges includes interest expense related to Commercial Paper (Short Term Borrowing).

Revenue Overview

Anticipated new revenue for Fiscal Year 2020/2021 is projected at \$711,816,665, in addition to other financing sources consisting of \$22 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. Since 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.

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.

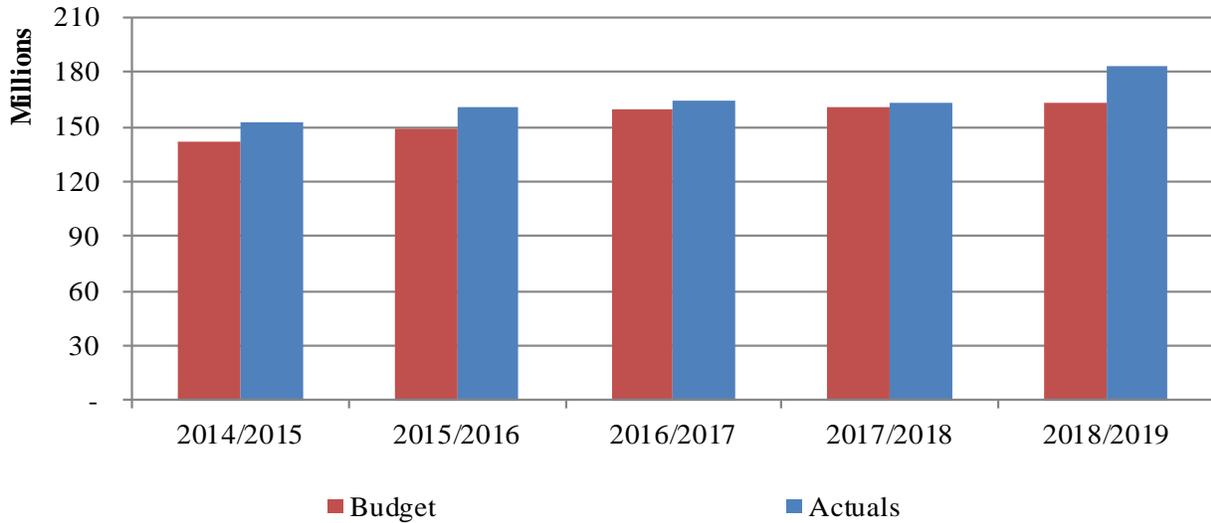
Measure I identifies six (6) separate subareas of the county for the purpose of revenue allocation: Colorado River, Morongo Basin, Mountain, North Desert, Victor Valley, and San Bernardino Valley. The San Bernardino Valley Subarea includes not only allocations for local jurisdictions, but also allocations 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 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. The projections provided by sales tax consultant includes decrease as a result of preliminary data related to the sudden economic decline due to the COVID-19 Pandemic. 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 (2) 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

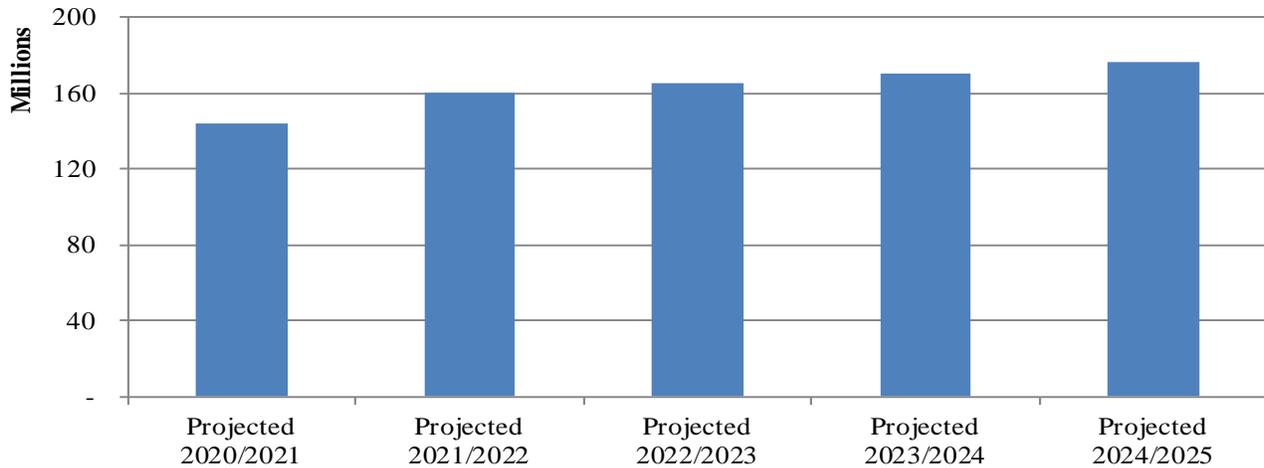
Measure I budget and actuals for prior five (5) fiscal years are presented in the graph below.

Budgeted vs. Actuals for Measure I Revenues



Measure I projections for the next five (5) fiscal years are presented in the graph below.

Projected for Measure I Revenues



SBCTA has opted to remain conservative in the budgeting of Measure I Sales Tax Revenue. The budget for Fiscal Year 2020/2021 Measure I collections are \$143.9 million which is the projection by SBCTA sales tax consultant. 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

	2017/2018 Actual	2018/2019 Actual	2019/2020 Revised Budget	2020/2021 Budget
Taxes				
Sales Tax-MSI	162,945,073	183,621,993	166,900,000	143,900,000
Sales Tax-LTF	<u>95,064,513</u>	<u>106,927,206</u>	<u>96,746,294</u>	<u>83,771,793</u>
Total Taxes	<u>258,009,586</u>	<u>290,549,199</u>	<u>263,646,294</u>	<u>227,671,793</u>
Intergovernmental				
Active Transportation Program-Federal	53,517	3,222,727	570,290	-
Active Transportation Program-State	159,840	-	-	-
Caltrans	-	40,941	497,399	497,399
Congestion Mitigation and Air Quality	4,163,073	30,616,184	45,631,692	33,671,024
Demonstration Priority Project	3,934,486	924,277	9,000	-
Federal ARRA	-	80,414	200,000	50,000
Federal Repurposed Earmarks	-	268,488	2,150,000	400,000
Federal Transit Administration	719,867	384,183	46,788,597	40,927,824
Freeway Service Patrol	1,713,371	2,010,769	1,881,886	2,359,317
Highway Bridge Program	856,653	3,004,848	34,601,667	59,128,438
Interstate Maintenance Discretionary	242,473	27,595	-	-
Low Carbon Transit Operations Program	1,930,574	400,000	1,000,000	-
Low Carbon Transportation Fund	2,759,190	4,021,687	1,133,500	-
Planning, Programming and Monitoring	1,270,000	634,999	635,000	1,068,000
Project National and Regional Significance	5,346,041	11,078,052	3,228,320	50,000
Public Trans Modern,Improveand and Svc Enhance	2,830,360	-	-	-
Regional Improvement Program	1,127,736	4,388,408	30,765,825	36,369,255
Road Repair and Accountability-SB1	-	11,136,790	132,073,070	106,345,422
SB Municipal Water Dept	101,592	1,461,096	-	243,502
SCAQMD/MSRC	901,154	483,155	2,805,596	554,993
State Ab118 Program	10,210	23,397	125,000	-
State Development Act	16,005,869	32,827,624	25,033,530	22,492,981
State Highway Oper and Protection Program	709,366	3,340,558	38,081,000	46,817,000
State of Good Repair (SGR) - Pass-through	3,375,012	3,402,581	3,487,496	3,598,405
State Wildlife Conservation Board	-	-	-	400,000
Surface Transportation Program	21,457,508	27,798,056	41,521,745	44,316,608
Trade Corridor Improvement	389,509	1,053,660	5,252,560	2,810,000
Traffic Congestion Relief Program	-	9,718,549	-	-
Transit and Intercity Rail Capital Program	-	433,300	13,971,530	11,459,000
Transit Sys Safety Sec Disaster Recovery	1,401,785	-	-	-
Transport Invest Generate Econ Recovery	-	-	5,000,000	724,495
Vehicle Registration Fees	1,858,814	1,912,899	1,850,000	1,900,000
Chino	803,973	540,916	6,919,054	8,571,008
Colton	122,569	47,584	118,548	120,556
Fontana	432,207	826,599	293,031	80,981
Hesperia	-	1,878,990	-	-
Highland	54,566	228,192	6,143,741	4,717,967
Loma Linda	334,720	722,067	-	-
Montclair	2,610,871	4,045,821	4,596,789	2,913,839
Ontario	639,574	3,098,622	3,870,121	13,463,806
Rancho Cucamonga	1,072,198	6,132,238	29,220	73,423
Redlands	257,135	614,490	1,186,995	2,823,121
Rialto	102,059	86,584	-	-

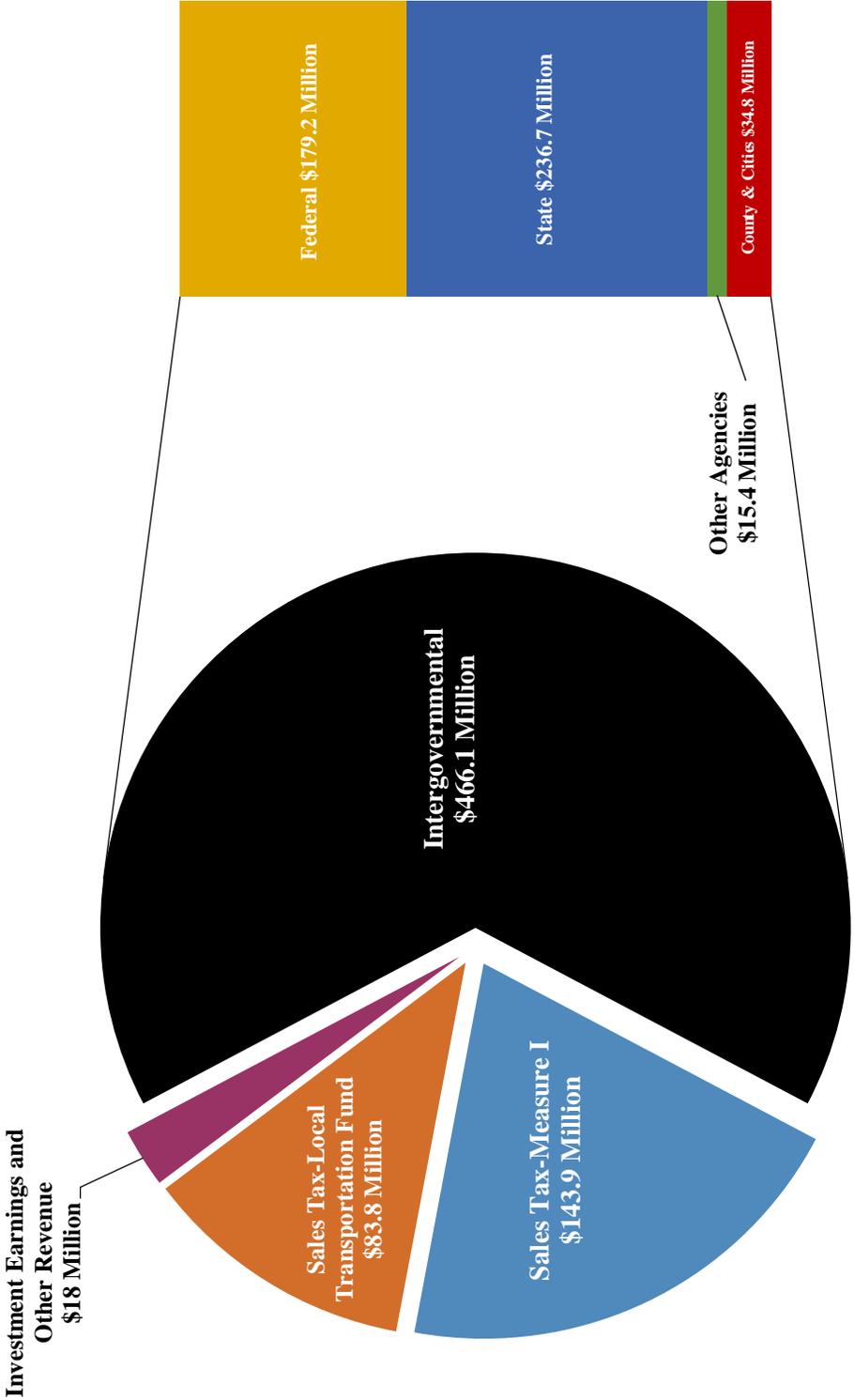
Estimated Revenue Summary

	2017/2018 Actual	2018/2019 Actual	2019/2020 Revised Budget	2020/2021 Budget
San Bernardino	613,728	698,206	833,546	413,780
San Bernardino County	163,563	158,879	245,000	152,686
Upland	12,029	880,460	2,010,590	1,439,344
Victorville	999,999	2,500,000	-	-
CONFIRE	-	-	62,465	-
Inland Valley Development Agency	11,209	-	-	-
Metro Transportation Authority	268,323	7,331	200,000	83,435
Other Governmental Units	-	-	-	2,408,795
Omnitrans	-	-	-	12,400,450
Orange Co. Transportation Authority	42,983	48,750	106,150	85,593
Rancho Cucamonga Fire Protection District	2,921	1,770	27,145	-
Riverside Co. Transportation Commission	10,843	16,646	-	137,777
San Bernardino County Call Box	428	444	2,810	3,501
San Bernardino County Forest Service	2,921	1,770	58,821	21,325
SCAG	-	40,436	100,000	20,859
VVTA	-	23,020	-	-
Total Intergovernmental	<u>81,876,819</u>	<u>177,295,052</u>	<u>465,098,729</u>	<u>466,115,909</u>
Charges For Services				
Administration Fee	17,830	30,620	-	-
Application Fee	22,300	42,370	-	-
Modeling Fees	5,100	1,700	-	-
Property Rental Fees	217,491	435,495	280,097	314,809
Rail Asset General Revenue	-	-	302,117	238,000
Rail Asset Lease Revenue	374,247	197,879	-	-
Rental Fee - San Bernardino Metrolink EV Station	-	-	2,400	5,000
Rental Fee - Santa Fe Depot EV Station	2,060	3,759	1,900	-
Rental Fee - SBTC EV Station	-	-	2,700	7,000
Use Fee - Lease Fees/Rents	22,671	-	-	-
Use Fee - Surface Uses	-	1,500	-	-
AMTRAK	12,000	12,000	12,000	12,000
Total Charges For Services	<u>673,699</u>	<u>725,323</u>	<u>601,214</u>	<u>576,809</u>
Special Assessments				
General Assessment Dues	200,187	248,545	253,143	257,539
Total Special Assessments	<u>200,187</u>	<u>248,545</u>	<u>253,143</u>	<u>257,539</u>
Investment Earnings				
Investment Earnings	5,050,075	16,901,048	5,632,100	4,828,900
Total Investment Earnings	<u>5,050,075</u>	<u>16,901,048</u>	<u>5,632,100</u>	<u>4,828,900</u>
Miscellaneous				
BNSF	-	100,000	10,138,333	8,051,609
Callbox Knockdown Recovery	7,290	1,208	-	-
CALNEV Pipeline	-	2,038	-	42,310
Esri	114,092	30,920	1,318,214	3,049,362
Fees for PACE Program	191,061	28,000	-	135,000
IEHP	-	-	25,000	-

Estimated Revenue Summary

	2017/2018 Actual	2018/2019 Actual	2019/2020 Revised Budget	2020/2021 Budget
LAFCO	33,794	33,793	-	-
Level 3 Communication	-	-	-	58,770
MARTA	23,894	50,568	-	-
Other Miscellaneous Revenues	201,554	1,150	-	-
Ryder	440,917	391,613	1,200,000	934,474
SM Logistics Rialto LLC	-	13,099	-	-
Southern California Edison	22,706	43,880	121,905	-
Southern California Gas Co.	20,099	31,868	121,655	94,190
University Of Redlands	31,913	24,645	1,393,882	-
UPRR	-	-	420,600	-
West Valley Water District	288,985	-	-	-
Total Miscellaneous	<u>1,376,305</u>	<u>752,782</u>	<u>14,739,589</u>	<u>12,365,715</u>
Other Financing Sources				
Transfers in	105,160,906	18,763,900	101,823,599	94,408,461
Unrealized Gain (Loss)	-	-	-	-
Gain (Loss) on Land Held for Resale	-	82,084	-	-
Commercial Paper (Short Term Borrowing)	-	-	45,000,000	22,000,000
Total Other Financing Sources	<u>105,160,906</u>	<u>18,845,984</u>	<u>146,823,599</u>	<u>116,408,461</u>
Total Revenues and Other Financing Sources	<u><u>452,347,577</u></u>	<u><u>505,317,933</u></u>	<u><u>896,794,668</u></u>	<u><u>828,225,126</u></u>

Estimated New Revenues of \$711.8 Million Fiscal Year 2020/2021



**Sales Tax Measure I
Revenue Summary**

	2017/2018 Actual	2018/2019 Actual	2019/2020 Revised Budget	2020/2021 Budget
Measure I Administration				
Administration	<u>1,629,451</u>	<u>1,836,220</u>	<u>1,669,000</u>	<u>1,439,000</u>
Total Measure I Administration	<u>1,629,451</u>	<u>1,836,220</u>	<u>1,669,000</u>	<u>1,439,000</u>
Measure I Valley				
Freeway Projects	38,287,243	43,063,434	39,477,400	33,800,100
Fwy Interchange	14,522,747	16,334,406	14,974,200	12,820,700
Major Street	26,404,995	29,698,920	26,204,833	19,813,900
Local Street	26,404,995	29,698,920	27,225,800	23,310,400
Metrolink/Rail Service	10,561,998	11,879,568	10,890,300	9,324,200
Express Bus/Bus Rapid Trans	2,640,500	2,969,892	3,743,567	5,827,600
Senior/Disabled	10,561,998	11,879,568	10,890,300	9,324,200
Traffic Mgmt Sys	<u>2,640,500</u>	<u>2,969,892</u>	<u>2,722,600</u>	<u>2,331,000</u>
Total Measure I Valley	<u>132,024,976</u>	<u>148,494,600</u>	<u>136,129,000</u>	<u>116,552,100</u>
Measure I Victor Valley				
Major Local Hwy	4,091,500	4,680,318	4,116,750	3,667,600
Local Street	10,909,716	12,636,859	11,094,600	9,829,100
Senior/Disabled	1,037,466	1,029,670	926,300	880,200
Traffic Mgmt Sys	<u>327,320</u>	<u>374,425</u>	<u>329,340</u>	<u>293,400</u>
Total Measure I Victor Valley	<u>16,366,002</u>	<u>18,721,272</u>	<u>16,466,990</u>	<u>14,670,300</u>
Measure I North Desert				
Major Local Hwy	1,009,240	1,098,312	1,024,700	818,000
Local Street	2,745,133	2,987,407	2,787,000	2,224,900
Senior/Disabled	201,848	219,662	204,900	163,600
Traffic Mgmt Sys	<u>80,739</u>	<u>87,865</u>	<u>82,000</u>	<u>65,400</u>
Total Measure I North Desert	<u>4,036,960</u>	<u>4,393,246</u>	<u>4,098,600</u>	<u>3,271,900</u>
Measure I Colorado River				
Major Local Hwy	55,757	70,886	50,500	58,300
Local Street	151,659	192,810	137,300	158,700
Senior/Disabled	11,151	14,177	10,100	11,700
Traffic Mgmt Sys	<u>4,461</u>	<u>5,671</u>	<u>4,000</u>	<u>4,700</u>
Total Measure I Colorado River	<u>223,028</u>	<u>283,544</u>	<u>201,900</u>	<u>233,400</u>
Measure I Morongo Basin				
Major Local Hwy	555,272	631,772	521,600	463,900
Local Street	1,510,339	1,718,419	1,418,800	1,261,700
Senior/Disabled	111,054	126,354	104,300	92,800
Traffic Mgmt Sys	<u>44,422</u>	<u>50,542</u>	<u>41,700</u>	<u>37,100</u>
Total Measure I Morongo Basin	<u>2,221,087</u>	<u>2,527,087</u>	<u>2,086,400</u>	<u>1,855,500</u>
Measure I Mountain				
Major Local Hwy	463,539	548,600	382,200	454,800
Local Street	1,260,827	1,492,191	1,039,500	1,237,200
Senior/Disabled	92,708	109,720	76,400	91,000
Traffic Mgmt Sys	<u>37,083</u>	<u>43,888</u>	<u>30,600</u>	<u>36,400</u>
Total Measure I Mountain	<u>1,854,157</u>	<u>2,194,399</u>	<u>1,528,700</u>	<u>1,819,400</u>
Measure I Cajon Pass				
Cajon Pass	<u>4,589,412</u>	<u>5,171,625</u>	<u>4,719,410</u>	<u>4,058,400</u>
Total Measure I Cajon Pass	<u>4,589,412</u>	<u>5,171,625</u>	<u>4,719,410</u>	<u>4,058,400</u>
Total Sales Tax Measure I	<u>162,945,073</u>	<u>183,621,993</u>	<u>166,900,000</u>	<u>143,900,000</u>

Reserves
Fiscal Year 2020/2021

Measure I 2010-2040 Funds

Valley:

Freeway	6,760,020
Interchange	2,564,140
Major Street - Grade Separation	792,556
Major Street - Arterials	3,170,224
Metrolink/Rail	1,864,840
Express Bus/Bus Rapid Transit	1,165,520
Traffic Management	466,200
Total Valley	<u>16,783,500</u>

Mountain/Desert:

Major Local Highway	
Victor Valley	733,520
North Desert	163,600
Colorado River	11,660
Morongo Basin	92,780
Mountain	90,960
Total Mountain/Desert	<u>1,092,520</u>
Total Reserves for Measure I Funds	<u>17,876,020</u>

The Measure I Strategic Plan, Policy No. 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

Local Transportation Fund	17,641,318
State Transit Assistance Fund	1,900,402
Total Reserves for Transportation Development Act Funds	<u>19,541,720</u>

Policy No. 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 and any additional reserves approved by Board.

Indirect Cost Fund (General Fund)

Emergencies	500,000
Capital Projects	919,902
Total Reserve for Indirect Cost Fund	<u>1,419,902</u>
Total Reserves	<u>38,837,642</u>

Policy No. 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 SBCTA Fiscal Year 2020/2021 budget is organized into eight (8) distinct program areas with budget requirements of \$959,567,686. Within these eight (8) program areas, thirty-eight (38) specific tasks and 132 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 2020/2021 budget. The Fiscal Year 2020/2021 budget request includes prior year Board approved appropriations to be expended in Fiscal Year 2020/2021.

Budget Summary by Program Expenditures

	2017-2018	2018-2019	2019-2020		
	Actuals	Actuals	Revised	2020-2021	Percent
			Budget	Budget	Budget
					Change
General Government	3,670,520	9,697,208	13,093,305	13,497,767	3.09%
Environment and Energy Conservation	4,054,669	5,360,233	3,748,786	2,028,899	-45.88%
Commuter and Motorist Assistance	5,702,551	6,137,814	11,851,575	6,556,358	-44.68%
Regional and Subregional Planning	2,838,747	1,870,218	3,508,172	3,743,144	6.70%
Transit	144,094,768	169,576,311	333,707,329	333,353,666	-0.11%
Project Delivery	77,149,660	167,643,636	459,525,618	467,893,995	1.82%
Fund Administration	56,202,549	60,576,824	89,877,737	119,450,557	32.90%
Debt Service	12,391,801	12,774,651	12,905,255	13,043,300	1.07%
Total Expenditures	<u>306,105,265</u>	<u>433,636,895</u>	<u>928,217,777</u>	<u>959,567,686</u>	

It should be noted that 96 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 increased due to increase in labor costs charged to indirect fund, professional services for consolidation study and to analyze enterprise resource and financial system, and capital and technology improvements.
- Budgeted expenditures for the Environment and Energy Conservation Program decreased due to the complete drawdown of a grant from the California Air Resources Board (CARB) for the Multi-class heavy duty zero-emission yard.
- Reduction of Freeway Services Patrol (FSP) services in the Commuter and Motorist Assistance Program is a result of not needing to purchase a new set of digital radios and cost savings due to Caltrans no longer charging SBCTA for salary for 1.5 CHP officers since the cost is funded with Senate Bill 1 (SB1) funds. Budget for the call box system decreased as the latest digital technology upgrade was completed in Fiscal Year 2019/2020.
- Budgeted expenditures in the Regional and Subregional Planning Program increased due to funding for State Route 18/138 Corridor Study which is being jointly conducted and funded with Los Angeles County Metropolitan Transportation Authority (LACMTA).
- Budgeted expenditures for the Transit Program increased primarily due to construction of the Redlands Passenger Rail Project, development of the zero-emission multiple unit vehicles, implementation of the West Valley Connector Phase I, and the Rail Access Analysis Study for the Ontario International Airport.

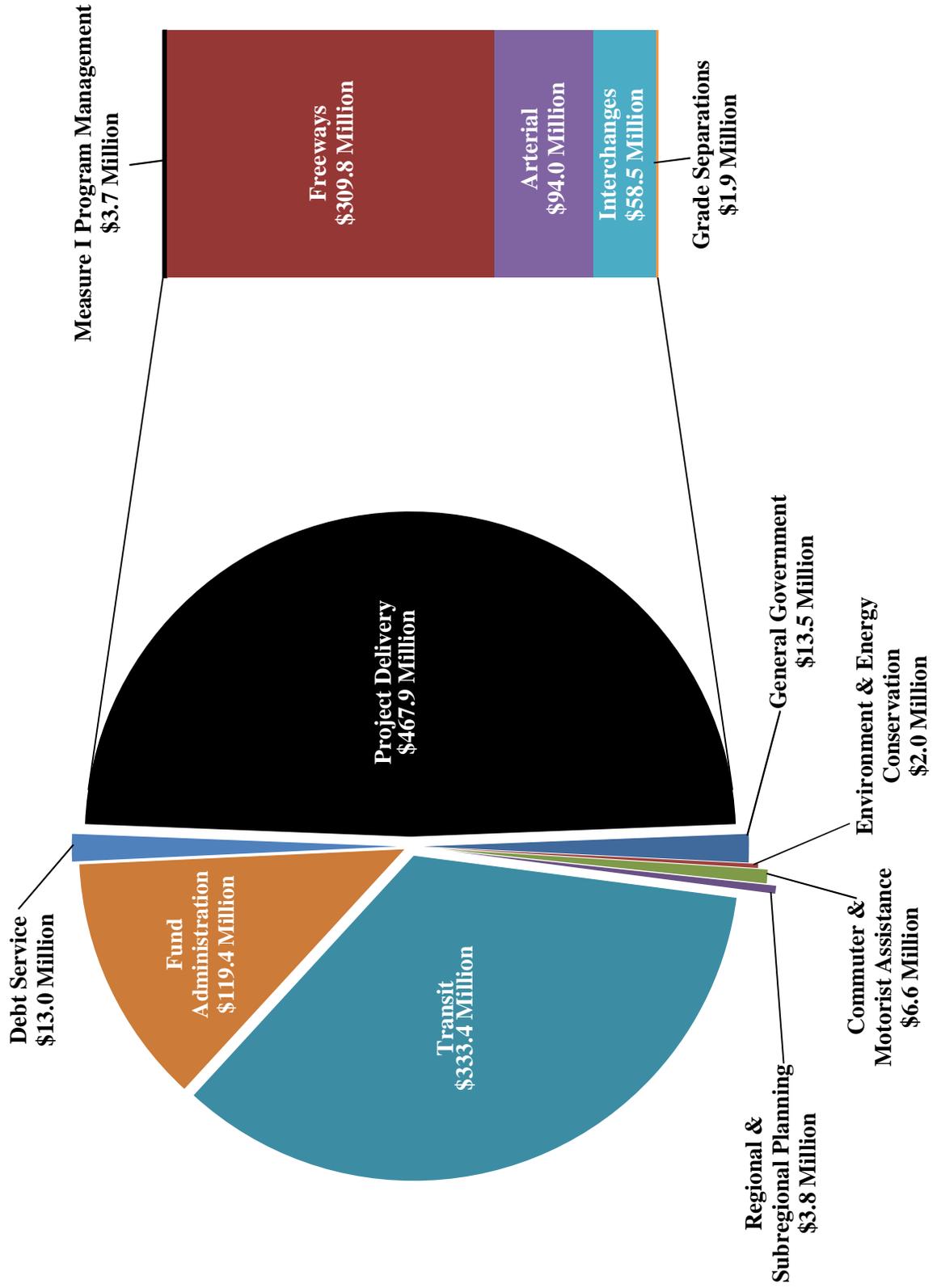
Program Overview

- Budgeted expenditures for the Project Delivery Program increased mainly due to public outreach and graphic design costs and freeway and interchanges projects moving into construction phase.
- Budgeted expenditures for the Fund Administration Program increased due to inclusion of payments for advance expenditure agreements in the Valley Freeway Interchange Program.
- Debt Service increase due to principal repayment recorded in the Debt Service Program.

A complete listing of the tasks contained in the eight (8) programs is included in the Supplemental Information Section of the budget document on the table entitled *Task Listing Fiscal Year 2020/2021 pg. 268* and the *Sub-Task Listing Fiscal Year 2020/2021 pg. 269*. Please refer to each program in the Program Expenditure Section for detailed information on funding sources and expenditures.

Issuance of short-term borrowing for the Mount Vernon Avenue Viaduct Project is budgeted since Federal reimbursement from the Highway Bridge Program (HBP) is anticipated to take at least 10 years. Finance has implemented a Commercial Paper Program to assist with short term financing needs.

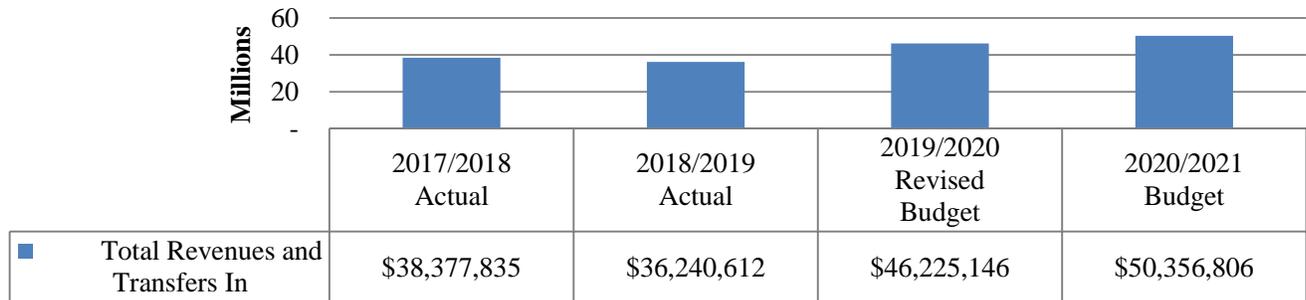
Budgeted Expenditures of \$959.6 Million Fiscal Year 2020/2021



REVENUE DETAIL

General Fund Revenue Information

General fund revenues are used to carryout administrative, planning and transit activities and projects. This fund accounts for all financial transactions not recorded in other funds.



General Fund revenues for Fiscal Year 2020/2021 are estimated at \$50.4 million, increase of \$4.2 million from the prior year due to transit capital projects continuing construction; thus increase in transfers from Local Transportation Fund and State Transit Assistance Fund. Revenue recorded in the General Fund is mainly derived from the following sources:

Taxes

Sales Tax-Measure I of \$1.4 million represents 2.86 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, general counsel, intergovernmental relations and legislation and fund administration and programming. The projection includes decrease as a result of preliminary data related to the sudden economic decline due to the COVID-19 pandemic. 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 \$314,809 of administrative charges, \$238,000 of rail asset revenue generated from railroad right of way lease revenue, application fees, and user fees, and \$12,000 in rental fees. Charges for services represent 1.12 percent of the General Fund revenue.

Investment Earnings

Investment earnings of \$97,350 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 0.19 percent of the General Fund revenue.

Other Financing Sources

Other financing sources of \$48.3 million include operating cash transfers between funds. This category represents 95.83 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.

- \$25.3 million is from the LTF for administration of the program, planning, and rail projects.
- \$12.7 million is from the STAF for rail projects.
- \$4.3 million is from Measure I Programs to fund the Indirect Cost Fund.
- \$1.6 million is from the LTF-Planning to fund the Indirect Cost Fund.
- \$3.2 is from the SGR Fund for Transit pass-through and structural improvements to the Santa Fe Depot.
- \$681,573 in operating transfers comes from the LTF-Administration to Fund the Indirect Cost Fund.
- \$322,588 is from the SAFE Fund to fund the Indirect Cost Fund.
- \$174,069 is from the COG Fund to fund the Indirect Cost Fund.

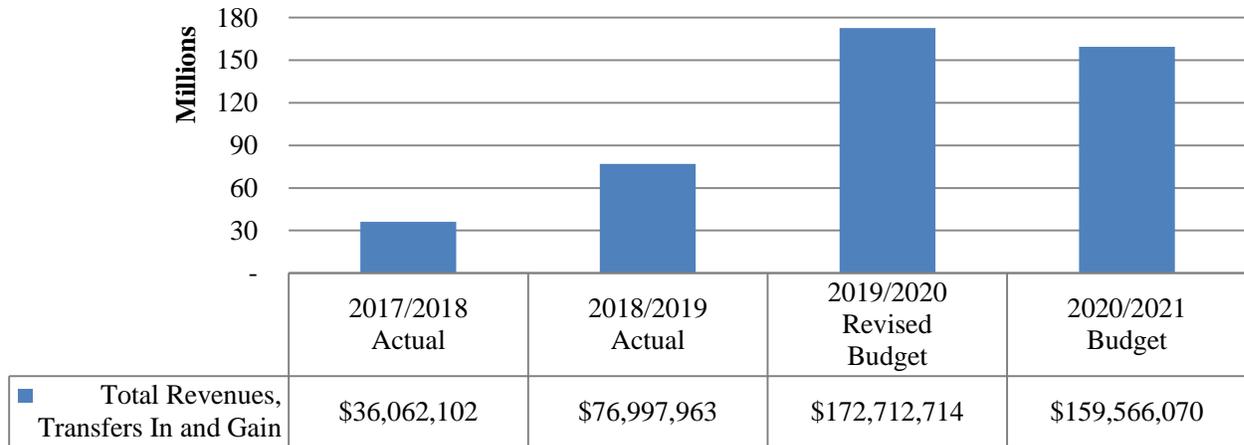
**General Fund
Revenue Information**

	2017/2018	2018/2019	2019/2020	2020/2021
	Actual	Actual	Revised Budget	Budget
Taxes				
Sales Tax-MSI	1,629,451	1,836,220	1,669,000	1,439,000
Total Taxes	<u>1,629,451</u>	<u>1,836,220</u>	<u>1,669,000</u>	<u>1,439,000</u>
Intergovernmental				
Hesperia	-	2,750	-	-
Montclair	2,750	-	-	-
Ontario	2,750	-	-	-
Upland	5,500	-	-	-
Total Intergovernmental	<u>11,000</u>	<u>2,750</u>	<u>-</u>	<u>-</u>
Charges For Services				
Administration Fee	17,830	30,620	-	-
Application Fee	22,300	42,370	-	-
Modeling Fees	5,100	1,700	-	-
Property Rental Fees	217,491	435,495	280,097	314,809
Rail Asset General Revenue	-	-	302,117	238,000
Rail Asset Lease Revenue	374,247	197,879	-	-
Use Fee - Lease Fees/Rents	22,671	-	-	-
Use Fee - Surface Uses	-	1,500	-	-
AMTRAK	12,000	12,000	12,000	12,000
Total Charges For Services	<u>671,639</u>	<u>721,564</u>	<u>594,214</u>	<u>564,809</u>
Investment Earnings				
Investment Earnings	157,435	704,768	49,000	97,350
Total Investment Earnings	<u>157,435</u>	<u>704,768</u>	<u>49,000</u>	<u>97,350</u>
Miscellaneous				
Other Miscellaneous Revenues	201,554	1,150	-	-
Total Miscellaneous	<u>201,554</u>	<u>1,150</u>	<u>-</u>	<u>-</u>
Other Financing Sources				
Transfers in	35,706,756	32,974,160	43,912,932	48,255,647
Total Other Financing Sources	<u>35,706,756</u>	<u>32,974,160</u>	<u>43,912,932</u>	<u>48,255,647</u>
Total Revenues and Other Financing Sources	<u><u>38,377,835</u></u>	<u><u>36,240,612</u></u>	<u><u>46,225,146</u></u>	<u><u>50,356,806</u></u>

Note: Starting in Fiscal Year 2017/2018, Sales Tax Local Transportation Funds (LTF) revenue is budgeted 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 2020/2021 are estimated at \$159.6 million in comparison to \$172.7 million of the previous year. The decrease of \$13.1 million is largely due to the decrease of available federal funds for various projects. Revenue budgeted in the Federal Highway Fund is mainly derived from the following sources:

Intergovernmental

- Congestion Mitigation and Air Quality (CMAQ)
- Federal Repurposed Earmarks (FRE)
- Highway Bridge Program (HBP)
- Projects of National and Regional Significance (PNRS)
- Surface Transportation Program (STP)

Congestion Mitigation and Air Quality (CMAQ)

CMAQ revenue of \$33.7 million represents 21.10 percent of the total fund revenue. This Federal money is used for transit operations and freeway projects of the Project Delivery Program.

Federal Repurposed Earmarks (FRE)

FRE revenue of \$400 thousand represents .25 percent of the total fund revenue. This Federal money is used for freeway projects of the Project Delivery Program.

Highway Bridge Program (HBP)

HBP revenue of \$59.1 million represents 37.06 percent of the total fund revenue. This Federal money is used for an arterial project of the Project Delivery Program.

Projects of National and Regional Significance (PNRS)

PNRS revenue of \$50,000 represents .03 percent of the total revenue. The Federal money will finance freeway projects of the Project Delivery Program.

**Federal Highway Fund
Revenue Information**

Surface Transportation Program (STP)

STP revenue of \$44.3 million represents 27.77 percent of the Federal Highway Fund revenue. This Federal money will finance \$43.4 million and \$875,829 in various freeway projects and interchange projects, respectively, of the Project Delivery Program.

Other Financing Sources

Other financing sources of \$22.0 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 13.79 percent of the Federal Highway revenue.

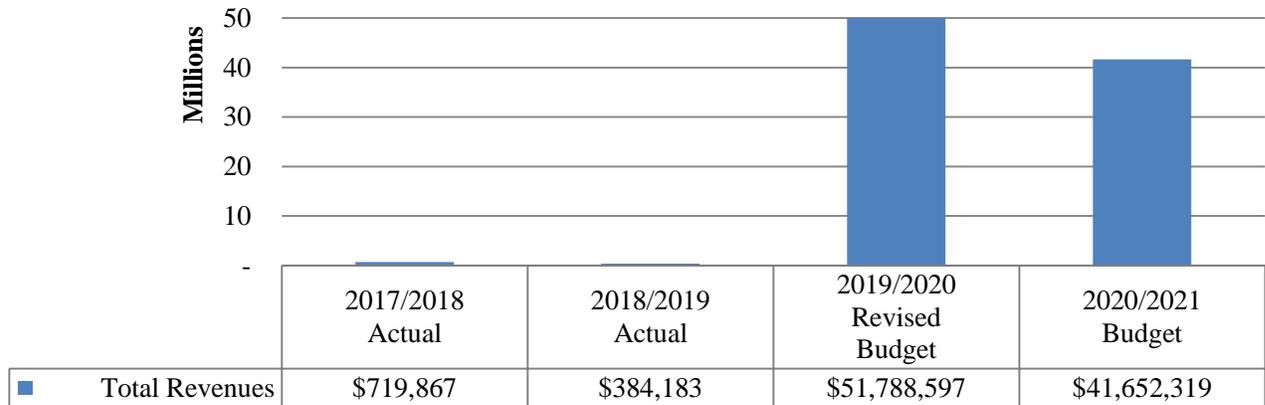
**Federal Highway Fund
Revenue Information**

	2017/2018	2018/2019	2019/2020	2020/2021
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
Active Transportation Program-Federal	53,517	3,222,727	570,290	-
Congestion Mitigation and Air Quality	4,163,073	30,616,184	45,631,692	33,671,024
Demonstration Priority Project	3,934,486	924,277	9,000	-
Federal Repurposed Earmarks	-	268,488	2,150,000	400,000
Highway Bridge Program	856,653	3,004,848	34,601,667	59,128,438
Interstate Maintenance Discretionary	242,473	27,595	-	-
Project National and Regional Significance	5,346,041	11,078,052	3,228,320	50,000
Surface Transportation Program	<u>21,457,508</u>	<u>27,798,056</u>	<u>41,521,745</u>	<u>44,316,608</u>
Total Intergovernmental	<u>36,053,751</u>	<u>76,940,227</u>	<u>127,712,714</u>	<u>137,566,070</u>
Investment Earnings				
Investment Earnings	<u>8,351</u>	<u>57,123</u>	<u>-</u>	<u>-</u>
Total Investment Earnings	<u>8,351</u>	<u>57,123</u>	<u>-</u>	<u>-</u>
Other Financing Sources				
Transfers in	-	-	45,000,000	22,000,000
Gain (Loss) on Land Held for Resale	<u>800</u>	<u>613</u>	<u>-</u>	<u>-</u>
Total Other Financing Sources	<u>800</u>	<u>613</u>	<u>45,000,000</u>	<u>22,000,000</u>
Total Revenues and Other Financing Sources	<u><u>36,062,902</u></u>	<u><u>76,997,963</u></u>	<u><u>172,712,714</u></u>	<u><u>159,566,070</u></u>

Note: Starting in Fiscal Year 2020/2021, Vanpool activity was transferred from Commuter and Motorist Assistance to the Transit Program.

**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 2020/2021 are estimated at \$41.6 million in comparison to \$51.8 million of the previous year. The decrease of \$10.2 million is largely due to the expected reimbursement of FTA funds for the Redlands Passenger Rail Project. FTA funds under Transit Administration section 5307 are for Transit projects and the Vanpool Program.

Intergovernmental

- Federal Transit Administration (FTA)
- Transport Invest Generate Econ Recovery (TIGER)

Federal Transit Administration (FTA)

FTA revenue of \$40.9 million represents 98.26 percent of the total revenue. The revenue funds the Redlands Passenger Rail Project and West Valley Connector Bus Rapid Transit Project and Vanpool program.

Transport Invest Generate Econ Recovery (TIGER)

TIGER revenue of \$724,495 represents 1.74 percent of the total revenue. TIGER revenue is used for the Redlands Passenger Rail Project.

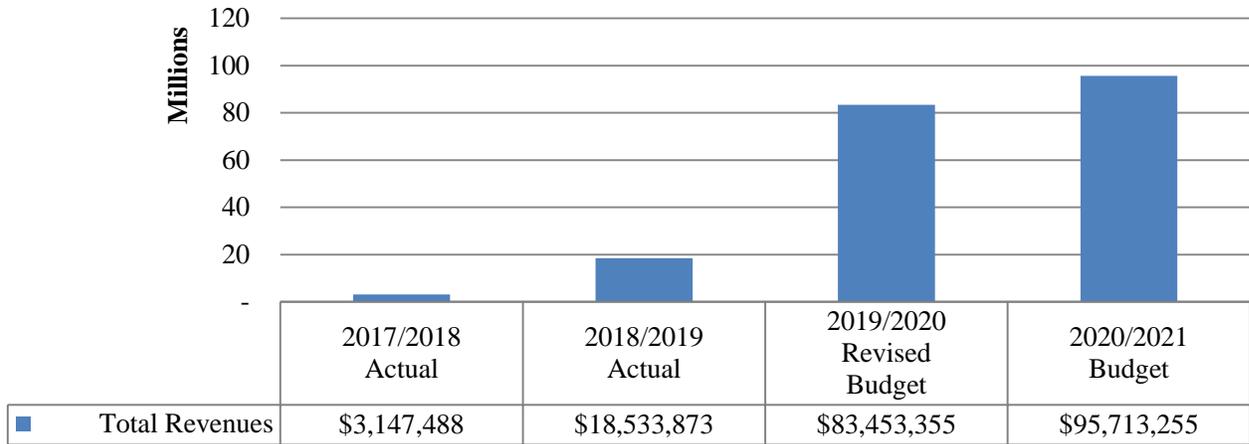
**Federal Transit Administration Fund
Revenue Information**

	2017/2018 Actual	2018/2019 Actual	2019/2020 Revised Budget	2020/2021 Budget
Intergovernmental				
Federal Transit Administration	719,867	384,183	46,788,597	40,927,824
Transport Invest Generate Econ Recovery	-	-	5,000,000	724,495
Total Intergovernmental	719,867	384,183	51,788,597	41,652,319
Total Revenues	719,867	384,183	51,788,597	41,652,319

Note: Starting in Fiscal Year 2019/2020 Vanpool moved from Commuter and Motorist Assistance to the Transit Program.

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 2020/2021 are estimated to be \$95.7 million in comparison to \$83.4 million of the previous year. The increase of \$12.3 million is largely due to the expected reimbursement of State funds for large capital projects in Fiscal Year 2020/2021. 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 \$1.1 million represents 1.12 percent of the total fund revenue This State money pays for administration costs for PPM activities.

Regional Improvement Program (RIP)

RIP revenue of \$36.4 million represents 38 percent of the total fund revenue. This State money will finance \$4.3 million in rail projects of the Transit Program and \$32.0 million in freeway projects of the Project Delivery Program, respectively.

State Highway Operation and Protection Program (SHOPP)

SHOPP revenue of \$46.8 million represents 48.91 percent of the total fund revenue. This State money is used for \$45 million of freeway and \$1.8 million of interchange projects of the Project Delivery Program.

Transit and Intercity Rail Capital Program (TIRCP)

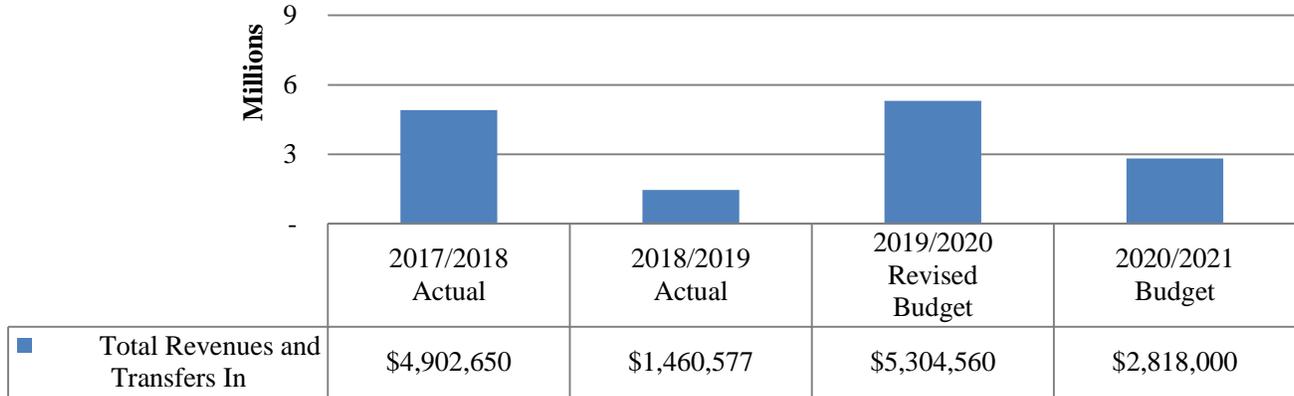
TIRCP revenue of \$11.4 million represents 11.97 percent of the total fund revenue. This State money is used for Transit Program capital projects.

**State Highway Fund
Revenue Information**

	2017/2018	2018/2019	2019/2020	2020/2021
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
Planning, Programming and Monitoring	1,270,000	634,999	635,000	1,068,000
Regional Improvement Program	1,127,736	4,388,408	30,765,825	36,369,255
State Highway Oper and Protection Program	709,366	3,340,558	38,081,000	46,817,000
Traffic Congestion Relief Program	-	9,718,549	-	-
Transit and Intercity Rail Capital Program	-	433,300	13,971,530	11,459,000
Total Intergovernmental	<u>3,107,102</u>	<u>18,515,814</u>	<u>83,453,355</u>	<u>95,713,255</u>
Investment Earnings				
Investment Earnings	<u>40,386</u>	<u>18,059</u>	<u>-</u>	<u>-</u>
Total Investment Earnings	<u>40,386</u>	<u>18,059</u>	<u>-</u>	<u>-</u>
Total Revenues	<u>3,147,488</u>	<u>18,533,873</u>	<u>83,453,355</u>	<u>95,713,255</u>

**Proposition 1B Fund
Revenue Information**

Proposition 1B Fund accounts for various State grants and reimbursements administered by the Trade Corridor Improvement and Public Transportation Modernization Improvements and Services Enhancement Account Programs.



State fund revenues for Fiscal Year 2020/2021 are estimated at \$2.8 million in comparison to \$5.3 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 \$2.8 million represents 99.72 percent of the Proposition 1B Fund revenue. The money will finance \$2.5 million for freeway and \$300,000 thousand for interchange projects of the Project Delivery Program.

Investment Earnings

Investment earnings of \$8,000 represent interest earned on advances received from the Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) grant program. Investment earnings represent 0.28 percent of the Proposition 1B Fund revenue.

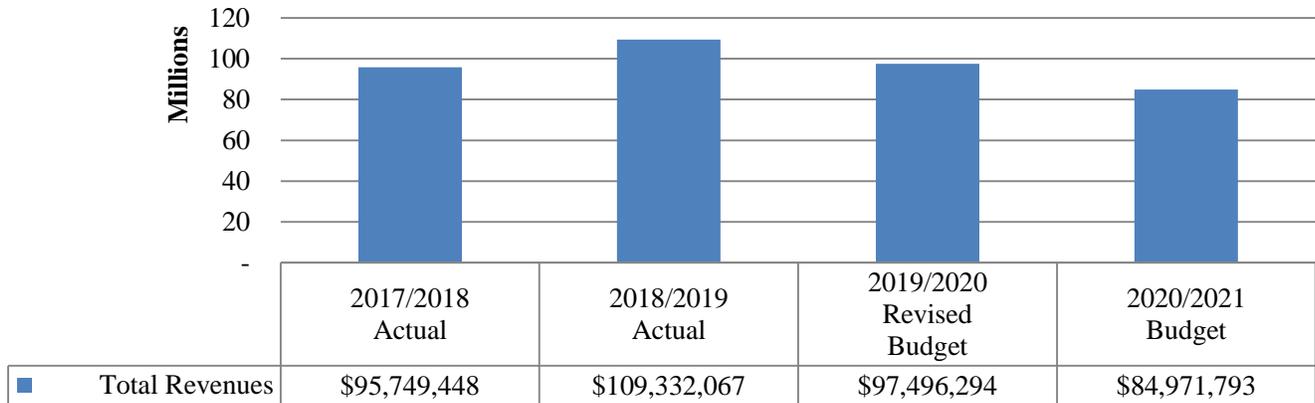
**Proposition 1B Fund
Revenue Information**

	2017/2018	2018/2019	2019/2020	2020/2021
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
Public Trans Modern,Improve and Svc Enhance	2,830,360	-	-	-
Trade Corridor Improvement	389,509	1,053,660	5,252,560	2,810,000
Transit Sys Saftey Sec Disaster Recovery	<u>1,401,785</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Intergovernmental	<u>4,621,654</u>	<u>1,053,660</u>	<u>5,252,560</u>	<u>2,810,000</u>
Investment Earnings				
Investment Earnings	<u>269,525</u>	<u>406,557</u>	<u>52,000</u>	<u>8,000</u>
Total Investment Earnings	<u>269,525</u>	<u>406,557</u>	<u>52,000</u>	<u>8,000</u>
Other Financing Sources				
Transfers in	<u>11,471</u>	<u>360</u>	<u>-</u>	<u>-</u>
Total Other Financing Sources	<u>11,471</u>	<u>360</u>	<u>-</u>	<u>-</u>
Total Revenues and Other Financing Sources	<u>4,902,650</u>	<u>1,460,577</u>	<u>5,304,560</u>	<u>2,818,000</u>

Local Transportation Fund Revenue Information

The Transportation Development Act (TDA) authorizes the creation of a Local Transportation Fund (LTF) in each county for the transportation purposes specified in the TDA. LTF is derived from 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 2020/2021 are estimated at \$85 million in comparison to \$97.5 million of the previous year resulting from economic impact of the COVID-19 pandemic.

Sales Tax-Local Transportation Fund

LTF Sales Tax revenue of \$83.8 million represents 98.59 percent of the LTF revenue. Current sales tax revenue and existing fund balance will provide \$98.4 million of transit allocations and pass-throughs to local jurisdictions and agencies and \$25.3 million for SBCTA transit, planning and administrative activities in the Transit Program for Fiscal Year 2020/2021. The projection includes decrease as a result of preliminary data related to the sudden economic decline due to the COVID-19 pandemic.

Investment Earnings

Investment earnings of \$1.2 million 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 1.41 percent of the LTF revenue.

**Local Transportation Fund
Revenue Information**

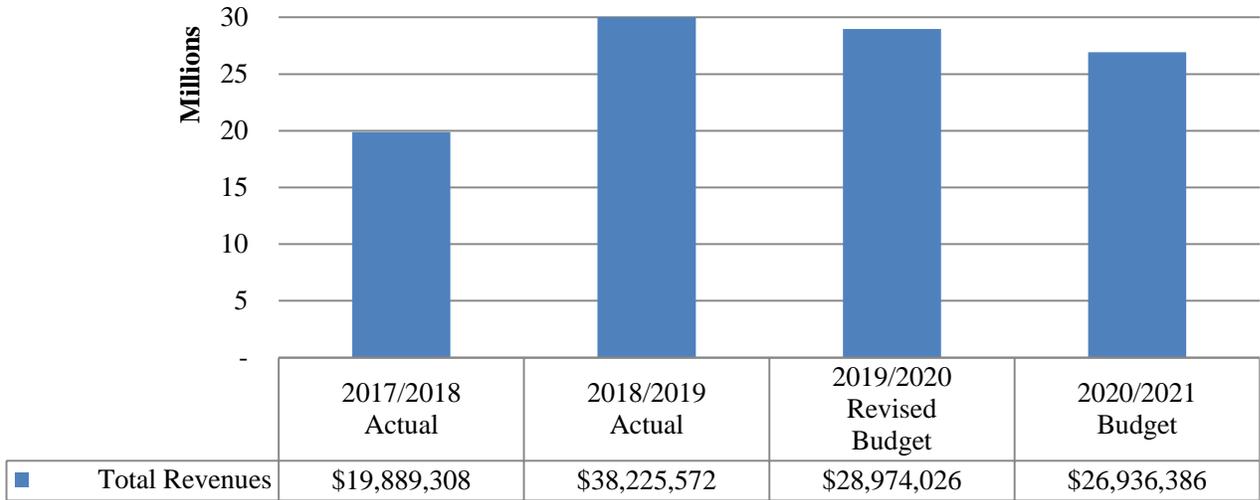
	2017/2018	2018/2019	2019/2020	2020/2021
	Actual	Actual	Revised Budget	Budget
Taxes				
Sales Tax-LTF	95,064,513	106,927,206	96,746,294	83,771,793
Total Taxes	<u>95,064,513</u>	<u>106,927,206</u>	<u>96,746,294</u>	<u>83,771,793</u>
Investment Earnings				
Investment Earnings	684,935	2,404,861	750,000	1,200,000
Total Investment Earnings	<u>684,935</u>	<u>2,404,861</u>	<u>750,000</u>	<u>1,200,000</u>
Total Revenues	<u>95,749,448</u>	<u>109,332,067</u>	<u>97,496,294</u>	<u>84,971,793</u>

Note: Starting in Fiscal Year 2017/2018, Sales Tax-LTF is not net of the amount allocated to SBCTA. Sales Tax-LTF revenue to SBCTA 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 2020/2021 are estimated at \$26.9 million in comparison to \$29.0 million of the previous year due to an anticipated decrease 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 \$22.5 million of transit allocations and pass-throughs for transit agencies and \$10.2 million for SBCTA transit activities. This revenue represents 83.50 percent of the State Transit Assistance Fund (STAF) revenue.

State of Good Repair (SGR) – Pass-through

SGR revenue and existing fund balance will provide \$3.6 million of transit allocations and pass-throughs for transit agencies and \$3.2 General Fund revenue for transit activities in Fiscal Year 2020/2021. This revenue represents 13.36 percent of the STAF revenue.

Investment Earnings

Investment earnings of \$845,000 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 3.14 percent of the STAF revenue.

**State Transit Assistance Fund
Revenue Information**

	2017/2018	2018/2019	2019/2020	2020/2021
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
State Development Act	16,005,869	21,583,296	25,033,530	22,492,981
State of Good Repair (SGR)-Pass-through	<u>3,375,012</u>	<u>3,402,581</u>	<u>3,487,496</u>	<u>3,598,405</u>
Total Intergovernmental	<u>19,380,881</u>	<u>24,985,877</u>	<u>28,521,026</u>	<u>26,091,386</u>
Investment Earnings				
Investment Earnings	<u>508,427</u>	<u>1,995,368</u>	<u>453,000</u>	<u>845,000</u>
Total Investment Earnings	<u>508,427</u>	<u>1,995,368</u>	<u>453,000</u>	<u>845,000</u>
Total Revenues	<u>19,889,308</u>	<u>26,981,245</u>	<u>28,974,026</u>	<u>26,936,386</u>

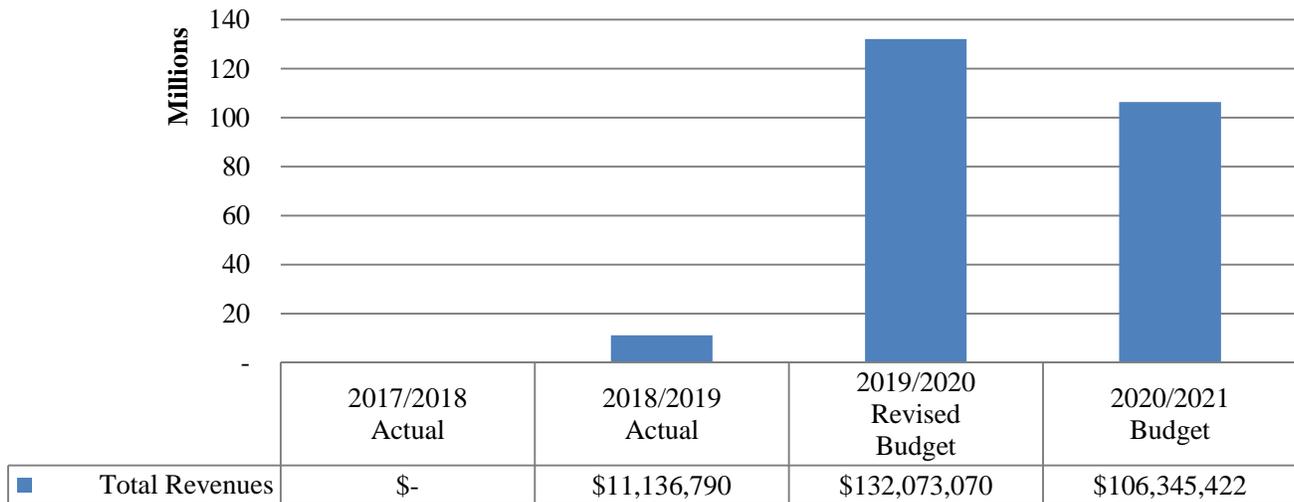
Note: Starting in Fiscal Year 2017/2018, State Transit Assistance Fund is not net of the amount allocated to SBCTA. This amount is recorded as a transfer.

**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 2020/2021 are estimated at \$106.3 million in comparison to \$132.1 million of the previous year. The decrease of \$25.8 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
- Trade Corridor Enhancement Program (TCEP) – SB1

Freeway Service Patrol (FSP) – SB1

FSP SB1 revenue of \$2.1 million represents 1.97 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 revenue of \$4.2 million represents 3.95 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 revenue of \$5.4 million represents 5.08 percent of the total fund revenue. This SB1 money will provide \$2.4 million for the Redlands Passenger Rail Project of the Transit Program and \$3 million for the I-10 Corridor Contract 1 Project of the Project Delivery Program, respectively.

Solutions for Congested Corridors Program (SCCP) – SB1

SCCP – SB1 revenue of \$25.2 million represents 23.70 percent of the total fund revenue. This SB1 money will provide funding for the Redlands Passenger Rail Project of the Transit Program.

Trade Corridor Enhancement Program (TCEP) – SB1

TCEP – SB1 revenue of \$69.4 million represents 65.30 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.

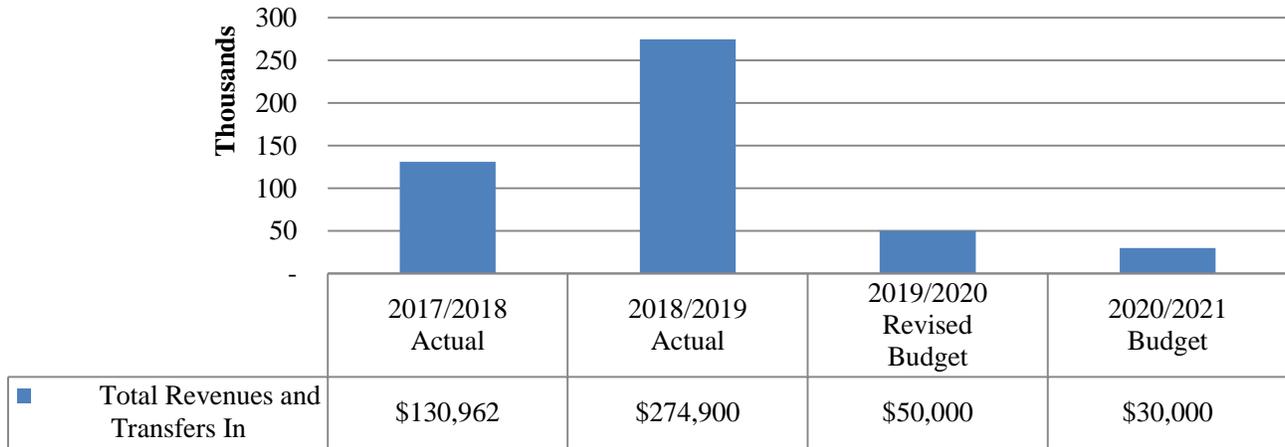
**Senate Bill 1 Fund
Revenue Information**

	2017/2018	2018/2019	2019/2020	2020/2021
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
Freeway Service Patrol (SAFE)-SB1	-	197,755	1,555,509	2,096,567
Local Partnership Program-Competitive-SB1	-	-	8,077,501	4,201,628
Local Partnership Program-Formula-SB1	-	477,642	3,607,091	5,394,732
Solutions for Congested Corridors Program-SB1	-	-	46,748,969	25,207,495
Sustainable Communities Grants-SB1	-	208,314	400,000	-
Trade Corridor Enhancement Program-SB1	-	<u>10,253,079</u>	<u>71,684,000</u>	<u>69,445,000</u>
Total Intergovernmental	-	<u>11,136,790</u>	<u>132,073,070</u>	<u>106,345,422</u>
Total Revenues	-	<u>11,136,790</u>	<u>132,073,070</u>	<u>106,345,422</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.

**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 2020/2021 are estimated to be \$30,000 derived from investment earnings.

Investment Earnings

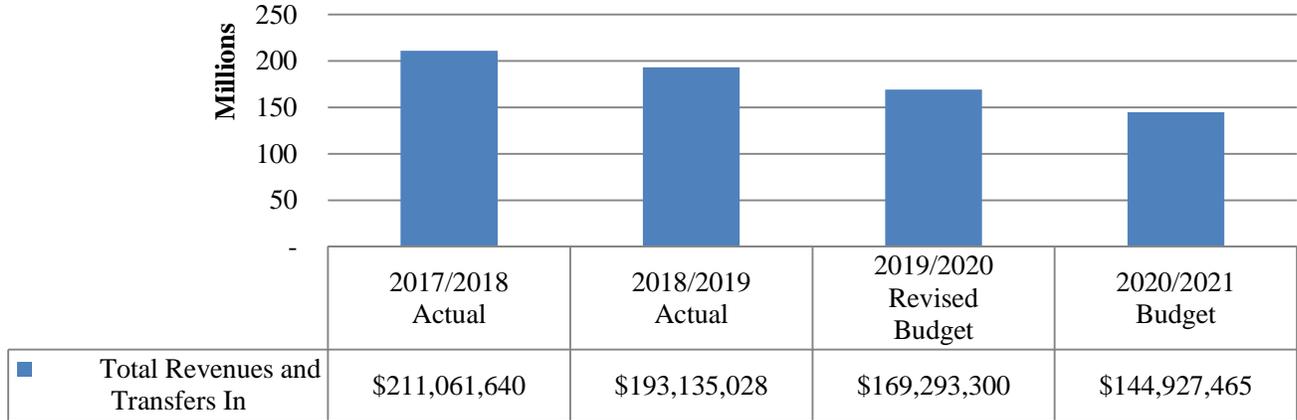
Investment earnings and existing fund balance will provide financing for certain freeway and interchange project activities for projects authorized by Ordinance 89-1 and expenditure plan.

**Measure I 1990-2010 Fund
Revenue Information**

	2017/2018 Actual	2018/2019 Actual	2019/2020 Revised Budget	2020/2021 Budget
Investment Earnings				
Investment Earnings	87,418	274,900	50,000	30,000
Total Investment Earnings	<u>87,418</u>	<u>274,900</u>	<u>50,000</u>	<u>30,000</u>
Other Financing Sources				
Transfers in	43,544	-	-	-
Total Other Financing Sources	<u>43,544</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Revenues and Other Financing Sources	<u><u>130,962</u></u>	<u><u>274,900</u></u>	<u><u>50,000</u></u>	<u><u>30,000</u></u>

**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 2020/2021 are estimated at \$144.9 million in comparison to \$169.3 million of the previous year due to anticipated decrease in sales tax revenues due to the economic crisis resulting from the COVID-19 virus.

Measure I Sales Tax

Measure I 2010-2040 Sales Tax revenue of \$142.5 million represent 98.30 percent of the estimated fund revenue.

Investment Earnings

Investment earnings of \$2.4 million are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year for each Measure I Program. This revenue source represents 1.69 percent of the Measure I 2010-2040 Fund revenues.

Other Financing Sources

Transfers represent over allocation to the indirect fund of \$20,715 due to the calculation of true-up of full-time equivalents from prior year which represents 0.01 percent of Measure I 2010-2040 Fund revenue.

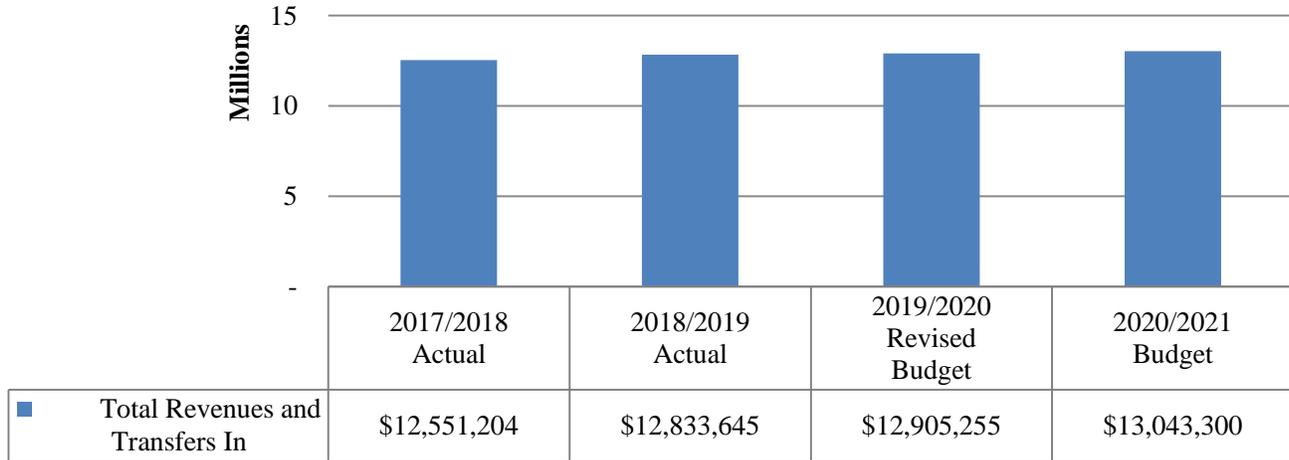
**Measure I 2010-2040 Fund
Revenue Information**

	2017/2018 <u>Actual</u>	2018/2019 <u>Actual</u>	2019/2020 <u>Revised Budget</u>	2020/2021 <u>Budget</u>
Taxes				
Sales Tax-MSI	<u>161,315,622</u>	<u>181,785,773</u>	<u>165,231,000</u>	<u>142,461,000</u>
Total Taxes	<u>161,315,622</u>	<u>181,785,773</u>	<u>165,231,000</u>	<u>142,461,000</u>
Investment Earnings				
Investment Earnings	<u>2,479,173</u>	<u>10,000,447</u>	<u>4,062,300</u>	<u>2,445,750</u>
Total Investment Earnings	<u>2,479,173</u>	<u>10,000,447</u>	<u>4,062,300</u>	<u>2,445,750</u>
Other Financing Sources				
Transfers in	<u>47,266,845</u>	<u>1,348,808</u>	<u>-</u>	<u>20,715</u>
Total Other Financing Sources	<u>47,266,845</u>	<u>1,348,808</u>	<u>-</u>	<u>20,715</u>
Total Revenues and Other Financing Sources	<u>211,061,640</u>	<u>193,135,028</u>	<u>169,293,300</u>	<u>144,927,465</u>

Note: Transfers in represent cash transfer from the bond funds to reimburse primarily 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 2020/2021 are estimated at \$13 million in comparison to \$12.9 million of the previous year, due to principal payment increase from the 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 and trustee fees are budgeted in this fund.

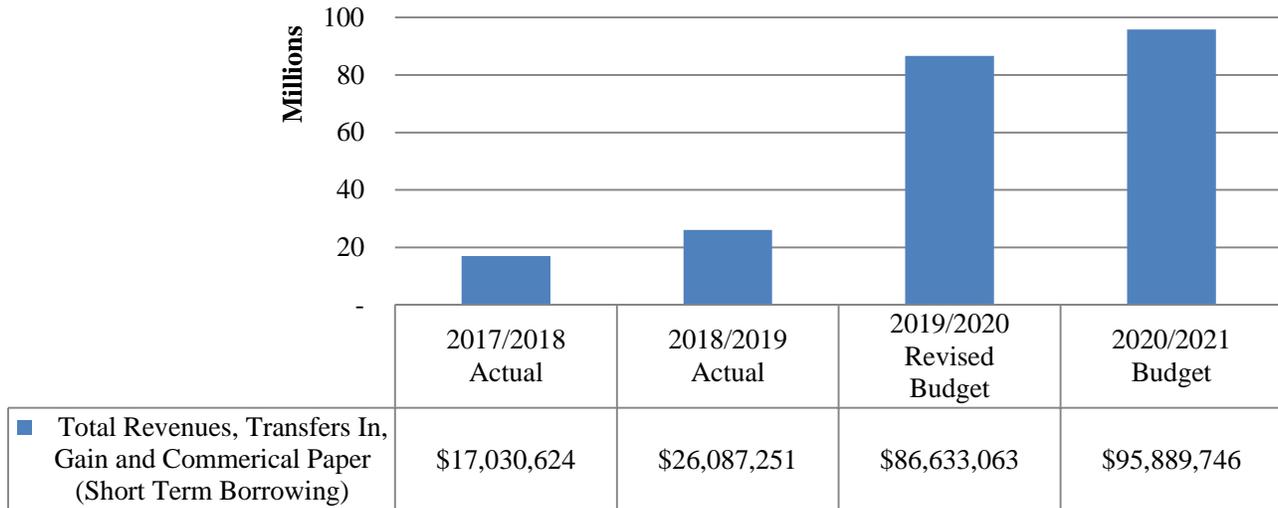
**Debt Service Fund
Revenue Information**

	2017/2018 Actual	2018/2019 Actual	2019/2020 Revised Budget	2020/2021 Budget
Investment Earnings				
Investment Earnings	4,260	2,515	-	-
Total Investment Earnings	<u>4,260</u>	<u>2,515</u>	<u>-</u>	<u>-</u>
Other Financing Sources				
Transfers in	12,546,944	12,831,130	12,905,255	13,043,300
Total Other Financing Sources	<u>12,546,944</u>	<u>12,831,130</u>	<u>12,905,255</u>	<u>13,043,300</u>
Total Revenues and Other Financing Sources	<u><u>12,551,204</u></u>	<u><u>12,833,645</u></u>	<u><u>12,905,255</u></u>	<u><u>13,043,300</u></u>

Note: Transfers are from Measure I funds that received bond proceeds to fund debt service payments.

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, Regional and Subregional Planning, Transit, and Projects Delivery Programs.



Capital Projects Fund revenues for Fiscal Year 2020/2021 are estimated at \$95.9 million in comparison to \$86.6 million of the previous year due to anticipated short-term borrowing for the completion of an arterial project (Mount Vernon Avenue Viaduct) and freeway and interchange projects.

Intergovernmental

Intergovernmental revenues of \$50.5 million include County of San Bernardino, cities within the county, and other governmental agencies and represent 52.69 percent of the Capital Projects Fund revenue.

Investment Earnings

Investment earnings of \$140,600 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 .15 percent of the Capital Projects Fund revenue.

Miscellaneous

Miscellaneous revenue of \$12.1 million accounts for a reimbursement agreement to fund a portion of Capital Projects, which represents 12.66 percent of the Capital Projects Fund revenue.

Other Financing Sources

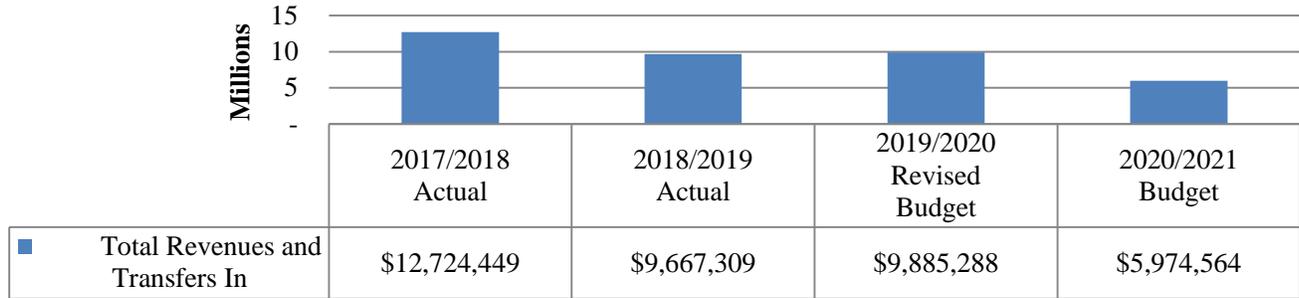
Other financing sources of \$33.1 million include operating cash transfers from Measure I Valley-Arterial Fund of \$11.1 million and issuance of Commercial Paper in the amount of \$22.0 million. The commercial paper will advance the Mount Vernon Avenue Viaduct Project while minimizing interest expense until the Highway Bridge Program (HBP) reimburses SBCTA for their share of the project. This revenue source represents 34.50 percent of the Capital Projects Fund revenue.

**Capital Projects Fund
Revenue Information**

	2017/2018	2018/2019	2019/2020	2020/2021
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
Caltrans	-	40,941	497,399	497,399
Chino	803,973	540,916	6,919,054	8,571,008
Colton	122,569	47,584	118,548	120,556
Fontana	432,207	826,599	293,031	80,981
Hesperia	-	1,876,240	-	-
Highland	54,566	228,192	6,143,741	4,717,967
Inland Valley Development Agency	11,209	-	-	-
Loma Linda	334,720	722,067	-	-
Metro Transportation Authority	268,323	7,331	200,000	83,435
Montclair	2,608,121	4,045,821	4,596,789	2,913,839
Omnitrans	-	-	-	12,400,450
Ontario	636,824	3,098,622	3,870,121	13,463,806
Other Governmental Units	-	-	-	2,408,795
Rancho Cucamonga	1,072,198	6,132,238	29,220	73,423
Redlands	257,135	614,490	1,186,995	2,823,121
Rialto	102,059	86,584	-	-
Riverside Co. Transportation Commission	-	-	-	98,871
San Bernardino	613,728	698,206	833,546	413,780
San Bernardino County	163,563	158,879	245,000	152,686
SB Municipal Water Dept	101,592	1,461,096	-	243,502
SCAG	-	40,436	100,000	20,859
Upland	6,529	880,460	2,010,590	1,439,344
Victorville	999,999	2,500,000	-	-
VVTA	-	23,020	-	-
Total Intergovernmental	<u>8,589,315</u>	<u>24,029,722</u>	<u>27,044,034</u>	<u>50,523,822</u>
Investment Earnings				
Investment Earnings	<u>755,062</u>	<u>806,622</u>	<u>118,000</u>	<u>140,600</u>
Total Investment Earnings	<u>755,062</u>	<u>806,622</u>	<u>118,000</u>	<u>140,600</u>
Miscellaneous				
BNSF	-	100,000	10,138,333	8,051,609
CALNEV Pipeline	-	2,038	-	42,310
Esri	114,092	30,920	1,318,214	3,049,362
Level 3 Communication	-	-	-	58,770
MARTA	23,894	50,568	-	-
Ryder	440,917	391,613	1,200,000	934,474
SM Logistics Rialto LLC	-	13,099	-	-
University Of Redlands	31,913	24,645	1,393,882	-
UPRR	-	-	420,600	-
West Valley Water District	288,985	-	-	-
Total Miscellaneous	<u>899,801</u>	<u>612,883</u>	<u>14,471,029</u>	<u>12,136,525</u>
Other Financing Sources				
Transfer In	6,786,446	616,920	-	11,088,799
Gain (Loss) on Land Held for Resale	227	21,104	-	-
Commercial Paper (Short Term Borrowing)	-	-	45,000,000	22,000,000
Total Other Financing Sources	<u>6,786,673</u>	<u>638,024</u>	<u>45,000,000</u>	<u>33,088,799</u>
Total Revenues and Other Financing Sources	<u>17,030,851</u>	<u>26,087,251</u>	<u>86,633,063</u>	<u>95,889,746</u>

**Nonmajor Governmental Fund
Revenue Information**

Nonmajor Governmental Fund includes Service Authority for Freeway Emergencies, Freeway Service Patrol, Mobile Source Air Pollution Reduction Review Committee, Council of Governments, Electric Vehicle Charging Station Fund, and the Federal American Recovery and Reinvestment Act. 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 2020/2021 are estimated to be \$6.0 million in comparison to \$9.9 million of the previous year, a decrease of \$3.9 million mainly due to reduction of grant funds. Revenue budgeted is from the following sources:

Intergovernmental

- Federal American Recovery and Reinvestment Act (ARRA)
- Freeway Service Patrol Program (FSP)
- Orange County Transportation Authority (OCTA)
- Riverside County Transportation Commission (RCTC)
- 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 Wildlife Conservation Board
- Service Authority for Freeway Emergencies (SAFE)

Federal American Recovery and Reinvestment Act (ARRA)

ARRA revenue of \$50,000 represents .84 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)

FSP Program revenue of \$2.4 million represents 39.49 percent of Nonmajor Governmental Fund revenue. The FSP Program revenue covers nine (9) beats operating along 108.07 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 commence service in January 2020.

Orange County Transportation Authority (OCTA)

OCTA revenue of \$85,593 is a reimbursement from OCTA for the call box system program and represents 1.43 percent of Nonmajor Governmental Fund revenue.

Riverside County Transportation Commission (RCTC)

RCTC revenue of \$38,906 represents .65 percent of Nonmajor Governmental Fund revenue.

Nonmajor Governmental Fund Revenue Information

San Bernardino County Call Box

San Bernardino County Call Box revenue of \$3,501 is a reimbursement from the county for managing a call box in their jurisdiction and represents .06 percent of Nonmajor Governmental Fund revenue.

San Bernardino County Forest Service

San Bernardino County Forest Service revenue of \$21,325 is a reimbursement for the development of the Forest Management Plan and represents .36 percent of Nonmajor Governmental Fund revenue.

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

SCAQMD/MSRC revenue of \$554,993 represents 9.29 percent of Nonmajor Governmental Fund revenue. The SCAQMD/MSRC revenue accounts for State funding for projects that demonstrate improvement in air quality.

State Wildlife Conservation Board

State Wildlife Conservation Board revenue \$400,000 represents 6.70 percent of Nonmajor Governmental Fund revenue. A draft of the Regional Conservation Investment Strategy (RCIS) required under Assembly Bill 2087 (AB2087) was completed the prior fiscal year. Phase II, funded with this revenue source, is budgeted for Fiscal Year 2020/2021.

Service Authority for Freeway Emergencies (SAFE)

SAFE revenue of \$1.9 million represents 31.80 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

Electric Vehicle Charging Stations revenue of \$12,000 represents .20 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 general assessment of \$124,121 is utilized to support intergovernmental relations. The Board of Directors approved an additional \$133,418 in dues for COG activities. General Assessment Dues of \$257,539 represents 4.30 percent of the Nonmajor Governmental Fund revenue.

Investment Earnings

Investment earnings of \$62,200 are generated from investing idle cash. Investment earnings represent 1.04 percent of Nonmajor Governmental Fund revenue.

Miscellaneous

Miscellaneous revenue of \$229,190 represents 3.84 percent of Nonmajor Governmental Fund revenue. The miscellaneous revenues are reimbursements from Southern California Gas Company for the San Bernardino Regional Energy Partnership (SBREP) and from the Property Assessed Clean Energy (PACE) funds for work related to improving emergency medical services countywide.

**Nonmajor Governmental Fund
Revenue Information**

	2017/2018	2018/2019	2019/2020	2020/2021
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
Active Transportation Program-State	159,840	-	-	-
CONFIRE	-	-	62,465	-
Federal ARRA	-	80,414	200,000	50,000
Freeway Service Patrol	1,713,371	2,010,769	1,881,886	2,359,317
Low Carbon Transit Operations Program	1,930,574	400,000	1,000,000	-
Low Carbon Transportation Fund	2,759,190	4,021,687	1,133,500	-
Orange Co. Transportation Authority	42,983	48,750	106,150	85,593
Rancho Cucamonga Fire Protection District	2,921	1,770	27,145	-
Riverside Co. Transportation Commission	10,843	16,646	-	38,906
San Bernardino County Call Box	428	444	2,810	3,501
San Bernardino County Forest Service	2,921	1,770	58,821	21,325
SCAQMD/MSRC	901,154	483,155	2,805,596	554,993
State AB118 Program	10,210	23,397	125,000	-
State Wildlife Conservation Board	-	-	-	400,000
Vehicle Registration Fees (SAFE)	<u>1,858,814</u>	<u>1,912,899</u>	<u>1,850,000</u>	<u>1,900,000</u>
Total Intergovernmental	<u>9,393,249</u>	<u>9,001,701</u>	<u>9,253,373</u>	<u>5,413,635</u>
Charges For Services				
Rental Fee - Santa Fe Depot EV Station	2,060	3,759	1,900	-
Rental Fee - SBTC EV Station	-	-	2,700	7,000
Rental Fee - SB Metrolink EV Station	-	-	2,400	5,000
Total Charges For Services	<u>2,060</u>	<u>3,759</u>	<u>7,000</u>	<u>12,000</u>
Special Assessments				
Special Assessments	<u>200,187</u>	<u>248,545</u>	<u>253,143</u>	<u>257,539</u>
Total Special Assessments	<u>200,187</u>	<u>248,545</u>	<u>253,143</u>	<u>257,539</u>
Investment Earnings				
Investment Earnings	<u>55,103</u>	<u>229,829</u>	<u>97,800</u>	<u>62,200</u>
Total Investment Earnings	<u>55,103</u>	<u>229,829</u>	<u>97,800</u>	<u>62,200</u>
Miscellaneous				
Callbox Knockdown Recovery	7,290	1,208	-	-
Fees for PACE Program	191,061	28,000	-	135,000
IEHP	-	-	25,000	-
LAFCO	33,794	33,793	-	-
Southern California Edison	22,706	43,880	121,905	-
Southern California Gas Co.	<u>20,099</u>	<u>31,868</u>	<u>121,655</u>	<u>94,190</u>
Total Miscellaneous	<u>274,950</u>	<u>138,749</u>	<u>268,560</u>	<u>229,190</u>
Other Financing Sources				
Transfers in	<u>2,798,900</u>	<u>44,726</u>	<u>5,412</u>	<u>-</u>
Total Other Financing Sources	<u>2,798,900</u>	<u>44,726</u>	<u>5,412</u>	<u>-</u>
Total Revenues and Other Financing Sources	<u><u>12,724,449</u></u>	<u><u>9,667,309</u></u>	<u><u>9,885,288</u></u>	<u><u>5,974,564</u></u>

**PROGRAM EXPENDITURE
DETAIL SECTION**

GENERAL GOVERNMENT

General Government Program Budget

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.

Special Projects and Strategic Initiatives

This task provides leadership for short or long-term projects to fulfill SBCTA's goals and initiatives. It also performs risk management 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.

General Government Program Budget

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. Finalize 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 implementation of agency Records Retention Policy.
2. Develop legal strategy and structure for imposition and enforcement of Express Lanes tolling, and monitor related Federal and State legislation.
3. Assist with the development of procedures for processing claims, and the environmental approval procedures manual.
4. Prepare legal preparedness package for emergency response.
5. 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. Update internal control assessment to ensure proper financial controls are in place and apply for annual budget and financial audit awards.

Special Projects and Strategic Initiatives

1. Complete consolidation study between SBCTA and Omnitrans and Innovative Transit Review of the Metro-Valley.
2. Procure vendor for business requirements analysis needed for replacement of the current financial accounting system.
3. In coordination with General Counsel, develop and implement procedures for processing claims.

Management Services

1. Replace computer workstations as part of the standard rotation.
2. Replace aging phone system server and switches.
3. Replace iPads in Board Room.

General Government Program Budget

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. Develop COG work plan and funding plan for Board consideration.
4. Prepare tools to assist local agencies with changes to statewide housing policies and environmental regulations.
5. Work with Countywide Emergency Medical Care Committee to implement a plan, based on policy direction, 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, Federal and State 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. Develop and maintain a long-term capital improvement plan and budget for SBCTA owned facilities.
2. Evaluate the Santa Fe Depot building for possible energy efficiency improvements.

General Government Program Budget

Performance/Workload Indicators

	2017-2018 Actual	2018-2019 Actual	2019-2020 Revised Budget	2020-2021 Budget
Realized yield on operating investments	1.5%	2%	1.6%	1.5%
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
Consolidation study between SBCTA and Omnitrans	N/A	N/A	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	3,700	4,000	6,500	11,300
Maintain constitutional protections for existing state funds	YES	YES	YES	YES
Percentage of bill positions resulting in desired outcomes	80%	67%	80% Estimated	N/A
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

General Government

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 Board updated the Mission Statement last year to reflect the broad array of focus areas the organization touches. The last time it was updated or reaffirmed was in 1996. The new Mission Statement reads:

Our Mission is to improve the quality of life and mobility in San Bernardino County. Safety is the cornerstone of all we do.

We achieve this by:

- *Making all transportation modes as efficient, economical, and environmentally responsible as possible.*
- *Envisioning the future, embracing emerging technology, and innovating to ensure our transportation options are successful and sustainable.*
- *Promoting collaboration among all levels of government.*
- *Optimizing our impact in regional, State, and Federal policy and funding decisions.*
- *Using all revenue sources in the most responsible and transparent way.*

The continued 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. This has led to a dramatic increase in the volume of projects under development simultaneously; ***Promises Made, Promises Kept.***

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.

Product

Policy direction and goal setting for the agency. Budget shift in Fiscal Year 2019/20 of \$10,000 from attendance fees to consulting services. Stipend budget for Fiscal Year 2020/2021 is the same as prior year.

Contract Information

- a. Existing Contracts
 - i. 19-1002183, Digital Boardroom Annual Subscription, Amount Budgeted \$7,000.

Manager

General Government

Task 0100 Board of Directors

			2019/2020	
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Professional Services	3,645	4,860	9,000	9,000
Consulting Services	-	-	10,000	-
Attendance Fees	85,500	82,300	137,800	147,800
Security	2,089	8,957	23,260	23,260
Dues/Memberships	360	-	-	-
Training/Registration	1,345	-	6,000	6,000
Postage	37	-	-	-
Travel Expense - Non-Employee	5,902	240	13,500	11,500
Travel Expense-Mileage-Non-Employee	15,090	14,975	17,000	17,000
Meeting Expense	19,058	5,282	38,500	19,500
Office Equipment/Software-Inventorial	5,940	6,023	25,500	20,500
Total Expenditures	138,966	122,637	280,560	254,560
Funding Sources				
MSI Admin				146,500
Local Transportation Fund - Admin				10,000
Local Transportation Fund - Planning				39,760
SAFE-Vehicle Registration Fees				18,500
General Assessment Dues				34,800
MSI Valley Fund-Freeway Projects				5,000
Total Funding Sources				254,560

General Government

Task 0200 Executive Administration and Support

Purpose

Provide appropriate leadership and direction to implement Board policies and priorities. The Executive Administration and Support task accommodates 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. Executing the contract with Stadler to manufacture the first self-powered zero-emission rail vehicle in the United States to pilot the technology for possible widespread application as the vehicles can operate on existing freight and heavy passenger rail infrastructure. The Zero Emission Multiple Unit (ZEMU) is expected to be delivered to San Bernardino County for final testing in 2024, after design, manufacturing and testing in Switzerland and Germany. It is expected to garner significant interest and could easily reshape how Metrolink and other commuter rail operators envision future service, especially in poor air quality districts like South Coast Air Quality Management District (SCAQMD).
2. Secured a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for Interstate 10 (I-10) Corridor Contract 1 Project, allowing the project team to proceed into full-scale design with construction expected to commence in earnest in summer 2020. It is worth mentioning that TIFIA is a lower interest loan designed to afford time to ramp up operations after opening the toll facility before repayment commences, and thus generally considered an attractive financing vehicle for such projects.
3. Focused efforts to finalize alternatives analysis for a rail connection to Ontario International Airport, with the goal of commencing environmental work by November 2022. Construction funding for the project remains an issue, but record-setting growth at the Airport requires action.
4. Continually reviewing internal policies and procedures to ensure compliance with Federal and State requirements, and consistent application internally. This remains ongoing, but important effort to ensure the organization is functioning as the Board intended.

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.

General Government

Task 0200 Executive Administration and Support

Contract Information

- a. Existing Contracts
 - i. 19-1002197, Xerox located in Finance, Amount Budgeted \$4,000.
 - ii. 19-1002198, Xerox located in Mid-depot, Amount Budgeted \$4,000.
 - iii. 19-1002199, Xerox located in East depot, Amount Budgeted \$3,500.
 - iv. 18-1001940, Xerox located in West depot, Amount Budgeted \$6,000.
 - v. 18-1001941, Xerox located in Legislative/Public Affairs, Amount Budgeted \$3,000.
 - vi. 19-1002201, Xerox located in Project Room, Amount Budgeted \$16,000.
 - vii. 19-1002200, Xerox (Color) located in Project Room, Amount Budgeted \$13,000.
 - viii. 17-1001718, Postage Machine Lease, Amount Budgeted \$4,000.
 - ix. 18-1001964, Staples/County Participation Agreement, Amount Budgeted \$10,000.

Manager

Marleana Roman, Clerk of the Board/Administrative Supervisor

General Government

Task 0200 Executive Administration and Support

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	489,554	758,001	850,118	819,437
Overtime	5,188	6,276	14,850	14,850
Fringe Allocation-General	458,124	776,454	878,028	847,055
Professional Services	14,529	6,811	30,000	30,000
Consulting Services	949	22	120,000	120,000
Maintenance-Motor Vehicles	-	(13)	-	-
Maintenance-Office Equipment	975	143	1,500	1,500
Rentals-Office Equipment	40,330	41,207	67,000	55,000
Dues/Memberships	912	14,350	34,500	34,000
Training/Registration	20,904	3,377	11,000	11,000
Postage	10,415	7,578	30,000	20,600
Travel Expense - Employee	8,436	6,453	15,200	15,350
Travel Expense-Mileage-Employee	1,229	696	2,150	2,150
Travel Expense-Mileage-Non-Employee	188	211	300	300
Advertising	-	-	500	500
Printing - External	4,666	2,105	10,000	10,000
Printing - Internal	7,949	5,862	43,500	32,000
Record/Equipment Storage	21,597	23,352	44,900	44,900
Other Service Charges	-	27	-	-
Office Expense	26,656	18,111	55,000	35,000
Meeting Expense	1,757	266	3,600	3,600
Office Equip/Software-Inventorial	4,594	18,000	20,000	20,000
Indirect Allocation-General	141,602	-	-	-
Total Expenditures	<u>1,260,554</u>	<u>1,689,289</u>	<u>2,232,146</u>	<u>2,117,242</u>

Funding Sources

MSI Admin	309,286
Local Transportation Fund - Admin	12,533
Local Transportation Fund - Planning	291,107
Planning, Programming and Monitoring	4,178
SAFE-Vehicle Registration Fees	13,123
General Assessment Dues	18,899
Property Assessed Clean Energy Fund	5,833
MSI Valley Fund-Freeway Projects	160,037
MSI Valley Fund-Fwy Interchange	29,939
MSI Valley Fund-Grade Separations	29,939
MSI Valley Fund-Traffic Mgmt Sys	24,605
MSI Victor Valley Fund-Traffic Mgmt Sys	8,634
Indirect Cost Fund	<u>1,209,129</u>
Total Funding Sources	<u>2,117,242</u>

General Government

Task 0350 General Counsel

Purpose

General Counsel is the chief legal advisor for SBCTA and SBCOG. 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.

Accomplishments

1. Refined and streamlined agency record retention schedules.
2. Finalized Commercial Paper Program for Mt. Vernon Viaduct project.
3. Assisted with the development of the Express Lane Privacy Policy.
4. Revised policies for processing claims and environmental approvals.
5. Identified contracting and procurement issues and assisted with developing processes to address these issues.
6. Provided comprehensive quarterly litigation and claims updates for the Board.

Work Elements

1. Assist with implementation of agency Records Retention Policy.
2. Develop legal strategy and structure for imposition and enforcement of Express Lanes tolling, and monitor related Federal and State legislation.
3. Assist with development of procedures for processing claims.
4. Prepare legal preparedness package for emergency response.
5. Assist with the development of the environmental approval procedures manual.

Product

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. Aid SBCTA and SBCOG in attaining legal compliance in all activities.

Contract Information

- a. Existing Contracts
 - i. 00-1000801, Legal Research Database, Amount Budgeted \$9,000.
 - 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.

Manager

Julianna Tillquist, General Counsel

General Government

Task 0350 General Counsel

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	411,824	394,298	455,541	422,982
Fringe Allocation-General	381,344	400,582	462,420	429,454
Professional Services	6,792	7,133	15,900	17,700
Legal Fees	93	31,232	80,000	80,000
Dues/Memberships	1,312	1,711	2,041	1,420
Training/Registration	3,797	2,704	4,500	4,500
Postage	-	-	100	100
Travel Expense - Employee	2,226	5,605	6,000	5,500
Travel Expense-Mileage-Employee	-	46	200	200
Printing - Internal	4	36	200	200
Meeting Expense	-	-	500	500
Office Equip/Software-Inventorial	-	-	10,000	10,000
Indirect Allocation-General	268,067	-	-	-
Total Expenditures	<u>1,075,459</u>	<u>843,347</u>	<u>1,037,402</u>	<u>972,556</u>

Funding Sources

MSI Admin	32,884
Local Transportation Fund - Planning	7,257
Local Transportation Fund - Rail	140,976
MSI Valley Fund-Freeway Projects	259,061
MSI Valley Fund-Fwy Interchange	48,222
Indirect Cost Fund	484,156
Total Funding Sources	<u>972,556</u>

General Government

Task 0400 Financial Management

Purpose

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

Accomplishments

1. Received 7th consecutive Government Finance Officers Association (GFOA) award for the Comprehensive Annual Financial Report (CAFR) and award for the Annual Budget.
2. Monitor short-term financing programs including notes, commercial paper and other options.
3. Completed issuance of commercial paper for Mount Vernon Viaduct Project.
4. Implemented an internal control assessment to assess the effectiveness and efficiency of internal controls. Procured on-call audit firm to provide recommendations and best practices for areas of internal control that may be improved where benefits exceed the cost.
5. Performed an annual update of the Investment Policy No. 20100.
6. Hosted the 7th annual Business to Business (B2B) event which had 312 attendees with fifty-seven (57) exhibitors and resulted in more than \$40 million dollars in contract value that can be attributed to the networking opportunities provided by the event.
7. Comply with monthly and annual reporting requirements per loan agreement for the Interstate 10 (I-10) Corridor Contract 1 project with Transportation Infrastructure Finance and Innovation Act (TIFIA), including annual rating agency monitoring.

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

General Government

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 (RFP), 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.
6. Conduct annual procurement review of compliance with Procurement policies and procedures and compliance with Federal and State regulations.

Budgetary changes include transfer of risk management and insurance costs to Task 0425 and add an RFP for a consultant to assist with drafting an RFP for an Enterprise Resource Planning (ERP) system.

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 \$120,000.
 - 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. 15-1001183, 15-1001197 and 15-1001198, On-call Temporary Employment Services, Amount Budgeted \$130,000.
 - vi. 15-1001061 and 15-1001226, Agreed Upon Procedures and Price Review Services, Amount Budgeted \$140,000.
 - vii. 17-1001569, Auditing Services for Transit Operators, Amount Budgeted \$151,000.
 - viii. 17-1001569, Auditing Services for Measure I Local Pass-through and Senior and Disabled Recipients, Amount Budgeted \$400,000.
 - ix. 17-1001615, Auditing Services, Amount Budgeted \$140,000.
- b. New Contracts
 - i. RFP, Bond Counsel Services, Amount Budgeted \$100,000, Total Estimated Contract Amount \$575,000.
 - ii. RFP, Disclosure Bond Counsel Services, Amount Budgeted \$0, Total Estimated Contract Amount \$200,000. No amount budgeted since debt issuance is not projected.
 - iii. RFP, Consultant for ERP system, Amount Budgeted \$150,000, Total Estimated Contract Amount \$150,000.

Manager

Hilda Flores, Chief Financial Officer

General Government

Task 0400 Financial Management

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	806,021	883,708	942,193	991,302
Regular Part-Time Employees	12,666	6,084	-	-
Overtime	10,936	9,073	14,850	14,850
Fringe Allocation-General	756,492	907,011	972,324	1,021,544
Professional Services	130,790	171,307	250,000	440,000
Consulting Services	4,406	20,989	61,000	50,000
County Fees	45,157	48,399	100,000	100,000
Auditing and Accounting	673,849	667,522	946,000	927,900
Investment Management Fees	39,690	94,405	110,000	120,000
Financial/Legal Bonding Fees	-	7,816	-	-
General Liability Insurance	218,918	237,364	275,000	-
Property Insurance	33,170	38,743	50,000	-
Crime Insurance	15,812	15,544	30,000	-
Automotive Insurance	1,489	-	5,000	-
Cyber Liability Insurance	15,457	15,813	20,000	-
Dues/Memberships	2,315	3,867	2,500	3,000
Training/Registration	6,053	8,439	15,000	20,000
Postage	2,405	2,460	950	1,100
Travel Expense - Employee	9,941	7,348	3,000	4,000
Travel Expense-Mileage-Employee	914	589	1,500	2,000
Travel Expense-Other-Metrolink Tickets	50	55	-	-
Advertising	708	655	1,000	1,000
Public Information Activities	-	1,020	-	1,000
Printing - External	7,015	2,299	10,000	7,000
Bank Charges	554	-	1,000	500
Other Service Charges	-	1,624	-	-
Office Expense	364	371	-	-
Meeting Expense	596	395	1,500	3,000
Indirect Allocation-General	192,130	-	-	-
Total Expenditures	<u>2,987,898</u>	<u>3,152,900</u>	<u>3,812,817</u>	<u>3,708,196</u>

Funding Sources

MSI Admin	567,489
Local Transportation Fund - Admin	195,183
Local Transportation Fund - Planning	140,904
SAFE-Vehicle Registration Fees	63,445
MSI Valley Fund-Freeway Projects	214,059
MSI Valley Fund-Fwy Interchange	124,059
MSI Valley Fund-Grade Separations	73,217
MSI Valley Fund-Metrolink/Rail Service	63,992
Indirect Cost Fund	2,265,848
Total Funding Sources	<u>3,708,196</u>

General Government

Task 0425 Special Projects and Strategic Initiatives

Purpose

New task created to perform special projects to help coordinate, develop and implement strategies that satisfy the objectives of a single or multiple departments to help accomplish the SBCTA and SBCOG goals and initiatives. Furthermore, perform risk management activities to help protect SBCTA and SBCOG assets and property from the adverse consequences of accidental loss.

Accomplishments

Awarded consulting contract for the consolidation study between SBCTA and Omnitrans and innovative transit review of the Metro-Valley.

Work Elements

Special Projects

The activity provides leadership for short and/or long-term projects that may affect a single or multiple departments within SBCTA and SBCOG with the ultimate goal of meeting the overall agencies' initiatives. The activity entails a consulting contract for the consolidation study between SBCTA and Omnitrans and innovative transit review of the Metro-Valley.

Risk Management

The activity evaluates and procures via an insurance broker all appropriate forms and limits of liability including: 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 as well as managing a third party administrator responsible for handling claims. 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 in coordination with Finance, 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.

Budgetary changes, this task was created in the middle of Fiscal Year 2019/2020. Risk Management and Insurance activities were transferred from Task 0400 Financial Management. Budgetary increases are due to reflecting the full year of these activities, include the costs associated with completing the Consolidation Study and add an Request for Proposal (RFP) for the selection of a consultant to perform business requirements analysis for the upcoming replacement of the current financial accounting system.

Product

1. Complete consolidation study between SBCTA and Omnitrans and the innovative transit review of the Metro-Valley.
2. Secure annual insurance policies.
3. In coordination with General Counsel, develop and implement procedures for processing claims.

General Government

Task 0425 Special Projects and Strategic Initiatives

Contract Information

- a. Existing Contracts
 - i. 19-1002035, Insurance Broker and Risk Management Services, Amount Budgeted \$30,000.
 - ii. 15-1001051, Third Party Administrator Services, Amount Budgeted \$10,000.
 - iii. 00-1000940, On-call Transit and Rail Services, Amount Budgeted \$390,000.

- b. New Contracts
 - i. RFP, Third Party Administrator Services, Amount Budgeted \$10,000, Total Estimated Contract Amount \$100,000.
 - ii. RFP, Business Requirement Analysis, Amount Budgeted \$20,000, Total Estimated Contract Amount \$100,000.

Manager

Beatriz Valdez, Director of Special Projects and Strategic Initiatives

General Government

Task 0425 Special Projects & Strategic Initiatives

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	-	-	139,159	246,560
Fringe Allocation-General	-	-	139,158	250,334
Professional Services	-	-	-	40,000
Consulting Services	-	-	69,000	410,000
Legal Fees	-	-	-	20,000
Claims	-	-	-	30,000
General Liability Insurance	-	-	-	194,000
Umbrella Liability Insurance	-	-	-	54,000
Property Insurance	-	-	-	35,500
Crime Insurance	-	-	-	1,500
Public Officials Liability Insurance	-	-	-	14,000
Automotive Insurance	-	-	-	18,000
Dues/Memberships	-	-	500	50
Training/Registration	-	-	8,000	1,200
Postage	-	-	250	3,000
Travel Expense - Employee	-	-	1,000	6,000
Travel Expense-Mileage-Employee	-	-	500	1,000
Travel Expense-Other-Metrolink Tickets	-	-	-	50
Meeting Expense	-	-	500	500
Total Expenditures	-	-	<u>358,067</u>	<u>1,325,694</u>

Funding Sources

Local Transportation Fund - Planning	62,622
State Transit Assistance Fund - Rail	390,000
SAFE-Vehicle Registration Fees	13,446
MSI Valley Fund-Freeway Projects	45,596
MSI Valley Fund-Fwy Interchange	17,581
MSI Valley Fund-Grade Separations	20,685
Indirect Cost Fund	<u>775,764</u>
Total Funding Sources	<u><u>1,325,694</u></u>

General Government

Task 0450 Management Services

Purpose

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

Accomplishments

1. Utilized the California Network and Telecommunications (CALNET) Program to secure a new telephone service.
2. Conducted network vulnerability tests to assess the effectiveness of security controls by simulating a real-world attack.
3. Migrated equipment from Windows 7 operating system to Windows 10.
4. Conducted annual inventory of all IT capital and inventoriable assets.
5. Applied the use of record retention/destruction functionality within SharePoint and Laserfiche enterprise systems.
6. Formed an IT Working Group to provide insights by staff into the use of technology and tools to help better perform work tasks for SBCTA.
7. Deployed the Laserfiche Weblink tool to allow public access to agency related documents.
8. Replaced the aging ShoreTel phone system server.
9. Modified procedures, upgraded network tools and worked with staff to enable SBCTA to work from home during stay-at-home order issued by the Governor in response to COVID-19.

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 continued replacement of agency desktop and laptop computers, replacement of the Board of Directors voting devices, an upgrade of the agency network backup hardware and Disaster Recovery as a Service hardware and software, and migration from Microsoft Office 2010 to 2016.

General Government

Task 0450 Management Services

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.
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. Upgrade from Exchange 2010 to 2016.
7. Upgrade network backup appliance and disaster recovery service to accommodate growing databases.

Contract Information

- a. Existing Contracts
 - i. 17-1001628, Technology Network Consultant, Amount Budgeted \$215,143.
 - ii. 00-1000066, Financial Management Software System, Amount Budgeted \$48,700.
 - iii. 18-1001968, Phone and Internet Communication, Amount Budgeted \$36,000.
 - iv. 15-1001124, Document Management Software, Maintenance and Hardware, Amount Budgeted \$30,000.
- b. New Contracts
 - i. IFB, Desktop Workstations with Windows 10, Amount Budgeted \$60,000, Total Estimated Contract/Purchase Order Amount \$120,000.
 - ii. IFB, Laptops, Amount Budgeted \$30,000, Total Estimated Contract/Purchase Order Amount \$30,000.
 - iii. RFP, SharePoint Administrator Professional Services – SharePoint Application, Amount Budgeted \$14,400, Total Estimated Contract Amount \$54,000.
 - iv. IFB, Cloud Disaster Recovery Services and Backup Appliance, Amount Budgeted \$41,000, Total Estimated Contract/Purchase Order Amount \$41,000.
 - v. RFP, Laserfiche Management Software, Maintenance and Hardware, Amount Budgeted \$35,000, Total Estimated Contract/Purchase Order Amount \$400,000.

Manager

Duane Baker, Deputy Executive Director

General Government

Task 0450 Management Services

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	126,523	119,189	116,638	129,254
Fringe Allocation-General	117,158	121,087	118,399	131,231
Professional Services	258,303	286,156	312,760	324,543
Maintenance-Motor Vehicles	2,901	1,834	2,500	2,500
Training/Registration	125	1,228	10,000	10,000
Postage	77	35	700	700
Travel Expense - Employee	723	702	1,000	1,000
Travel Expense-Mileage-Employee	28	102	200	200
Communications	19,290	12,439	74,348	76,000
Office Expense	-	-	1,500	1,500
Meeting Expense	31	57	200	200
Office Equip/Software-Inventorial	198,528	125,852	221,460	260,060
Computer Hardware and Software	144,564	-	82,000	144,000
Total Expenditures	<u>868,251</u>	<u>668,681</u>	<u>941,705</u>	<u>1,081,188</u>
 Funding Sources				
Indirect Cost Fund				<u>1,081,188</u>
Total Funding Sources				<u>1,081,188</u>

General Government

Task 0470 Human Resources

Purpose

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

Accomplishments

1. Recruited and filled nine (9) full-time positions at time of budget preparation.
2. Processed over 264 employment applications.
3. Reviewed and enhanced the Emergency Action Plan for the agency.
4. Conducted agency-wide fire, earthquake, and other safety related training and practice drills.
5. Recognized and rewarded employee contributions, longevity, and successes through several service awards and employee recognition events.
6. Met new State requirements of sexual harassment prevention training for all employees.

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

General Government

Task 0470 Human Resources

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	68,945	81,386	71,617	84,261
Fringe Allocation-General	63,842	82,683	72,698	85,550
Professional Services	16,695	485	650	650
Legal Fees	-	-	25,000	25,000
Maintenance-Motor Vehicles	126	49	-	-
Dues/Memberships	1,309	851	400	800
Training/Registration	3,616	1,804	14,360	14,360
Postage	16	7	200	200
Travel Expense - Employee	8	56	6,500	6,500
Travel Expense-Mileage-Employee	-	-	500	500
Advertising	7,977	7,657	8,250	8,250
Office Expense	21	325	1,000	1,000
Meeting Expense	7,942	8,828	12,500	13,500
Total Expenditures	170,497	184,131	213,675	240,571
 Funding Sources				
Indirect Cost Fund				240,571
Total Funding Sources				240,571

General Government

Task 0501 Intergovernmental – Council of Governments

Purpose

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

Accomplishments

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

1. Renewed contract with Grant Consultant. Partnered with local agencies for grant applications, with over \$2.5 million in awards since the contract with the Grant Consultant began.
2. Met with the Council of Governments (COG) Advisory Group Committee to work through details of COG Projects.
3. Partnering with the Countywide Emergency Medical Care Committee Ad Hoc began 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. Coordinated the work of this effort with cities in San Bernardino County.
6. Commissioned and received results of a study on the impacts of automation on our regional economy.

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.
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.
7. Host grant writing seminars for SBCOG member agencies.
8. Complete the “Optimizing Emergency Medical Services in San Bernardino County” study and collaborate on implementation to improve emergency medical services countywide.
9. Partner with local and government agencies to address the housing shortage and to advise policy makers on applying housing policies to our region.
10. Partner with local and government agencies to improve opportunities in workforce development.

Budgetary changes include the reduction of expenditures for the Coalition Against Sexual Exploitation (CASE) program. This reduction was due to no tasks for collaboration having yet been identified.

General Government

Task 0501 Intergovernmental – Council of Governments

Product

1. Monthly meeting of the City/County Managers Technical Advisory Committee.
2. Annual City/County Conference.
3. Grant writing workshops.
4. Optimizing Emergency Medical Services Plan.
5. Housing white paper.
6. COG Marketing Plan.

Contract Information

- a. Existing Contracts
 - i. 15-1001281, Forest Management Plan with United States Forest Service, Amount Budgeted \$42,650.
 - ii. 19-1002152, Grant Search and Writing services, Amount Budgeted \$97,955.
 - iii. 19-1002179, Optimizing Emergency Medical Services, Amount Budgeted \$40,000.

Council of Governments Funding Source Detail

- i. San Bernardino County Forest Service - \$21,325.
- ii. CONFIRE - \$26,000.
- iii. Inland Empire Health Plan (IEHP) - \$25,000.

Manager

Duane Baker, Deputy Executive Director

General Government

Task 0501 Intergovernmental – Council of Governments

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	118,148	106,405	113,016	113,971
Overtime	114	-	-	-
Fringe Allocation-General	109,509	108,100	114,722	115,714
Professional Services	126,777	89,109	257,500	165,000
Consulting Services	-	-	610,000	380,000
Maintenance-Motor Vehicles	-	-	200	200
Dues/Memberships	409	-	500	500
Training/Registration	28,877	22,831	31,750	31,750
Postage	-	-	200	200
Travel Expense - Employee	1,048	3,381	5,000	5,000
Travel Expense - Non-Employee	-	-	1,000	1,000
Travel Expense-Mileage-Employee	864	2,229	1,200	1,200
Travel Expense-Mileage-Non-Employee	-	-	200	200
Travel Expense-Other-MetroLink Tickets	273	229	100	100
Contributions/Subsidies	13,763	5,310	149,526	47,650
Office Expense	-	-	100	100
Meeting Expense	29,586	32,492	45,000	45,000
Indirect Allocation-General	157,058	-	-	-
Total Expenditures	<u>586,426</u>	<u>370,086</u>	<u>1,330,014</u>	<u>907,585</u>
Funding Sources				
MSI Admin				122,500
Local Transportation Fund - Planning				42,208
General Assessment Dues				244,344
Property Assessed Clean Energy Fund				477,208
Council of Governments Fund				<u>21,325</u>
Total Funding Sources				<u><u>907,585</u></u>

General Government

Task 0503 Legislation

Purpose

Advocate for policies, funding, legislation, and regulatory actions that advance the transportation and council of government priorities as established by the Board 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. Enhanced awareness of and support for major SBCTA projects and programs through a series of meetings with Congressional members, staff, and Federal agencies.
2. Advocate for support of major transit projects such as SBCTA's piloting of the first self-contained zero-emission commuter rail vehicle in the nation.
3. Advocate for support of SBCTA Federal grant requests

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.
5. Advocate for support of major transit projects such as SBCTA's piloting of the first self-contained zero-emission commuter rail vehicle in the nation.

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.

General Government

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 2020/2021, 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

General Government

Task 0503 Legislation

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	123,131	179,927	141,828	130,148
Fringe Allocation-General	114,018	182,794	143,970	132,138
Professional Services	146,201	143,982	150,200	150,200
Dues/Memberships	11,707	11,198	17,000	17,000
Training/Registration	1,283	3,654	10,000	10,000
Postage	9	17	-	-
Travel Expense - Employee	9,605	12,153	24,800	26,500
Travel Expense-Mileage-Employee	316	740	3,000	3,000
Travel Expense-Other-MetroLink Tickets	24	70	200	200
Public Information Activities	302	-	-	-
Office Expense	-	-	500	500
Meeting Expense	2,422	926	32,000	32,000
Indirect Allocation-General	9,699	-	-	-
Total Expenditures	<u>418,717</u>	<u>535,461</u>	<u>523,498</u>	<u>501,686</u>

Funding Sources

MSI Admin	127,537
Local Transportation Fund - Planning	78,067
MSI Valley Fund-Freeway Projects	2,500
Indirect Cost Fund	<u>293,582</u>
Total Funding Sources	<u>501,686</u>

General Government

Task 0605 Public Affairs

Purpose

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

Accomplishments

Through this task, SBCTA has established a cooperative working relationship with community and business stakeholders, the public, and the media that engages the public into the development and implementation of SBCTA programs and projects.

Fiscal Year 2019/2020 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. Redesign and maintain new web interface for goSBCTA.com to make the user experience more efficient and uniform to the agency brand.
4. 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.
5. 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 maintain a more uniform look for SBCTA materials, supporting the agency brand and brand execution plan, executing an internal and external communications plan, and extending communications reach to improve engagement with the public.
6. 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.
7. Hosting web content for a monthly rideshare publication and online content for the Freeway Service Patrol (FSP) Program.
8. Continued online streaming tools to enhance public engagement.

Work Elements

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

General Government

Task 0605 Public Affairs

Product

Products of this work element include development of 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. These 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. Web management and maintenance is a critical component of the task. 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 2020/2021, communications opportunities will grow including the further development of traditional and online media presence. SBCTA will continue 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.

* 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.

- b. New Contracts
 - i. 3-year On-Call Multi-Media Production Services, Amount Budgeted \$30,000, Total Estimated Contract Amount \$90,000.

Manager

Otis Greer, Director of Legislative and Public Affairs

General Government

Task 0605 Public Affairs

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	118,161	146,821	171,363	217,077
Fringe Allocation-General	109,415	149,159	173,950	220,399
Professional Services	248,228	264,171	120,000	120,000
Dues/Memberships	2,256	2,390	15,000	15,000
Training/Registration	3,205	3,099	15,600	15,600
Postage	-	74	-	-
Travel Expense - Employee	2,419	4,485	10,000	10,000
Travel Expense-Mileage-Employee	497	453	3,500	3,500
Public Information Activities	21,107	21,930	40,000	55,000
Meeting Expense	147	2,316	5,000	5,000
Office Equip/Software-Inventorial	1,788	653	-	-
Indirect Allocation-General	13,304	-	-	-
Special Items	274	18	-	-
Total Expenditures	<u>520,801</u>	<u>595,569</u>	<u>554,413</u>	<u>661,576</u>

Funding Sources

MSI Admin	85,615
Local Transportation Fund - Planning	92,665
MSI Valley Fund-Freeway Projects	108,898
MSI Valley Fund-Fwy Interchange	32,011
MSI Valley Fund-Grade Separations	11,195
Indirect Cost Fund	<u>331,192</u>
Total Funding Sources	<u>661,576</u>

General Government

Task 0805 Building Operation

Purpose

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

Accomplishments

SBCTA oversees the day-to-day operations of the Santa Fe Depot which is co-owned by SBCTA and the City of San Bernardino. As a result, SBCTA has procured the services of a property manager to assist with managing and marketing the facility. In addition to SBCTA's tenancy, there are currently 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 snack shop tenant in the main 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. In 2019, structural repairs were completed in the basement section of the building.

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 2019/2020.

Product

1. Active management of the facility.
2. Procure new service agreement for Property Management services.

Contract Information

- a. Existing Contracts
 - i. 15-1001227, CityCom Real Estate Services, Property Management, Amount Budgeted \$52,800.
- b. New Contracts
 - i. RFP, Property Management Services, Amount Budgeted \$52,800, Total Estimated Contract/Purchase Order Amount \$400,000.
 - ii. RFP, Visitor Processing System, Amount Budgeted \$10,000, Total Estimated Contract/Purchase Order Amount \$10,000.
 - iii. RFP, Sound System Installation in Lobby and Depot Walkways, Amount Budgeted \$15,000, Total Estimated Contract/Purchase Order Amount \$15,000.

Manager

Duane Baker, Deputy Executive Director

General Government

Task 0805 Building Operation

	2017/2018	2018/2019	2019/2020	
	Actual	Actual	Revised	2020/2021
Expenditures	<u>Actual</u>	<u>Actual</u>	<u>Budget</u>	<u>Budget</u>
Regular Full-Time Employees	28,931	29,477	34,823	55,632
Fringe Allocation-General	26,790	29,947	35,349	56,483
Professional Services	65,956	73,710	130,636	223,200
Utilities	96,557	102,320	99,000	130,000
Maintenance-Buildings	909,151	1,092,792	1,329,500	1,074,898
Postage	-	8	200	200
Advertising	198			
Communications	18,141	19,417	20,000	20,000
Bank Charges	30	-	-	-
Office Expense	5,711	5,544	14,500	11,500
Meeting Expense	64	-	-	-
Buildings and Structures	7,000	-	-	-
Office Furniture and Equipment	44,240	61,246	135,000	135,000
Office Equip/Software-Inventorial	15,310	119,074	10,000	20,000
Indirect Allocation-General	38,422	-	-	-
Total Expenditures	<u><u>1,256,501</u></u>	<u><u>1,533,535</u></u>	<u><u>1,809,008</u></u>	<u><u>1,726,913</u></u>
 Funding Sources				
Amtrak				12,000
Indirect Cost Fund				<u>1,714,913</u>
Total Funding Sources				<u><u>1,726,913</u></u>



Dignitaries and hundreds of local residents celebrate the San Bernardino Santa Fe Depot turning 100 years old. The Santa Fe Depot serves as headquarters for the San Bernardino County Transportation Authority.

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 a Regional Energy Network in collaboration with Coachella Valley Association of Governments (CVAG) and Western Riverside Council of Governments (WRCOG) 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 San Bernardino Regional Energy Partnership (SBREP), conducted nine (9) SBREP meetings, and hosted four (4) light emitting diode (LED) holiday light exchange and free energy efficient starter kit events.
2. Participated in the review of White Papers that were used by the South Coast Air Quality Management District (SCAQMD) to implement clean air programs targeting the logistics industry.
3. Completed a \$9.1 million grant from CARB which funded 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 construction of twenty-three (23) Electric Vehicle (EV) charging stations, and the total deployment of twenty-seven (27) electric yard and service 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.
4. Installed Electric Vehicle (EV) charging stations at SBCTA/Santa Fe Depot and the Downtown San Bernardino Transit Center, using a \$450,000 grant from MSRC.
5. Completed a San Bernardino Countywide Zero-Emission Vehicle (ZEV) Readiness and Implementation Plan funded by a \$181,000 grant from the CEC.
6. Continued to work with the DOE on the asset management and disposition procedures of the combined 204 Compressed Natural Gas (CNG) and Liquefied Natural Gas (LNG) Truck Project. Managed the disposition of approximately fifty-one (51) project trucks in Fiscal Year 2019/2020 and forwarded the appropriate share of the disposition funds to the DOE.

Goals and Objectives

1. Work with local agencies on implementing the San Bernardino Countywide ZEV Readiness and Implementation Plan and assist in identifying and applying for grants for ZEV charging infrastructure.
2. In coordination with Southern California Gas (SoCalGas), continue assisting cities with reducing energy consumption, as well as achieving savings through a newly formed Regional Energy Network (REN). Additionally, pursue funding through the REN to implement innovative energy efficiency projects for member cities interested in achieving greater energy efficiency.
3. Continue to work with the DOE on the asset management and the disposition procedures of the remaining fifty-six (56) CNG and LNG trucks.

Environment and Energy Conservation Program Budget

Performance/Workload Indicators

	2017-2018 Actual	2018-2019 Actual	2019-2020 Revised Budget	2020-2021 Budget
Regional Energy Partnership Meetings	10	9	9	9
LED Holiday Light Exchanges/Energy Efficiency Starter Kit Events	6	6	4	4
Electric Vehicle Workshops held	N/A	N/A	4	N/A
Electric Vehicle Chargers Installed	2	0	14	N/A
CARB Electric Vehicle Chargers Installed	23	N/A	N/A	N/A
CARB Electric Vehicle trucks deployed	12	26	27	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. Completion of the Multi-class heavy duty zero-emission yard and service truck demonstration project for intermodal and warehouse facilities in the cities of San Bernardino, Fontana, and Commerce. This project was funded by a \$9.1 million grant award from the California Air Resources Board (CARB). Prepared a Final Report with a project summary and analysis of emissions reductions to be made public as a summary of the project demonstration.
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 (AB617) Steering Committee, which identified portions of the San Bernardino community for development and implementation of air monitoring and emission reduction plans.
4. Completed installation of Electric Vehicle (EV) chargers through a \$450,000 grant received from the Mobile Source Air Pollution Reduction Review Committee (MSRC).
5. Completed the 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 (4) informal working group meetings for member cities to provide their input. The final report was produced and shared with the SBCTA Board of Directors and City Managers Technical Advisory Committee.
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 disposition of fifty-one (51) trucks in Fiscal Year 2019/2020 and forwarded the appropriate portion of the funds to the DOE.
7. Continue to participate on the MSRC Technical Advisory Committee (TAC), as well as participate in MSRC TAC work program subcommittees which strive to develop and implement emission reducing opportunities.

Work Elements

1. Represent SBCTA through participation in technical committees of the SCAQMD, Mojave Desert Air Quality Management District (MDAQMD), and other groups for implementation of attainment strategies.
2. Continue to participate on the MSRC TAC.
3. Continue to participate in MSRC TAC work program subcommittees striving to reduce emissions and improve air quality in the region.
4. 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.
5. 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.
6. 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.
7. Continue to monitor the progress of the completed Alternative Fuel project by CNG/LNG fuel usage, as well as tracking emission reductions.

Environment and Energy Conservation

Task 0101 Environment

8. With the completion of the ZEV readiness and implementation strategy for the region, continue to collaborate with local agencies to identify possible funding opportunities to address “shovel-ready” EV charging locations and EV infrastructure needs throughout the county.
9. With the completion of the EV charging station installations at SBCTA/Santa Fe Depot and the San Bernardino Transit Center (SBTC), continue to monitor charging station usage and possible maintenance issues.
10. Work to achieve Senate Bill 375 (SB375) targets for greenhouse gasses as part of Southern California Association of Governments (SCAG) Sustainable Communities Strategy.

Budgetary changes are mainly due to the completion of a grant from CARB which was entirely drawn down in Fiscal Year 2019/2020.

Product

1. Regional ZEV readiness and implementation plan completed and distributed to local agencies.
2. Continue to collaborate with local agencies regarding various EV charging station and EV infrastructure opportunities.
3. Maintain and monitor the EV chargers at SBCTA/Santa Fe Depot and the SBTC.
3. Identify CNG/LNG and other alternative fuel funding opportunities to assist the urban Valley improve air quality.
4. Continue to manage assets (equipment and trucks) that were part of a grant from the DOE.
5. Participate via the MSRC with various work program committees to further assist with emissions reductions in the Inland Empire.

Contract Information

- a. Existing Contracts
 - i. 17-1001717, US Department of Energy Grant for CNG/LNG Fleet, Amount Budgeted \$1,120,000.

Manager

Duane Baker, Deputy Executive Director

Environment and Energy Conservation

Task 0101 Environment

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	72,644	84,209	101,061	76,097
Regular Part-Time Employees	246	192	-	-
Overtime	-	281	-	-
Fringe Allocation-General	67,267	85,836	102,587	77,261
Professional Services	3,551,915	5,070,765	2,688,500	1,288,500
Consulting Services	-	-	55,000	75,000
Maintenance-Motor Vehicles	15	-	450	450
Training/Registration	1,194	1,082	5,000	5,000
Postage	90	157	475	350
Travel Expense - Employee	1,538	1,201	15,500	11,500
Travel Expense-Mileage-Employee	334	532	12,500	4,500
Travel Expense-Other-MetroLink Tickets	27	20	1,000	1,000
Printing - External	735	-	2,375	1,000
Printing - Internal	-	-	300	300
Contributions/Subsidies	(3,735)	-	80,000	100,000
Office Expense	78	-	325	325
Meeting Expense	210	147	2,000	-
Electric Vehicle Charging Stations	97,475	-	345,500	-
Office Equip/Software-Inventorial	-	9,107	57,000	40,000
Indirect Allocation-General	96,645	-	-	-
Total Expenditures	<u>3,886,678</u>	<u>5,253,529</u>	<u>3,469,573</u>	<u>1,681,283</u>

Funding Sources

Electric Vehicle Charging Stations	12,000
MSI Valley Fund-Traffic Mgmt Sys	214,283
MSI 1990-Valley Fund-TMEE	335,000
Local Projects Fund	<u>1,120,000</u>
Total Funding Sources	<u>1,681,283</u>

Environment and Energy Conservation

Task 0111 Energy Conservation

Purpose

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

Accomplishments

1. Administer, levy, and annual collection administration related to 8,766 existing Property Assessed Clean Energy (PACE) liens originated from 2013 to until 2017.
2. Assisted twelve (12) cities with saving approximately 2,983.678 kWh and received \$1,032,171 in incentives.
3. Hosted four (4) holiday light emitting diode (LED) light exchange and free energy efficiency starter kit events in the cities of Chino Hills, Rancho Cucamonga, Rialto and Upland.
4. Received funding from Southern California Edison (SCE) and Southern California Gas Company (SoCalGas) and hosted ten (10) San Bernardino Regional Energy Partnership (SBREP) meetings.

Work Elements

1. In coordination with SoCalGas, continue assisting cities with reducing energy consumption and achieving savings through the SBREP.
2. Through the SBREP identify city facilities that would benefit from SoCalGas' Direct Install program to achieve additional energy savings at no cost.
3. Coordinate with participating cities to host holiday LED light and Energy Efficiency Kit exchange opportunities.
4. Continue to collaborate with Western Riverside Council of Governments (WRCOG) and Coachella Valley Association of Governments (CVAG) to explore the 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 due to an increase for professional services to pay for special tax consultant services related to the PACE Program that were previously paid directly by the Trustee from fees paid by property owners. The Trustee is now passing those fees to SBCOG and we are paying for the professional services. The increase in expenditures is offset by an increase in revenues.

Product

1. Reduce energy and water consumption by private property owners and public agencies.
2. Achieve savings identified by SoCalGas through the SBREP and pursue innovated energy efficiency projects.
3. Host ten (10) SBREP meetings.
4. Work closely with participating cities to address possible opportunities to provide LED holiday light strings and energy efficiency 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.

Environment and Energy Conservation

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 \$50,000, Total Estimated Contract Amount \$50,000.
- iii. RFP, Energy Action Planning (contract rebid each year), Amount Budgeted \$50,000, Total Estimated Contract Amount \$50,000.
- iv. 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.

Council of Governments Funding Source Detail

- i. Southern California Gas Company - \$75,081.
- ii. Southern California Edison - \$19,109.

Manager

Duane Baker, Deputy Executive Director

Environment and Energy Conservation

Task 0111 Energy Conservation

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	15,352	21,731	22,457	35,488
Regular Part-Time Employees	3,456	2,469	4,080	-
Overtime	495	-	-	-
Fringe Allocation-General	14,673	22,079	26,938	36,031
Professional Services	41,337	59,757	185,338	236,722
Training/Registration	302	-	2,000	3,000
Postage	55	7	250	100
Travel Expense - Employee	184	694	3,500	3,750
Travel Expense-Mileage-Employee	365	425	2,400	1,000
Printing - External	-	-	2,400	1,000
Printing - Internal	-	-	150	75
Contributions/Subsidies	-	-	2,500	300
Bank Charges	33,804	(1,454)	22,000	22,000
Other Service Charges	33,516	-	-	6,000
Office Expense	268	25	1,500	300
Meeting Expense	757	971	3,700	1,850
Indirect Allocation-General	23,427	-	-	-
Total Expenditures	<u>167,991</u>	<u>106,704</u>	<u>279,213</u>	<u>347,616</u>
Funding Sources				
Property Assessed Clean Energy Fund				253,426
Council of Governments Fund				<u>94,190</u>
Total Funding Sources				<u><u>347,616</u></u>

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 the maintenance of a Call Box System, the Freeway Service Patrol (FSP) Program, and operation of the Inland Empire 511 (IE511) traveler information phone service and IE511.org traveler information website.

Accomplishments

1. Continued discussions with Los Angeles County Metropolitan Transportation Authority (LACMTA) and Orange County Transportation Authority (OCTA) for a possible merger of the Southern California 511 (SoCal511) system, the goal is to provide a seamless regional traveler information system through SoCal 511 for all commuters in the Southern California region. SoCal511 would include the regions covered by LACMTA, Riverside County Transportation Commission (RCTC), SBCTA, OCTA, and the Ventura County Transportation Commission (VCTC).
2. Procured for and awarded two (2) FSP Contracts, one for a new service area in the Cajon Pass utilizing flatbed tow trucks to maximize efficiency and safety.
3. Continued to explore technology to be used for the FSP Program and provided software updates to existing technology.
4. Continued to market and outreach the FSP Program to potentially qualified tow companies.
5. Made changes to FSP RFP documents and contracts in an effort to attract more qualified tow companies to submit a proposal and participate in the FSP program.
6. Transitioned to a new vendor for Call Box Call Answering Center services for RCTC, OCTA, and SBCTA.
7. Expanded hours of operations for FSP Program to include an earlier start for the afternoon FSP shift on Fridays.

Goals and Objectives

1. Research and implement a Mobile Call Box Program.
2. Continue discussions with LACTMA, RCTC, OCTA, and VCTC regarding the merging of the IE511 system to a regional SoCal511 system.
3. Continue to review and evaluate FSP technology for the purpose of making the program as cost effective and efficient as possible.
4. Transition into a new 4G Global Positioning Systems (GPS) tracking system for the FSP Program.
5. Continue to evaluate and convert non-American with Disabilities Act (ADA) compliant call boxes.
6. Increase mobility on area freeways by removing disabled vehicles and other impediments during rush hours in a safe and efficient manner.
7. Reduce traffic congestion and contribute to the improvement of the air quality in the region by providing and promoting timely accident and congestion travel services information through the formation of the regional SoCal511 system.

Explore possible partnerships with WAZE or other congestion management applications for further efficiency of the Freeway Service Patrol program.

Performance/Workload Indicators

	2017-2018	2018-2019	2019-2020	
	Actual	Actual	Revised Budget	2020-2021 Budget
Motorists assisted by Freeway Service Patrol	50,000	52,000	58,441	75,000
Calls to 511	142,287	104,000	114,045	103,000
Visits to IE511.org	437,022	342,000	252,921	412,000

Commuter and Motorist Assistance

Task 0406 Traveler Services & Intelligent Transportation Systems

Purpose

Reducing emissions, and improving air quality in San Bernardino County by providing comprehensive traveler information in an efficient and customer friendly manner as well as by participating on various regional committees and work programs with a focus on emission reductions in the region.

Accomplishments

Ongoing implementation and program management of the Inland Empire 511 (IE511) program with Riverside County Transportation Commission (RCTC). This program provides comprehensive traveler information, including real time traffic, through the IE511 system. Travelers can access the IE511 system in a variety of ways, including by telephone (dialing 511 or 1-877-MYIE511), through the web (www.IE511.org), and by downloading a smart phone application.

In 2019, the IE511 phone system received more than 95,000 calls and the IE511 website had in excess of 337,000 visits. The smartphone application, which launched in 2012 has had more than 70,000 downloads.

In addition, SBCTA and RCTC have been in discussions with LACMTA, OCTA and VCTC with the goal of merging the regions 511 systems into one regional system to be known as Southern California 511 (SoCal511). All five (5) agencies are on board, and the details of the merger are being addressed. The goal is to have a single 511 system for the five (5) county regions in order to provide a higher level of customer service to the traveling public.

Work Elements

1. Work with LACMTA, OCTA, RCTC and VCTC to complete the merger of the current two (2) 511 systems into a single regional SoCal511 system.
2. Participate in the regional Intelligent Transportation Systems (ITS) Architecture workshops and monitor/determine whether an Inland Empire ITS Architecture update is needed. Continue to stay updated and educated about new and upcoming ITS and traveler solutions to better serve the motoring public.
3. Continue to work with LACMTA, RCTC, OCTA and VCTC regarding the goal to merge the IE511 and the GO511 system into one regional 511 system known as SoCal511. The entities had several discussions regarding cost savings, being able to provide additional regional enhancements for motorists, and ideally provide a more seamless and customer friendly service to commuters.

Budgetary changes include the Rideshare and the Vanpool programs, both which formerly fell under this task have been transferred to the Transit and Rail Department. Therefore, a budgetary decrease occurred under this task for Fiscal Year 2020/2021 as a result of these two programs being transferred to the Transit and Rail Department.

Product

1. Finalize regional partnership with other 511 systems in the Southern California region, which includes LACMTA, OCTA, and Ventura County Transportation Authority (VCTC) and their SoCal511 system.
2. Continue to look for inventive and informative ways to install 511 signage in the Inland Empire and promote and advertise 511 related services, phone number, website and application.
3. Discuss with RCTC the possibility of updating the Inland Empire ITS Architecture, and determining if an update is needed.

Commuter and Motorist Assistance

Task 0406 Traveler Services & Intelligent Transportation Systems

Contract Information

- a. New Contracts
 - i. RFP, ITS Analysis Consultant, Amount Budgeted \$200,000, Total Estimated Contract Amount \$700,000.
 - ii. Los Angeles County Metropolitan Transportation Authority Annual Agreement for SoCal511, Amount Budgeted \$300,000, Total Estimated Contract Amount \$700,000.

Manager

Duane Baker, Deputy Executive Director

Commuter and Motorist Assistance

Task 0406 Traveler Services & Intelligent Transportation Systems

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	66,275	65,224	69,763	42,676
Regular Part-Time Employees	-	621	1,800	-
Overtime	1,149	-	-	-
Fringe Allocation-General	62,434	66,263	72,643	43,329
Professional Services	1,364,403	1,296,193	2,427,872	555,000
Consulting Services	-	-	20,000	15,000
Maintenance-Motor Vehicles	-	40	200	200
Training/Registration	1,420	938	6,000	1,000
Postage	17	64	100	100
Travel Expense - Employee	1,021	2,844	6,000	4,000
Travel Expense-Mileage-Employee	2,059	2,573	3,200	2,000
Travel Expense-Other-Metrolink Tickets	13	40	500	500
Printing - External	144	265	35,000	87,000
Printing - Internal	-	-	100	100
Office Expense	8	17	250	250
Meeting Expense	-	-	250	2,000
Indirect Allocation-General	89,543	-	-	-
Total Expenditures	<u>1,588,486</u>	<u>1,435,082</u>	<u>2,643,678</u>	<u>753,155</u>
Funding Sources				
SAFE-Vehicle Registration Fees				310,000
MSI Valley Fund-Traffic Mgmt Sys				384,005
MSI Victor Valley Fund-Traffic Mgmt Sys				<u>59,150</u>
Total Funding Sources				<u><u>753,155</u></u>

Commuter and Motorist Assistance

Task 0702 Call Box System

Purpose

Maintain and operate a countywide motorist aid call box system responsive to the needs of motorists in San Bernardino County. The current system consists of approximately 850 call boxes along 1,800 centerline highway miles.

Accomplishments

Last year more than 5,000 calls were received through the call box system including the latest digital technology available at this time 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 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. Staff transitioned to a new vendor for Call Box Call Answering Center services, that included utilizing updated call answering center software for OCTA, RCTC, and SBCTA.

Work Elements

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.

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, while attempting to recover financial losses resulting from damaged call boxes.
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 contractor's 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. Continue to be the lead agency for Call Box Call Answering Center services on behalf of RCTC and OCTA.

Commuter and Motorist Assistance

Task 0702 Call Box System

An ADA analysis of all sites was budgeted last year but was not fully completed. In order to complete the project, additional funds will be budgeted to fully address the ADA analysis during the upcoming year.

Budgetary changes include a decreased for the Call Box System for Fiscal Year 2020/2021, as the latest digital technology upgrade was completed in Fiscal Year 2019/2020. In addition, the Call Box system was reviewed and analyzed for efficiency and effectiveness in Fiscal Year 2019/2020, and as a result approximately 250 call boxes are being reduced from the overall system.

Product

Operate an efficient Call Box Program providing maximum benefit to the public. Products include analyzing ADA compliance and upgrading or removing the call boxes as needed, the repair or installation of call boxes which have been damaged/knocked down, and other upgrades/improvements. Oversee and monitor the Call Answering Center 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.

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 \$625,000.
 - iii. 18-1001961, Call Box Call Answering Services, Amount Budgeted \$115,000.
- b. New Contracts
 - i. RFP, Call Box Technical Analysis for ADA Compliance, Amount Budgeted \$50,000, Total Estimated Contract \$50,000.

Manager

Duane Baker, Deputy Executive Director

Commuter and Motorist Assistance

Task 0702 Call Box System

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	33,344	35,926	31,948	54,054
Regular Part-Time Employees	675	1,323	1,260	-
Overtime	102	9	-	-
Fringe Allocation-General	30,971	36,508	33,709	54,881
Professional Services	98,851	112,557	361,000	211,000
Consulting Services	7,286	10,836	80,000	80,000
Mountain Avenue Callbox	428	444	2,250	2,250
Maintenance-Motor Vehicles	-	40	120	120
Maintenance-Call Boxes	420,339	656,161	1,525,000	625,000
Training/Registration	-	-	150	150
Postage	102	23	100	100
Travel Expense - Employee	1,517	1,193	5,000	5,000
Travel Expense-Mileage-Employee	182	278	5,000	5,000
Travel Expense-Other-Metrolink Tickets	27	-	250	250
Printing - External	81	231	500	500
Printing - Internal	-	-	150	150
Communications	7,395	6,647	30,000	30,000
Record/Equipment Storage	3,434	3,434	5,000	5,000
Office Expense	-	-	1,500	1,500
Meeting Expense	1,937	106	500	500
Office Equip/Software-Inventorial	-	-	-	20,000
Computer Hardware and Software	-	-	50,000	-
Indirect Allocation-General	44,884	-	-	-
Total Expenditures	<u>651,555</u>	<u>865,716</u>	<u>2,133,437</u>	<u>1,095,455</u>

Funding Sources

SAFE-Vehicle Registration Fees	813,205
SAFE Reimbursement	82,250
MSI 1990-Valley Fund-TMEE	<u>200,000</u>
Total Funding Sources	<u><u>1,095,455</u></u>

Commuter and Motorist Assistance

Task 0704 Freeway Service Patrol/State

Purpose

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

Accomplishments

SBCTA operates an FSP Program on a total of nine (9) beats along 108.07 centerline miles of highway in the Valley and portions of the Cajon Pass area that assisted nearly 60,000 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. The Cajon Pass Beat began its operations on January 2, 2020.

In October 2019, 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. Staff also continued to explore other possible technologies available to ensure the current software is the most cost and time effective.

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 cost saving technologies to enhance program efficiency and services, 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. Administer Quarterly Driver meetings hosted at SBCTA's offices to review and provide additional information and instruction regarding driver service procedures and customer service awareness and to address various safety related issues.
5. Continue to evaluate the current nine (9) Beat areas of the FSP Program and seek ways to improve service.
6. Continue to explore ways in which the FSP Program can be changed to better serve the public while maximizing resources.
7. 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.
8. Continue to work toward public outreach and awareness of the program.
9. 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.

Commuter and Motorist Assistance

Task 0704 Freeway Service Patrol/State

10. Procure and award Beat 11 (operates along Interstate 10 (I-10) from Sierra Avenue to Waterman Avenue) and Beat 29 (covers the I-10 from Waterman Avenue to Yucaipa Boulevard).
11. Possibly procure and award a new FSP Global Positioning Systems (GPS) tracking system for the San Bernardino FSP tow truck fleet.
12. Possibly procure and award a new FSP data collection system.
13. Possibly procure for a FSP technical consultant.

Budgetary changes include a reduction of an estimated \$672,000 which is partially a result of not needing to purchase a new set of digital radios for the Freeway Service Patrol program. Staff worked with the radio contractor and determined the current program radios will meet the needs of the program for at least the next fiscal year. The second cost savings is due to Caltrans no longer charging SBCTA for the salary for 1.5 CHP Officers for the FSP program, it is now a Caltrans absorbed cost due to SB1. The remaining reduction is a result of various cost savings recognized and addressed throughout the year.

Product

Ongoing oversight of the FSP Program and the review and analysis of various program reports and statistics. Provide necessary reports and invoices to seek reimbursement from the State. Continue to explore other possible funding sources for program continuation and expansion.

1. Maintain close relationships with the tow industry for the marketing and awareness of the program. This includes providing presentations at the local CTTA Inland Empire Chapter, as well as presenting at the CTTA annual show in 2020.
2. Conduct periodic driver meetings to reinforce safety, customer service and FSP policies.
3. Update FSP driver tablet software to provide better, more efficient user ability.

Contract Information

- a. Existing Contracts
 - i. 16-1001523, FSP Tow Services Along Beat 9, Amount Budgeted \$375,956.
 - ii. 18-1001969, FSP Tow Services Along Beat 10, Amount Budgeted \$397,242.
 - iii. 15-1001224, FSP Tow Services Along Beat 11, Amount Budgeted \$425,420.
 - iv. 19-1002172, FSP Tow Services Along Beat 5, Amount Budgeted \$310,800.
 - v. 19-1002091, FSP Tow Services Along Beat 23, Amount Budgeted \$342,450.
 - vi. 16-1001522, FSP Tow Services Along Beat 14, Amount Budgeted \$418,950.
 - vii. 15-1001225, FSP Tow Services Along Beat 29, Amount Budgeted \$425,672.
 - viii. 16-1001556, FSP Tow Services Along Beat 31, Amount Budgeted \$375,956.
 - ix. 16-1001521, FSP Digital Radio Services, Amount Budgeted \$25,000.
 - x. 15-1001164, FSP Technical Consultant, Amount Budgeted \$24,000.
 - xi. 18-1001927, FSP Extra Time for daily oversight and field supervision, Amount Budgeted \$187,914.
- b. New Contracts
 - i. RFP, FSP Beat 11, Amount Budgeted \$425,420, Total Estimated Contract Amount \$2,124,100.
 - ii. RFP, FSP Beat 29, Amount Budgeted \$425,672, Total Estimated Contract Amount \$2,128,360.
 - iii. RFP, FSP GPS System, Amount Budgeted \$25,000, Total Estimated Contract Amount \$65,000.

Manager

Duane Baker, Deputy Executive Director

Commuter and Motorist Assistance

Task 0704 Freeway Patrol Service/State

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	56,887	59,565	67,800	69,001
Regular Part-Time Employees	2,232	5,403	3,900	-
Overtime	-	18	-	-
Fringe Allocation-General	52,677	60,533	72,783	70,056
Professional Services	2,585,895	3,073,082	4,739,105	4,286,691
Consulting Services	21,514	18,844	28,000	28,000
Maintenance-Motor Vehicles	-	-	400	400
Training/Registration	125	-	300	300
Postage	68	76	1,000	1,000
Travel Expense - Employee	779	1,216	4,000	4,000
Travel Expense-Mileage-Employee	2,554	1,535	3,000	3,000
Travel Expense-Other-Metrolink Tickets	-	6	-	-
Printing - External	27,048	25,603	116,000	126,500
Printing - Internal	-	-	500	500
Communications	23,801	16,218	349,000	114,600
Office Expense	1,101	-	700	700
Meeting Expense	269	2,255	2,000	3,000
Indirect Allocation-General	77,089	-	-	-
Total Expenditures	<u>2,852,039</u>	<u>3,264,354</u>	<u>5,388,488</u>	<u>4,707,748</u>

Funding Sources

CALTRANS Local Reimbursement	497,399
Freeway Service Patrol (SAFE)-SB1	996,271
SAFE-Vehicle Registration Fees	876,225
Freeway Service Patrol	1,864,716
SCAQMD/MSRC	204,183
MSI Valley Fund-Traffic Mgmt Sys	268,954
Total Funding Sources	<u>4,707,748</u>

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 2019/2020:

1. Continued work with Southern California Association of Governments (SCAG) on the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS – “Connect SoCal”). The draft RTP/SCS was released by SCAG in November 2019, and SBCTA/SBCOG provided comments on the report. The RTP/SCS to be adopted by the SCAG Regional Council in April 2020.
2. Continued working with local jurisdictions on 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 2019 10-Year Delivery Plan.
3. 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.
4. A draft of the Regional Conservation Investment Strategy (RCIS) under Assembly Bill 2087 (AB2087) was submitted to the California Department of Fish and Wildlife (CDFW) with leadership from the Environment Element Group of the Countywide Vision. Funding for Phase II was obtained from the Wildlife Conservation Board, and the Phase II work will begin in Fiscal Year 2020/2021.
5. A draft report updating the San Bernardino County Sub-regional Greenhouse Gas Reduction Plan was prepared.
6. The Comprehensive Pedestrian Sidewalk Connectivity Plan was completed.
7. The Regional Climate Adaptation Toolkit was completed with Western Riverside Council of Governments (WRCOG) as lead agency.
8. A Senate Bill 743 (SB743) Countywide Implementation Study was completed, 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.
9. 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 (AQMP).
10. The Customer-based Ridesharing and Transit Interconnectivity Study, completed in 2018, spawned a quarterly status meeting among SBCTA and the transit agencies, to followup on the implementation of action items coming out of the study.
11. SBCTA staff provided comments on a variety of statewide plans and guidelines. Examples include comments on Senate Bill 1 (SB1) competitive grant guidelines drafted by the California Transportation Commission and on the draft California Freight Mobility Plan, and the SCAG Regional Housing Need Assessment. SBCTA provided input to a variety of regional studies, including the Caltrans District 8 Express Lane Study and the SCAG Regional Intelligent Transportation Systems (ITS) Architecture.
12. Multiple grant applications were prepared, including a Transit and Intercity Rail Capital Program grant for the West Valley Connector, and SB1 competitive grants for the Interstate 15 (I-15) Express Lane Contract 1 Project, Interstate 10 (I-10) Eastbound Truck Climbing Lane in Yucaipa, the West Valley Connector, state ATP grants, Caltrans transportation planning grants, and SCAG Sustainability Planning Grants.
13. Comprehensive Multimodal Corridor Plan (CMCP) was initiated 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.
14. Implemented the Digital Active Transportation Plan.
15. Completed the 2020 Development Mitigation Nexus Study update.

Regional and Subregional Planning Program Budget

Activities Planned for Fiscal Year 2020/2021 include:

1. Implementation of the 2020 RTP/SCS will be a theme for Fiscal Year 2020/2021, including continued delivery of Measure I transit and highway projects, as well as increased emphasis on delivery of active transportation projects and pursuit of freight initiatives.
2. Complete the CMCP in conjunction with Caltrans District 8, and the RCTC under a SCAG contract, funded through the Caltrans Sustainable Transportation Planning Grant Program.
3. 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 in lieu of the longer term, unfunded High Desert Corridor.
4. Continue the update of the SBCTA Long Range Transit Plan (LRTP), a countywide plan addressing the provision of transit services countywide.
5. Initiate and complete the SB743 Countywide Implementation Study Phase 2 under SCAG contract, looking at VMT mitigation methods, including programmatic mitigation.
6. Aggressively pursue grant applications and provide assistance to local jurisdictions for grants, where appropriate, through SB1, ATP, Caltrans Sustainable Transportation Planning Grants, Cap-and-Trade funding, and other Federal and State grant programs.
7. Provide continuing input to and comments on a variety of State and regional plans and guidelines.
8. Continue support for SBCTA technical committees.
9. Continue to support other SBCTA departments as well as individual jurisdictions with modeling, Geographic Information System (GIS), mapping, and analysis support where appropriate.
10. Initiate the next phase of the Regional Conservation Investment Strategy using grant funding obtained from the Wildlife Conservation Board. The focus will be on outreach and refinement of the plan, incorporating reviews by local stakeholders and the CDFW.

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, Measure I Strategic Plan, and GHG Reduction 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

	2017-2018 Actual	2018-2019 Actual	2019-2020 Revised Budget	2020-2021 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, Toll Studies, and SB743	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	YES	YES	YES	YES
Model Answer calls/emails from 25 jurisdictions				
Mapping/Data Products 20+ Monthly	YES	YES	YES	YES

Regional and Subregional Planning

Task 0110 Regional Planning

Purpose

Improve mobility, safety, and environmental quality by developing and coordinating countywide input to updates and amendments of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and mobile source components of air quality plans to meet 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, Senate Bill 743 (SB743) Vehicle Miles Travelled (VMT) Reduction Strategies, Greenhouse Gas (GHG) Reduction Strategies, Climate Adaptation and Resiliency 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, Senate Bill 1 (SB1) Road Repair and Accountability Act of 2017 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. In Fiscal Year 2019/2020, SBCTA and our local partners provided San Bernardino County's input to the SCAG 2020 RTP/SCS, including formal comments on the draft RTP/SCS and Program Environmental Impact Report (PEIR). SBCTA worked with local jurisdictions to refine 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/SBCOG also provided comments on the SCAG Regional Housing Needs Assessment (RHNA) methodology and draft housing allocations. 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. At the state level, SBCTA provided input to multiple processes and documents, such as the California Freight Mobility Plan (CFMP), OPR's General Plan Guidelines, and the California Transportation Plan. 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.

Work Elements

1. Track implementation of the 2020 RTP/SCS and provide technical input into implementation of the 2020 RTP/SCS when necessary. The 2020 RTP/SCS to be adopted by SCAG in April 2020.
2. Update Geographic Information System (GIS) coverages for existing land use, General Plan/Specific Plan land use, and student populations. Continue the upgrade to the SBCTA GIS growth distribution model to better address issues such as: Higher density non-residential development; improved association of non-residential land use with employment sectors; additional Specific Plan land use mapping; control totals for additional unincorporated areas; and better analysis of infill/redevelopment areas.

Regional and Subregional Planning

Task 0110 Regional Planning

3. Coordinate local agency development and review of draft growth forecasts and scenario alternatives, including alternatives incorporating transit oriented development for the 2024 RTP/SCS.
4. Provide input to the next South Coast AQMP and accompanying initiatives of the South Coast Air Quality Management District (SCAQMP), such as Indirect Source Rules (ISRs) for warehouses and new development.
5. Continue to participate in the SCAG Working Groups on freight, aviation, active transportation, and environmental/sustainability issues.
6. Develop technical input and policy recommendations as needed for regional transportation, aviation, air quality, GHG reduction, VMT reduction, climate adaptation, habitat preservation, and goods movement studies conducted by SCAG, Caltrans, air districts, other subregional agencies, and transportation commissions, and participate on steering committees for those studies managed by other agencies.
7. 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.
8. Provide technical support as needed for SCAG delegates regarding the RTP/SCS, air quality issues, and regional goods movement issues.
9. 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.
10. Coordinate with Western Riverside Council of Governments (WRCOG) on developing bi-county joint climate adaptation and resiliency initiatives and other bi-county efforts, as appropriate.
11. Coordinate with Caltrans and local jurisdictions to extend and/or develop new regional class I active transportation networks such as the San Sevaine, Santa Ana River, and Pacific Electric Trails.
12. Coordinate with SCAG and local jurisdictions to implement SB743 requirements on VMT reduction and study possible regional mitigation measures associated with the reduction.
13. Coordinate with California Department of Fish and Wildlife (CDFW), San Bernardino County and SCAG on an effort to create a Regional Conservation Investment Strategy (RCIS) through the process established by the CDFW under Assembly Bill 2087 (AB2087).

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.

Manager

Steven Smith, Director of Planning

Regional and Subregional Planning

Task 0110 Regional Planning

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	150,404	203,557	165,496	149,808
Regular Part-Time Employees	4,920	10,034	8,360	-
Overtime	500	-	-	-
Fringe Allocation-General	139,735	206,801	176,481	152,100
Professional Services	-	-	10,000	10,000
Travel Expense - Employee	1,539	1,727	2,500	2,500
Travel Expense-Mileage-Employee	57	270	1,500	1,500
Travel Expense-Other-Metrolink Tickets	182	381	300	300
Office Expense	56	60	200	200
Meeting Expense	120	369	300	500
Indirect Allocation-General	203,801	-	-	-
Total Expenditures	501,314	423,199	365,137	316,908

Funding Sources

Local Transportation Fund - Planning	166,498
Planning, Programming and Monitoring	126,833
MSI Valley Fund-Freeway Projects	23,577
Total Funding Sources	316,908

Regional and Subregional Planning

Task 0203 Congestion Management

Purpose

Meet Federal and State Congestion Management requirements. Monitor performance levels on the regionally significant transportation system and gauge consistency with air quality attainment strategies within the county portions of the South Coast and Mojave Desert Air Basins. Maintain the Congestion Management Program (CMP) documentation, including the Development Mitigation Nexus Study, which provides the nexus between land use decisions and the ability of the transportation system to support the uses.

Accomplishments

The countywide Congestion Management Program (CMP) was adopted in November 1992. The program has been updated in odd-numbered years since that time, when required. An update was completed on the Development Mitigation Nexus Study (Appendix G of the CMP) in 2020. All jurisdictions have adopted and implemented the Land Use Transportation Analysis Program as required by law and, along with Caltrans, are continuing to monitor their Development Impact Fee (DIF) programs 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). Improvements to the San Bernardino County Transportation Analysis Model (SBTAM), (Subregional Planning, Task 0404) were undertaken within the Valley, Victor Valley, Morongo Basin, and Barstow/Northeast Desert subareas, as part of congestion management responsibilities.

Work Elements

1. In early 2020, an update was completed of 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. SBCTA will work with the jurisdictions in the Valley and Victor Valley to maintain their Development Impact Fee (DIF) programs consistent with the Nexus Study update.
2. SBCTA will work with Valley and Victor Valley jurisdictions to collect data for their Development Mitigation Annual Reports (DMARs), presented annually to the Board showing the current state of development and fee collection.
3. Trends in traffic growth will be tracked through congestion monitoring using the SBCTA iPeMS application, based on vehicle probe data for freeways and arterials. SBCTA hosts this data on an external website which is accessible to local jurisdictions and 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.

Products

Updated and continued implementation of the CMP for San Bernardino County. Updated travel demand model (SBTAM) and processes and data for monitoring system performance.

Contract Information

- a. Existing Contracts
 - i. 16-1001364, CMP Monitoring Tool Maintenance, Amount Budgeted \$48,000.

Manager

Steven Smith, Director of Planning

Regional and Subregional Planning

Task 0203 Congestion Management

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	24,832	29,134	24,560	22,641
Fringe Allocation-General	22,995	29,599	24,931	22,987
Consulting Services	18,250	54,430	44,430	66,834
Travel Expense - Employee	-	-	500	500
Travel Expense-Mileage-Employee	-	-	500	500
Printing - Internal	-	-	200	200
Meeting Expense	-	86	500	500
Indirect Allocation-General	32,978	-	-	-
Total Expenditures	<u>99,055</u>	<u>113,249</u>	<u>95,621</u>	<u>114,162</u>

Funding Sources

Congestion Management Program	18,834
MSI Valley Fund-Traffic Mgmt Sys	85,066
MSI Victor Valley Fund-Traffic Mgmt Sys	<u>10,262</u>
Total Funding Sources	<u>114,162</u>

Regional and Subregional Planning

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 all geographic information systems and data management work done on a regular and per request basis.

Accomplishments

The DMO initiated data maintenance reforms geared towards making existing resources more readily available to internal staff, member jurisdictions, regional agencies, 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. The GIS platform was also moved to a new server in Fiscal Year 2019/2020. Notably, Phase 1 of the Comprehensive Pedestrian Sidewalk Connectivity Plan was completed under Task 0404 and the data incorporated into the DMO’s GIS platform.

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.

Regional and Subregional Planning

Task 0206 Data Program Management

4. Fund Administration Department:
 - i. Mapping and support for Federal Transportation Improvement Program (FTIP) and project tracking.
 - ii. Measure I funding distribution maps.
 - iii. Measure I 10-Year Delivery Plan maps.
5. Special mapping and analysis requests not identified during budget planning.

Budgetary changes primarily result from transfer of work that would have historically been charged to 0404 being now charged to 0206 in order to better track data management related tasks.

Product

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

Manager

Steve Smith, Director of Planning

Regional and Subregional Planning

Task 0206 Data Program Management

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	-	43,900	42,337	134,857
Regular Part-Time Employees	-	7,596	9,240	18,365
Fringe Allocation-General	-	44,598	52,358	155,563
Information Technology Services	-	-	40,000	40,000
Training/Registration	-	-	1,500	1,500
Travel Expense - Employee	-	-	4,000	4,000
Travel Expense-Mileage-Employee	-	-	1,000	1,000
Travel Expense-Other-Metrolink Tickets	-	-	200	100
Printing - Internal	-	-	300	300
Total Expenditures	-	96,094	150,935	355,685

Funding Sources

MSI Admin	14,568
Local Transportation Fund - Planning	37,503
Modeling Fees	4,101
Planning, Programming and Monitoring	204,533
SAFE-Vehicle Registration Fees	320
MSI Valley Fund-Freeway Projects	4,885
MSI Valley Fund-Fwy Interchange	7,652
MSI Valley Fund-Traffic Mgmt Sys	77,851
Indirect Cost Fund	4,272
Total Funding Sources	355,685

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

Regional and Subregional Planning

Task 0404 Subregional Planning

Purpose

Optimize SBCTA investments in transportation infrastructure through a comprehensive, coordinated, and continuing process of identification and evaluation of multimodal transportation options and funding solutions. SBCTA will maintain a long-range Countywide Transportation Plan (CTP), for input into the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), developed in conjunction with the Southern California Association of Governments (SCAG) through Regional Planning Task 0110. This task also includes 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 SCAG Regional Transportation Plans, including the 2020 RTP/SCS. An update of the Countywide Transportation Plan (CTP) was completed in Fiscal Year 2019/2020 to provide input to and consistency with the 2020 RTP/SCS to be adopted by SCAG in April 2020. An update to the SBCTA Long Range Transit Plan (LRTP) was continued, but put on hold while the Transit Consolidation Study was being completed. The Planning Department continued to support other departments and jurisdictions with transportation analysis and modeling. A countywide study was completed 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.

The Planning Department was also lead on multiple grant applications for infrastructure and planning. This included funding applications for the Transit and Intercity Rail Capital Program (TIRCP) and for the Senate Bill 1 (SB1) competitive programs (Solutions for Congested Corridors, Trade Corridor Enhancement Program, Local Partnership Program, and Active Transportation Program). The first phase of two Comprehensive Multimodal Corridor Plans (CMCPs) was completed with RCTC and Caltrans, in support of SBCTA's Solutions for Congested Corridors (SCCP) applications. SBCTA staff also worked on multiple sustainability initiatives in Fiscal Year 2019/2020. Development of a Regional Conservation Investment Strategy was continued under Assembly Bill 2087 (AB2087), in conjunction with the County of San Bernardino and the Environment Element Group established for the Countywide Vision. Phase 1 of the Comprehensive Pedestrian Sidewalk Connectivity Plan was completed, and a Digital Active Transportation Plan was prepared. An update to the Regional Greenhouse Gas (GHG) Reduction Plan was continued 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.

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. Complete two Comprehensive Multimodal Corridor Plans (a North-South Corridor and an East-West Corridor) based on guidelines from the California Transportation Commission (CTC) and the Caltrans Corridor Planning Guidebook. These are being prepared in conjunction with Caltrans District 8, and the 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 SB1 SCCP. Phase 1 CMCPs were completed to support the 2020 SCCP applications.

Regional and Subregional Planning

Task 0404 Subregional Planning

4. Conduct Phase 2 of the SB743 Countywide Implementation Study, preparing local jurisdictions for the use of VMT as the basis of traffic analysis going forward. Phase 2 will primarily address VMT mitigation options, providing assistance to local jurisdictions implementing SB 743.
5. Prepare applications for Federal and State infrastructure and planning grants, including Federal Infrastructure for Rebuilding America (INFRA), SB1, and TIRCP, to secure funding for major transportation projects, supporting partnerships with the Caltrans, SCAG, and other regional agencies. 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), Next Generation Shared-Ride Study, and First/Last Mile Implementation Toolkit. 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. Update the SBCTA Long Range Transit Plan.
9. Support SBCTA project development efforts with traffic analyses and impact assessments.
10. Maintain the policies in the Measure I 2010-2040 Strategic Plan and update the Strategic Plan narrative as necessary.
11. Seek to implement the San Bernardino County Non-Motorized Transportation Plan (NMTP), in conjunction with local jurisdictions. A digital version of the Countywide Active Transportation Plan was completed in Fiscal Year 2019/2020.
12. Manage the call-for-projects (CFP) for pedestrian/bicycle improvements under the Transportation Development Act (TDA) Article 3. A new CFP is expected in Fiscal Year 2020/2021.
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 Phase 2 of 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.

Products

Products include: updates of SBTAM and the LRTP; Phase 2 of the North-South and East-West CMCPs, Phase 2 of the SB743 Implementation Study (SCAG contract); initiation of the Next Generation Shared-Ride and First/Last Mile Toolkit studies; 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.

Regional and Subregional Planning

Task 0404 Subregional Planning

Contract Information

- a. Existing Contracts
 - i. 15-1001101, MSRC Signal Synchronization Partnership Program, Amount Budgeted \$90,000 (City of Yucaipa).
 - ii. 15-1001105, MSRC Signal Synchronization Partnership Program, Amount Budgeted \$124,810 (City of Rancho Cucamonga).
 - iii. 15-1001106, MSRC Signal Synchronization Partnership Program, Amount Budgeted \$136,000 (City of Colton).
 - iv. 18-1001879, San Bernardino County Sub-regional Greenhouse Gas Reduction Plan Update, Amount Budgeted \$100,000.
 - v. 19-1002103, On-Call Planning Services, Amount Budgeted \$60,000.
 - vi. 19-1002185, On-Call Planning Services, Amount Budgeted \$50,000.
 - vii. 19-1002186, On-Call Planning Services, Amount Budgeted \$80,000.
 - viii. 19-1002187, On-Call Planning Services, Amount Budgeted \$50,000.
 - ix. 19-1002188, On-Call Planning Services, Amount Budgeted \$10,000.
 - x. 19-1002189, On-Call Planning Services, Amount Budgeted \$20,000.
- b. New Contracts
 - i. RFP, LRTP Support, Amount Budgeted \$50,000, Total Estimated Contract Amount \$50,000.
 - ii. RFP, San Bernardino County Safe Routes to School Program Phase II, Amount Budgeted \$253,000, Total Estimated Contract Amount \$1,053,000.
 - iii. RFP, San Bernardino County Regional Conservation Investment Strategy (RCIS), Amount Budgeted \$400,000, Total Estimated Contract Amount \$562,210.
 - iv. RFP, SBTAM Update to 2016/2045 for RTP/SCS Consistency Amount Budgeted \$200,000, Total Estimated Contract Amount \$250,000.

Local Funding Source Detail

- i. Southern California Association of Governments - \$25,000 (for GHG Reduction Plan).
- ii. County of San Bernardino Department of Public Health - \$200,000 (Safe Routes to School).
- iii. San Bernardino County Superintendent of Schools - \$100,000 (Safe Routes to School).

Manager

Steven Smith, Director of Planning

Regional and Subregional Planning

Task 0404 Subregional Planning

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	296,537	175,389	264,077	158,527
Regular Part-Time Employees	5,640	3,104	7,260	-
Overtime	-	33	-	-
Fringe Allocation-General	274,587	178,216	275,437	160,953
Professional Services	-	128,978	300,000	75,000
Consulting Services	423,116	353,767	853,723	1,203,723
Information Technology Services	35,500	33,440	1,000	1,000
Dues/Memberships	550	-	-	-
Training/Registration	2,137	3,496	3,000	3,000
Postage	10	37	150	150
Travel Expense - Employee	5,921	3,702	2,500	2,500
Travel Expense-Mileage-Employee	1,987	1,413	1,600	1,600
Travel Expense-Other-MetroLink Tickets	-	98	-	-
Advertising	68	219	200	200
Printing - Internal	-	24	500	500
Contributions/Subsidies	771,043	314,266	750,810	903,810
Office Expense	20	-	150	150
Meeting Expense	100	-	300	300
Computer Hardware and Software	-	-	2,000	2,000
Indirect Allocation-General	388,520	-	-	-
Total Expenditures	<u>2,205,736</u>	<u>1,196,182</u>	<u>2,462,707</u>	<u>2,513,413</u>

Funding Sources

Local Transportation Fund - Admin	11,679
Local Transportation Fund - Planning	811,974
Modeling Fees	510
ARRA FED DOE Clean Cities FY09	50,000
State of California Wildlife Conservation	400,000
SCAQMD/MSRC	350,810
Greenhouse Gas Fund	20,588
MSI Valley Fund-Fwy Interchange	7,715
MSI Valley Fund-Express Bus/Rapid Trans	8,734
MSI Valley Fund-Traffic Mgmt Sys	631,589
MSI Victor Valley Fund-Traffic Mgmt Sys	36,679
MSI North Desert Fund-Traffic Mgmt Sys	3,254
MSI Morongo Basin Fund-Traffic Mgmt Sys	1,627
MSI Mountain Fund-Traffic Mgmt Sys	3,254
Local Projects Fund	<u>175,000</u>
Total Funding Sources	<u>2,513,413</u>

Regional and Subregional Planning

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 2019/2020, 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, input to the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and longer-term priorities over the life of Measure I 2010-2040. SBCTA began coordination with the Los Angeles County Metropolitan Transportation Authority (LACMTA) and Caltrans to initiate a project development effort for the widening of State Route 18 (SR-18) between State Route 138 (SR-138) and US 395.

Work Elements

1. Identify and analyze issues 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. Assist Mountain/Desert jurisdictions with implementation of Vehicle Miles Traveled (VMT) analysis required for development projects under Senate Bill 743 (SB743).
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. Conduct the SR-18 Corridor Study in coordination with LACMTA and Caltrans, resulting in a Project Study Report/Project Development Support (PSR/PDS) programming document.
7. Monitor development of the Virgin Rail high speed train from Apple Valley to Las Vegas and any further study involving passenger rail within the High Desert Corridor.
8. Work with Caltrans on opportunities for development of an express toll lane system on Interstate 15 (I-15) in the Victor Valley.
9. 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. SR-18 Corridor PSR/PDS, setting the stage for future widening of SR-18.
2. Planning and technical assistance in cooperation with 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
 - i. RFP - SR-18 Corridor Study – SBCTA Agreement with LACMTA to contribute SBCTA share (50%) of Metro contract with consultant from their bench, Amount Budgeted \$200,000, Total Estimated Contract Amount \$400,000.
 - ii. RFP - SR-18 Corridor Study – SBCTA Agreement with Caltrans District 8 for oversight of PSR/PDS, Amount Budgeted \$200,000 (includes Metro contribution of \$100,000), Total Estimated Contract Amount \$250,000.

Local Funding Source Detail

- i. LACMTA - \$100,000, budgeted for share of Caltrans District 8 oversight of PSR/PDS.

Manager

Steven Smith, Director of Planning

Regional and Subregional Planning

Task 0941 Mountain/Desert Planning and Project Development

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	10,031	20,583	16,759	21,325
Fringe Allocation-General	9,289	20,911	17,013	21,651
Consulting Services	-	-	400,000	200,000
Contributions/Subsidies	-	-	-	200,000
Indirect Allocation-General	13,322	-	-	-
Total Expenditures	<u>32,642</u>	<u>41,494</u>	<u>433,772</u>	<u>442,976</u>

Funding Sources

MSI Victor Valley Fund-Traffic Mgmt Sys	322,559
MSI North Desert Fund-Traffic Mgmt Sys	4,877
MSI Colorado River Fund-Traffic Mgmt Sys	2,439
MSI Morongo Basin Fund-Traffic Mgmt Sys	4,367
MSI Mountain Fund-Traffic Mgmt Sys	8,734
Local Projects Fund	<u>100,000</u>
Total Funding Sources	<u>442,976</u>



Population growth and traffic demand on SR 210 has brought the need for the State Route 210 Widening Project in San Bernardino, Highland, and Redlands.

TRANSIT

Transit Program

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, and manage sixty (60) 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 assists 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 reducing roadway congestion and improving air quality by providing high-quality Metrolink commuter rail services to the citizens of San Bernardino County, expanding rail service with development of Arrow hybrid-rail service, and providing project delivery, funding, and planning support to the local transit operators in the county. Further, with the internal reorganization that occurred in Fiscal Year 2019/2020, the Transit team responsibilities now include management of vanpool and rideshare activities with a focus on the customer-based experience.

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 Metrolink for development of the future Arrow hybrid-rail service.
2. Begin final design of the West Valley Connector Phase 1 Project, work with the FTA as part of the Capital Improvement Grant Program process, and secure the necessary grant funding to proceed with right of way acquisition.
3. Seek funding to close the shortfall to construct Gold Line Phase 2B to Montclair in San Bernardino County if Los Angeles County Metropolitan Transportation Authority (LACMTA) commits to building to the county line.
4. Proceed with final design of the Zero Emission Multi-Unit Vehicle (ZEMU) in close consultation with the FRA and SCRRA.
5. Monitor progress of the Private Transportation Provider Pilot Program with the goal of connecting passengers from designated Metrolink stations to the Ontario International Airport Authority (OIAA) and collecting data to better understand demand, rider travel behavior and unmet first and last mile needs.
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. Support local Transit Operators with implementation of zero-emission bus recommendations as identified in the San Bernardino Countywide Zero-Emission Bus Study and mandated by the State.
9. Continue the Metrolink San Bernardino Line Fare Discount Program and monitor its performance.
10. Provide technical assistance to the transit operators and their Consolidated Transportation Service Agencies within San Bernardino County.
11. Completed the 2021 Update to the San Bernardino County Public Transit-Human Services Transportation Coordination Plan.
12. Assist Mountain Transit in preparing their five-year Short Range Transit Plan.
13. Implement the IE Commuter rideshare program and merge regional rideshare database.
14. Manage the SB Loop Vanpool Subsidy Program, National Transit Database reporting and monitor cost versus 5307 revenue generation.
15. Work with Mountain Transit in constructing their two facilities in Crestline and Big Bear as requested.

Transit Program

Performance/Workload Indicators

	2017-2018 Actual	2018-2019 Actual	2019-2020 Revised Budget	2020-2021 Budget
Redlands Passenger Rail Project	Final Design/ Vehicle Design	Complete Early Utility Contract/ Award Mainline and Facility Contracts	Construction/ Vehicle Design & Assembly	Construction/ Vehicle Assembly & Delivery
Gold Line Extension	Advanced Conceptual Engineering	Construction Negotiations	On-hold/ Seek Funding	On-hold/ Seek Funding
West Valley Connector	Preliminary Engineering/ Environmental Clearance	Preliminary Engineering/ Environmental Clearance	Environmental Approval/ Seek Funding	ROW Acquisition/ Final Design/ Seek Funding
Development of Zero-emission Multiple Unit	N/A	Secured Grant Funding/ Planning	Determine Technology/ Vehicle Design	Vehicle Design
Metrolink Double Track – CP Lilac to CP Rancho (Preliminary Engineering and CEQA Clearance Only)	Preliminary Engineering/ Environmental Clearance	Preliminary Engineering/ Environmental Approval	On-hold/ Seek Funding (SCRRRA)	On-hold/ Seek Funding (SCRRRA)
Upland Metrolink Parking Lot Expansion Conceptual Plan	Conceptual Planning	Conceptual Planning	Conceptual Plan Completed	On-hold/ Seek Funding
Shortway Quiet Zone	Preliminary Engineering/ Environmental Clearance	Preliminary Engineering/ Environmental Clearance	On-hold Pending Coordination with SCRRRA	On-hold Pending Coordination with SCRRRA
Rail Access to Ontario International Airport	N/A	N/A	N/A	Alternative Analysis

Transit

Task 0309 Transit Operator Support

Purpose

Facilitate and oversee the administration and programming of transit projects through funding provided by a variety of Federal and State revenue sources and Measure I to allow delivery of transit projects on schedule and to demonstrate compliance with applicable 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 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

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 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. Continue work on implementing and maintaining the transit operator performance system.
2. Share new industry and regulatory information with operators.
3. Review and implement SBCTA procedures and provide technical assistance to transit operators and non-profits to ensure compliance with FTA requirements.

Transit

Task 0309 Transit Operator Support

4. Schedule, mail and publish notices for annual Unmet Transit Needs Public Hearings 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.
5. Identify eligible candidate projects for various competitive grant programs and provide support to transit operators to submit applications and implement projects, if selected.
6. 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.
7. Coordinate activities and provide assistance in responding to inquiries from Board members, member agencies, and transit operators through the PASTACC, and other interagency forums.

Budgetary changes reflect the organization change that occurred in Fiscal Year 2019/2020 to move core elements of Transit Operator Support to the Transit and Rail Department while allowing for fund administration work elements, inclusive of staff time and professional services, to remain with the Fund Administration Department under Task 0500.

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
 - i. RFP/CTO, Consulting Services - Transit Operation Unmet Needs, Amount Budgeted \$50,000, Total Estimated Contract Amount \$50,000.

Manager

Carrie Schindler, Director of Transit and Rail Projects

Transit

Task 0309 Transit Operator Support

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	180,514	162,455	229,808	94,136
Fringe Allocation-General	167,152	165,045	233,278	95,575
Professional Services	208,564	143,222	1,032,700	182,700
Consulting Services	-	23,920	64,305	50,000
Auditing and Accounting	126,383	-	-	-
Dues/Memberships	13,040	14,435	16,500	21,500
Training/Registration	955	350	33,000	5,000
Postage	-	33	230	250
Travel Expense - Employee	149	1,043	5,375	4,000
Travel Expense-Mileage-Employee	96	-	1,190	1,000
Travel Expense-Other-Metrolink Tickets	138	88	375	500
Advertising	1,428	1,539	2,075	2,000
Printing - External	-	-	330	100
Meeting Expense	237	48	1,350	1,100
Indirect Allocation-General	239,730	-	-	-
Total Expenditures	<u>938,386</u>	<u>512,178</u>	<u>1,620,516</u>	<u>457,861</u>

Funding Sources

Local Transportation Fund - Admin	104,700
Local Transportation Fund - Planning	<u>353,161</u>
Total Funding Sources	<u>457,861</u>

Transit

Task 0310 Transit Allocations/Pass-throughs

Purpose

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

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.

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 \$2,940,125.
 - ii. Senate Bill 1 (SB1) and SGR Pass-through Agreements with Transit Operators, Amount Budgeted \$3,380,112.

Manager

Andrea Zureick, Director of Fund Administration

Transit

Task 0310 Transit Allocations/Pass-throughs

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Contributions/Subsidies	10,540,950	18,946,365	15,529,948	19,486,454
Pass-through Payments	<u>108,026,122</u>	<u>114,159,585</u>	<u>113,990,500</u>	<u>110,200,000</u>
Total Expenditures	<u>118,567,072</u>	<u>133,105,950</u>	<u>129,520,448</u>	<u>129,686,454</u>

Funding Sources

Low Carbon Transit Operations Program	3,106,542
Local Transportation Fund - Pass-through	91,100,000
State Transit Assist Fund - Pass-through	19,100,000
State of Good Repair (SGR)	3,380,112
MSI Valley Fund-Senior and Disabled	11,760,500
MSI Victor Valley Fund-Senior and Disabled	880,200
MSI North Desert Fund-Senior and Disabled	163,600
MSI Colorado River Fund-Senior and Disabled	11,700
MSI Morongo Basin Fund-Senior and Disabled	92,800
MSI Mountain Fund-Senior and Disabled	<u>91,000</u>
Total Funding Sources	<u>129,686,454</u>

Transit

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). 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 (3) Metrolink routes that serve San Bernardino County. These three (3) lines typically carry up to 44 percent of total Metrolink passengers. The San Bernardino Line alone carries approximately 25 percent of total Metrolink passengers and boasts fare box recovery of over 38 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 2020/2021, and is primarily funded with grant funds. Additionally, SCRRA finalized the Metrolink Rehabilitation Plan (MRP) and developed a multi-year member agency subsidy plan; both of which will inform the Fiscal Year 2020/2021 budget process and allow for improved strategic planning in the upcoming fiscal year. In Fiscal Year 2019/2020, the SCRRA Board of Directors named Stephanie Wiggins as the new Chief Executive Officer (CEO) of Metrolink. Under leadership of the new CEO, Metrolink initiated an update to its Strategic Business Plan to support a customer-first orientation, prioritizing safety and security, an integrated system and sustainable business practices. Staff is working closely with Metrolink on the Strategic Business Plan update which will be implemented in Fiscal Year 2020/2021. As part of SBCTA's role as a member agency, staff remains engaged in the Member Agency Advisory Committee (MAAC).

Staff initiated work on a study looking at the economic and environmental contributions of transit in our county, taking into consideration the five (5) operators in the various regions of our county and the upcoming West Valley Connector Project.

Work Elements

1. Represent the interest of the county on the SCRRA MAAC, advise SBCTA Board representatives sitting on the SCRRA Board and attend SCRRA Board and policy committee meetings.
2. Attend the various training and conference events related to the Federal Transit Administration, the American Public Transportation Associations, Rail~Volution, the California Transit Association, and other transit related educational opportunities as appropriate.
3. Transit related legislative advocacy in Sacramento and Washington, D.C.
4. Provide staff support to the SBCTA Transit Committee.
5. Study innovations that would allow for expanded transit service with lower operations and maintenance costs using existing infrastructure.
6. Continue coordination on the California High-Speed Rail Authority Project.
7. Other miscellaneous general transit items including project and program controls.

Transit

Task 0312 General Transit

Budgetary change is due to the expected completion of the Countywide Zero Emission Bus study and an increase in staff time allowance.

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 \$1,113,920.
 - 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 \$95,000.

- b. New Contracts
 - i. RFP, Economic Impact Study, Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.

Manager

Carolyn Schindler, Director of Transit and Rail Programs

Transit

Task 0312 General Transit

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	205,295	171,738	133,398	182,972
Overtime	191	-	-	-
Fringe Allocation-General	190,277	174,475	135,413	185,771
Professional Services	157,273	49,323	755,911	225,625
Consulting Services	657,418	8,190	-	-
Program Management Fees	593,614	595,917	1,462,088	1,113,920
Dues/Memberships	4,712	2,049	7,115	10,000
Training/Registration	3,292	7,144	5,000	10,000
Postage	103	-	600	600
Travel Expense - Employee	11,235	13,838	25,000	20,000
Travel Expense-Mileage-Employee	163	622	1,250	3,888
Travel Expense-Other-Metrolink Tickets	349	131	600	1,500
Printing - External	-	-	500	500
Record/Equipment Storage	-	-	1,000	1,000
Office Expense	-	-	1,000	100
Meeting Expense	429	382	1,000	1,000
Indirect Allocation-General	272,896	-	-	-
Indirect Allocation-Project Management	230,484	-	-	-
Total Expenditures	<u>2,327,731</u>	<u>1,023,809</u>	<u>2,529,875</u>	<u>1,756,876</u>
Funding Sources				
Local Transportation Fund - Planning				417,956
Local Transportation Fund - Rail				1,113,920
State Transit Assistance Fund - Rail				<u>225,000</u>
Total Funding Sources				<u>1,756,876</u>

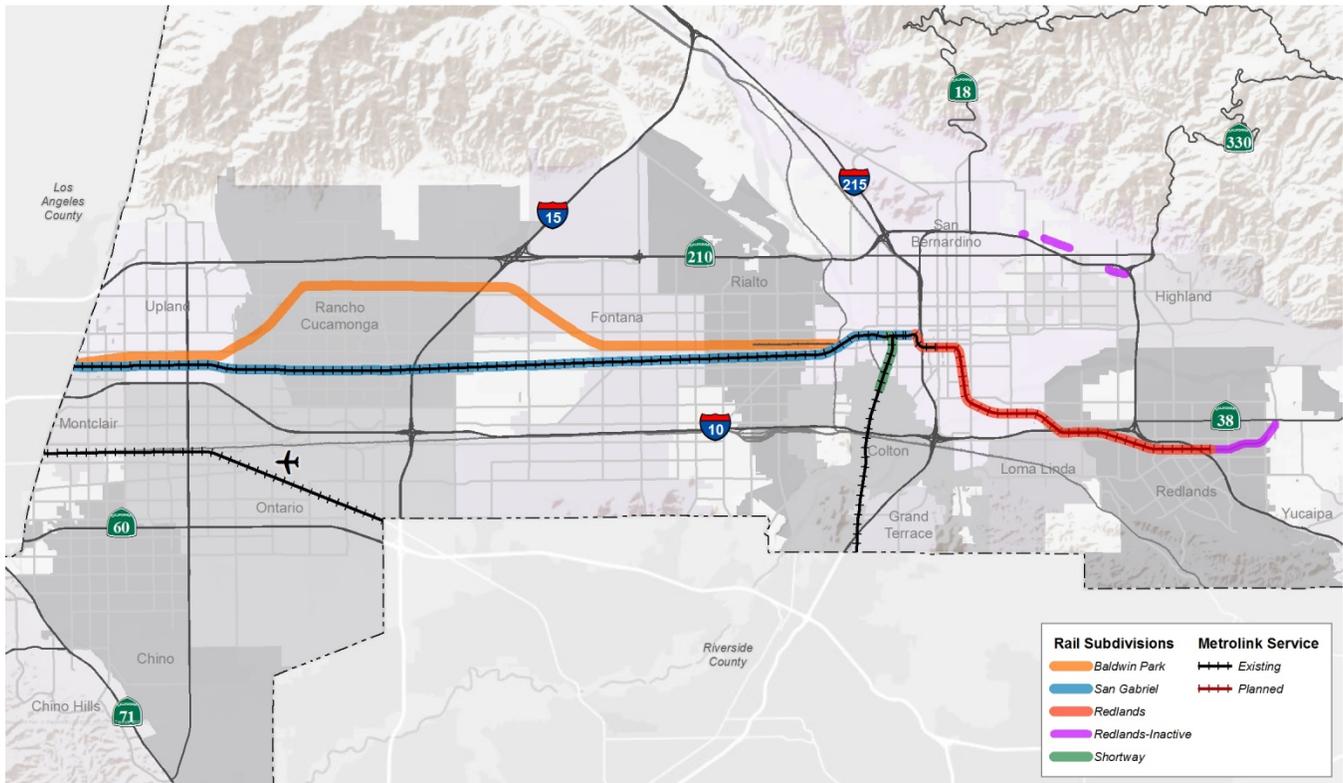
Transit

Task 0313 Transit Right of Way Management

Purpose

Manage and maintain approximately sixty (60) 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 oversight of the rail right of way has proven to be useful in several key areas. A reduction in Notices for weed abatement 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. 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. Implement online application tool for new Rights of Use Agreements.
3. Graffiti removal and weed abatement.
4. Records management.
5. Implement Master Agreements with utility agencies where possible.
6. Dispose of surplus property.

Transit

Task 0313 Transit Right of Way Management

Budgetary change is due to additional maintenance of way services such as rail surveying, weed abatement on non-active rail property, litigation representation, and additional staff time for in-house right of way data and documentation management.

Product

Proactively manage the railroad right of way by: performing maintenance activities, processing new and amended railroad right of way Rights of Use Agreements in a timely fashion, updating outdated Rights of Use Agreements. Determining the process for SBCTA to begin collecting use revenues directly and implementing such processes in partnership with the Finance Department, as well as recommending disposal of surplus property where applicable, and periodic updates to fee schedule based upon price indices or cost analysis studies. Specific railroad right of way maintenance activities include weed abatement, graffiti abatement, trash removal, monitoring and removal of encampments, property sign replacements and fence repairs. In addition, this task includes legal services for rail right of way related activities such as title research or utility company actions.

Contract Information

- a. Existing Contracts
 - i. 00-1000145, Metrolink Right of Way Maintenance Memorandum of Understanding, Amount Budgeted \$147,300.
 - ii. 00-1000794, Legal Services – Railroad Right of Way, Amount Budgeted \$2,204.
 - iii. 00-1000940, CTO #37, Professional Services - On-call Engineering Plan Review, Amount Budgeted \$40,000.
 - iv. 15-1001124, Document Management Software, Maintenance, and Hardware, Amount Budgeted \$40,000.
 - v. 16-1001409, Professional Services - On-call Railroad Right of Way Maintenance Services, Amount Budgeted \$800,000.
 - vi. 16-1001412, Professional Services - On-call Railroad Right of Way Property Management Services, Amount Budgeted \$422,000.
 - vii. 17-1001664, CTO #7, Professional Services – On-call Labor Compliance Support Services, Amount Budgeted \$15,000.
 - viii. 18-1001853, Litigation Representation – Railroad Right of Way, Amount Budgeted \$35,137.
 - ix. 18-1001977, Litigation Representation – Railroad Right of Way, Amount Budgeted \$89,024.
 - x. 20-1002270, Litigation Representation – Railroad Right of Way, Amount Budgeted \$50,000.
 - xi. 20-1002359, Professional Services – San Gabriel Subdivision Hydrologic and Hydraulic Analysis, Amount Budgeted \$10,000.
- b. New Contracts
 - i. RFP/CTO, Professional Services – Engineering Design for risks identified in the San Gabriel Subdivision Hydrologic and Hydraulic Analyses, Amount Budgeted \$200,000, Total Estimated Contract Amount \$200,000.
 - ii. RFP/CTO, Professional Services – Rail Station Surveying, Amount Budgeted \$45,000, Total Estimated Contract Amount \$45,000.
 - iii. RFP/CTO, Professional Services - Weed Abatement, Amount Budgeted \$60,000, Total Estimated Contract Amount \$60,000.
 - iv. RFP/CTO, Legal Services - Litigation Representation, Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.

Local Funding Source Detail

- i. City of Rancho Cucamonga - \$14,000.

Manager

Carolyn Schindler, Director of Transit and Rail Programs

Transit

Task 0313 Transit Right of Way Management

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	53,483	79,101	70,215	64,700
Fringe Allocation-General	49,524	80,361	71,275	65,690
Professional Services	56,915	28,681	230,231	251,000
Consulting Services	-	-	40,000	-
Legal Fees	36,767	114,942	330,399	361,365
Rail Maintenance of Way	1,410,320	1,191,513	1,107,817	1,312,300
Postage	-	-	500	500
Travel Expense - Employee	-	1,011	1,000	1,000
Travel Expense-Mileage-Employee	78	192	500	500
Advertising	66	-	1,000	1,000
Bank Charges	2,845	3,000	-	-
Meeting Expense	-	-	500	500
Indirect Allocation-General	71,027	-	-	-
Total Expenditures	<u>1,681,025</u>	<u>1,498,801</u>	<u>1,853,437</u>	<u>2,058,555</u>

Funding Sources

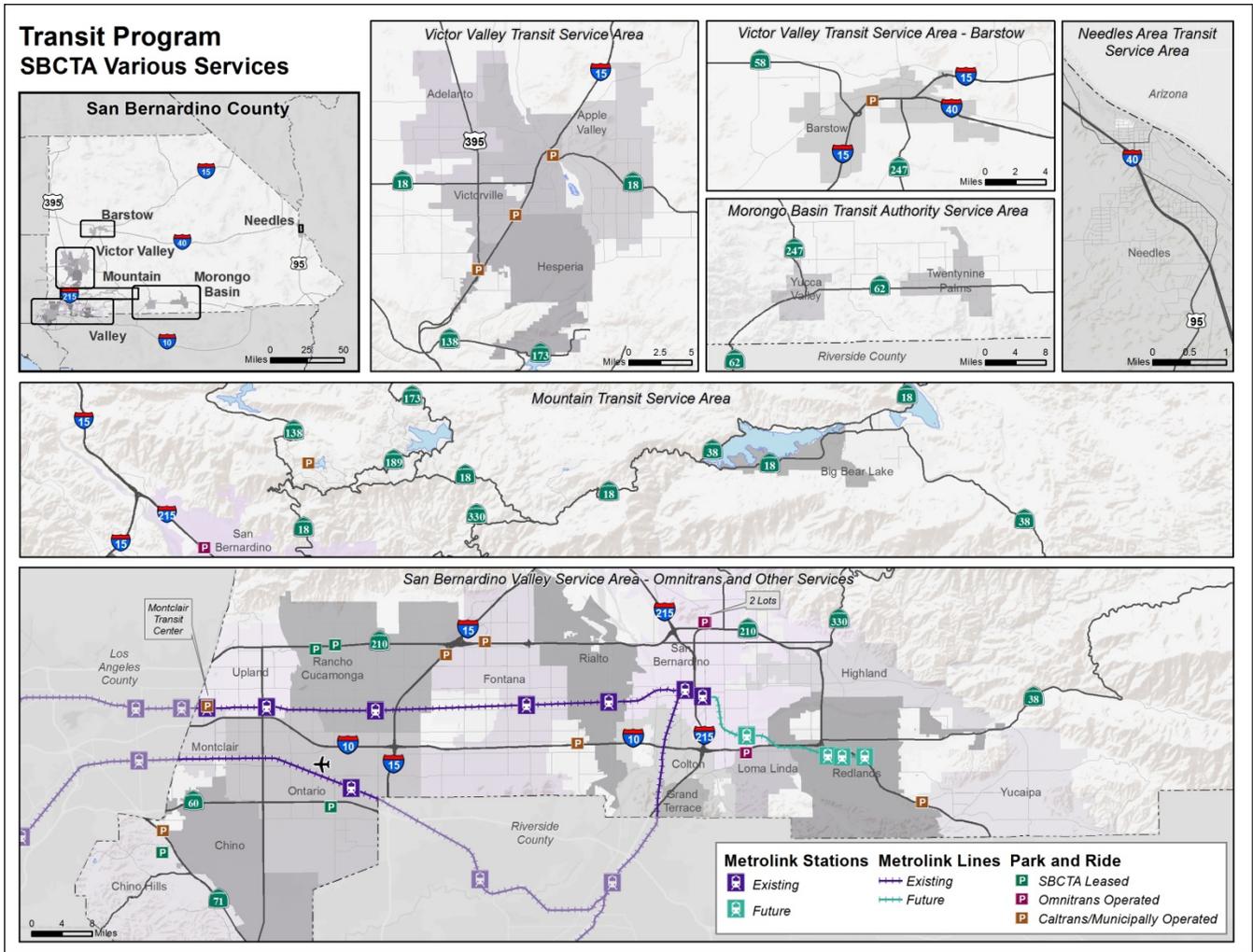
Local Transportation Fund - Planning	136,094
Local Transportation Fund - Rail	1,716,161
State Transit Assistance Fund - Rail	147,300
Rail Assets	45,000
Local Projects Fund	14,000
Total Funding Sources	<u>2,058,555</u>

Transit

Task 0314 Transit Operations

Purpose

Provide people with mobility and access to employment, community resources, medical care and recreational opportunities across the San Bernardino Valley by offering reliable and safe transit service within and between San Bernardino, 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 continued to work with Los Angeles County Metropolitan Transportation Authority (LACMTA) and SCRRA to reinstate express train service but ultimately it was not reinstated in Fiscal Year 2019/2020. SBCTA successfully worked with LACMTA and SCRRA to introduce a late night Friday train with minimal cost impact to serve riders attending late night events in Los Angeles County in a schedule consistent with Saturday late night service. With the current limitations of operating agreements on Burlington Northern Santa Fe Railway (BNSF) and the Union Pacific

Transit

Task 0314 Transit Operations

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 on July 1, 2018. The ridership on the San Bernardino Line has consistently increased by 8 percent and maintains a positive trend in ridership into its second year of implementation. The program remains on-track to reach revenue-neutrality by the end of Fiscal Year 2022/2023. To support the program, SBCTA successfully secured \$2 million 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.

SBCTA has continued to implement the operating structure along the Redlands Subdivision between the San Bernardino Transit Center (SBTC) and the University of Redlands. After extensive review, SBCTA staff recommended the future Arrow Service be operated by SCRRA instead of Omnitrans as initially planned. The change in operating structure was approved by the SBCTA Board of Directors and the SCRRA Board. SCRRA will be the railroad of record for the purposes of the Federal Railroad Administration (FRA), Omnitrans will no longer be a tenant railroad. BNSF will remain a tenant railroad with freight service continuing between the San Bernardino Santa Fe Depot and Tippecanoe Avenue. The funding passed through to Omnitrans for the development of the Arrow Service was previously captured under Task 0314. With SCRRA taking over Arrow Service, costs associated with its development for Fiscal Year 2020/2021 will be captured under the Redlands Passenger Rail Project (RPRP) SCRRA project agreement included in Task 0315, Transit Capital.

SBCTA launched a Private Transportation Provider Pilot Program on November 19, 2019, with the goal of increasing 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 of \$35 per ride in an effort to fully subsidize most rides. In the first eight (8) weeks of the program, over 400 people registered for the code and over fifty (50) rides were provided.

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.

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. Code of Conduct signage was installed at each of the respective Metrolink stations within San Bernardino County in December 2019. The Best Practices Guide served as the first critical element of a larger Station Design Best Practices Toolkit (Toolkit), which includes security recommendations for elements beyond security staffing personnel. SBCTA continues to work with its member jurisdictions, SCRRA and Omnitrans to further develop the Toolkit to include key elements of security that include Crime Prevention Through Environmental Design (CPTED), technology, Closed Circuit Television (CCTV) improvements and signage.

During Fiscal Year 2019/2020, the Travel Services Program which includes Rideshare and Park and Ride Lot activities transitioned to the Transit Department. These efforts reduce traffic congestion, increase mobility, and improve air quality in San Bernardino County by reducing single occupant vehicle trips.

Transit

Task 0314 Transit Operations

Trips are reduced through assistance to San Bernardino County employers by providing ride matching services for commuters, incentives, and promoting ridesharing (bus, train, bike, walk, carpool, vanpool, and telecommute). SBCTA has continued implementation of IE Commuter (IECommuter.org, 1-866-RIDESHARE), a bi-county rideshare program with Riverside County Transportation Commission (RCTC). IE Commuter provides employer services including South Coast Air Quality Management District (South Coast AQMD) Rule 2202 surveying and plan development support, commuter ridematching, marketing and commuter incentives and assistance. Continued participation in regional rideshare activities with Los Angeles County Metropolitan Transportation Authority (LACMTA), RCTC, 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 media outreach and marketing. During the year, SBCTA and RCTC began transitioning the IE Commuter online platform to software being used by LACMTA, OCTA and VCTC, which will provide the opportunity to integrate databases and expand ridematching opportunities to increase rideshare participation, resulting in decreased single occupancy vehicle trips, traffic congestion and improved air quality. Overall improved program efficiencies are expected with the transition of software platforms. During Fiscal Year 2018/2019, the IE Commuter program provided rideshare resources to 134 employers within the county, assisted eighty-five (85) employers with South Coast AQMD Rule 2202 surveying and as a result of rideshare incentives, reduced 201,485 one-way single occupancy vehicle trips. SBCTA also 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 four (4) Park and Ride lots adding to the region's total network of seventeen (17) lots, which includes Park and Ride lots owned and maintained or leased by Caltrans, Cities, County of San Bernardino and SBCTA. SBCTA's leased Park and Ride lots continue to be in demand and utilized, with occupancy rates up to 90 percent, depending on the location, day and time of year.

Work Elements

1. Provide SBCTA's share of SCRRA's Metrolink service annual operating subsidy.
2. San Bernardino Line Fare Discount Program.
3. Private Transportation Provider Pilot Program for OIAA Access.
4. Station Technical Advisory Committee (STAC).
5. IE Commuter rideshare program.
6. SBCTA Park and Ride lease program.
7. Customer Based Ridesharing and Transit Interconnectivity Study pilot projects.

Budgetary changes are inclusive of an expected increase of SBCTA's operations subsidy due to the transition to bundled operations and the phasing out of existing five individual operations contracts, and a reflection of the organization change that occurred in Fiscal Year 2019/2020 to incorporate Traveler Services (formally Task 0406) into the Transit Department. The responsibilities, contracts, and costs now reside under Task 0314.

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. 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. Reduce traffic congestion, increase mobility, and improve air quality in San Bernardino County by reducing single occupant vehicle trips.

Transit

Task 0314 Transit Operations

Contract Information

- a. Existing Contracts
 - i. 00-1000940, CTO #58, Professional Services – On-call Services for STAC, Amount Budgeted \$12,642.
 - ii. 19-1002051, Private Transportation Provider Pilot Program for OIAA Access, Amount Budgeted \$336,500.
 - iii. 19-1002068, MSRC County Transportation Commission Partnership Program, Amount Budgeted \$518,665.
 - iv. 16-1001531, Diesel Multiple Unit Vehicle Spare Parts, Amount Budgeted \$1,040,488.
 - v. 18-1001957, Park and Ride Lot Lease, Amount Budgeted \$9,000.
 - vi. 18-1001938, Park and Ride Lot Lease, Amount Budgeted \$15,840.
 - vii. 20-1002302, Park and Ride Lot Lease, Amount Budgeted \$4,284.
 - viii. 20-1002301, Park and Ride Lot Lease, Amount Budgeted \$9,900.
 - ix. 19-1002203, Rideshare Program Software, Amount Budgeted \$204,000.
 - x. 19-1002204, Rideshare Program Consulting/Implementation, Amount Budgeted \$1,225,000.

- b. New Contracts
 - i. Park and Ride Lot Leases, Amount Budgeted \$50,000, Total Estimated Contract(s) Amount \$50,000.
 - ii. RFP, Regional Rideshare Grant Application, Amount Budgeted \$505,000, Total Estimated Contract Amount \$505,000.
 - iii. RFP, Customer Based Ridesharing Pilot Projects, Amount Budgeted \$50,000, Total Estimated Contract(s) Amount \$50,000.

Local Funding Source Detail

- i. RCTC - \$118,500.

Manager

Carolyn Schindler, Director of Transit and Rail Programs

Transit

Task 0314 Transit Operations

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	2,445	3,020	52,882	102,503
Fringe Allocation-General	2,263	3,069	53,681	104,071
Professional Services	-	-	324,800	2,441,311
Consulting Services	17,713	12,499	25,340	27,642
Claims	(5,198)	-	-	-
Rail Maintenance of Way	-	-	-	3,213
Training/Registration	-	-	-	2,100
Postage	-	-	50	200
Travel Expense - Employee	-	-	-	3,750
Travel Expense-Mileage-Employee	-	-	200	3,200
Travel Expense-Other-MetroLink Tickets	-	-	-	500
Advertising	-	73	4,964	-
Printing - External	-	-	50,100	7,100
Printing - Internal	-	-	-	100
Contributions/Subsidies	14,161,979	8,256,275	26,265,111	18,717,665
Office Expense	-	-	-	250
Meeting Expense	-	-	250	500
Motor Vehicles	-	-	748,001	1,040,488
Indirect Allocation-General	3,246	-	-	-
Total Expenditures	<u>14,182,448</u>	<u>8,274,936</u>	<u>27,525,379</u>	<u>22,454,593</u>

Funding Sources

Local Transportation Fund - Planning	113,801
Local Transportation Fund - Rail	18,550,624
State Transit Assistance Fund - Rail	518,665
Congestion Mitigation and Air Quality	1,089,024
MSI Valley Fund-MetroLink/Rail Service	1,040,488
MSI Valley Fund-Senior/Disabled	16,000
MSI Valley Fund-Traffic Mgmt Sys	795,291
MSI Victor Valley Fund-Traffic Mgmt Sys	212,200
Local Projects Fund	<u>118,500</u>
Total Funding Sources	<u>22,454,593</u>

Transit

Task 0315 Transit Capital

Purpose

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

Accomplishments

The availability of funding for transit and rail capital projects has translated into significant transit enhancements for our region allowing for build out of a more comprehensive transit network.

Construction of the Redlands Passenger Rail Project (RPRP) mainline and maintenance facility commenced and significant work has been completed. The car bodies for the Arrow Service vehicles were delivered to the United States and final assembly of the vehicles began in Salt Lake City. SBCTA successfully worked with the Federal Transit Administration (FTA) to environmentally clear the West Valley Connector (WVC) Bus Rapid Transit Project under both the California Environmental Quality Act and National Environmental Protection Act. The Gold Line Phase 2B design – build contract was awarded by the Gold Line Construction with phasing of the project implemented to build to Pomona with the funding available and to build the remaining portion to Montclair when additional funding is received. SBCTA allocated \$3.5 million towards the Empire Yards transit-oriented development (TOD) efforts at the Rancho Cucamonga Metrolink Station in support of the TOD effort, while protecting parking spaces for commuters. SBCTA completed study of the alternative propulsion system for the Zero-Emission Multiple Unit (ZEMU) train set that will operate on the Redlands Passenger Rail Corridor resulting in the SBCTA Board of Directors choosing to proceed with development of the first hybrid battery-hydrogen fuel cell self-contained passenger rail vehicle in North America. The contract for design and manufacturing of the ZEMU was awarded and design commenced.

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 and other safety efforts, cleaner locomotives, studies on alternative fuel technology, rolling stock, ticket vending machine replacements and improvements to track and signal infrastructure. 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. The full funding grant agreement for the \$8.7 million Transportation Investment Generating Economic Recovery (TIGER) grant from the FTA for RPRP was approved by the FTA and grant requests for WVC were submitted to the State.

Budgetary change is due to the continuation of the construction phase for RPRP, completion of Rialto Metrolink Parking Lot Expansion Phase 1, and the implementation of West Valley Connector Phase I and the Rail Access Analysis Study for the Ontario International Airport.

Transit

Task 0315 Transit Capital

Contract Information – Transit Program

Contracts for the specific sub-tasks are included in the sub-task narratives. Contracts and/or staff time that are utilized on all sub-tasks within the Program are identified here. Currently, there are no contracts assigned at the task level.

Local Funding Source Detail

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

Manager

Carolyn Schindler, Director of Transit and Rail Programs

Transit

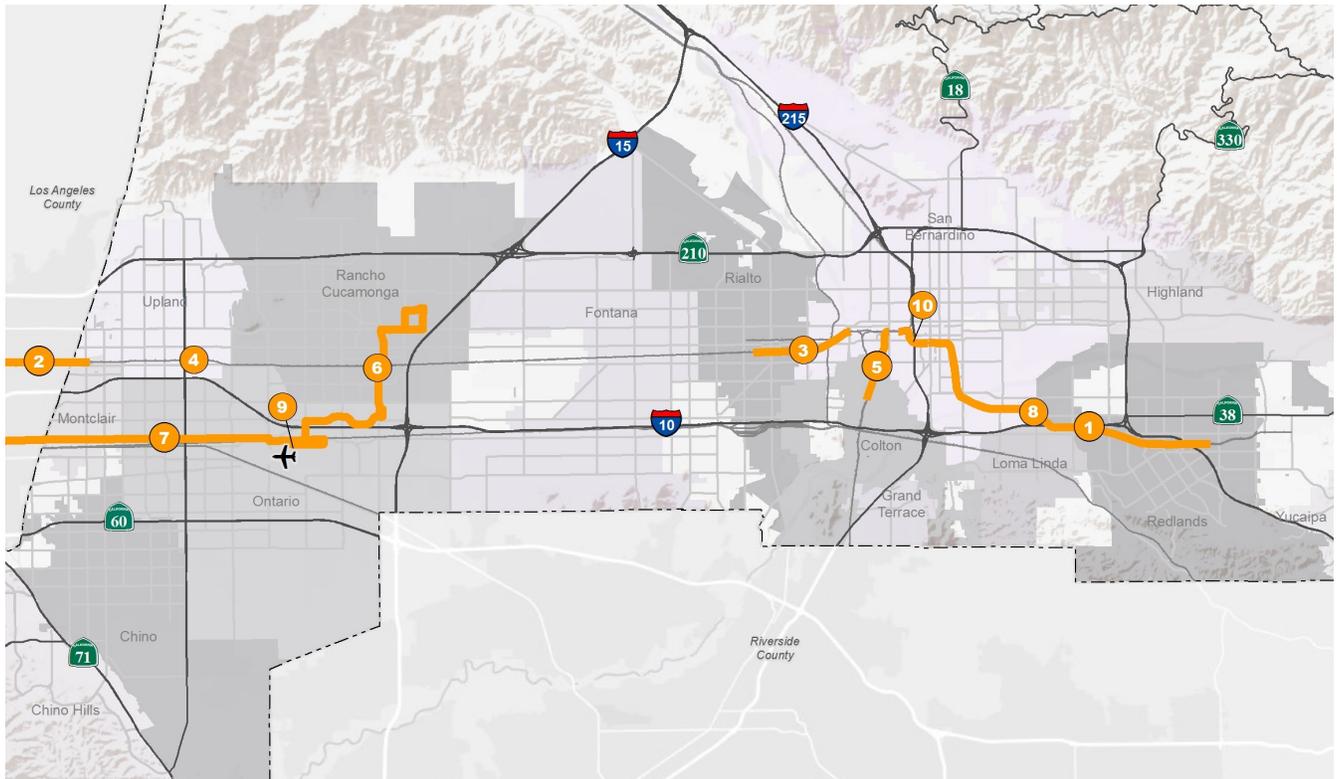
Task 0315 Transit Capital

	2017/2018	2018/2019	2019/2020	2020/2021
Expenditures	Actual	Actual	Revised Budget	Budget
Regular Full-Time Employees	330,357	246,283	332,881	168,722
Overtime	94	-	-	-
Fringe Allocation-General	305,994	250,208	338,726	171,304
Professional Services	7,526,818	3,652,644	11,845,141	21,798,054
Consulting Services	12,379,489	2,825,383	3,754,328	4,103,454
Program Management Fees	1,668,752	2,558,513	2,000,000	3,693,523
Legal Fees	459,206	967,151	1,263,205	3,791,120
Claims	-	2,500,000	-	-
Maintenance-Buildings	19	-	-	-
Rail Maintenance of Way	-	21,548	-	-
Construction Capital	4,307,747	3,948,924	123,899,234	88,738,500
Utilities Capital	2,698	3,600,584	3,674,361	-
Right of Way Capital	785,887	1,490,420	148,064	26,769,778
Dues/Memberships	3,000	-	-	-
Postage	87	173	1,200	-
Travel Expense - Employee	2,236	5,131	25,000	2,500
Travel Expense-Mileage-Employee	1,151	860	8,713	1,000
Advertising	737	1,380	16,700	-
Public Information Activities	143	-	-	309,000
Contributions/Subsidies	4,069,907	413,806	5,444,621	6,207,181
Meeting Expense	881	905	5,500	2,500
Motor Vehicles	2,645,900	2,676,724	17,900,000	19,729,815
Indirect Allocation-General	438,852	-	-	-
Indirect Allocation-Project Management	151,469	-	-	-
Total Expenditures	<u>35,081,424</u>	<u>25,160,637</u>	<u>170,657,674</u>	<u>175,486,451</u>
Funding Sources				
Local Transportation Fund - Planning				135,809
Local Transportation Fund - Rail				300,000
State Transit Assistance Fund - Rail				11,411,823
State of Good Repair – SBCTA				3,157,181
Transportation Investment Generating Eco				724,495
Federal Transit Administration 5307				21,831,096
Federal Transit Administration 5307-CMAQ				17,891,678
Regional Improvement Program				4,324,255
Transit and Intercity Rail Capital Program				11,459,000
Public Trans Modern,Improve and Svc Enhance				8,461,783
Local Partnership Program-Formula-SB1				2,394,732
Solutions for Congested Corridors Program				25,207,495
Local Partnership Program-Competitive-SB1				4,201,628
MSI Valley Fund-Metrolink/Rail Service				24,420,310
MSI Valley Fund-Express Bus/Rapid Trans				20,676,522
Local Projects Fund				14,862,377
Redlands Passenger Rail Project Fund				<u>4,026,267</u>
Total Funding Sources				<u>175,486,451</u>

**Transit Program
Passenger Rail Projects**

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Project Descriptions	189-195

Transit Program



Master Schedule																		
Fiscal Year																		
Project/Phases	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27				
1 Redlands Passenger Rail																		
2 Gold Line to Montclair (Completion Pending Additional Funding)																		
3 CP Lilac to CP Rancho Double Track (On Hold - Pending Funding)																		
4 Upland Metrolink Parking Conceptual Plan (Complete)																		
5 Shortway Quiet Zone (On Hold)																		

Transit Program

Master Schedule																
Project/Phases	Fiscal Year															
	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27		
6 <u>Rancho Cucamonga Metrolink Station TOD</u>																
7 <u>West Valley Connector Phase I (Completion Pending Additional Funding)</u>																
8 <u>DMU to ZEMU Vehicle</u>																
9 <u>Rail Access to Ontario International Airport (Completion Pending Funding)</u>																
10 <u>Downtown San Bernardino Passenger Rail</u>																

1 Project Redlands Passenger Rail Project (0324)

Description

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 the Southern California Regional Rail Authority (SCRRA) who will also provide maintenance of way and rail dispatching services. SCRRA, also known as Metrolink, will also operate one (1) locomotive hauled coach weekday round trip for peak commuters. Current Phase: Vehicle fabrication, Mainline and Maintenance Facility Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$359,742,085*	\$129,374,285	\$120,412,562	\$109,955,238

*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 \$81,545.
 - ii. 00-1000939, CTO #63, Vehicle Interface, Amount Budgeted \$105,000.
 - iii. 00-1000939, CTO #65, Arrow Service Timetable, Amount Budgeted \$44,018.
 - iv. 00-1000939, CTO #67, SMARTS Monitoring, Amount Budgeted \$128,776.
 - v. 15-1001093, Final Mainline Design Services, Amount Budgeted \$3,142,294.
 - vi. 15-1001146, Program Management Services, Amount Budgeted \$2,193,523.
 - vii. 16-1001329, Right of Way Legal Services, Amount Budgeted \$600,614.
 - viii. 16-1001363, Litigation Services, Amount Budgeted \$90,506.
 - ix. 16-1001440, Mainline Construction Management Services, Amount Budgeted \$6,300,000.
 - x. 16-1001531, Diesel Multiple Unit Rail Vehicles, Amount Budgeted \$12,729,815.
 - xi. 17-1001587, SCRRA Coordination & Design Services, Amount Budgeted \$4,430,153.
 - xii. 17-1001604, Right of Way acquisitions, Amount Budgeted \$229,017.
 - xiii. 17-1001705, Mainline Construction, Amount Budgeted \$78,422,702.
 - xiv. 17-1001741, CTO #6, Labor Compliance, Amount Budgeted \$10,000.
 - xv. 18-1001834, Maintenance Facility Construction Management, Amount Budgeted \$497,938.
 - xvi. 19-1002000, Public Outreach, Amount Budgeted \$240,000.
 - xvii. 19-1002001, Graphic Design, Amount Budgeted \$9,000.
 - xviii. 19-1002163, Southern California Edison Utilities Relocation, Amount Budgeted \$50,000.
 - xix. 19-1002178, Southern California Gas Utilities Relocation, Amount Budgeted \$10,000.
 - xx. 19-1002070, Maintenance Facility Construction, Amount Budgeted \$10,254,637.

- b. New Contracts
 - i. RFP, Fare Collection System, Amount Budgeted \$577,500, Estimated Contract Amount \$577,500.

2 Project Gold Line Extension to Montclair (0326)

Description

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 \$550 million of funding was identified. The Construction Authority is moving forward with phasing the project based on funding availability. 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. 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 Fiscal Year 2022/2023. Current Phase: Design-Build Procurement.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$95,200,000	\$1,907,108	\$200,000	\$93,092,892

Contract Information

- a. New Contracts
 - i. RFP/CTO, General Coordination – Consultant Review, Amount Budgeted \$200,000, Total Estimated Contract Amount \$200,000.

3 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. The priority portion of double tracking from CP Lilac through the Rialto Station including and a pedestrian underpass and second platform were included in Metrolink’s Phase 2 SCORE TIRCP grant request to the State in January 2020. Current Phase: Final Design (On-hold pending funding).

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
\$75,000,000	\$2,229,187	\$0	\$72,770,813

*Total cost of the priority double track section in the SCORE Program is \$42 million.

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

5 Project Shortway Quiet Zone (0327)

Description

The Shortway Railroad Subdivision is a 2.1 mile section of railroad serving Metrolink’s San Bernardino and Inland Empire Orange County (IEOC) Lines that SBCTA purchased in 2015 as part of the Downtown San Bernardino Passenger Rail Project (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 to Date	Proposed Budget	Future Costs
\$6,200,000	\$3,765,103	\$0	\$2,434,897

6 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 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 as well as SBCTA’s contribution towards ensuring adequate space for commuters. The total estimated development value is \$170 million. Current Phase: Final Renderings, Developer Negotiations with Tenants, Parking Studies, and Final Design.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$3,500,000	\$5,000	\$1,750,000	\$1,745,000

Contract Information

- a. Existing Contracts
 - i. 16-1001524, Transit Oriented Development Cooperative Agreement, Amount Budgeted \$5,000.
- b. New Contracts
 - i. Cooperative Agreement, Development Agreement, Amount Budgeted \$1,745,000, Total Estimated Contract Amount \$3,000,000.

7 Project West Valley Connector Phase 1 (0334)

Description

The West Valley Connector (WVC) Project is a phased 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 cost and information below is only for Phase I. Phase I of the proposed WVC will upgrade a portion of the existing Route 61 which runs along Holt Boulevard serving the Ontario International Airport, and providing connections at the Ontario Mills, Downtown Pomona Metrolink Station on the Riverside Line, Rancho Cucamonga Metrolink Station on the San Bernardino Line, and Victoria Gardens. 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 Phase I costs reflected below include design, right of way (ROW) and utilities, construction of the mainline corridor and light maintenance facility, procurement of eighteen (18) vehicles, and project management support. Delivery of the project is dependent upon the award of grant funding. Budget identified for Fiscal Year 2020/2021 assumes that right of way acquisitions proceed in September 2020. Current Phase: Final Design and ROW Engineering & Acquisition.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$287,000,000	\$3,579,366	\$35,538,899	\$247,881,735

Contract Information

- a. Existing Contracts
 - i. 18-1001870, Environmental and Design Services, Amount Budgeted \$2,000,000.
 - ii. 18-1001788, Omnitrans Cooperative Agreement, Amount Budgeted \$200,000.
 - iii. 19-1002000 CTO #09, Public Outreach and Event Management Services, Amount Budgeted \$200,000.

- b. New Contracts
 - i. RFP/CTO, Project Management Consulting Services, Amount Budgeted \$1,500,000, Total Estimated Contract Amount \$1,500,000.
 - ii. RFP/CTO, Right of Way Support, Amount Budgeted \$2,000,000, Total Estimated Contract Amount \$2,000,000
 - iii. RFP/CTO, Right of Way Legal Support, Amount Budgeted \$3,000,000, Total Estimated Contract Amount \$3,000,000.
 - iv. Administrative Contract, Right of Way Capital Acquisition, Amount Budgeted \$28,000,000, Total Estimated Contract Amount \$28,000,000.

Local Funding Source Detail

- i. Omnitrans - \$14,862,377.

8

Project

DMU to ZEMU - Diesel Multiple Unit to Zero Emission Multiple Unit Vehicle Conversion (0336)

Description

The Zero Emission Multiple Unit Vehicle (ZEMU) project includes design and procurement of the first self-contained zero-emission passenger rail vehicle in North America. The design and operating parameters are based on the Diesel Multiple Unit (DMU) vehicles being procured for the future Arrow Service. The chosen alternative propulsion system is hybrid battery-hydrogen fuel cell. The project also includes conversion of the DMU vehicles to a ZEMU purchased for the Arrow Service once the technology is proven in the pilot vehicle. SBCTA was awarded a \$30 million Transit and Intercity Rail Capital Program (TIRCP) grant to lead the effort. It is anticipated that an additional \$7.5 million is needed to convert the Arrow Service DMUs. Current Phase: Vehicle Design.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$37,500,000	\$2,918,634	\$7,892,000	\$26,689,366

Contract Information

- a. Existing Contracts
 - i. 00-1000939 CTO #64, Planning Professional Services, Amount Budgeted \$375,000.
 - ii. 19-1002000 CTO #09, Public Outreach and Event Management Services, Amount Budgeted \$100,000.
 - iii. 20-1002329, ZEMU Implementation Support Services, Amount Budgeted \$92,000.
 - iv. 20-1002310, Procurement of Zero-Emission Multiple Unit Rail Vehicle, Amount Budgeted \$7,000,000.

- b. New Contracts
 - i. RFP/CTO, Professional Services, Fuel Infrastructure Design and Construction, Amount Budgeted \$325,000, Total Estimated Contract Amount \$325,000.

9 Project Rail Access to Ontario International Airport (0337)

Description

Initial development of this project includes an Alternative Analysis for a rail connection to the Ontario International Airport. Only the Alternative Analysis and related support services are funded. Total estimated cost provided is based on the SBCTA 2014 Rail Access Study. Current Phase: Planning.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$1,500,000,000	\$0	\$3,000,000	\$1,497,000,000

Contract Information

- a. New Contracts
 - i. RFP, Professional Services, Amount Budgeted \$2,700,000, Total Estimated Contract Amount \$3,500,000.
 - ii. CTO, Professional Services, Amount Budgeted \$300,000, Total Estimated Contract Amount \$500,000.

10 Project Downtown San Bernardino Passenger Rail Project (0323)

Description

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. Project construction close-out activities are complete. The proposed budget includes anticipated legal support cost required to close-out pending litigation associated with right-of-way acquisition activities. Current Phase: Project Closeout.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$124,352,490	\$124,252,490	\$100,000	\$0

Contract Information

- b. New Contracts
 - i. IFB/RFP, Legal Services, Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.

Transit

Task 0383 Vanpool Program

Purpose

Operate and maintain a countywide Vanpool Subsidy Program to provide an alternative mode of transportation for commuters in San Bernardino County that reduces roadway congestion and air pollution in our region.

Accomplishments

In 2015, based on the success of other regional vanpool programs in the area, SBCTA studied opportunities to initiate a countywide Vanpool Program that would serve all our communities and provide an opportunity to work with our neighboring counties to reduce roadway congestion. The SBCTA Board of Directors approved implementing the program using Congestion Mitigation and Air Quality (CMAQ) funds. The CMAQ funds flow through the Federal Transit Administration (FTA) and Omnitrans to SBCTA as a sub-recipient. As part of the program, SBCTA reports vanpool utilization data to the National Transit Database (NTD). This in turn generates additional FTA 5307 funds for San Bernardino County.

SBCTA's Vanpool Program, branded as SB Loop, launched on September 1, 2018. As of the end of Fiscal Year 2019, there were thirty-four (34) vanpools approved to participate in the program. SB Loop provides up to a \$400 subsidy per month towards the cost of a vanpool lease for vanpools travelling into SBCTA's service area. This includes the Valley, Mountains, Morongo Basin and Colorado River sub-areas of the county. The Victor Valley Transit Authority operates a separate vanpool program in their service area. 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, as well as commuting a minimum twelve (12) days per month with thirty (30) miles roundtrip daily.

SBCTA works with various consultants to provide program staffing, marketing services, online software and the database that supports the program. SB 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. The vanpool vehicles are provided through vendors via leases directly with vanpool participants. One of the lease providers is the California Vanpool Authority, a joint powers authority that SBCTA joined in 2018, which provides vanpool vehicles in their members' jurisdictional areas. The other vendor SBCTA contracts with is Enterprise Rideshare. SBCTA attempted to contract with a vendor for zero-emission vehicles, but was limited due to Buy America requirements related to the use of federal funding for the program. Staff is exploring the possibility of using non-federal funds in the future to allow for more options when it comes to vehicle types.

Work Elements

1. Implement marketing and media campaigns 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 Omnitrans through a Memorandum of Understanding for the pass-through of FTA funds derived from the vanpool program (Section 5307).
6. Coordinate with neighboring vanpool programs on regional vanpool ridematching solutions and marketing campaigns to increase the reduction of single occupancy vehicles.

Budgetary changes are due to expected completion of Vanpool Leasing contracts and the organization change that occurred in Fiscal Year 2019/2020 to incorporate Vanpool Program into the Transit Department.

Transit

Task 0383 Vanpool Program

Product

Offer a vanpool subsidy program to encourage reducing the number of single occupancy trips to reduce traffic congestion, improve air quality and generate 5307 revenue by:

1. Increasing the number of vanpools participating in the SB Loop program.
2. Implement marketing and media campaigns to increase participation in the Vanpool Program.
3. Submitting monthly and annual NTD reports to the FTA.

Contract Information

- a. Existing Contracts
 - i. 00-1000940, CTO #69, Consulting Services and Program Administration, Amount Budgeted \$300,000.
 - ii. 15-1001289, FTA Sub-recipient Agreement, Amount Budgeted \$50,000.
 - iii. 17-1001683, Online System Developer, Amount Budgeted \$50,000.
 - iv. 17-1001616, Vanpool Leasing Vendor, Amount Budgeted \$500,000.
 - v. 17-1001740, Marketing Services, Amount Budgeted \$82,500.
 - vi. 18-1001888, California Vanpool Authority, Amount Budgeted \$50,000.
- b. New Contracts
 - i. RFP, Vanpool Leasing Vendors, Amount Budgeted \$150,000, Total Estimated Contract(s) Amount \$300,000.

Manager

Carrie Schindler, Director of Transit and Rail Programs

Transit

Task 0383 Vanpool Program

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	38,995	32,783	48,655	50,998
Regular Part-Time Employees	102	468	1,800	-
Overtime	2,926	-	-	-
Fringe Allocation-General	38,818	33,306	51,217	51,778
Professional Services	123,370	316,274	1,203,500	972,550
Consulting Services	240,183	181,687	290,000	300,000
Training/Registration	845	363	6,000	2,100
Postage	53	19	400	200
Travel Expense - Employee	478	2,687	6,000	4,450
Travel Expense-Mileage-Employee	73	179	4,000	3,300
Travel Expense-Other-Metrolink Tickets	119	-	600	600
Printing - External	3,377	270	55,000	55,000
Printing - Internal	-	-	300	300
Communications	544	616	1,250	-
Office Expense	-	33	1,250	600
Meeting Expense	122	152	11,000	11,000
Office Equip/Software-Inventorial	104,722	3,825	5,000	-
Indirect Allocation-General	55,744	-	-	-
Total Expenditures	<u>610,471</u>	<u>572,662</u>	<u>1,685,972</u>	<u>1,452,876</u>
Funding Sources				
Federal Transit Administration 5307 - CMAQ				1,205,050
MSI Valley Fund-Traffic Mgmt Sys				<u>247,826</u>
Total Funding Sources				<u>1,452,876</u>

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 2020/2021 budget of \$467.9 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 thirteen (13) Freeway/Highway Projects, sixteen (16) Interchange Projects, four (4) Railroad Grade Separation Projects, and six (6) 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

	2017-2018 Actual	2018-2019 Actual	2019-2020 Revised Budget	2020-2021 Budget
Project Approval/Environmental Document	7	3	4	2
Start Construction	3	8	6	4
Open to Traffic	2	2	3	0
Project Control System	YES	YES	YES	YES

Project Delivery

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) Re-evaluation and implementation of the Quality Assurance/Quality Control (QA/QC) system was continued; 2) Supporting Planning staff's development of an electronic Major Programs quarterly report; and 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 updating and monitoring of the 10-Year Delivery Plan and the preparation of the Fiscal Year Budget.

Development of right of way manual and procedures and reevaluation of signatory requirements for various documents was completed and 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 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, and resulted in the addition of a full time SBCTA staff person to execute this work.

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, 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.

Project Delivery

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.
9. 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 throughout the Project Delivery Program.

Contract Information – Project Delivery Program*

- a. Existing Contracts
 - i. 15-1001195, Program Management, Amount Budgeted \$2,000,000.
 - 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 \$20,000.

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

Manager

Paula Beauchamp, Director of Project Delivery and Toll Operations

Project Delivery

Task 0815 Measure I Program Management

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	548,916	609,166	907,172	597,489
Overtime	572	-	-	-
Fringe Allocation-General	508,817	618,872	900,569	606,630
Professional Services	23,680	1,353	410,000	460,000
Consulting Services	272	-	-	-
Program Management Fees	2,118,807	1,880,956	2,400,000	2,000,000
Legal Fees	13,120	10,478	10,000	10,000
Training/Registration	2,290	1,294	10,000	-
Postage	66	59	1,500	-
Travel Expense - Employee	3,683	4,402	-	-
Travel Expense-Mileage-Employee	948	586	-	-
Advertising	62	-	162,500	-
Public Information Activities	-	-	1,250,000	20,000
Printing - External	-	273	-	-
Office Expense	-	-	200	-
Meeting Expense	555	285	1,000	-
Office Furniture and Equipment	-	-	10,000	-
Office Equip/Software-Inventorial	1,633	638	-	-
Indirect Allocation-General	729,747	-	-	-
Indirect Allocation-Project Management	401,982	-	-	-
Total Expenditures	<u>4,355,150</u>	<u>3,128,362</u>	<u>6,062,941</u>	<u>3,694,119</u>

Funding Sources

MSI Admin	21,855
MSI Valley Fund-Freeway Projects	1,596,808
MSI Valley Fund-Fwy Interchange	1,631,564
MSI Valley Fund-Grade Separations	443,892
Total Funding Sources	<u>3,694,119</u>

Project Delivery

Task 0820 Freeway Projects

Purpose

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

Accomplishments

Transportation revenues continue to translate into significant enhancements to our local freeways. The landscape construction for the first three (3) phases of Interstate 215 (I-215) widening through the City of San Bernardino is complete and two of the phases are in Establish Existing Planting (EEP) phase and one phase is in plant establishment. The State Route 210 (SR-210) landscaping construction projects are complete, including the EEP phase. The SR-210 Lane Addition project in the Cities of Highland, San Bernardino and Redlands started construction in early 2020 and is anticipated to be completed in 2023. 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 in spring 2019. Design is ongoing and construction has started. 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. Procurement has been completed for final design on the Contract 1 portion from Cantu Galleano Ranch Road to north of Foothill Boulevard and final design is now underway. 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 mid-2020. Lastly, the I-215 Bi-County High Occupancy Vehicle (HOV) lane addition construction was completed in mid-2015 while work continued on four (4) follow-on projects. The first is the signal work at the I-215 and Iowa/La Cadena Interchange ramp intersections which was completed at the end of 2016. The Barton Road Interchange at I-215 initiated construction in early-2018 and was open for beneficial use in Spring 2020, 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 and anticipated to be complete in mid-2021.

Work Elements

Budget for Fiscal Year 2020/2021 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 \$70,000.
 - ii. 15-1001302, Legal Services, Amount Budgeted \$1,478,710.*
 - iii. 18-1001907, Right of Way Services, Amount Budgeted \$78,000.*
 - iv. 15-1001195, Program Management Services, Amount Budgeted \$2,325,000.*
 - v. 15-1001226, Auditing Services, Amount Budgeted \$15,000.*
 - vi. 17-1001741, Procurement Services, Amount Budgeted \$3,000.*

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

Project Delivery

Task 0820 Freeway Projects

Local Funding Source Detail

- i. City of Montclair - \$3,129,300.
- ii. City of Ontario - \$6,881,000.
- iii. City of Upland - \$1,613,200.
- iv. CALNEV - \$50,710.
- v. Level 3 Communications - \$70,438.

Manager

Paula Beauchamp, Director of Project Delivery and Toll Operations

Project Delivery

Task 0820 Freeway Projects

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	-	-	-	284,768
Fringe Allocation-General	-	-	-	289,125
Professional Services	1,216,091	9,965,741	28,363,000	14,705,900
Consulting Services	17,328,759	23,160,792	45,891,894	7,747,000
Program Management Fees	1,705,120	1,970,742	2,215,000	2,275,000
Auditing and Accounting	-	9,360	60,000	5,000
Legal Fees	3,241,054	2,729,947	1,492,000	1,623,710
Utilities	451,172	-	-	-
Landscaping Care	11,876	-	-	-
Construction Capital	14,048,319	71,674,979	189,708,216	263,701,146
Utilities Capital	2,951,118	(381,462)	-	11,859,430
Right of Way Capital	2,427,936	22,172,424	39,382,570	4,000,500
Postage	541	877	-	2,100
Travel Expense - Employee	641	-	-	-
Travel Expense-Mileage-Employee	3	-	-	-
Advertising	290	7,201	-	1,000
Public Information Activities	-	74,091	-	3,315,000
Printing - External	5,047	2,979	-	-
Meeting Expense	3,047	575	-	500
Fiscal Agent Fees	-	3,500	-	-
Debt Fees	-	-	-	15,000
Indirect Allocation-Project Management	379,462	-	-	-
Total Expenditures	<u>43,770,476</u>	<u>131,391,746</u>	<u>307,112,680</u>	<u>309,825,179</u>
 Funding Sources				
Surface Transportation Program				43,440,779
Congestion Mitigation and Air Quality				32,582,000
Project National and Regional Significance				50,000
Federal Repurposed Earmarks				400,000
Regional Improvement Program				32,045,000
State Highway Operations & Protection Program				45,067,000
Trade Corridor Improvement Fund				2,500,000
Local Partnership Program-Formula-SB1				3,000,000
Trade Corridor Enhancement Program				69,445,000
MSI Valley Fund-Freeway Projects				47,582,506
MSI Valley Fund-Fwy Interchange				11,692,000
MSI Valley Fund-Arterials				5,719,000
MSI Victor Valley Fund-Major Local Hwy				160,100
MSI 1990-Valley Fund-Major Projects				4,397,146
Local Projects Fund				<u>11,744,648</u>
Total Funding Sources				<u><u>309,825,179</u></u>

**Project Delivery Program
Freeway Projects**

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**Project Delivery Program
Freeway Projects
Valley Subarea**

Master Schedule										
Project/Phases	Fiscal Year									
	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
10 <u>Interstate 10 Corridor Contract 2A</u>	PA/ED								ROW	PS&E Cons
11 <u>Interstate 10 Corridor - Contract 2B (TBD)</u>										
12 <u>Interstate 10 Corridor - Contract 2C (TBD)</u>										

LEGEND:

- PA/ED
- PS&E
- ROW
- Cons
- Landscape
- Closeout

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

Total Estimated Cost*	Costs to Date	Proposed Budget*	Future Costs
\$11,437,572	\$1,066,338	\$1,034,000	\$9,337,234

*Total Estimated Cost and Proposed Budget include \$0.4 Million for disposition of final Right of Way interests for the original construction project.

Contract Information

- a. Existing Contracts
 - i. 19-1002005, Environmental and Design Professional Services, Amount Budgeted \$380,000.
- b. New contracts
 - i. RFP, Construction Management Services, Amount Budgeted \$90,000, Total Estimated Contract Amount \$900,000.

2 Project Interstate 215 Barton Road Interchange (0840)

Description

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

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$106,613,840	\$79,821,323	\$8,046,429	\$100,000

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

Contract Information

- a. Existing Contracts
 - i. 16-1001463, Utility Agreement, Amount Budgeted \$270,530.
 - ii. 16-1001493, Utility Agreement, Amount Budgeted \$109,294.
 - iii. 16-1001497, Utility Agreement, Amount Budgeted \$360,000.
 - iv. 16-1001498, Utility Agreement, Amount Budgeted \$12,000.
 - v. 16-1001499, Utility Agreement, Amount Budgeted \$304,716.
 - vi. 16-1001500, Utility Agreement, Amount Budgeted \$78,899.
 - vii. 16-1001501, Utility Agreement, Amount Budgeted \$374,991.
 - viii. 15-1001294, Construction Capital, Amount Budgeted \$4,000,000.
 - ix. 20-1002278, ROW Capital and Support, Amount Budgeted \$20,000.

3 Project Interstate 215 Corridor Landscape (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 establishment and four (4) years Establish Existing Planting (EEP).

Total Estimated Cost*	Costs to Date	Proposed Budget*	Future Costs
\$22,108,300	\$13,709,027	\$4,442,146	\$3,957,127

*Total Estimated Cost and Proposed Budget include \$3.6 Million of remaining reimbursement to Inland Valley Development Agency (IVDA). SBCTA and IVDA executed a funding agreement whereby SBCTA used Federal funds allocated to IVDA local projects for the I-215 Corridor Construction Capital contracts, in exchange for an equal amount of MSI funds.

Contract Information

- a. Existing Contracts
 - i. 16-1001378, Construction Management Services, Amount Budgeted \$88,000.
 - ii. 17-1001614, Segment 2 Landscape Construction Capital, Amount Budgeted \$88,750.
 - iii. 19-1002026, Construction Capital, Amount Budgeted \$362,500.
 - iv. 00-1000163, Construction Capital, Amount Budgeted \$3,578,896.
- b. New Contracts
 - i. RFP, Segment 5, Design Services, Amount Budgeted \$200,000, Total Estimated Contract Amount \$600,000.

4 Project State Route 210 (0824)

Description

State Route 210 (SR-210) extension landscape construction completed along the corridor through the cities of Rialto, Fontana, and San Bernardino. Current Phase: Close-out.

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
\$19,484,525	\$19,479,525	\$5,000	\$0

*Cost for Landscaping Phase only.

5 Project 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 to Date	Proposed Budget	Future Costs
\$154,331,685	\$36,305,105	\$39,351,400	\$78,675,180

Contract Information

- a. Existing Contracts
 - i. 15-1001231, Design Services, Amount Budgeted \$302,000.
 - ii. 17-1001681, Construction Management Services, Amount Budgeted \$4,600,000.
 - iii. 19-1002078, Construction Capital, Amount Budgeted \$31,879,000.

6 Project Interstate 15 Corridor Contract 1 Express Lanes South of State Route 60 to North of Foothill Boulevard (0831)

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 Foothill Boulevard. Project includes auxiliary lanes and other operational improvements along the corridor. Current Phase: Final Design and Right of Way.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$280,089,951	\$13,094,517	\$6,950,000	\$260,045,434

Contract Information

- a. Existing Contracts
 - i. 16-1001355, Professional Services, Amount Budgeted \$50,000.
- b. New Contracts
 - i. 20-1002291, Project Oversight, Amount Budgeted \$300,000, Total Estimated Contract Amount \$600,000.
 - ii. 20-1002266, Design Services, Amount Budgeted \$5,500,000, Total Estimated Contract Amount \$14,333,000.

7 Project Interstate 15 Corridor Contract 2 Express Lanes North of Foothill Boulevard to Duncan Canyon Road (0832)

Description

Add Express Lanes in each direction along the Interstate 15 (I-15) corridor from North of Foothill Boulevard to Duncan Canyon Road. Project includes auxiliary lanes and other operational improvements along the corridor. Current Phase: Planning and Preliminary Engineering.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$230,919,049	\$10,000	\$100,000	\$230,809,049

8 Project Interstate 10 Eastbound Truck Lane Project (0854)

Description

Improve traffic operations and safety along Eastbound Interstate 10 (I-10) by constructing a dedicated truck climbing lane for slower moving vehicles from near 16th St. Bridge to the Riverside County Line. Current phase: Project Approval and Environmental Document and Plans, Specifications and Estimates.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$37,464,530	\$2,291,396	\$1,895,000	\$33,278,134

Contract Information

- a. Existing Contracts
 - i. 17-1001623, Environmental and Design Professional Services, Amount Budgeted \$10,000.
- b. New Contracts
 - i. 19-1002064, Design Professional Services, Amount Budgeted \$1,800,000, Total Estimated Contract Amount \$2,750,000.

9 Project **Interstate 10 Corridor Contract 1 (0823)**

Description

Mitigate traffic congestion and accommodate future traffic on the Interstate 10 (I-10) Corridor from the Los Angeles/San Bernardino County border to 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 Cost*	Costs to Date	Proposed Budget	Future Costs
\$928,975,000	\$247,850,543	\$231,196,500	\$449,927,957

***Total Estimated Costs 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 \$67,500.
 - ii. 16-1001530, Project Management/Construction Management Services, Amount Budgeted \$7,849,000.
 - iii. 17-1001599, Design-Build Capital Construction Contract, Amount Budgeted \$199,223,000.
 - iv. 17-1001617, Design-Build Capital Construction Contract, Amount Budgeted \$8,000,000.

Note: 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-Tasks 0821, 0855, and 0856. 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.

10 Project **Interstate 10 Corridor Contract 2A (0821)**

Description

Mitigate traffic congestion and accommodate future traffic on the Interstate 10 (I-10) Corridor from the Interstate 15 (I-15) to Sierra Avenue. Project extends through the Cities of Fontana and Ontario, a distance of approximately six (6) miles. Current Phase: Planning and Preliminary Design.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
TBD*	\$96,767	\$150,000	TBD*

***To Be Determined: Initial Design work being executed to develop cost estimate.**

11 Project **Interstate 10 Corridor Contract 2B (0855)**

Description

Mitigate traffic congestion and accommodate future traffic on the Interstate 10 (I-10) Corridor from Sierra Avenue to Interstate 215 (I-215). Project extends through the Cities of Fontana, Rialto, and Colton, a distance of approximately eight (8) miles. Current Phase: Planning and Preliminary Engineering.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
TBD*	\$10,000	\$25,000	TBD*

***To Be Determined: Initial Design work being executed to develop cost estimate.**

12 Project **Interstate 10 Corridor Contract 2C (0856)**

Description

Mitigate traffic congestion and accommodate future traffic on the Interstate 10 (I-10) Corridor from the Interstate 215 (I-215) to Ford Street. Project extends through the Cities of San Bernardino, Loma Linda, and Redlands, a distance of approximately nine (9) miles. Current Phase: Planning and Preliminary Engineering.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
TBD*	\$10,000	\$25,000	TBD*

***To Be Determined: Initial Design work being executed to develop cost estimate.**

1 Project 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: Right of Way and Construction.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$56,246,775	\$27,928,174	\$16,030,810	\$3,637,791

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

Contract Information

- a. Existing Contracts
 - i. 17-1001723, Construction Management Services, Amount Budgeted \$2,100,000.
 - ii. 18-1001837, Utility Agreement, Amount Budgeted \$500,000.
 - iii. 18-1001838, Utility Agreement, Amount Budgeted \$50,000.
 - iv. 18-1001967, Construction Capital, Amount Budgeted \$12,100,000.

Project Delivery

Task 0830 Interchange Projects

Purpose

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

Accomplishments

Construction is complete on the State Route 210 (SR-210) Pepper Avenue interchange and the project is currently in the Establish Existing Planting (EEP) phase. Construction has started on the State Route 60 (SR-60) Archibald Avenue and State Route 210 (SR-210) Base Line projects and is anticipated to start in 2020 on the Interstate 10 (I-10) University Street project and State Route 60 (SR-60) Central Avenue 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, I-10 Euclid 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 \$134,214.*
 - ii. 15-1001195, Program Management Services, Amount Budgeted \$829,000.*
 - iii. 18-1001907, Right of Way Services, Amount Budgeted \$76,659.*
 - iv. 15-1001302, Legal Services, Amount Budgeted \$286,866.*
 - v. 00-1000770, Construction Capital, Amount Budgeted \$69,490.*
 - vi. 15-1001226, Auditing Services, Amount Budgeted \$2,500.*

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

Local Funding Source Detail

- i. County of San Bernardino - \$183,000.
- ii. City of Chino - \$10,272,656.
- iii. City of Colton - \$144,490.
- iv. City of Highland - \$5,654,650.
- v. City of Ontario - \$9,255,847.
- vi. City of Rancho Cucamonga - \$5,000.
- vii. City of Redlands - \$2,504,600.
- viii. City of San Bernardino - \$101,336.
- ix. City of Fontana - \$269,000.

Manager

Paula Beauchamp, Director of Project Delivery and Toll Operations

Project Delivery

Task 0830 Interchange Projects

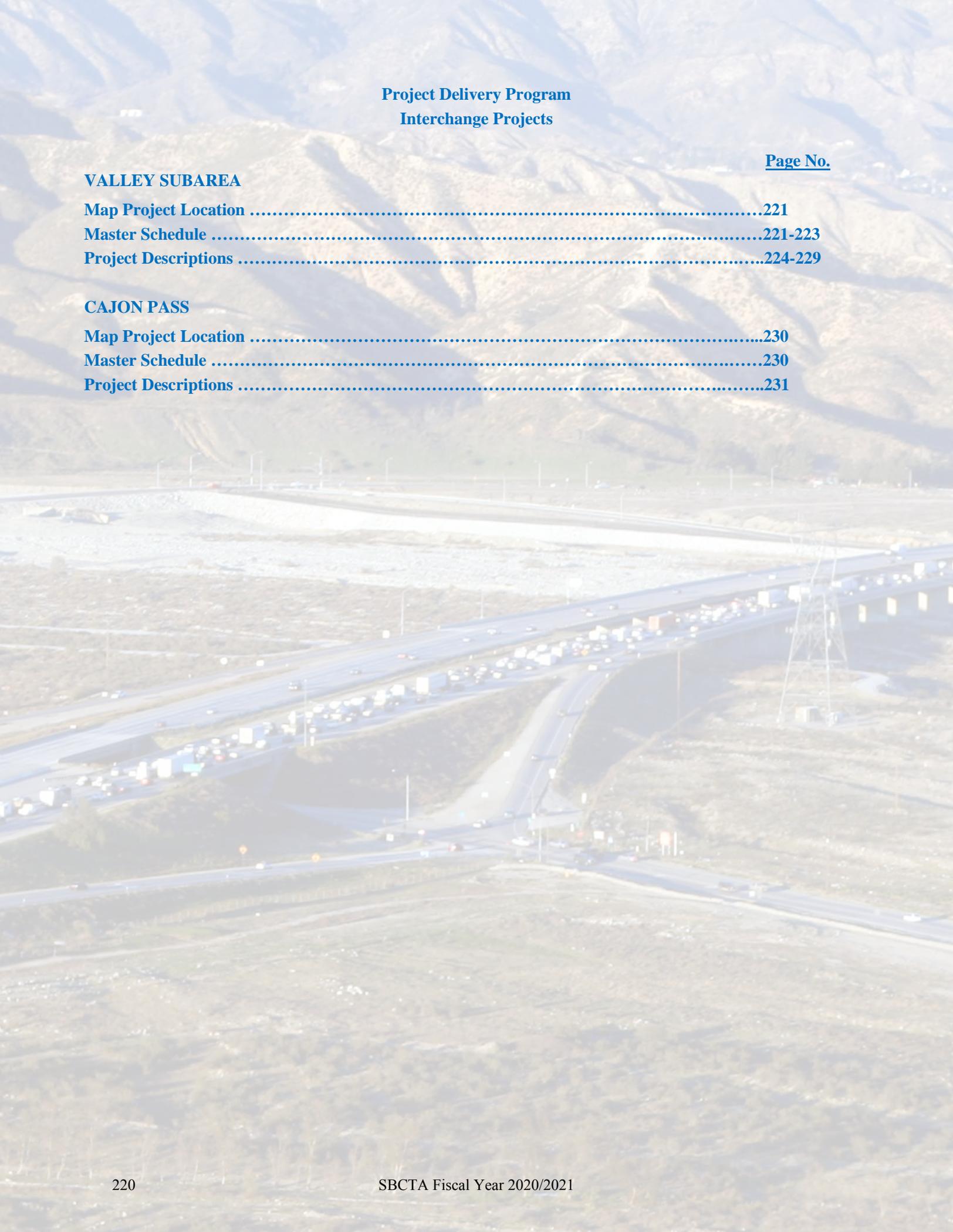
	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Professional Services	2,597,583	1,398,988	1,338,031	1,811,896
Consulting Services	2,087,612	2,040,515	3,441,172	4,195,115
Program Management Fees	925,375	838,317	635,000	834,000
Auditing and Accounting	-	7,493	-	2,501
Legal Fees	82,597	299,107	100,496	186,866
Construction Capital	14,670,083	6,261,077	36,820,405	47,613,180
Utilities Capital	11,420	253,263	23,599	234,484
Right of Way Capital	201,086	2,571,333	3,605,614	3,284,698
Postage	70	184	-	-
Advertising	455	359	-	1,000
Public Information Activities	-	300	63,158	18,000
Printing - External	1,802	537	-	-
Contributions/Subsidies	-	83,865	100,000	328,000
Other Service Charges	256,000	(1,049)	-	-
Meeting Expense	112	58	-	-
Indirect Allocation-Project Management	181,309	-	-	-
Total Expenditures	<u>21,015,504</u>	<u>13,754,347</u>	<u>46,127,475</u>	<u>58,509,740</u>

Funding Sources

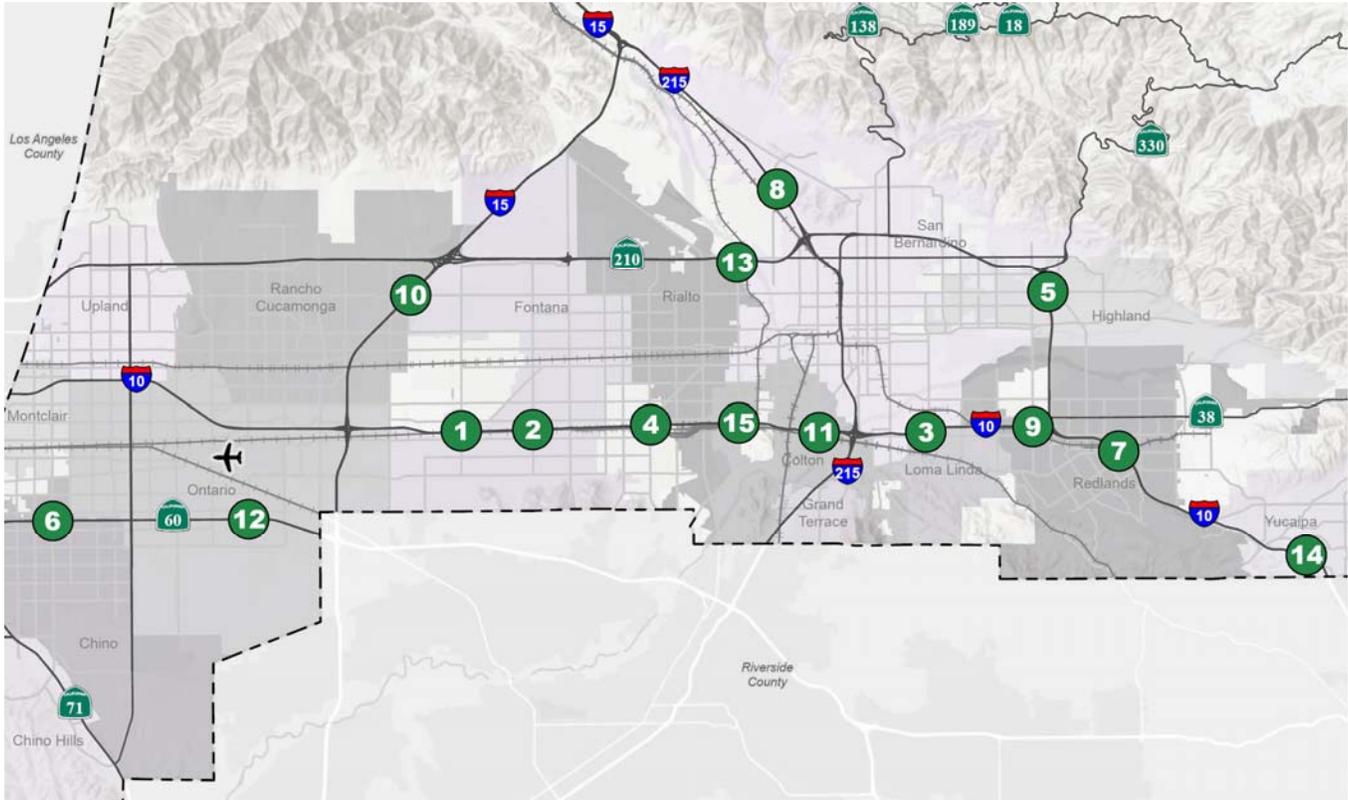
Surface Transportation Program	875,829
State Highway Operations & Protection Program	1,750,000
Trade Corridor Improvement Fund	310,000
MSI Valley Fund-Fwy Interchange	27,085,332
MSI Cajon Pass Fund	163,000
MSI 1990-Valley Fund-Major Projects	204,000
Local Projects Fund	<u>28,121,579</u>
Total Funding Sources	<u>58,509,740</u>

**Project Delivery Program
Interchange Projects**

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CAJON PASS	
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Master Schedule	230
Project Descriptions	231



**Project Delivery Program
Interchange Projects
Valley Subarea**

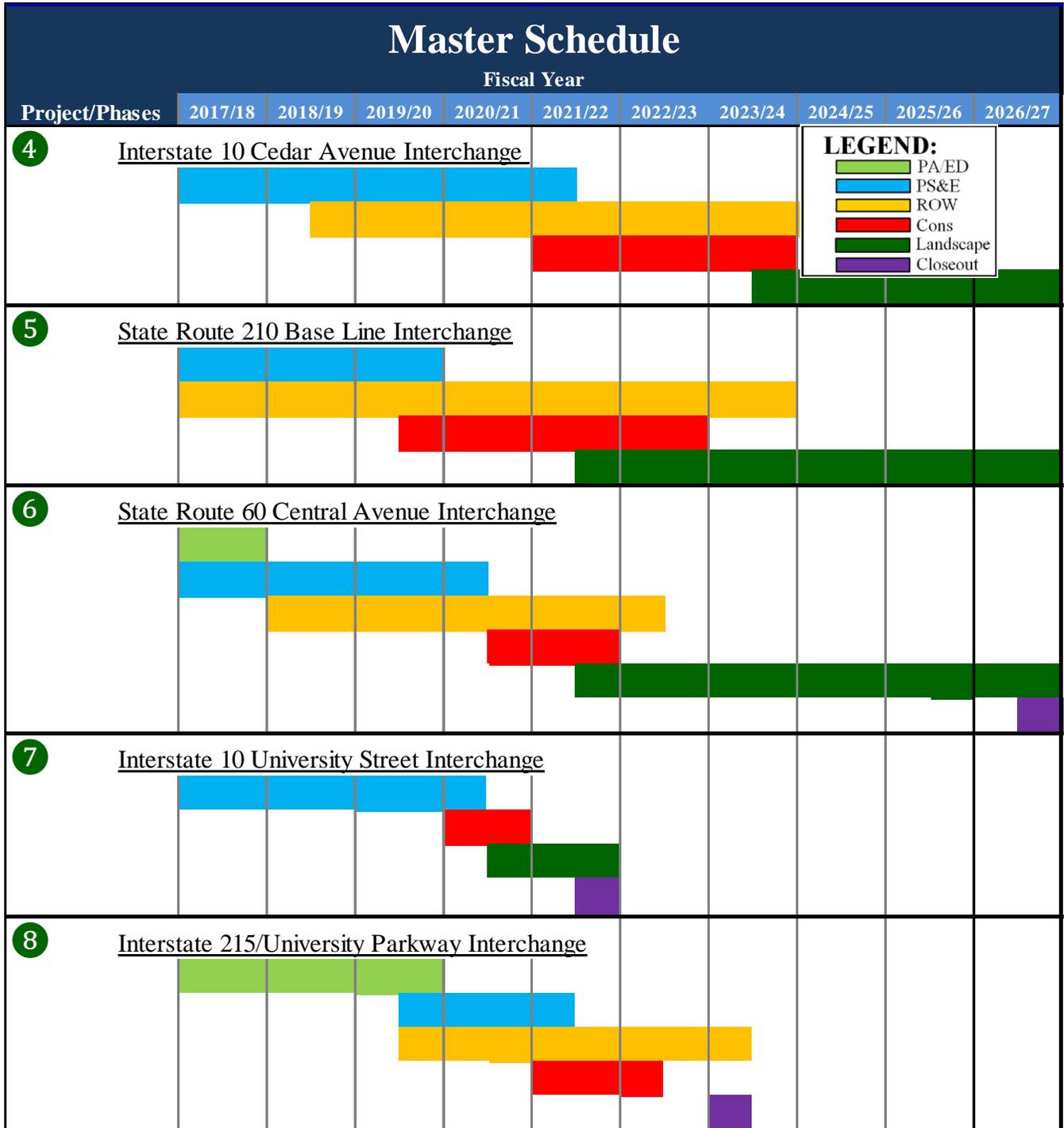


Master Schedule										
Fiscal Year										
Project/Phases	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
1 <u>Interstate 10 Cherry Avenue Interchange</u>										
2 <u>Interstate 10 Citrus Avenue Interchange</u>										
3 <u>Interstate 10 Tippecanoe Avenue Interchange</u>										

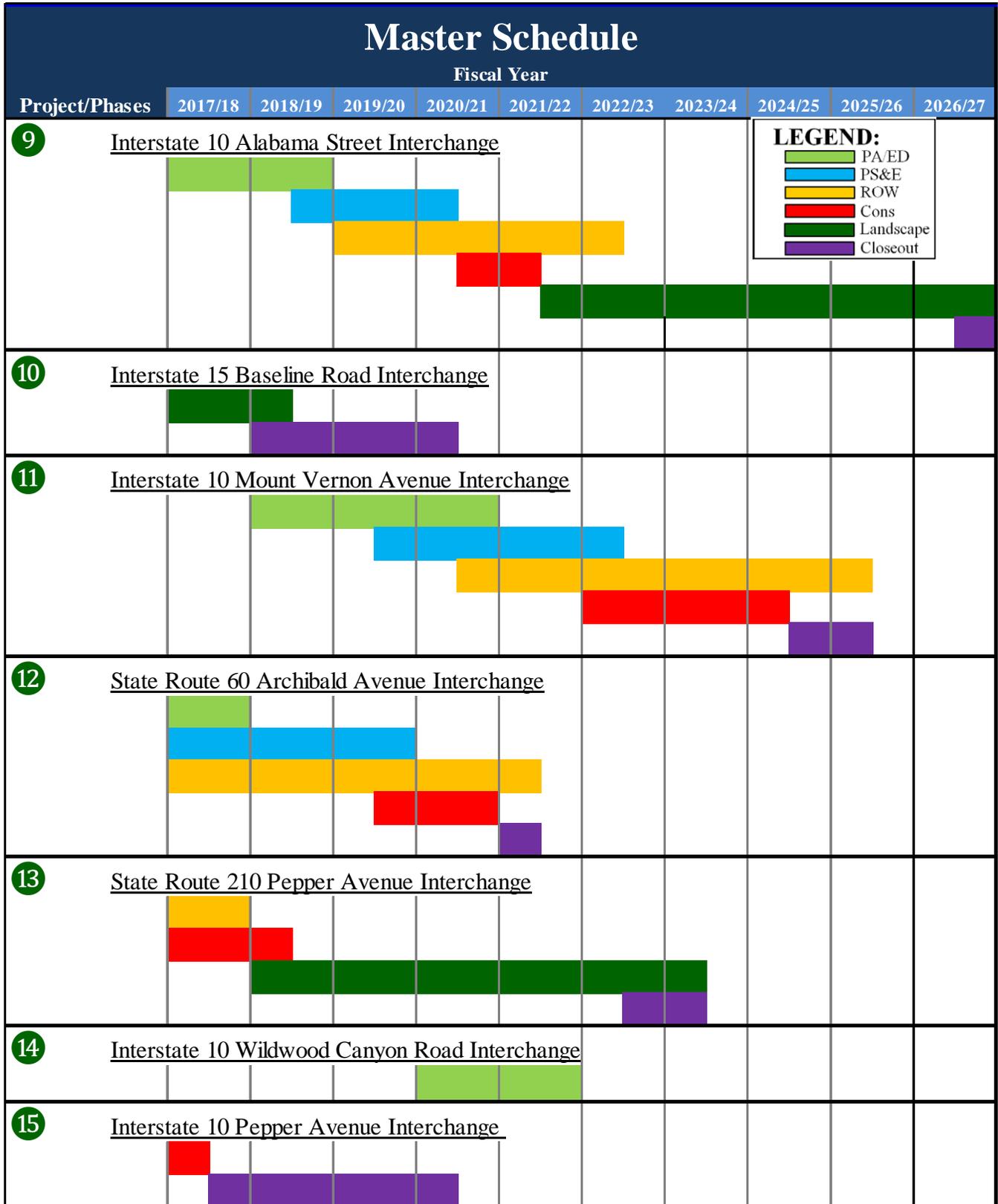
LEGEND:

- PA/ED
- PS&E
- ROW
- Cons
- Landscape
- Closeout

**Project Delivery Program
Interchange Projects
Valley Subarea**



**Project Delivery Program
Interchange Projects
Valley Subarea**



1 & 2 Project 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 Close-out.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$138,399,000	\$121,656,469	\$5,000	\$0

*Additional \$16.7 million is not going through SBCTA books and not included in Costs to Date.

3 Project Interstate 10 Tippecanoe Avenue Interchange (0842)

Description

Reconfigure interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Right of Way Closeout and Landscaping.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$79,136,000	\$50,957,631	\$47,000	\$50,000

*Additional \$28.1 million is not going through SBCTA's books and not included in Costs to Date.

Contract Information

- a. Existing Contracts:
 - i. 00-1000198, Right of Way Capital and Support, Amount Budgeted \$10,000.
 - ii. 17-1001682, Construction Capital, Amount Budgeted \$27,000.

4 Project Interstate 10 Cedar Avenue Interchange (0897)

Description

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

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$111,350,000	\$1,271,306	\$2,260,000	\$100,618,694

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

Contract Information

- a. New Contracts
 - i. 20-1002342, Construction Management Services, Amount Budgeted \$110,000, Total Estimated Contract Amount \$11,376,000.

5 Project 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 to Date	Proposed Budget	Future Costs
\$31,707,593	\$9,022,535	\$13,095,000	\$9,590,058

Contract Information

- a. Existing Contracts
 - i. 15-1001231, Design Services, Amount Budgeted \$77,000.
 - ii. 17-1001681, Construction Management Services, Amount Budgeted \$625,000.
 - iii. 19-1002078, Construction Capital, Amount Budgeted \$12,269,000

6 Project State Route 60 Central Avenue Interchange (0893)

Description

Reconstruct interchange and widen State Route 60 (SR-60) Central Avenue Bridge in the City of Chino to relieve existing congestion and accommodate future traffic demands. Current Phase: Right of Way and Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$33,788,428	\$4,130,217	\$17,361,732	\$12,296,479

Contract Information

- a. Existing Contracts
 - i. 15-1001251, Environmental and Design Professional Services, Amount Budgeted \$60,000.
 - ii. 18-1001811, Construction Management Services, Amount Budgeted \$1,948,464.
- b. New Contracts
 - i. 19-1002196, Construction Capital, Amount Budgeted \$15,123,560, Total Estimated Contract Amount \$25,387,592.

7 Project Interstate 10 University Street Interchange (0899)

Description

Improve interchange to reduce congestion and improve traffic operations in the City of Redlands. Current Phase: Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$5,873,763	\$1,282,217	\$2,820,000	\$1,771,546

Contract Information

- a. Existing Contracts
 - i. 15-1001239, Preliminary Engineering and Environmental Document, Design and Construction Support Services, Amount Budgeted \$20,000.
 - ii. 16-1001546, Construction Management Services, Amount Budgeted \$300,000.
- b. New Contracts
 - i. 20-1002290, Construction Capital, Amount Budgeted \$2,400,000, Total Estimated Contract Amount \$4,010,000.

8 Project Interstate 215/University Parkway Interchange (0853)

Description

Reconstruct interchange with a Diverging Diamond Interchange (DDI) configuration to improve local traffic operations and freeway access for the City of San Bernardino. Current Phase: Final Design, and Right of Way.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$15,364,358	\$1,561,699	\$1,117,514	\$12,685,145

Contract Information

- a. Existing Contracts
 - i. 20-1002271, Environmental and Engineering Services, Amount Budgeted \$644,000.
- b. New Contracts
 - i. RFP, Construction Management Services, Amount Budgeted \$51,526, Total Estimated Contract Amount \$2,425,917.

9 Project Interstate 10 Alabama Street Interchange (0895)

Description

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

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$15,186,050	\$1,950,088	\$5,225,000	\$8,010,962

Contract Information

- a. Existing Contract
 - i. 16-1001516, Planning and Design Services, Amount Budgeted \$50,000.
- b. New Contract
 - i. 20-1002342, Construction Management Services, Amount Budgeted \$600,000, Total Estimated Contract Amount \$1,400,000.
 - ii. IFB, Construction Capital, Amount Budgeted \$4,500,000, Total Estimated Contract Amount \$10,900,000.

10 Project Interstate 15 Baseline Road Interchange (0892)

Description

Reconstruct interchange and widen local streets to improve traffic operations for current and future traffic in the City of Rancho Cucamonga. Current Phase: Close-out.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$41,150,225	\$41,145,225	\$5,000	\$0

11 Project Interstate 10 Mount Vernon Avenue Interchange (0898)

Description

Reconstruct bridge and improve local intersection to relieve existing congestion and to meet future traffic demands in the City of Colton. Current Phase: Project Approval and Environmental Document, Design, and Right of Way.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$55,134,101	\$1,843,160	\$2,819,581	\$50,471,360

Contract Information

- a. Existing Contracts
 - i. 18-1001869, Preliminary Design, Environmental Services, and Final Design Services, Amount Budgeted \$1,709,114.

12 Project **State Route 60 Archibald Avenue Interchange (0894)**

Description

Improve local streets and ramps at the State Route 60 (SR-60) Archibald Avenue Interchange in the City of Ontario to relieve existing congestion and accommodate future traffic demands. Current Phase: Right of Way and Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$23,300,000	\$7,934,401	\$13,037,912	\$2,327,687

Contract Information

- a. Existing Contracts
 - i. 16-1001328, Environmental Services, Right of Way Engineering and Design, Amount Budgeted \$65,489.
 - ii. 18-1001876, Construction Management Services, Amount Budgeted \$1,450,000.
 - iii. 19-1002127, Utility Agreement, Amount Budgeted \$145,817.
 - iv. 19-1002128, Utility Agreement, Amount Budgeted \$88,667.
 - v. 19-1002181, Construction Capital, Amount Budgeted \$10,501,803.

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

Description

Construct new interchange to provide freeway access in the City of Rialto. Current phase: Close-out, and Landscape Maintenance.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$23,396,485	\$22,410,365	\$204,000	\$782,120

Contract Information

- a. Existing Contracts
 - i. 19-1002073, Construction Capital, Amount Budgeted \$87,000.
 - ii. 19-1002072, Construction Support, Amount Budgeted \$87,000.

14 Project **Interstate 10 Wildwood Interchange (0808)**

Description

Construct new partial interchange to relieve existing congestion and accommodate future traffic. Current Phase: Planning and Project Approval & Environmental Document.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
TBD*	\$248,277	\$348,000	TBD*

*Various alternatives being analyzed as part of planning studies which will develop cost estimates.

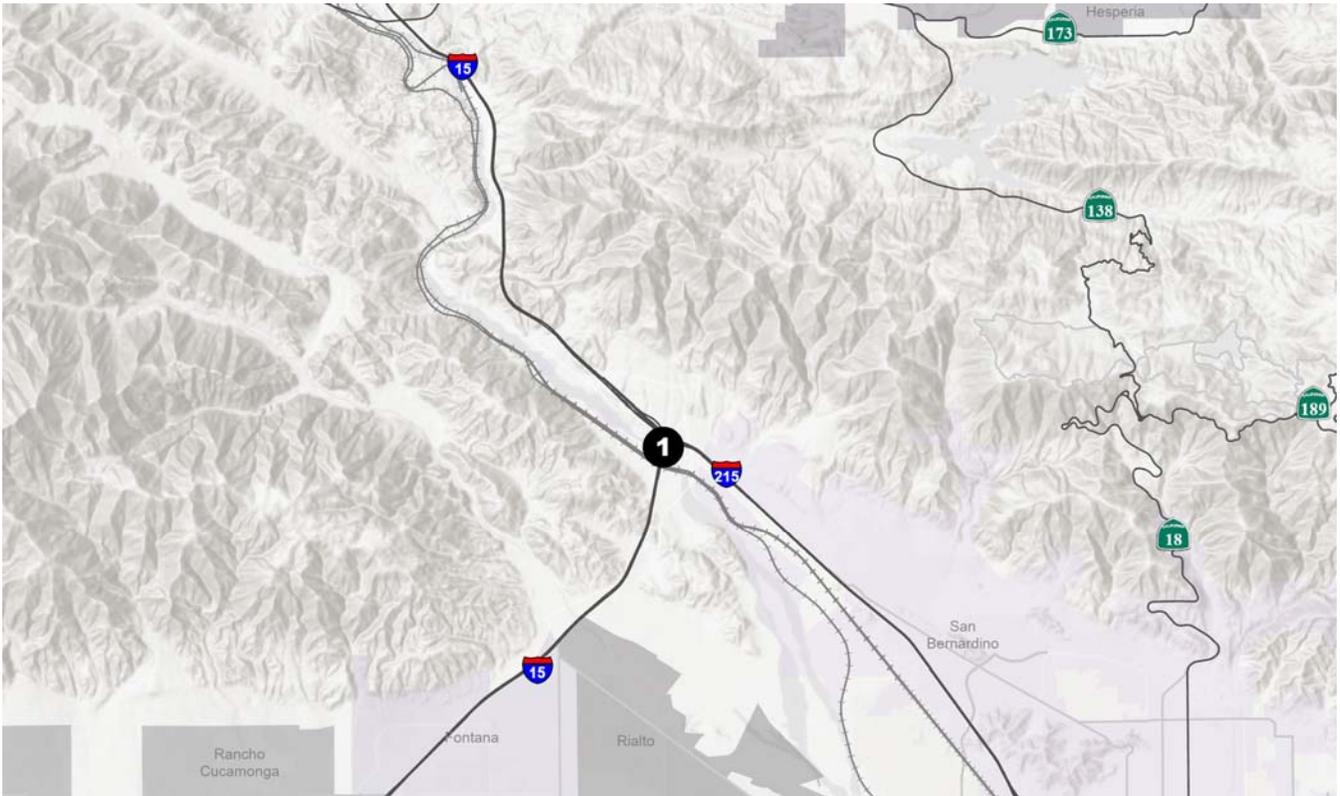
15 Project **Interstate 10 Pepper Avenue Interchange (0896)**

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands in the City of Rialto. Current Phase: Construction Close-out.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$9,930,079	\$9,929,079	\$1,000	\$0

**Project Delivery Program
Interchange Projects
Cajon Pass**



Master Schedule										
Fiscal Year										
Project/Phases	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
1 <u>Interstate 15/Interstate 215 (Devore) Interchange</u>	PA ED PS&E ROW Cons Landscape									

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

Description

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

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$325,005,000	\$69,143,899	\$163,000	\$100,000

*Additional \$255.6 million is not going through SBCTA books and not included in Cost to Date.

Contract Information

- a. Existing Contracts
 - i. 00-1000629, Right of Way Services, Amount Budgeted \$5,000.

Project Delivery

Task 0840 Grade Separation Projects

Purpose

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

Accomplishments

Measure I revenue supplemented by Trade Corridor Improvement Funds (TCIF) has provided an opportunity to deliver several much needed grade separation projects. The 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 was complete for beneficial use in fall 2019. Final close-out work is underway on this project.

Contract Information –Project Delivery Program*

- a. Existing Contracts
 - i. 15-1001195, Program Management Services, Amount Budgeted \$58,000.*

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

Local Funding Source Detail

- i. City of Montclair - \$317,000.

Manager

Paula Beauchamp, Director of Project Delivery and Toll Operations

Project Delivery

Task 0840 Grade Separation Projects

	2017/2018	2018/2019	2019/2020	
	Actual	Actual	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Professional Services	1,418,121	1,536,579	420,000	-
Consulting Services	(30,286)	-	55,000	-
Program Management Fees	251,917	212,847	58,000	57,000
Legal Fees	6,105	1,236	-	-
Construction Capital	4,042,976	6,920,093	4,956,000	1,780,000
Right of Way Capital	15,149	(3,193)	2,500	-
Postage	13	-	-	-
Advertising	317	-	-	-
Printing - External	2,808	-	-	-
Indirect Allocation-Project Management	47,793	-	-	-
Total Expenditures	<u>5,754,913</u>	<u>8,667,562</u>	<u>5,491,500</u>	<u>1,837,000</u>

Funding Sources

MSI Valley Fund-Grade Separations	1,515,000
MSI North Desert Fund-Major Local Hwy	5,000
Local Projects Fund	<u>317,000</u>
Total Funding Sources	<u>1,837,000</u>

**Project Delivery Program
Grade Separation Projects**

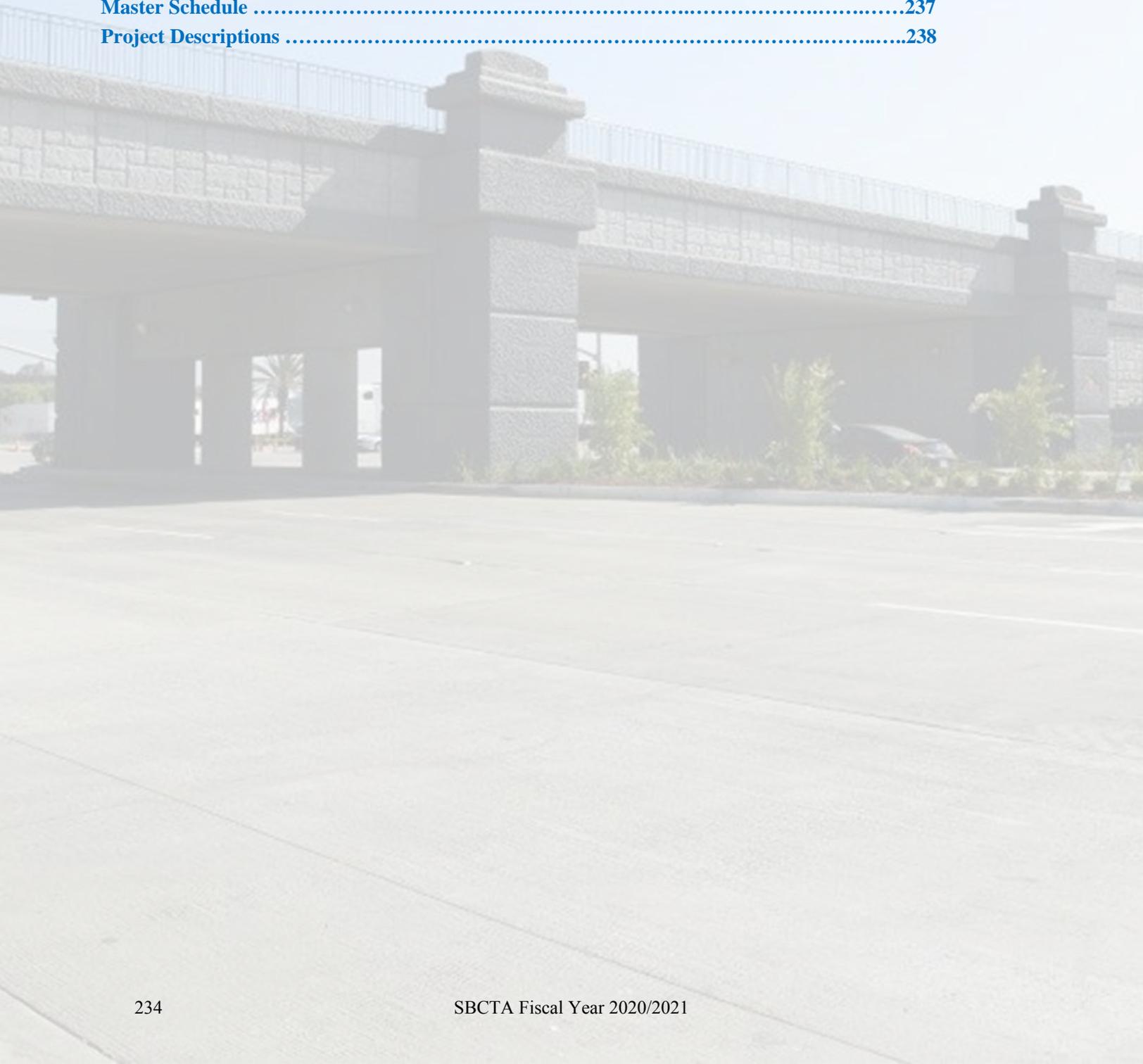
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VALLEY SUBAREA

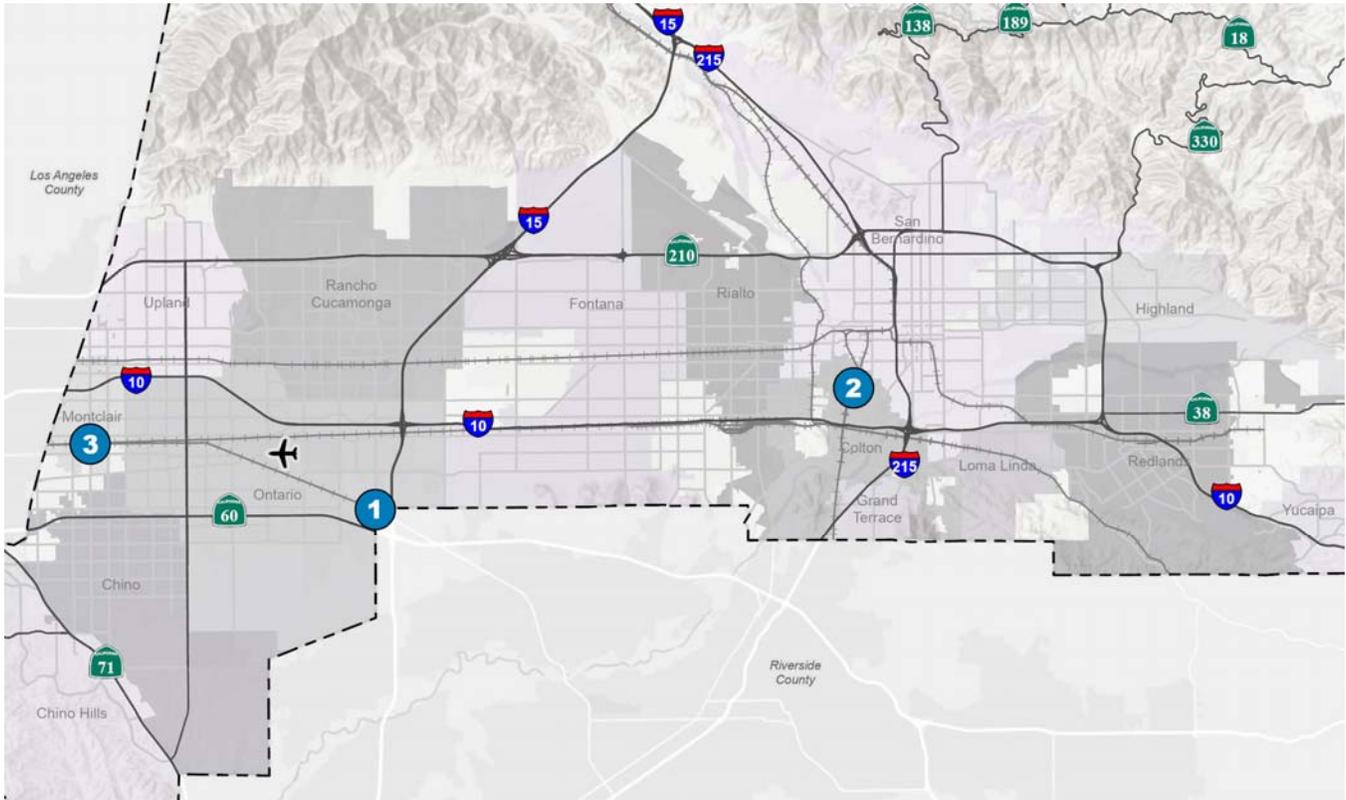
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NORTH DESERT SUBAREA

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**Project Delivery Program
Grade Separation Projects
Valley Subarea**



Master Schedule										
Fiscal Year										
Project/Phases	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
1 <u>South Milliken Ave (UP)</u>										
2 <u>Laurel Ave (BNSF)</u>										
3 <u>Monte Vista Avenue Grade Separation (UP)</u>										

LEGEND:

- PA/ED
- PS&E
- ROW
- Cons
- Landscape
- Closeout

1 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: Close-out.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$71,499,361	\$20,998,361	\$1,000	\$0

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

2 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: Close-out.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$59,854,000	\$59,853,000	\$1,000	\$0

3 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: Close-out.

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
\$25,028,532	\$23,198,532	\$1,830,000	\$0

*Construction phase costs only

Contract Information

- a. Existing Contracts
 - i. 16-1001461, Construction Capital, Amount Budgeted \$1,780,000.

**Project Delivery Program
Grade Separation Projects
North Desert Subarea**



1 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: Close-out.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$28,590,435	\$28,585,435	\$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 and re-timing of many of the corridors continues. While the operation and maintenance of the systems have been turned over to the local agencies, SBCTA continues to provide on-call specialized traffic signal coordination services through a consultant contract to assist the local agencies in operating and maintaining the systems. Construction was completed for Phase 1 of the Active Transportation Program (ATP) Metrolink improvements project in early 2019. Funding for Phase 2 of the program has been programmed and implementation of this is anticipated to start in 2020. 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 has been finalized to assign roles, responsibilities, and identify funding sources. An environmental reevaluation of the project and preliminary design work was completed in fall 2018 and a reevaluation is anticipated to be completed in mid-2020. SBCTA is currently working with local partners to fully fund the design build phase of the project. A conditional award of a design-build contract was given in early 2020 pending resolution of funding issues. Assuming funding issues are resolved, work on the design build contract should start in mid-2020 with design and demolition of the existing bridge anticipated by early 2021.

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 \$410,000.*
 - ii. 15-1001302, Legal Services, Amount Budgeted \$50,000.*

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

Local Funding Source Detail

- i. City of San Bernardino - \$394,594.
- ii. BNSF - \$9,650,138.
- iii. City of Fontana - \$97,059.
- iv. City of Montclair - \$46,038.
- v. City of Rancho Cucamonga - \$69,000.
- vi. City of Upland - \$111,904.

Manager

Paula Beauchamp, Director of Project Delivery and Toll Operations

Project Delivery

Task 0860 Arterial Projects

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	35,474	35,601	98,269	59,237
Fringe Allocation-General	32,849	36,168	99,753	60,143
Professional Services	606,334	1,566,508	1,844,500	1,634,000
Consulting Services	978,943	5,252,784	1,738,500	1,833,497
Program Management Fees	395,058	640,991	400,000	410,001
Auditing and Accounting	9,860	-	-	-
Financial/Legal Bonding Fees	-	127,451	25,000	-
Legal Fees	59,393	209,592	-	50,000
Construction Capital	-	2,828,388	24,199,340	53,383,821
Utilities Capital	10,753	-	-	-
Right of Way Capital	-	-	64,974,500	31,782,899
Postage	83	15	-	-
Advertising	396	220	-	-
Public Information Activities	-	977	1,160	151,673
Printing - External	2,336	-	-	-
Meeting Expense	76	1,679	-	-
Commercial Paper Interest	-	-	1,350,000	-
Fiscal Agent Fees	-	-	-	4,662,686
Indirect Allocation-General	47,112	-	-	-
Indirect Allocation-Project Management	74,950	-	-	-
Total Expenditures	<u>2,253,617</u>	<u>10,700,374</u>	<u>94,731,022</u>	<u>94,027,957</u>

Funding Sources

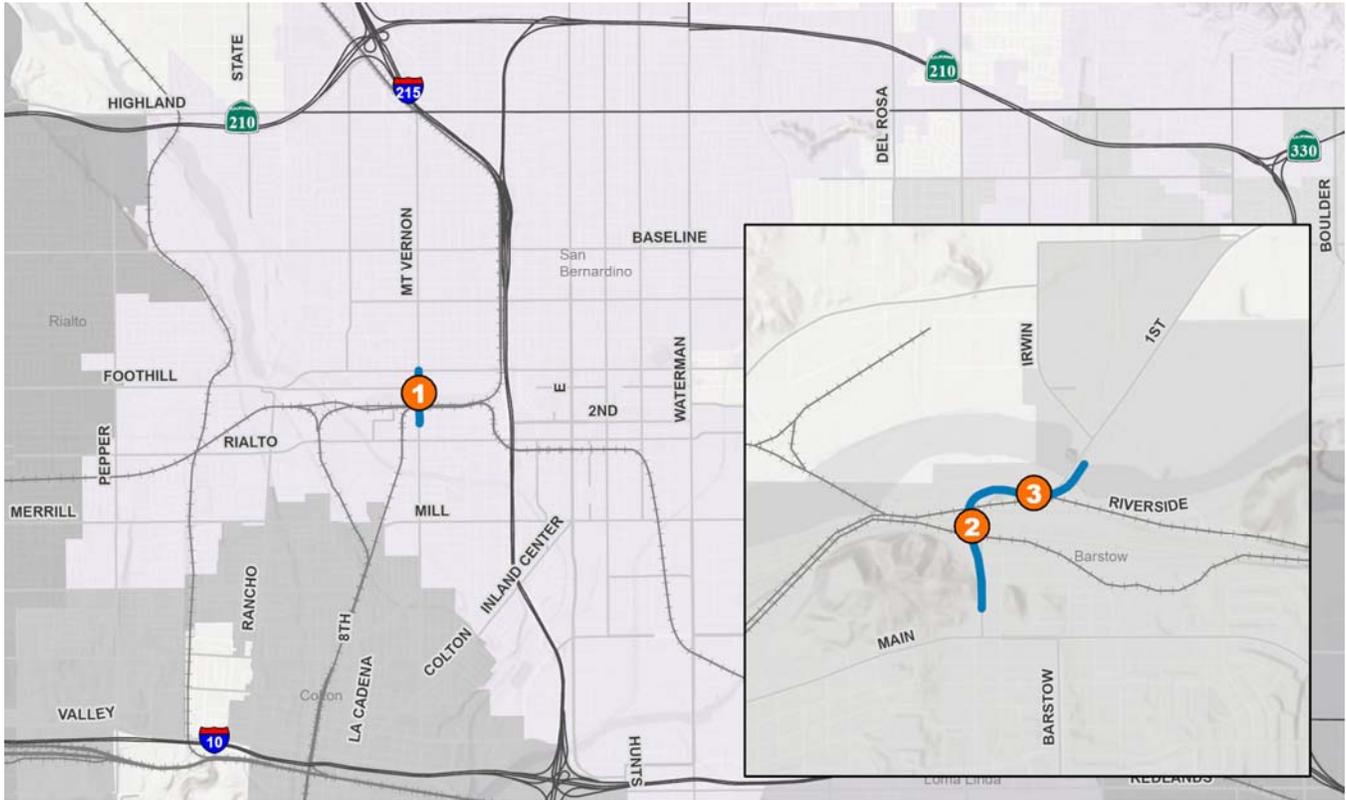
Highway Bridge Program	81,128,438
MSI Valley Fund-Traffic Mgmt Sys	2,056,000
MSI North Desert Fund-Major Local Hwy	474,786
Local Projects Fund	<u>10,368,733</u>
Total Funding Sources	<u>94,027,957</u>

**Project Delivery Program
Arterial Projects**

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Project Delivery Program Arterial Projects



		Master Schedule																		
		Fiscal Year																		
Project/Phases		2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27									
1	<u>Mount Vernon Avenue Viaduct</u>																			
2	<u>North First Avenue Bridge over BNSF (TBD)</u>																			
3	<u>North First Avenue Bridge Over Mojave River and Overflow (TBD)</u>																			

LEGEND:

- PA&D
- PS&E
- ROW
- Cons
- Landscape
- Closeout

1 Project Mount Vernon Avenue Viaduct (0827)

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 Re-evaluation, Right of Way and Design-build work.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$282,729,833	\$25,047,836	\$91,078,573	\$166,603,424

Contract Information

- a. Existing Contracts
 - i. 18-1001846, Legal services, Amount Budgeted \$150,000.
 - ii. 18-1001826, Construction Management Services, Amount Budgeted \$3,409,039.
 - iii. 19-1002210, Construction Services, Amount Budgeted \$500,000.
 - iv. 19-1002208, Right of Way Services, Amount Budgeted \$25,622,624.
- b. New Contracts
 - i. 18-1001966, Design Build Services, Amount Budgeted \$47,072,172, Total Estimated Contract Amount \$104,900,000.

Note: Proposed budget includes Right of Way acquisition and relocation costs, anticipated utility relocations and project financing costs.

2 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 two (2) projects (see Sub-Task 0813). Sub-task budget to provide Project Management assistance to City. Current Phase: Right of Way and Construction.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$90,048,000	\$0	\$258,263	\$65,689,737

*Additional \$24.1 Million for PA&ED Phase not going through SBCTA books and is not included in Cost to Date.

3 Project North First Avenue Bridge Over Mojave River and Overflow (0813)

Description

This project, located in Barstow, will replace an existing bridge on First Avenue over the Mojave River and Overflow. This bridge will be constructed as part of one long bridge split into two (2) projects (see Sub-Tasks 0811). Budget to provide Project Management assistance to City. Current Phase: Design and Right of Way.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$64,550,000	\$0	\$200,000	\$61,600,000

*Additional \$2.75 Million for PA&ED Phase not going through SBCTA books and is not included in Cost to Date.

Project **Metrolink ATP Improvements Phase 1 (0401)**

Description

Construct pedestrian and bicycle accessibility improvements to local Metrolink stations. Current Phase: Close-out.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$4,588,768	\$4,578,768	\$10,000	\$0

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 Cost*	Costs to Date	Proposed Budget	Future Costs
\$24,067,212	\$16,428,827	\$2,046,000	\$5,592,385

*Total Estimated Cost reflects incorporation of five (5) year monitoring and mitigation plan approved at January 2017 Board meeting.

Contract Information

- a. Existing Contracts
 - i. 16-1001515, Professional Services, Amount Budgeted \$700,000.

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, Phase 2. Current Phase: Environmental and Design.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$7,491,852	\$19,200	\$324,001	\$7,148,651

Contract Information

- a. New Contracts:
 - i. RFP, Design services, Amount Budgeted \$274,000, Total Estimated Contract Amount \$558,595.

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. Any pass-through funds for these sources are budgeted in the Transit Program.

Tasks in this program include pass-through of an estimated \$38,022,000 in Measure I funds for road priorities determined by local jurisdictions on their local streets, reimbursement of an estimated \$46,622,000 in Measure I funds for locally delivered projects in the Valley Major Street and Interchange Programs, and \$33,227,324 in Measure I funds for projects in the Mountain/Desert Major Local Highway and Project Development/Traffic Management Systems Programs.

Goals and Objectives

1. Manage the allocations of SBCTA public funds 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 and transit operators 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.

Fund Administration Program 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.
 - 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, begin development of the 2021 update to the 10-Year Delivery Plan, and update the bonding strategy as necessary to implement projects according to the plan.

Performance/Workload Indicators

	2017-2018 Actual	2018-2019 Actual	2019-2020 Revised Budget	2020-2021 Budget
Federal and State Funds Delivery ¹	71%	45%	136%	203%
FTIP Amendments	12	8	12	12
Additional Federal funds received ²	\$0	\$0	\$15,236,120	TBD
Programming changes processed	156	173	180	180
10-Year Delivery Plan Update	N/A	6/5/2019	N/A	N/A
Measure I Valley Arterial Reimbursements	\$7,468,183	\$10,044,137	\$20,750,000	\$25,230,000
Measure I Mtn./Desert Reimbursements	\$4,660,345	\$678,367	\$24,216,000	\$33,227,324
Local Transportation Fund Pass-through ³	\$101,681,629	\$93,735,955	\$120,870,558	\$116,434,420
State Transit Assistance Fund Pass-through ³	\$13,222,484	\$14,980,320	\$31,504,393	\$31,792,788
Arterial Program Jurisdiction Master				
Agreements managed	15	15	15	15
Advance Expenditure Agreements managed	5	4	5	6
Development Share Loan Agreements managed	7	10	10	9

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.

Fund Administration

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); Local Transportation Funds (LTF) and State Transit Assistance (STA) funds made available from State Transportation Development Act (TDA); State Active Transportation Program (ATP); State Proposition 1B Bond, Senate Bill 862 (SB862), 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 June 2019; 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 Fiscal Year 2019/2020, SBCTA coordinated delivery of Federal projects with other regions throughout the State, which resulted in an additional \$15 million of Federal funds to SBCTA above the formula share. In addition, SBCTA has supported local agencies and transit operators with information on funding opportunities and transportation program financial forecasts, guidelines, requirements, policies, and schedules. SBCTA serves as a liaison between local agencies and the 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

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. 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).

Fund Administration

Task 0500 Fund Administration

6. Allocate Low Carbon Transit Operations Program (LCTOP) to transit operators for projects that reduce greenhouse gas emissions and SB1 and SGR funds to transit operators for transit infrastructure repair and service improvements in accordance with State guidance.
7. 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.
8. Work with the Transit and Rail Department and the transit operators, 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 and provide concurrence with the use of FTA formula funds.
9. Coordinate with SBCTA auditor for both the annual fiscal and triennial performance audits of LTF and STA funds, and monitor contract auditor work and final product for TDA claimants. Submit annual fiscal TDA audits to the State by the December 31st deadline and the triennial performance audits by the July 1st deadline.
10. Begin development of the 2021 Update to the Measure I 2010-2040 10-Year Delivery Plan for Board approval in late-2021.
11. 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.
12. Review member agency Measure I policy compliance through audits, Capital Improvement Plans, and CPNA.
13. 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.
14. Represent San Bernardino countywide programming interests at statewide meetings such as the Regional Transportation Planning Agencies, CTC, Southern California's Programming/Planning group, Transportation Conformity Working Group, the Statewide TDA Advisory Committee meetings, and the California Federal Programming Group.
15. Coordinate activities and provide assistance in responding to inquiries from Board members, member agencies, and transit operators through the Transportation Technical Advisory Committee (TTAC) and other interagency forums.

Budgetary changes are due to shifting the following work elements out of Task 0309 to Task 0500: Staff time associated with TDA and LCTOP transit operator allocations and coordination with SBCTA auditor for the annual fiscal and triennial performance audits of LTF and STA fund recipients.

Product

An objective, efficient, and timely process to program and allocate Federal, State, and local funds in cooperation with regional and local agencies and transit operators 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.

Fund Administration

Task 0500 Fund Administration

Contract Information

- a. Existing Contracts
 - i. 15-1001310, On-call Air Quality Analysis, Amount Budgeted \$1,000.

- b. New Contracts
 - i. RFP, Transportation Development Act Triennial Performance Audits, Amount Budgeted \$160,000, Total Estimated Contract Amount \$160,000.
 - ii. RFP, On-call Air Quality Analysis, Amount Budgeted \$9,000, Total Estimated Contract Amount \$50,000.

Manager

Andrea Zureick, Director of Fund Administration

Fund Administration

Task 0500 Fund Administration

	2019/2020			
	2017/2018 Actual	2018/2019 Actual	Revised Budget	2020/2021 Budget
Expenditures				
Regular Full-Time Employees	518,491	553,941	567,161	683,452
Fringe Allocation-General	480,116	562,769	575,726	693,906
Consulting Services	4,113	4,198	10,100	10,000
Auditing and Accounting	-	-	-	160,000
Training/Registration	1,285	395	34,650	8,400
Postage	136	102	400	500
Travel Expense - Employee	10,428	11,172	14,000	15,400
Travel Expense-Mileage-Employee	1,345	1,476	4,500	5,000
Travel Expense-Other-Metrolink Tickets	-	-	-	150
Advertising	-	-	-	100
Printing - External	-	-	300	425
Office Expense	-	95	500	500
Meeting Expense	220	161	1,400	1,400
Indirect Allocation-General	697,764	-	-	-
Total Expenditures	<u>1,713,898</u>	<u>1,134,309</u>	<u>1,208,737</u>	<u>1,579,233</u>

Funding Sources

MSI Admin	399,805
Local Transportation Fund - Admin	245,054
Local Transportation Fund - Planning	129,853
Planning, Programming and Monitoring	732,456
MSI Valley Fund-Freeway Projects	37,073
MSI Valley Fund-Fwy Interchange	15,318
MSI Valley Fund-Grade Separations	4,238
MSI Valley Fund-Metrolink/Rail Service	8,686
MSI Valley Fund-Express Bus/Rapid Trans	5,214
Indirect Cost Fund	1,536
Total Funding Sources	<u>1,579,233</u>

Fund Administration

Task 0550 Allocations/Pass-through

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 (PD/TMS) Programs expenditures based on invoices received.
2. Reimburse jurisdictions for Measure I Valley Interchange Program Advance Expenditure Agreements (AEA).
3. 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.
4. 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.

Budgetary changes are primarily due to the inclusion of budgeted payments towards Advance Expenditure Agreements (AEA) in the Valley Freeway Interchange Projects Program (details included in Existing Contracts section below).

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, Valley Arterial Sub-Program, Amount Budgeted \$25,230,000.
 - ii. 00-1000568, Ontario, State Route 60/Euclid Interchange AEA, Valley Interchange Program, Amount Budgeted \$145,000.
 - iii. 00-1000892, Rancho Cucamonga, Interstate 15/Baseline Interchange AEA, Valley Interchange Program, Amount Budgeted \$20,853,000.
 - iv. 00-1000948, San Bernardino County, Interstate 15/Sierra Interchange AEA, Valley Interchange Program, Amount Budgeted \$394,000.
 - v. 18-1001926, Apple Valley, State Route 18/Apple Valley Road Widening, MLH, Amount Budgeted \$4,009,500.
 - vi. 00-1000662, Apple Valley, Yucca Loma Bridge Landscape Maintenance, MLH, Amount Budgeted \$50,000.

Fund Administration

Task 0550 Allocations/Pass-through

- vii. 17-1001692, Hesperia, Ranchero Widening, MLH, Amount Budgeted \$6,332,930.
 - viii. 20-1002368, San Bernardino County, Phelan Road Widening, MLH, Amount Budgeted \$3,786,000.
 - ix. 17-1001700, San Bernardino County, Ranchero Widening, MLH, Amount Budgeted \$1,400,760.
 - x. 19-1002202, San Bernardino County, Rock Springs Road, MLH, Amount Budgeted \$450,000.
 - xi. 00-1000847, San Bernardino County, Yates Road, MLH, Amount Budgeted \$50,000.
 - xii. 15-1001115, Victorville, Green Tree Boulevard, MLH, Amount Budgeted \$744,280.
 - xiii. 16-1001481, Victorville, Green Tree Boulevard Term Loan Agreement, MLH, Amount Budgeted \$8,000,000.
 - xiv. 15-1001119, Barstow, First Avenue Bridge over Burlington Northern Santa Fe Railroad (BNSF), MLH, Amount Budgeted \$1,791,090.
 - xv. 15-1001118, Barstow, First Avenue Bridge over Mojave River, MLH, Amount Budgeted \$93,620.
 - xvi. 19-1002193, Barstow, Rimrock Road Rehabilitation, MLH, Amount Budgeted \$749,000.
 - xvii. 15-1001157, San Bernardino County, Baker Boulevard Bridge, MLH, Amount Budgeted \$100,000.
 - xviii. 16-1001554, San Bernardino County, National Trails Highway Resurfacing, MLH, Amount Budgeted \$51,450.
 - xix. 16-1001376, San Bernardino County, Arrowbear Drive Bridge Replacement, MLH, Amount Budgeted \$700,000.
 - xx. 20-1002326, San Bernardino County, Crest Forest Drive/Lake Drive Study, PD/TMS, Amount Budgeted \$100,000.
 - xxi. 20-1002325, San Bernardino County, State Route 38/Stanfield Cutoff Roundabout, MLH, Amount Budgeted \$250,000.
 - xxii. 16-1001374, San Bernardino County, Park Boulevard, MLH, Amount Budgeted \$1,738,570.
 - xxiii. 19-1002195, Twentynine Palms, Split Rock Bridge, MLH, Amount Budgeted \$285,560.
 - xxiv. 16-1001422, Twentynine Palms, State Route 62/Encelia to Larrea Widening, MLH, Amount Budgeted \$400,000.
- b. New Contracts
- i. Various Funding Agreements and anticipated increases to existing agreements, Victor Valley MLH, Amount Budgeted \$1,225,000, Total Estimated Contract Amount \$4,773,000.
 - ii. Anticipated Funding Agreement, Morongo Basin MLH, Amount Budgeted \$700,000, Total Estimated Contract Amount \$1,729,000.
 - iii. Anticipated Funding Agreement, Colorado River MLH, Amount Budgeted \$219,564, Total Estimated Contract Amount \$440,000.

Manager

Andrea Zureick, Director of Fund Administration

Fund Administration

Task 0550 Allocations/Pass-throughs

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Pass-through Payments	42,982,669	48,725,078	43,703,000	59,414,000
Major Street Payments	7,468,183	10,039,414	20,750,000	25,230,000
Major Local Highway Payments	4,037,799	676,495	24,216,000	33,127,324
Project Develop Traffic Mgmt Sys Pmt	-	-	-	100,000
Loan Interest	-	1,528	-	-
Total Expenditures	<u>54,488,651</u>	<u>59,442,515</u>	<u>88,669,000</u>	<u>117,871,324</u>

Funding Sources

MSI Valley Fund-Fwy Interchange	21,392,000
MSI Valley Fund-Arterials	25,230,000
MSI Valley Fund-Local Street	23,310,400
MSI Victor Valley Fund-Major Local Hwy	25,746,342
MSI Victor Valley Fund-Local Street	9,829,100
MSI North Desert Fund-Major Local Hwy	2,785,160
MSI North Desert Fund-Local Street	2,224,900
MSI Colorado River Fund-Major Local Hwy	219,564
MSI Colorado River Fund-Local Street	158,700
MSI Morongo Basin Fund-Major Local Hwy	3,124,130
MSI Morongo Basin Fund-Local Street	1,261,700
MSI Mountain Fund-Major Local Hwy	950,000
MSI Mountain Fund-Local Street	1,237,200
MSI Mountain Fund-Traffic Mgmt Sys	100,000
Victorville Project Fund	302,128
Total Funding Sources	<u>117,871,324</u>



One of the key highways in the High Desert, US395 serves residents, goods movement, and recreational travelers all throughout the year. SBCTA is widening a portion of that highway between Victorville and Adelanto.

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 2020/2021 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. Comply with continuing disclosure requirements of the debt program.
 - b. Prepare arbitrage calculation, as required.

Allocation of bond proceeds and debt service:

	Actual				Budget			
	2018		2019		2020		2021	
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest
2014 Bond Issue								
Freeway Interchange	239,000	1,022,493	320,000	1,015,323	359,000	1,002,523	401,000	988,163
Valley Major Streets	428,168	1,831,795	572,800	1,817,427	643,148	1,796,020	717,790	1,768,811
Rail	268,875	1,150,304	360,000	1,142,238	403,875	1,127,838	451,125	1,111,682
Victor Valley Major								
Local Highway	59,750	255,623	80,000	253,831	89,750	250,631	100,250	247,041
Cajon Pass	199,207	852,248	267,200	847,794	299,227	835,603	334,835	825,116
	<u>1,195,000</u>	<u>5,112,463</u>	<u>1,600,000</u>	<u>5,076,613</u>	<u>1,795,000</u>	<u>5,012,615</u>	<u>2,005,000</u>	<u>4,940,813</u>
2012 Bond Issue								
Valley Major Streets	887,530	1,596,670	924,340	1,561,168	963,195	1,524,196	1,004,095	1,481,556
Victor Valley Major								
Local Highway	466,550	839,325	485,900	820,663	506,325	801,227	527,825	778,813
Cajon Pass	815,920	1,467,843	849,760	1,435,206	885,480	1,401,217	923,080	1,362,018
	<u>2,170,000</u>	<u>3,903,838</u>	<u>2,260,000</u>	<u>3,817,037</u>	<u>2,355,000</u>	<u>3,726,640</u>	<u>2,455,000</u>	<u>3,622,387</u>
Bond Issue Totals	<u><u>3,365,000</u></u>	<u><u>9,016,301</u></u>	<u><u>3,860,000</u></u>	<u><u>8,893,650</u></u>	<u><u>4,150,000</u></u>	<u><u>8,739,255</u></u>	<u><u>4,460,000</u></u>	<u><u>8,563,200</u></u>

Performance/Workload Indicators

	2017-2018 Actual	2018-2019 Actual	2019-2020 Revised Budget	2020-2021 Budget
Debt Service:				
Principal	\$3,365,000	\$3,860,000	\$4,150,000	\$4,460,000
Interest	\$9,016,301	\$8,893,650	\$8,739,255	\$8,563,200
Arbitrage Calculation	YES	YES	YES	YES
Debt continuing disclosure requirements	YES	YES	YES	YES

Debt Service

Task 0965 2012A Sales Tax Revenue Bond

Purpose

Account for the proceeds held by the Bond Trustee for the Debt Service on the 2012A Sales Tax Revenue Bond.

Accomplishments

SBCTA monitored the activities of the trustee in the investment and disbursement of bond proceeds. This activity relates to the 2012A Sales Tax Revenue Bond issuance.

Work Elements

This task accounts for the Debt Service of the 2012A Sales Tax Revenue Bond.

The task contains the accounting of the principal, interest and fiscal charges of the Debt Service Fund. This task is for accounting purposes only.

Product

Fiscal Accounting.

Manager

Hilda Flores, Chief Financial Officer

Debt Service

Task 0965 2012A Sales Tax Revenue Bond

	2019/2020			
	2017/2018	2018/2019	Revised	2020/2021
Expenditures	Actual	Actual	Budget	Budget
Bond Principal	2,170,000	2,260,000	2,355,000	2,455,000
Bond Interest	3,903,838	3,817,038	3,726,640	3,622,400
Fiscal Agent Fees	5,000	10,000	8,000	10,000
Total Expenditures	<u>6,078,838</u>	<u>6,087,038</u>	<u>6,089,640</u>	<u>6,087,400</u>

Funding Sources

Sales Tax Revenue Bonds 2012A Fund	<u>6,087,400</u>
Total Funding Sources	<u><u>6,087,400</u></u>

Debt Service

Task 0966 2014A Sales Tax Revenue Bond

Purpose

Account for the proceeds held by the Bond Trustee for the Debt Service on the 2014A Sales Tax Revenue Bond.

Accomplishments

SBCTA monitored the activities of the trustee in the investment and disbursement of bond proceeds. This activity relates to the 2014A Sales Tax Revenue Bond issuance.

Work Elements

This task accounts for the Debt Service of the 2014A Sales Tax Revenue Bond.

The task contains the accounting of the principal, interest and fiscal charges of the Debt Service Fund. This task is for accounting purposes only.

Product

Fiscal Accounting.

Manager

Hilda Flores, Chief Financial Officer

Debt Service

Task 0966 2014A Sales Tax Revenue Bond

	2017/2018	2018/2019	2019/2020	
Expenditures	Actual	Actual	Revised	2020/2021
	<u>Actual</u>	<u>Actual</u>	<u>Budget</u>	<u>Budget</u>
Bond Principal	1,195,000	1,600,000	1,795,000	2,005,000
Bond Interest	5,112,463	5,076,613	5,012,615	4,940,900
Fiscal Agent Fees	5,500	11,000	8,000	10,000
Total Expenditures	<u>6,312,963</u>	<u>6,687,613</u>	<u>6,815,615</u>	<u>6,955,900</u>

Funding Sources

Sales Tax Revenue Bonds 2014A Fund	<u>6,955,900</u>
Total Funding Sources	<u><u>6,955,900</u></u>



A critical connector in the western portion of San Bernardino, the Mt. Vernon Viaduct will receive critical improvements through a project partnership among SBCTA, the City of San Bernardino, and BNSF.

**SUPPLEMENTAL
INFORMATION SECTION**

**Indirect Cost Fund
Fiscal Year 2020/2021**

Policy No. 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. Fund balance in the Measure I Administration Fund may be used to buy down the amount of indirect costs allocated to Measure I programs. 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. General Counsel – accounts for legal representation.
3. Financial Management – accounts for strong fiscal stewardship in administrating SBCTA and SBCOG funds.
4. Special Projects & Strategic Initiatives – accounts for short or long term projects to fulfill SBCTA’s goals and initiatives and risk management functions.
5. Management Services – accounts for costs attributed to information technology, and the computer network.
6. Fund Administration – assist with securing and monitoring funding for projects and updating the 10-Year Delivery Plan.
7. Human Resources – accounts for costs associated with personnel activity.
8. Legislation – accounts for representation of SBCTA’s interests at Federal and State levels.
9. Public Affairs – accounts for project/program outreach and media relations as well as enhancing and modernizing external communications opportunities.
10. 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.

Reserves of \$1,419,902 for Fiscal Year 2020/2021 are comprised of \$500,000 for emergencies (General Purpose Reserve) and \$919,902 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 2019/2020.

In accordance with Policy No. 20600, the revenue allocated to fund indirect costs for Fiscal Year 2020/2021 is \$7,071,258, which is funded by Measure I, Transportation Development Act-Local Transportation Fund, Service Authority Freeway Emergency (SAFE), and Council of Governments (COG).

Business to business expo event is budgeted at \$50,000 in indirect fund: estimated cost of event \$65,000 less estimated booth revenue of \$15,000.

**Indirect Cost Fund
Fiscal Year 2020/2021**

The funding breakdown is as follows:

Funding Source	Amount
Local Transportation Fund – Administration	\$ 681,573
Local Transportation Fund – Planning	1,576,028
Service Authority for Freeway Emergencies Fund	322,588
Sales Tax MSI – Administration	2,479,285
Sales Tax MSI – Valley Freeway	1,148,158
Sales Tax MSI – Valley Interchange	311,378
Sales Tax MSI – Valley Grade Separation	80,025
Sales Tax MSI – Valley Arterial	254,960
Sales Tax MSI – Valley Rail	31,243
Sales Tax MSI – Valley Bus Rapid Transit	10,200
Sales Tax MSI – North Desert Major Local Highway	658
Sales Tax MSI – Colorado River Major Local Highway	271
Sales Tax MSI – Morongo Basin Major Local Highway	822
Council of Governments	174,069
Total Revenue allocation per Policy 20600	\$7,071,258
Santa Fe Depot Rental Income and other reimbursements	314,809
Total New Revenue to Cover Indirect Costs	\$7,386,067

Budgeted Tasks to Indirect Cost Fund

	Fiscal Year 2020/2021										Fiscal Year 2019/2020																
	0200	0206	0350	0400	0425	0450	0470	0500	0503	0605	0805	Budget	Budget	0200	0206	0350	0400	0425	0450	0470	0500	0503	0605	0805	Budget	Budget	
Salaries	402,397	1,746	180,636	613,517	167,202	129,254	84,261	762	66,433	61,426	55,632	1,763,266	1,588,400	402,397	1,746	180,636	613,517	167,202	129,254	84,261	762	66,433	61,426	55,632	1,763,266	1,588,400	
Overtime	14,850	374	-	14,850	-	-	-	-	-	-	-	30,074	29,700	14,850	374	-	14,850	-	-	-	-	-	-	-	-	30,074	29,700
Fringe	423,632	2,152	183,400	637,981	169,762	131,231	85,550	774	67,449	62,366	56,483	1,820,780	1,642,529	423,632	2,152	183,400	637,981	169,762	131,231	85,550	774	67,449	62,366	56,483	1,820,780	1,642,529	
Professional Services	30,000	-	17,700	420,000	40,000	324,543	650	-	150,200	120,000	106,200	1,209,293	976,146	30,000	-	17,700	420,000	40,000	324,543	650	-	150,200	120,000	106,200	1,209,293	976,146	
Consulting Services	120,000	-	-	50,000	20,000	-	-	-	-	-	-	190,000	170,000	120,000	-	-	50,000	20,000	-	-	-	-	-	-	190,000	170,000	
County Fees	-	-	-	100,000	-	-	-	-	-	-	-	387,000	100,000	-	-	-	100,000	-	-	-	-	-	-	-	387,000	100,000	
Auditing & Accounting	-	-	-	387,000	-	-	-	-	-	-	-	125,000	475,000	-	-	-	387,000	-	-	-	-	-	-	-	125,000	475,000	
Legal Fees	-	-	80,000	-	20,000	-	25,000	-	-	-	-	30,000	105,000	-	-	-	80,000	-	-	25,000	-	-	-	-	30,000	105,000	
Claims	-	-	-	-	30,000	-	-	-	-	-	-	130,000	99,000	-	-	-	-	30,000	-	-	-	-	-	-	130,000	99,000	
Utilities	-	-	-	-	-	-	-	-	-	-	1,179,898	1,104,500	-	-	-	-	-	-	-	2,500	-	-	-	-	2,500	1,104,500	
Maintenance-Buildings	-	-	-	-	-	2,500	-	-	-	-	-	1,179,898	1,104,500	-	-	-	-	-	-	2,500	-	-	-	-	2,500	1,104,500	
Maintenance-Motor Vehicles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Maintenance-Office Equipment	1,500	-	-	-	-	-	-	-	-	-	-	55,000	67,000	1,500	-	-	-	-	-	-	-	-	-	-	55,000	67,000	
Rentals-Office Equipment	55,000	-	-	-	-	-	-	-	-	-	-	194,000	275,000	55,000	-	-	-	-	-	-	-	-	-	-	194,000	275,000	
General Liability Insurance	-	-	-	-	194,000	-	-	-	-	-	-	54,000	50,000	-	-	-	-	194,000	-	-	-	-	-	-	54,000	50,000	
Umbrella Liability Insurance	-	-	-	-	35,500	-	-	-	-	-	-	54,000	50,000	-	-	-	-	35,500	-	-	-	-	-	-	54,000	50,000	
Property Insurance	-	-	-	-	14,000	-	-	-	-	-	-	14,000	30,000	-	-	-	-	14,000	-	-	-	-	-	-	14,000	30,000	
Crime Insurance	-	-	-	-	1,500	-	-	-	-	-	-	1,500	5,000	-	-	-	-	1,500	-	-	-	-	-	-	1,500	5,000	
Automotive Insurance	-	-	-	-	18,000	-	-	-	-	-	-	18,000	20,000	-	-	-	-	18,000	-	-	-	-	-	-	18,000	20,000	
Cyber Insurance	-	-	-	-	1,200	-	800	-	-	-	-	1,200	46,841	-	-	-	800	-	-	-	-	-	-	-	-	1,200	46,841
Dues/Memberships	26,000	-	1,420	3,000	1,200	-	-	-	2,000	13,400	-	47,820	20,000	26,000	-	1,420	3,000	1,200	-	-	-	2,000	13,400	-	47,820	20,000	
Training/Registration	4,500	-	4,500	20,000	3,000	10,000	14,360	-	3,000	14,000	-	73,360	73,360	4,500	-	4,500	20,000	3,000	10,000	14,360	-	3,000	14,000	-	73,360	73,360	
Postage	5,250	-	100	1,000	50	700	200	-	-	-	200	7,500	11,850	5,250	-	100	1,000	50	700	200	-	-	-	200	7,500	11,850	
Travel Expense - Employee	8,000	-	5,500	4,000	6,000	1,000	6,500	-	1,500	10,000	-	42,500	33,500	8,000	-	5,500	4,000	6,000	1,000	6,500	-	1,500	10,000	-	42,500	33,500	
Travel Expense-Mileage-Employee	1,500	-	200	2,000	1,000	200	500	-	2,000	2,500	-	9,900	8,900	1,500	-	200	2,000	1,000	200	500	-	2,000	2,500	-	9,900	8,900	
Travel Expense-Other-Metrolink Tickets	-	-	-	-	50	-	-	-	-	-	-	50	-	-	-	-	-	50	-	-	-	-	-	-	50	-	
Advertising	500	-	-	1,000	-	-	8,250	-	-	45,000	-	9,750	9,750	500	-	-	1,000	-	-	8,250	-	-	45,000	-	9,750	9,750	
Public Information Activities	-	-	-	1,000	-	-	-	-	-	-	-	46,000	30,000	-	-	-	1,000	-	-	-	-	-	-	-	46,000	30,000	
Printing - External	10,000	-	-	7,000	-	-	-	-	-	-	-	17,000	20,000	10,000	-	-	7,000	-	-	-	-	-	-	-	17,000	20,000	
Printing - Internal	15,000	-	200	-	-	-	-	-	-	-	-	15,200	20,200	15,000	-	-	-	-	-	-	-	-	-	-	15,200	20,200	
Communications	-	-	-	-	-	76,000	-	-	-	-	-	96,000	38,000	-	-	-	-	-	76,000	-	-	-	-	-	96,000	38,000	
Record/Equipment Storage	38,000	-	-	-	-	-	-	-	-	-	-	38,000	38,000	38,000	-	-	-	-	-	-	-	-	-	-	38,000	38,000	
Bank charges	-	-	-	500	-	-	-	-	-	-	-	500	1,000	-	-	-	500	-	-	-	-	-	-	-	500	1,000	
Office Expense	30,000	-	-	-	-	1,500	1,000	-	-	2,500	-	44,000	62,000	30,000	-	-	-	-	1,500	1,000	-	-	2,500	-	44,000	62,000	
Meeting Expense	3,000	-	500	3,000	500	200	13,500	-	1,000	2,500	-	24,200	21,700	3,000	-	500	3,000	500	200	13,500	-	1,000	2,500	-	24,200	21,700	
Office Furniture & Equipment	-	-	-	-	-	-	-	-	-	-	-	135,000	135,000	-	-	-	-	-	-	-	-	-	-	-	135,000	135,000	
Office Equipment/Software-Inventorial	20,000	-	10,000	-	-	260,060	-	-	-	-	20,000	310,060	261,460	20,000	-	10,000	-	-	260,060	-	-	-	-	-	310,060	261,460	
Computer Hardware & Software	-	-	-	-	-	144,000	-	-	-	-	-	144,000	82,000	-	-	-	-	-	144,000	-	-	-	-	-	144,000	82,000	
Total	1,209,129	4,272	484,156	2,265,848	775,764	1,081,188	240,571	1,536	293,582	331,192	1,714,913	8,402,151	7,691,184	1,209,129	4,272	484,156	2,265,848	775,764	1,081,188	240,571	1,536	293,582	331,192	1,714,913	8,402,151	7,691,184	

Task Descriptions:
 0200 - Executive Administration and Support
 0206 - Financial Management
 0350 - Data Program Management
 0400 - Special Projects & Strategic Initiatives
 0425 - Management Services
 0450 - General Counsel
 0470 - Human Resources
 0500 - Fund Administration
 0503 - Legislation
 0605 - Public Affairs
 0805 - Building Operation

Capital Projects Plan

Fiscal Year	Item Description	Estimated Cost
2020/2021	Laptops	30,000
	Workstations	60,000
	Replace Financial System - Business Requirement Phase	150,000
	Paint Bollards	15,000
	Installation of Anti-Graffiti Film on all Exterior Windows	12,000
	Three Permanent Speed Bumps S. Lot btwn E. entrance to Metro drop off	5,700
	Total Fiscal Year 2020/2021	272,700
2021/2022	Backup Appliance/Data Domains	30,000
	Replace Financial System - Implementation Phase	575,000
	New Ipads for Board	13,000
	Physical Servers	15,000
	Board Room Sound System and Recorder	40,000
	Applicant Tracking System	22,000
	SBCTA Carpet Replacement	165,000
	Replace SUV	60,000
	Parking Lot Slurry Seal/Stencil	100,000
Total Fiscal Year 2021/2022	1,020,000	
2022/2023	Phone System	65,000
	Network Infrastructure (Servers, Switches, Firewalls, etc.)	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	465,000	
2023/2024	Painting interior of SBCTA offices	120,000
	Tile Lobby and Restrooms Interior Painting	25,000
	Tile Lobby Floor Hardware Replacement	30,000
	HVAC Equipment Upgrade	500,000
Total Fiscal Year 2023/2024	675,000	
2024/2025	Tile Lobby Train Bench Restoration	20,000
	Total Fiscal Year 2024/2025	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
	Pump House Chemical Treatment Equipment Upgrade	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		2,892,700
Beginning Fund Balance		\$ 2,435,986
Estimated Revenues:		
MSI		4,317,000
TDA		2,257,601
SAFE		322,588
COG		174,069
Santa Fe Depot lease revenue		314,809
Total revenues to fund indirect		7,386,067
Indirect expenditures		8,402,151
Amount available for Reserves		\$ 1,419,902
Reserve for Emergencies		\$ 500,000
Reserve for Capital Projects		\$ 919,902

General Assessment Dues Calculation Fiscal Year 2020/2021

JURISDICTION:	POP.	% OF	ASSESSED VALUE	% OF	AVG. %	FY2020	FY2021	FY2021	VAR
	2019	TOTAL POP.	BEFORE RDA 2019/2020	TOTAL VALUE	POP. & VALUE	TOTAL AMOUNT	MANDATORY ASSESSMENT AMOUNT	OTHER MONETARY OBLIGATIONS AMOUNT (\$)	
Adelanto	35,136	1.603%	\$2,316,760,063	0.977%	1.290%	\$6,882	\$1,601	\$5,337	\$56
Apple Valley	73,464	3.351%	\$6,301,585,026	2.659%	3.005%	\$8,935	\$3,730	\$5,337	\$132
Barstow	24,150	1.102%	\$1,461,421,627	0.617%	0.859%	\$6,366	\$1,066	\$5,337	\$37
Big Bear Lake	5,461	0.249%	\$3,681,700,537	1.553%	0.901%	\$6,416	\$1,119	\$5,337	\$40
Chino	89,829	4.098%	\$14,223,945,266	6.001%	5.049%	\$11,382	\$6,267	\$5,337	\$222
Chino Hills	84,364	3.848%	\$12,983,141,079	5.478%	4.663%	\$10,920	\$5,788	\$5,337	\$205
Colton	54,391	2.481%	\$3,770,649,849	1.591%	2.036%	\$7,775	\$2,527	\$5,337	\$89
Fontana	212,078	9.674%	\$21,160,085,508	8.928%	9.301%	\$16,473	\$11,544	\$5,337	\$408
Grand Terrace	12,654	0.577%	\$1,158,028,860	0.489%	0.533%	\$5,975	\$661	\$5,337	\$23
Hesperia	96,362	4.396%	\$6,463,913,012	2.727%	3.561%	\$9,601	\$4,421	\$5,337	\$157
Highland	55,778	2.544%	\$3,845,838,565	1.623%	2.084%	\$7,831	\$2,586	\$5,337	\$92
Loma Linda	24,335	1.110%	\$2,340,481,074	0.987%	1.049%	\$6,593	\$1,302	\$5,337	\$46
Montclair	39,563	1.805%	\$3,525,995,924	1.488%	1.646%	\$7,308	\$2,043	\$5,337	\$72
Needles	5,085	0.232%	\$360,049,104	0.152%	0.192%	\$5,567	\$238	\$5,337	\$8
Ontario	178,268	8.132%	\$27,517,353,669	11.610%	9.871%	\$17,155	\$12,252	\$5,337	\$434
Rancho Cucamonga	179,412	8.184%	\$27,642,340,160	11.663%	9.923%	\$17,218	\$12,317	\$5,337	\$436
Redlands	71,839	3.277%	\$10,453,348,776	4.410%	3.844%	\$9,939	\$4,771	\$5,337	\$169
Rialto	107,271	4.893%	\$10,022,185,498	4.229%	4.561%	\$10,798	\$5,661	\$5,337	\$200
San Bernardino	219,233	10.001%	\$15,557,320,601	6.564%	8.282%	\$15,253	\$10,280	\$5,337	\$364
Twentynine Palms	28,958	1.321%	\$927,857,888	0.391%	0.856%	\$6,362	\$1,063	\$5,337	\$38
Upland	78,481	3.580%	\$9,820,386,020	4.143%	3.862%	\$9,960	\$4,793	\$5,337	\$170
Victorville	126,543	5.772%	\$9,343,514,086	3.942%	4.857%	\$11,152	\$6,029	\$5,337	\$214
Yucaipa	54,844	2.502%	\$4,724,942,109	1.994%	2.248%	\$8,028	\$2,790	\$5,337	\$99
Yucca Valley	22,050	1.006%	\$1,799,677,421	0.759%	0.883%	\$6,394	\$1,095	\$5,337	\$38
County	312,654	14.262%	\$35,611,532,309	15.025%	14.644%	\$22,860	\$18,177	\$5,330	\$647
	2,192,203	100.000%	\$237,014,054,031	100.00%	100.00%	\$253,143	\$124,121	\$133,418	\$4,396

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, 2019/2020.
- 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 FY2020/2021 dues for Council of Government (COG) activities.

GANN Appropriations Limit

In November 1979, the voters of the State approved Proposition 4, commonly known as the Gann Initiative. The Proposition created Article XIII B of the State Constitution, placing limits on the amount of revenue that can be spent by public agencies from the “proceeds of taxes.”

In 1980, the State Legislature added Section 7910 to the Government Code, providing that the governing body of each local jurisdiction must establish, by resolution, an appropriations limit for the following year. The appropriations limit for any fiscal year is equal to the previous year’s limit adjusted for population changes and changes in the California per capita income.

SBCTA is subject to the requirements of Article XIIB. Gann appropriations limits are calculated for and applied to SBCTA. In accordance with the requirements of Article XIII B implementing legislation, the Board approved Resolution No. 20-050 on June 3, 2020, establishing appropriation for San Bernardino County Transportation Authority at \$1,350,154,049.

The calculation for the Fiscal Year 2020/2021 appropriations limit is as follows:

Fiscal Year 2019/2020 Appropriations Limit	\$1,294,999,999
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Fiscal Year 2020/2021 adjustment:

Change in California per capita personal income	=	3.73%
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Change in Population, San Bernardino County	=	.51%
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Per Capita Cost of Living converted to a ratio:

$\frac{3.73 + 100}{100}$	=	1.0373
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Population converted to a ratio:

$\frac{.51 + 100}{100}$	=	1.0051
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Calculation of factor for Fiscal Year 2020/2021: $1.0373 \times 1.0051 = 1.042590$

$\$1,294,999,999 \times 1.042590 = \$1,288,503,659$

Fiscal Year 2020/2021 Appropriations Limit	\$1,350,154,049
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Source: California per capita income - California Department of Finance

Population, San Bernardino County - California Department of Finance

Funds/Funding Sources

General Fund

General 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)
Valley Project Fund

**Task Listing
Fiscal Year 2020/2021**

<u>Task</u>	<u>Title</u>	<u>Mgr</u>
General Government Program		
0100	Board of Directors	MR
0200	Executive Administration and Support	MR
0350	General Counsel	JT
0400	Financial Management	HF
0425	Special Projects & Strategic Initiatives	BV
0450	Management Services	DB
0470	Human Resources	DB
0501	Intergovernmental - COG	DB
0503	Legislation	OG
0605	Public Affairs	OG
0805	Building Operation	DB
Environment and Energy Conservation		
0101	Environment	DB
0111	Energy Conservation	DB
Commuter and Motorist Assistance		
0406	Traveler Services & Intelligent Transportation Systems	DB
0702	Call Box System	DB
0704	Freeway Service Patrol/State	DB
Regional and Sub-Regional Planning Program		
0110	Regional Planning	SS
0203	Congestion Management	SS
0206	Data Program Management	SS
0404	Subregional Planning	SS
0941	Mtn./Desert Planning & Project Development	SS
Transit Program		
0309	Transit Operator Support	CS
0310	Transit Allocations/Pass -throughs	AZ
0312	General Transit	CS
0313	Transit Right of Way Management	CS
0314	Transit Operations	CS
0315	Transit	CS
0383	Vanpool Program	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
Fund Administration Program		
0500	Fund Administration	AZ
0550	Allocations/Pass -throughs	AZ
Debt Service Program		
0964	Commercial Paper	HF
0965	2012A Sales Tax Revenue Bond	HF
0966	2014A Sales Tax Revenue Bond	HF

**Sub-Task Listing
Fiscal Year 2020/2021**

<u>Sub-Task</u>	<u>Title</u>	<u>Mgr</u>	<u>Sub-Task</u>	<u>Title</u>	<u>Mgr</u>
	Environment			Special Projects & Strategic Initiatives	
0102	Air Quality Activities	DB	0426	Consolidation Study SBCTA/Omnitrans	BV
0103	ARB EV Truck Demo	DB			
0104	ZEV Readiness Plan	DB		Fund Administration	
0105	EV Infrastructure Planning	DB	0373	Federal/State Fund Administration	AZ
			0500	Transportation Improvement Program	AZ
	Regional Planning		0517	MSI Administration	AZ
0112	Regional Safe Routes to School	SS	0609	Strategic Planning/Delivery Planning	AZ
0113	Regional Conservation Investment Strategy	SS			
	Energy Conservation		0502	Allocations/Pass-throughs	
0708	Property Assessed Clean Energy (PACE)	DB	0515	TDA Administration	AZ
0709	Regional Energy Leader Partnership	DB	0516	MSI Valley Apportionment and Allocation	AZ
			0610	MSI Mt/Desert Apportionment and Allocation	AZ
	Vanpool Program		0918	Measure I Project Advancement	AZ
0130	CalVans Vanpool Leasing	DB		Measure I Local Pass-through	AZ
	Subregional Planning		0821	Freeway Projects	
0213	High Desert Corridor Studies	SS	0823	I-10 Corridor Contract 2A	PB
0402	Safe Routes to School Plan	SS	0824	I-10 Corridor Contract 1	PB
0403	Points of Interest Pedestrian Plan	SS	0831	SR-210 Construction	PB
0405	Rim Of the World Plan	SS	0832	I-15 Corridor Contract 1	PB
0406	Sidewalk Inventory Project	SS	0838	I-15 Corridor Contract 2	PB
0407	GHG Reduction Plan	SS	0839	I-215 Construction	PB
			0840	I-215 Bi-County HOV Gap Closure Project	PB
	Transit Operator Support		0840	I-215 Barton Road Interchange	PB
0309	Transit Support	AZ	0850	Alternative Project Financing	PB
0501	Federal Transit Act Programming	AZ	0852	I-15 Corridor Improvement	PB
			0854	I-10 EB Truck Climb/Live Oak/County	PB
	Transit Allocations/Pass-throughs		0855	I-10 Corridor Contract 2B	PB
0310	MSI S and D and Other Grants Pass-throughs	AZ	0856	I-10 Corridor Contract 2C	PB
0506	LTF Apportionment	AZ	0887	SR-210 Lane Addition	PB
0507	STAF Apportionment	AZ	0891	US395 Widen SR-18/Chamberlaine/Adelanto	PB
	General Transit		0803	Interchange Projects	
0352	Regional Representation	CS	0808	SR-210 Baseline Road Interchange	PB
0353	Program Management	CS	0826	I-10 Wildwood Interchange	PB
0354	Short Range Transit Plan	CS	0842	I-10/Cherry and I-10/Citrus Ave. Interchange	PB
			0842	I-10 Tippecanoe Avenue Interchange	PB
	Transit Right of Way Management		0853	I-215 University Pkwy/State St. Interchange	PB
0360	Right of Way Property Management	CS	0880	I-15/I-215 Devore Road Interchange	PB
0361	Maintenance of Way	CS	0883	SR-210 Pepper Avenue Interchange	PB
0362	Plan Reviews	CS	0892	I-15 Baseline Road Interchange	PB
	Transit Operations		0893	SR-60 Central Avenue Interchange	PB
0371	San Bernardino to Redlands Rail Service	CS	0894	SR-60 Archibald Avenue Interchange	PB
0372	Station Security	CS	0895	I-10/Alabama Street Interchange	PB
0374	Private Transportation Provider Pilot Program	CS	0896	I-10/Alabama Street Interchange	PB
0375	Metrolink SB Line Fare Discount Program	CS	0897	I-10 Pepper Avenue Interchange	PB
0377	Metrolink Operating and Maintenance Subsidy	CS	0898	I-10 Cedar Avenue Interchange	PB
			0899	I-10 Mount Vernon Avenue Interchange	PB
	Transit Capital		0868	Grade Separation Projects	
0323	Downtown San Bernardino Passenger Rail	CS	0876	Monte Vista Grade Separation	PB
0324	Redlands Passenger Rail	CS	0881	South Milliken Avenue Grade Separation	PB
0326	Gold Line Extension to Montclair	CS	0884	Lenwood Road Grade Separation	PB
0327	Shortway Quiet Zone	CS		Laurel Avenue Grade Separation	PB
0328	Lilac to Rancho Double Track	CS			
0329	Rancho Cucamonga Metro Station Transit	CS	0401	Arterial Projects	
0334	West Valley Connector	CS	0701	Metrolink Station Accessibility Improve	PB
0335	Upland Parking Lot Expansion Project	CS	0810	Valley Signal Coordination	PB
0336	DMU to ZEMU Vehicle	CS	0811	Metrolink ATP - Phase 2	PB
0337	Rail Access to Ontario International Airport	CS	0813	N.1st Ave Bridge Over-BNSF	PB
0379	Metrolink Capital Subsidy	CS	0827	N.1st Ave Bridge Over-Mojave River-Overflow	PB
				Mount Vernon Avenue Viaduct	PB

Sub-Task Listing
Fiscal Year 2020/2021

<u>Sub-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
0948	Special Projects & Strategic Initiatives	ADM
0949	Risk Management	ADM
0950	Loan Admin Fee (Revenue Only)	ADM
0951	Transit Right of Way	ADM
0952	Operations (Rideshare)	ADM
0953	Transit Operators Support	ADM
0954	Air Quality Activities	ADM
0980	Property Rental Fees	ADM
0981	Station Host Services	ADM

Object Category List

Salaries and Benefits

Regular Full-Time Employees
Regular Part-Time Employees
Contract Employees
Overtime
Vacation Leave Pay
Vacation Leave Pay-Cash Out
Administrative Leave
Administrative Leave-Cash Out
Sick Leave Pay
Holiday Pay
Severance Pay
Compensated Absences
Other Pay
Medicare Contribution
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 Employee Benefits
Fringe Allocation-General

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-through 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
- Debt Fees

Acronym List

AB	Assembly Bill
ADA	Americans with Disabilities Act
AEA	Advance Expenditure Agreement
AED	Automated External Defibrillator
AMTRAK	The National Railroad Passenger Corporation
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
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
BRT	Bus Rapid Transit
CAFR	Comprehensive Annual Financial Report
CALNET	California Network and Telecommunications
CALNEV	California Nevada Pipeline
CalSTA	California State Transportation Agency
CALTRANS	California Department of Transportation
CalVans	California Vanpool Authority
CARB	California Air Resources Board
CASE	Coalition Against Sexual Exploitation
CBOs	Community Based Organizations
CCR	California Code of Regulations
CCTV	Closed Circuit Television
CDFW	California Department of Fish and Wildlife
CDTFA	California Department of Tax and Fee Administration
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFAC	California Freight Advisory Committee
CFMP	California Freight Mobility Plan
CFP	Call for Projects
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CIP	Construction in Progress
CMAQ	Congestion Mitigation and Air Quality
CMCP	Comprehensive Multimodal Corridor Plan
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CONFIRE	Consolidated Fire Agencies
COVID-19	Coronavirus Disease
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

Acronym List (*Continued*)

CVAG	Coachella Valley Association of Governments
DDI	Diverging Diamond Interchange
DIF	Development Impact Fee
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
EMF	Eastern Maintenance Facility
EPA	Environmental Protection Agency
ERP	Enterprise Resource Planning
EV	Electric Vehicle
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
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
GLCA	Gold Line Construction Authority
GPS	Global Positioning System
HBP	Highway Bridge Program
HERO	Home Energy Retrofit Opportunity
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HVAC	Heating, Ventilation, & Air Conditioning
IE511	Inland Empire 511
IECMCP	Inland Empire Comprehensive Multimodal Corridor Plan
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
ISR	Indirect Source Rules
IT	Information Technology
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
LACMTA	Los Angeles County Metropolitan Transportation Authority
LAFCO	Local Agency Formation Commission
LCTOP	Low Carbon Transit Operations Program
LED	Light Emitting Diode
LNG	Liquefied Natural Gas
LOS	Level of Service

Acronym List (*Continued*)

LPP	Local Partnership Program
L RTP	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
MLH	Major Local Highway
MOU	Memorandum of Understanding
MSI	Measure I
MSRC	Mobile Source Air Pollution Reduction Review Committee
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
PCS	Project Control System
PDTF	Planning and Development Technical Forum
PD/TMS	Project Development/Traffic Management Systems
PEIR	Program Environmental Impact Report
PNRS	Projects of National and Regional Significance
PPM	Planning, Programming and Monitoring Funds
PS&E	Plans, Specifications & Estimates
PSR	Project Study Report
PSR/PDS	Project Study Report/Project Development Support
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
RFQ	Request for Qualifications
RHNA	Regional Housing Needs Assessment
RIP	Regional Improvement Program
ROW	Right of Way
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

Acronym List (*Continued*)

SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCP	Solutions for Congested Corridors Program
SCE	Southern California Edison
SCO	State Controller's Office
SCORE	Southern California Optimized Rail Expansion
SCRRA	Southern California Regional Rail Authority
SCS	SEIR Supplement Environmental Impact Report
SGR	State of Good Repair
SHOPP	State Highway Operations and Protection Program
SoCal511	Southern California 511
SoCalGas	Southern California Gas Company
SR	State Route
S RTP	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
TBD	To Be Determined
TCEP	Trade Corridor Enhancement Program
TCIF	Trade Corridor Improvement Fund
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
TTAC	Transportation Technical Advisory Committee
TTY	Tele (text) Type
UP	Under Pass
UPRR	Union Pacific Railroad
VCTC	Ventura County Transportation Commission
VMT	Vehicle Mile Travelled
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 redeemed 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.