

Fiscal Year 2021/2022
ANNUAL BUDGET
[Adopted]



Mt. Vernon Avenue Viaduct – San Bernardino

cta



cog

San Bernardino County Transportation Authority
San Bernardino County Council of Governments



GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
Award*

PRESENTED TO

**San Bernardino County Transportation Authority
California**

For the Fiscal Year Beginning

July 1, 2020

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 June 2, 1993
Reaffirmed December 4, 2019

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INTRODUCTORY SECTION

Date: June 2, 2021

To: SBCTA Board of Directors

From: Raymond W. Wolfe, Executive Director

Subject: SBCTA Fiscal Year 2021/2022 Budget

This cover letter serves to transmit the Fiscal Year 2021/2022 budget, replacing last year's as the largest our organization has ever proposed. Following a trend over a number of years, the lion's share of this budget is driven by several large projects. This fact amplifies the dedication that staff and our Board have made to delivering on the commitments to the voters with the renewal of Measure I.

Construction of ten miles of tolled lanes on Interstate 10 (I-10) east from the Los Angeles County line, Redlands Passenger Rail, the gap closure on State Route 210 through Highland and Redlands, replacement of the Mount Vernon Avenue Viaduct, the Archibald and Central Avenue interchanges on State Route 60, and ONT Loop project, a tunnel connection between the Rancho Cucamonga Metrolink station and Ontario International Airport - lead the list of key drivers in this budget.

There are a number of innovative projects advancing with this budget: our pilot Zero Emission Multiple Unit Vehicle (ZEMU) is expected to be delivered for final testing in late 2023, and we will initiate project development on the ONT Loop project. Our organization is widely recognized today as a key innovator, leading the charge to implement new technologies and doing so quickly.

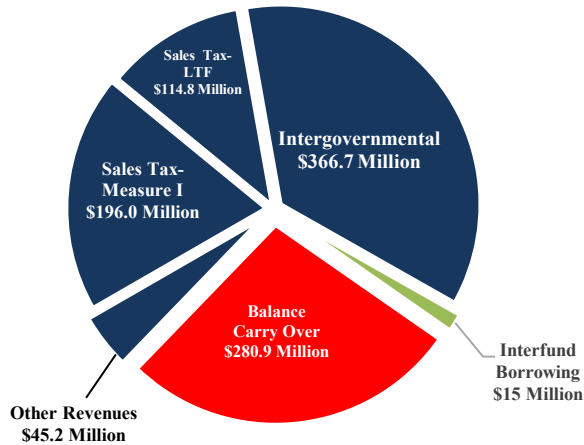
We were again successful in securing precious Senate Bill 1 (SB1) funds to advance three key Board priorities: (1) the West Valley Connector Project, (2) Interstate 15 (I-15) Express Lanes connecting into Riverside County, and (3) a truck climbing lane on I-10 through Yucaipa. In fact, we received everything we asked for in this latest cycle.

The change in administrations in Washington D.C. continues the uncertainty we have fretted about the past several years with respect to Federal funding, but there is renewed optimism that the Continuing Resolution which Congress enacted last fall when the Fixing America's Surface Transportation Act (FAST) expired will be replaced with a new surface transportation bill later this year. The last session of Congress laid the foundation for the next transportation act, but the COVID-19 pandemic persists as a disruptor. We continue to work closely with our delegation and our Federal lobbyists to ensure important priorities established by the Board are incorporated in the next generation transportation bill.

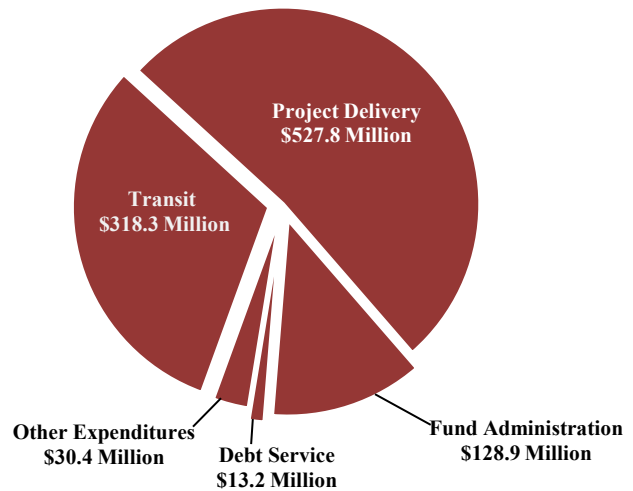
As stated previously, with all the uncertainty related to Federal and State funds, the local investment afforded by Measure I remains critical as we continue to build the transportation systems necessary to ensure our long-term economic growth and prosperity and truly create a quality of life of which to be proud.

The proposed Fiscal Year 2021/2022 budget revenue sources (including the use of fund balances and short term borrowing) and the program uses of \$1.0186 billion 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 17% intergovernmental revenue coming from SB1. Balance carry over accounts for the remaining proposed budget. Estimates for Measure I Sales Tax are estimated at \$196 million, reflecting an increase of 36.2% from prior year budget of \$143.9 million. The increase is mainly attributed to the continuous increase in on-line shopping and implementation of Supreme Court decision of *Wayfair v. South Dakota* that requires vendors to collect and remit sales taxes.

The total budget for Fiscal Year 2021/2022 is \$1.0186 billion, representing a 6.11% increase from the prior year due to a number of very large projects continuing construction. The budget for Project Delivery is \$527.8 million, followed by Transit at \$318.3 million and Fund Administration at \$128.9 million. New revenues are projected at \$722.7 million, plus \$15 million in interfund borrowing from Measure I Freeway program to Measure I Valley Express Bus/BRT Transit program to fund the West Valley Connector project. Fund balance from various funds in the amount of \$280.9 million will cover the variance between estimated revenues and appropriations.

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

The Fiscal Year 2021/2022 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 is the key descriptor I like to use to define who we are and what we are doing. The staff and our consultant partners truly appreciate the continued leadership, guidance and support of the Board. This budget is a testament of the leadership and vision of the Board, 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

Frank Navarro, City of Colton
Curt Hagman, County of San Bernardino
Gerardo Hernandez, City of Adelanto
Art Bishop, Town of Apple Valley
Paul Courtney, City of Barstow
Rick Herrick, City of Big Bear Lake
Eunice Ulloa, City of Chino
Ray Marquez, City of Chino Hills
Acquanetta Warren, City of Fontana
Darcy McNaboe, City of Grand Terrace
Cameron Gregg, 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
Paul Barich, City of Redlands
Deborah Robertson, City of Rialto
John Valdivia, City of San Bernardino
Joel Klink, City of Twentynine Palms
Carlos Garcia, City of Upland
Debra Jones, City of Victorville
David Avila, City of Yucaipa
Rick Denison, Town of Yucca Valley
Paul Cook, County of San Bernardino
Janice Rutherford, County of San Bernardino
Dawn Rowe, County of San Bernardino
Joe Baca, Jr., 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
Victor Lopez, Director of Capital Delivery (Transit and Rail Programs)
Paula Beauchamp, Director of Project Delivery and Toll Operations
Timothy Byrne, Director of Toll Operations
Henry Stultz, Director of Project Delivery
Andrea Zureick, Director of Fund Administration
Beatriz Valdez, Director of Special Projects and Strategic Initiatives
Juanda Daniel, Assistant General Counsel

*Appointed by the Board of Directors

Budget Schedule

Date	Activity
December 09, 2020	General Policy Committee review of Budget Schedule
January 06, 2021	Board Approval of 2021/2022 Budget Schedule
February 11, 2021	Metro Valley Study Session General Overview by Region
February 19, 2021	Mountain/Desert Policy Committee General Overview by Region
March 10, 2021	General Policy Committee Review of Tasks
March 11, 2021	Metro Valley Study Session Review of Tasks
March 11, 2021	Transit Committee Review of Tasks
March 19, 2021	Mountain/Desert Policy Committee Review of Tasks
April 14, 2021	General Policy Committee Further Review, if Required
April 15, 2021	Metro Valley Study Session Further Review, if Required
April 15, 2021	Transit Committee Further Review, if Required
April 16, 2021	Mountain/Desert Policy Committee Further Review, if Required
May 5, 2021	Board approval of the Fiscal Year 2021/2022 Initiatives and Action Plan
May 5, 2021	Board Presentation and Workshop of Proposed Budget in Conjunction with Board of Directors Adoption of the San Bernardino Council of Governments Budget for Fiscal Year 2021/2022
June 02, 2021	Board Adoption of SBCTA's Budget for Fiscal Year 2021/2022

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 Council of Governments (SBCOG) is the Council of Governments for San Bernardino County. SBCTA and SBCOG each serve over 2.19 million residents of San Bernardino County and their Boards 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.

Created as a joint powers authority in 1973 for the purpose of serving as a Council of Governments (COG), since that time, the organization has been 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 779 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. SBCOG continues to exist as the COG.

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.
- 5 County of San Bernardino Supervisorial Districts
- Twenty-four (24) incorporated cities/towns.
 - East Valley
 - Grand Terrace
 - Highland
 - Loma Linda
 - Redlands
 - West Valley
 - Chino
 - Chino Hills
 - Colton
 - Fontana
 - Mountain/Desert
 - Adelanto
 - Apple Valley
 - Barstow
 - Big Bear Lake
 - Hesperia
- 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.

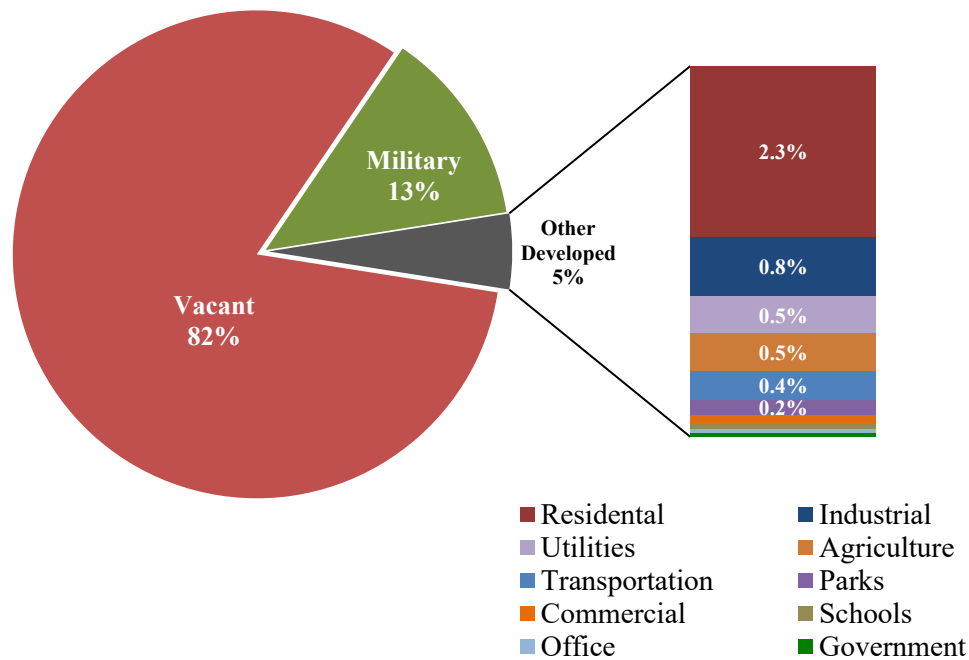
Source: 2020 Community Indicators Report

Land Use

- Six (6) acres of parkland per 1,000 residents.
- Five (5) percent Land Area dedicated to housing, industrial, utilities, agriculture, transportation, and parks
- 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: 2020 San Bernardino County Community Indicators Report

San Bernardino County Transportation Authority and the Community It Serves



Population and Demographics

- 2,192,203 (population 2019).
- 16% projected growth between 2020 and 2045.
- 51% of the total San Bernardino County population is Latino residents, who may be of any race, and are the largest race and ethnic group in the county. Latino residents are projected to increase to 58% of the total population by 2045. White residents are projected to decrease as a proportion of the overall population, while residents identifying as Asian or Two or More Races are projected to increase slightly. The share of Black, Native American, and Pacific Islander individuals as a percent of the overall population are projected to remain the same. 21% of residents were born outside of the United States.
- 43% speak a language other than English at home.
- 3.3 is the average household size.
- 39% of households have children under 18.
- 21% of families with children under 18 are led by a single parent.
- 23% of residents over the age of 25 have a bachelor's degree (2019).
- 81% is the high school graduation rate (2019/2020).

Income

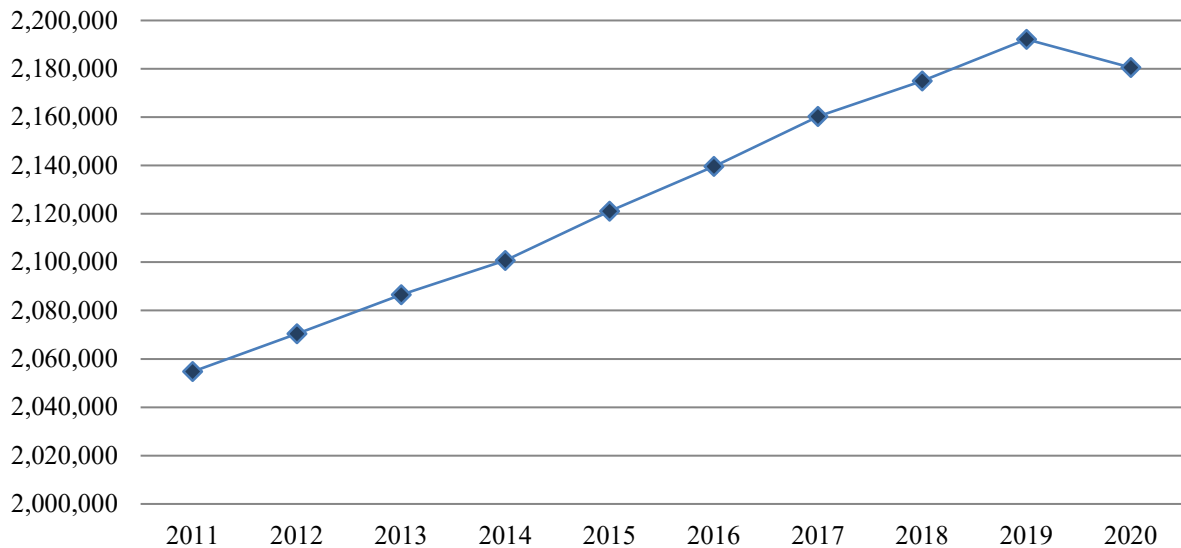
- \$67,903 median household income (2019).
- 13% overall poverty rate (2019).
- 18% child poverty rate (2019).

Economy

- 8% unemployment rate for San Bernardino County (November 2020).
- 67% buyers who can afford an entry-level home (priced at 85% of median) (2020 Q3).
- \$380,250 median single-family existing home price (November 2020).

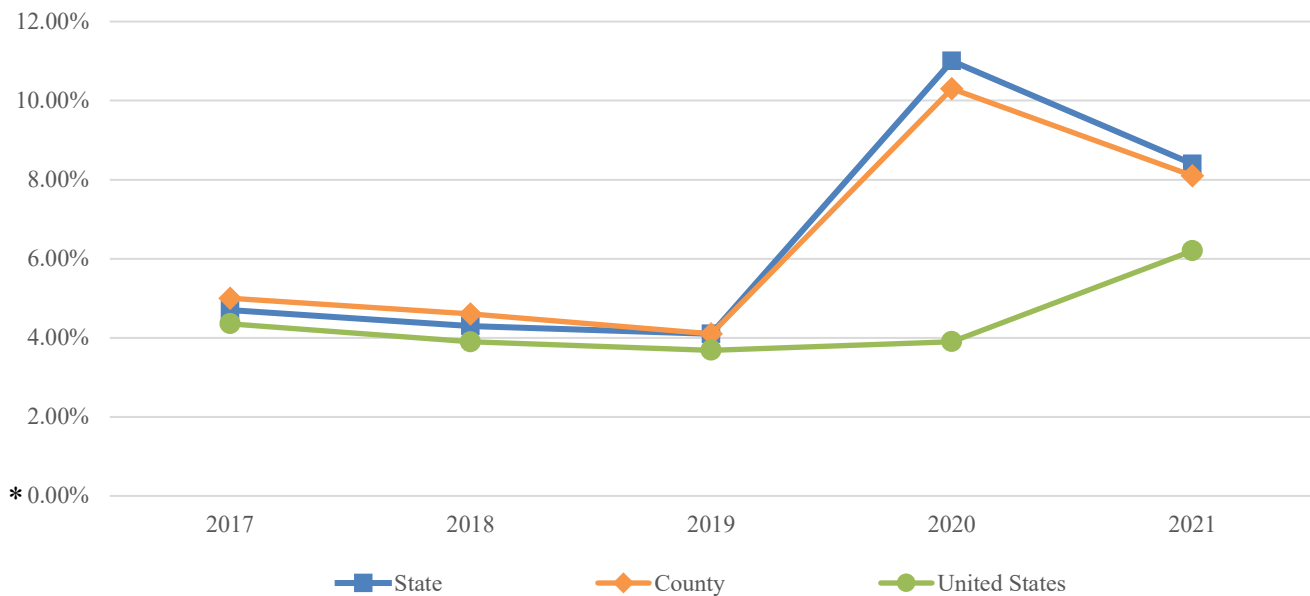
San Bernardino County Transportation Authority and the Community It Serves

San Bernardino County experienced slight decrease in population growth from 2019 to 2020. The County has lower priced housing and a lower cost of living compared to the coastal counties.



San Bernardino County's unemployment rate almost doubled compared to prior to the economic impacts of the COVID-19 pandemic.

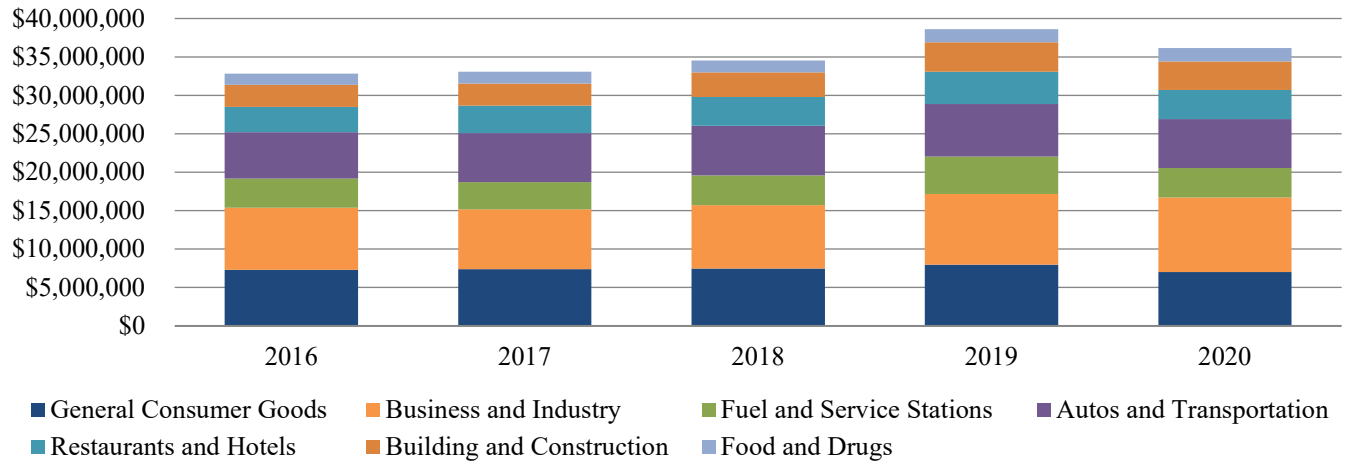
Unemployment Rate County, State and United States Last Five Years



**Percentages are reflected as a Calendar Year.*

San Bernardino County Transportation Authority and the Community It Serves

Retail sales in the county have shown a decline due to the COVID-19 pandemic, but is less severely than expected.



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

Measure I Sales Tax is a one-half of one cent transaction and use tax applicable in the incorporated and unincorporated territory of the county for a period of thirty (30) years for transportation improvements in the county. The county had a 7.75 percent sales tax rate including Measure I rate as of December 2020.

<u>Fiscal Year</u>	<u>Measure I Direct Rate</u>	<u>County of San Bernardino</u>
2020	0.50%	7.75%
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%	7.75%

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 2020 are New Motor Vehicle Dealers, Service Stations, Discount Department Stores, Medical/Biotech, Quick Service Restaurants, and Building Materials.

<u>Business Type</u>	<u>Taxable Sale</u>	<u>Rank</u>	<u>Percentage of Total Taxable Sales</u>
New Motor Vehicle Dealers	\$ 3,395,253	1	9.38%
Service Stations	3,381,616	2	9.34%
Discount Department Stores	2,518,794	3	6.96%
Medical/Biotech	2,294,056	4	6.34%
Quick-Service Restaurants	1,949,391	5	5.39%
Building Materials	1,933,030	6	5.34%

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 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 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 2021/2022 which conforms with and provides for accomplishing the long-term goals and objectives set forth in the Measure I Ordinance and Expenditure Plan, the Measure I Strategic Plan, and the 10-Year Delivery Plan.

Federal and State Transportation Fund Allocation Responsibilities

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

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

Strategic Goals and Strategies Addressing Long-term Concerns and Issues

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. Congress approved a one-year reauthorization of the Fast Act, which expired in September 2020.

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.

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 \$32 million per year.

Strategic Goals and Strategies Addressing Long-term Concerns and Issues

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.

Coronavirus Aid, Relief, and Economic Security (CARES) Act – In March 2020, the CARES Act was signed into law. The CARES Act provided \$25 billion to transit agencies to maintain transit services, such as operating costs to maintain service, lost revenue due to COVID-19 public health emergency, purchase of personal protective equipment associated with response to the pandemic, as well as paying for administrative leave for transit personnel due to reduced operations during the COVID-19 pandemic. The amount of CARES Act funding apportioned and allocated to San Bernardino County local transit agencies was \$120 million.

Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) – In December 2020, CRRSAA was signed into law and included \$14 billion allocated to support the transit industry during the COVID-19 public health emergency. CRRSAA legislation capped total funding from CARES plus CRRSAA, depending on the funding section. Under Sections 5307 and 5337, which had provided over \$118 million for bus and rail operators in San Bernardino County under CARES, funding was capped at 75% of the Urbanized Areas' (UZAs) 2018 operating costs, which meant funds for operators in San Bernardino County would be much less than under CARES. As of this writing, SCAG is determining the CRRSAA apportionment levels for each county. CRRSAA Section 5311 funds for rural operators are allocated by Caltrans. As of this writing, Caltrans has released preliminary funding allocations of \$4 million for Section 5311 for San Bernardino County, but exact details were not available. CRRSAA caps funding levels at 125% of 2018 operating costs. CRRSAA also provided new funding under Section 5310, and funds totaling approximately \$210,000 are anticipated to be

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received for transit operators in San Bernardino County. Similar to CARES Act, CRRSAA funding will be provided at 100 percent Federal share, requiring no local contributions.

STATE FUNDING SOURCES

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

State Transportation Improvement Program (STIP) – One of the key roles played by SBCTA in funding of transportation improvements is its involvement in the development of the STIP. The STIP is a five (5) year program of transportation projects that is formally updated through the combined efforts of Regional Agencies, Caltrans, and the CTC every two (2) years. Funding levels for the STIP have varied from year to year depending on the overall economic situation at the Federal and State levels. Although SB1 does not provide new funding for the STIP, it does stabilize the historically volatile funding source. SB1 also includes indexing fuel taxes to inflation in future years to stop the degradation of STIP funding revenue. SBCTA received about \$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. Development of the 2022 STIP begins in summer 2021.

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 were completed in 2019, with calls for projects in mid-2020, and program adoption approved in 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. In December 2020, SBCTA competed for and was awarded \$65 million for the West Valley Connector Bus Rapid Transit Project.

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

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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 NHFP Funds of approximately \$535 million for Fiscal Years 2017/2018-2019/2020. In December 2020, SBCTA was successful in securing competitive grant funds under this program, including \$118.7 million for Express Lanes, Auxiliary Lanes and Toll Systems on the Interstate 15 (I-15) from State Route 60 (SR-60) to Foothill Boulevard and \$24.1 million for the Interstate 10 (I-10) Eastbound Truck Climbing Lane in Yucaipa, in addition to \$117.8 million for the I-10 Corridor Contract 1 Project and \$24.2 million for the US 395 Widening Project in the previous 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 2021/2022 is \$3.9 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 revenue estimate for Fiscal Year 2021/2022 is \$114.8 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 2021/2022 is \$3.5 million, for planning and programming activities during the fiscal

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year. A portion of LTF is also allocated to SCAG for its planning activities and to the San Bernardino County Auditor/Controller for performance of administrative functions. The LTF allocations are reported as revenue sources in the *Financial Section* of this report and flow through the SBCTA budget.

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

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 2021/2022, 73 percent of the remaining balance, or \$78.9 million, has been apportioned to the San Bernardino Valley and will be used exclusively for public transportation operations and capital improvements for Omnitrans, Metrolink, and other rail and bus projects. The remaining 27 percent, or \$30 million, is apportioned to the Mountain/Desert transit operators. If a finding is made that all transit needs are being reasonably met, LTF not expended for transit purposes can be expended for street and road projects in certain areas as defined in statute.

State Transit Assistance Fund (STA) – STA revenue had historically been derived from a portion of the sales tax on gasoline and diesel. After years of declining revenues, SB1 stabilized the STA program and provided additional funds to transit operators to help fund operations and capital projects. The revenue estimate provided to SBCTA by the SCO for Fiscal Year 2021/2022 is \$18.3 million. Of this, \$15.1 million is distributed to the Valley and Mountain/Desert areas on a population basis and \$3.2 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. The 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 total revenue for eligible projects in San Bernardino County for Fiscal Year 2021/2022 is \$2.7 million. Since the revenue available for this program is dependent on auction proceeds, this is not a stable fund source from year-to-year, which is apparent in the 45% decrease over last year’s available funding. The SCO distributes these funds using the STA distribution formula.

Initiatives and Action Plan

Action Plan		Milestones	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.	Manage and complete audits - Q2	Finance
	Monitor progress of audits.	Monitor audit until complete - Q2	
	Inform Committees and Board of status of audits.	Committee and Board - Q3	
	Manage Transportation Development Act (TDA) triennial performance audits of SBCTA and transit operators.	Board presentation of audits and submittal to Caltrans - Q2	Fund Administration, Transit
Division Strategy: Update construction in progress and conduct annual inventory of capital assets			
1B	Conduct biannual inventory of capital and inventorioral assets, including updates to construction in progress (CIP).	Updates to CIP and capital assets - Q2	Finance
Division Strategy: Use strategic programming to ensure that no funds are lost			
1C	Manage projects closely with California Department of Transportation (Caltrans) to ensure adequate resources are available when projects are ready.	May 1 is Caltrans’ deadline for guaranteed access to federal Obligation Authority (OA) – Q4 June 30 is California Transportation Commission (CTC) deadline for project allocation or extension requests – Q4	Fund Administration, Project Delivery, Transit
	Manage projects to ensure funds are not lost.	Request allocation of Planning, Programming and Monitoring funds for Fiscal Year 2022/2023 - Q4 Request allocation or extension of competitive funding awards and State Transportation Improvement Program (STIP) for West Valley Connector, I-10 Truck Climbing Lanes and the Zero Emission Multi-Unit Vehicle projects - Q4	Fund Administration
	Work with SBCTA staff, local agencies, and Caltrans to prepare project submittals for inclusion in the 2023 Federal Transportation Improvement Program ensuring consistency with the Regional Transportation Plan and financial constraint requirements.	Coordinate to collect and submit necessary information to SCAG for modeled projects - Q1 Coordinate to collect and submit necessary information to SCAG for non-modeled projects - Q3	
	Monitor approval of 2022 State Transportation Improvement Program (STIP) and possible impacts of reduced programming capacity from COVID-19 impacts on gas tax revenue.	Participate in development of the 2022 STIP Guidelines to seek to align STIP programming with the 2021 Update to the 10-Year Delivery Plan and ensure San Bernardino County receives its equitable share in 2022 STIP – Q3	
	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.	Ensure Obligation Authority (OA) and apportionment are available as new projects are ready while planning for implementation of the zero emission bus mandate - Q4	Fund Administration, Project Delivery, Transit
Division Strategy: Develop long-term bonding needs to help leverage other funds and deliver projects			
1E	Establish plan for 2022 sales tax revenue bond program through development of the 2021 Update to the 10-Year Delivery Plan.	Present current status of Measure I Programs and proposed projects for inclusion in 2021 Update to the 10-Year Delivery Plan to Policy Committees - Q1 Present final 2021 Update to the 10-Year Delivery Plan to the Board for approval - Q2 Monitor implementation of the 2021 Update to the 10-Year Delivery Plan and Measure I revenue receipts to identify need for short-term borrowing ahead of the planned 2023 sales tax revenue bond program – Q4	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.	Present proposed Mountain/Desert subarea projects to be included in the 2021 Update to the 10-Year Delivery Plan and the outlook for future priority projects to the Mountain/Desert Policy Committee – Q2	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.	Ongoing	Transit
Initiative #2: Engender Public Trust			
Division Strategy: Secure an unmodified opinion of Comprehensive Annual Financial Report (Annual Report)			
2A	Plan meeting at interim field work with Executive Board officers and Certified Public Accountant (CPA) firm.	Meet with Executive Board - Q2	Finance
Division Strategy: Obtain Certificate of Achievement for Excellence in Financial Reporting			
2B	Apply for Government Finance Officers Association (GFOA) award for the Annual Financial Report (Annual Report).	GFOA Award submittal - Q3	Finance
Division Strategy: Complete Measure I Biennial Agreed Upon Procedures			
2C	Complete agreed upon procedures (AUP) for Measure I programs.	AUP complete - Q3	Finance
Division Strategy: Obtain Distinguished Budget Presentation Award			
2D	Apply for GFOA award for annual budget.	GFOA Award submittal - Q1	Finance
Division Strategy: Complete internal control self-assessment to identify areas of improvement.			
2E	Complete review of annual internal control self-assessment (AICA).	Review of AICA - Q3	Finance
Division Strategy: Deploy an Enterprise Resource Planning System			
2F	Procure consultant to perform business process analysis.	Release Request for Proposal to select consultant - Q4	Special Projects and Strategic Initiatives
Division Strategy: Implement the Records Retention Schedule			
2G	Solicit new offsite storage facility for paper records and procure consultant to assist with implementing a records retention process for electronic documents.	Release Request for Proposal to select offsite storage facility and award contract - Q1 & Q2 Release RFP for consultant to assist with implementation of the records retention process for electronic documents and award contract - Q2 & Q3	Special Projects and Strategic Initiatives and Executive Administration and Support

Initiatives and Action Plan

Action Plan		Milestones	Responsibility
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	Prepare tools to assist local agencies with changes to statewide housing policies and environmental regulations.	Incorporate housing as part of 2022 City/County Conference with tools and strategies.	COG
	Work with Equity Ad Hoc Committee to develop tools that can be used by our communities to better understand how issues of equity impact the built environment.	Finalize agreement with UCR and other partners in Q2 to conduct work to create map based tool for our agencies to be available Q1 Fiscal Year 2022/2023	
	Work with Countywide Emergency Medical Care Committee to implement a plan, based on policy direction, for optimizing emergency medical services.	Develop information tools to be used by our member agencies to explain how ECNS works to help set public expectations - Q1	
	Continue close coordination with Brightline West, including development of the three party lease agreement for Rancho Cucamonga Metrolink Station, updated station agreement, and the lease for the San Gabriel Subdivision.	Present the various agreements to the Board - Q3	Transit
Division Strategy: Enhance COG role			
3B	Develop COG work plan and funding plan for Board consideration.	Present a COG work plan and funding recommendations to Board - Q2	COG
	Organize annual City/County Conference.	In person conference set for April 2022.	
	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.	Ongoing quarterly meetings with COG Advisory Group and periodic updates to City Managers.	
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.	Host a workshop - Q3	COG
	Better communicate grant opportunities to member agencies.	Provide monthly updates to member agencies on new grant opportunities.	
Division Strategy: Assist local governments with environmental and efficiency initiatives			
3D	Work with local agencies with Zero Emission Vehicle (ZEV) readiness plan and assist in identifying grant opportunities for charging infrastructure.	Include EV charging infrastructure grants in monthly grant updates.	Air Quality/Mobility
	Assist local agencies with reducing energy consumption and achieving savings through formation of a Regional Energy Network.	Waiting for CPUC to respond to our REN business plan submittal. Expect response in Q2. Report to the Board by Q4.	
Initiative #4: Accelerate Delivery of Capital Projects			
Division Strategy: Deliver the Redlands Passenger Rail Project & Implement Arrow Service			
4A	Final completion of the Redlands Passenger Rail Project.	Issue Certificate of Completion - Q2	Transit
	Coordinate pre-revenue testing and commissioning activities with Metrolink and the Federal Railroad Administration (FRA) to start revenue service.	Start revenue service - Q4	
Division Strategy: Support Delivery of Gold Line Phase 2B			
4B	Close the funding shortfall in San Bernardino County if Foothill Gold Line Construction Authority commits to building to the county line.	To be determined, depends on GLA securing funding	Transit
Division Strategy: Support Delivery the West Valley Connector Phase I			
4C	Complete final design for mainline corridor.	Approve PS&E - Q1	Transit
	Execute full funding grant agreement with the Federal Transit Administration (FTA) for the Small Starts funding and supplemental American Recovery Plan funding.	Execute grant agreement - Q3	
	Make substantial progress on right of way acquisitions.	Acquire over 75% of the needed parcels - Q4	
Division Strategy: Produce Zero Emission Multiple Unit			
4D	Complete final design of the Zero Emission Multi-Unit Vehicle (ZEMU) in close consultation with the FRA and Southern California Regional Rail Authority (SCRRA), and begin vehicle assembly.	Approve final design - Q2	Transit
Division Strategy: Delivery of Capital Projects			
4E	Project Approval and Environmental Document (PA/ED) Milestones:		Project Delivery
	I-10 Mt. Vernon Interchange	PA/ED approval - Q2	
Division Strategy: Delivery of Capital Projects			
4F	Plans, Specifications and Estimate (PS&E); Engineering Reports Milestones:		Project Delivery
	I-10 Cedar Interchange	PS&E approval - Q2	
	North First Avenue Bridge over BNSF	PS&E approval - Q2	
	ATP Metrolink Phase II	PS&E approval - Q3	
	Mt. Vernon Avenue Viaduct	PS&E approval - Q3	
	I-10 Eastbound Truck Climbing Lane	PS&E approval - Q4	
Division Strategy: Delivery of Capital Projects			
4G	Construction Milestones:		Project Delivery
	I-10 Alabama Interchange	Start construction - Q2	
	I-10 University Interchange	Complete for Beneficial Use - Q2	
	I-10 Cedar Interchange	Start construction - Q4	
	North First Avenue Bridge over BNSF	Start construction - Q3	
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.	Advocate for AB 1260 (Chin) , Advocate for Brown Act revisions providing for remote participation.	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.	Virtual Transportation Summit (10/20). In-person event pending.	Legislative/Public Affairs, Fund Administration
	Market SBCTA identity, promote awareness of programs and services.	Ongoing	Legislative/Public Affairs

Initiatives and Action Plan

Action Plan		Milestones	Responsibility
Division Strategy: Leverage and grow public outreach and communication services			
6B	Continue to enhance traditional and social media presence.	Ongoing: providing project updates, alerts, and information.	Legislative/Public Affairs
	Utilize On-Call Public Outreach Contracts, On-Call Graphic Design Services Contracts, Marketing & Branding Services Contract, and Redlands Passenger Rail Project Outreach Contract to utilize new tools and capitalize on communication opportunities throughout the region.	Ongoing: providing services for Mt. Vernon Viaduct, I-10 Express Lanes, 210 freeway, Redlands Passenger Rail Project.	Legislative/Public Affairs, Transit
	Utilize On-Call Graphic Design Services Contracts & Marketing and Branding Services Contract to support each department in their efforts to communicate internally and externally.	Ongoing: provide assistance with presentations, graphics (i.e. Budget Book), and collateral materials.	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.	Ongoing: provide legislative information and updates, advocate at the state and federal levels for transit maintenance and operations funding.	Legislative/Public Affairs, Transit
	Continue leading the Multimodal Interconnectivity Working Group consisting of SBCTA program staff and transit operators throughout San Bernardino County, to implement countywide transit efforts.	Implement marketing strategies showing regional commitments to health and safety and analyze feasibility of a countywide fare policy - Q4	Transit
Initiative #7: Long Range Strategic Planning			
Division Strategy: Analyze long range transportation strategy in a financially constrained framework			
7A	Prepare a Long Range Multimodal Transit Plan (LRMTP).	Initiate LRMTP - Q3	Planning, Transit, Fund Administration
	Provide initial San Bernardino County input on growth and projects to the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS).	Provide initial growth distribution for SCAG - Q4	Planning, Fund Administration
Division Strategy: Conduct strategic planning of Measure 1 projects and update policies to be consistent with practice			
7B	Update Development Mitigation Nexus Study.	Complete update - Q3	Planning, Fund Administration
	Maintain Measure I Strategic Plan Parts 1 and 2.	Ongoing	Planning
Division Strategy: Provide current, quality planning data			
7C	Support other departments with data analysis and mapping/Geographic Information System (GIS).	Ongoing	Planning
	Incrementally implement an SBCTA agency-wide data and analytics dashboard.	Implement Geocortex - Q3	
Division Strategy: Conduct subarea and modal studies			
7D	Update Comprehensive Multimodal Corridor Plans with RCTC and Caltrans, to address SB 1 Solutions for Congested Corridors requirements.	Complete update - Q3	Planning
	Conduct SR-18/138 Corridor Study with Metro and Caltrans.	Prepare alternatives evaluation - Q3 Draft Preliminary Environmental Analysis Report - Q4	
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.	Ongoing	Planning, COG
	Prepare Grant Applications for SB1 and other funding.	Senate Bill 1 (SB1) Anticipated - Q4	Planning, Fund Administration
Division Strategy: Assist jurisdictions, developers, and other stakeholders with area-wide sustainability studies			
8B	Develop approaches to VMT mitigation under SB 743.	Draft implementation plan - Q2	Planning
	Complete updated draft of the Regional Conservation Investment Strategy (RCIS).	Updated draft - Q3	
	Assist local agencies with housing initiatives under Regional Early Action Planning (REAP).	Assist jurisdictions with draft Housing Elements - Q3	
Division Strategy: Prepare effective active transportation plans			
8C	Prepare Active Transportation Plans: Safe Routes to School Program (with County).	Restart plan development following COVID - Q3	Planning
	Conduct TDA Article 3 Call-for-Projects and manage project invoicing.	Award Article 3 funding - Q2	
	Conduct Countywide Sidewalk Inventory, Phase 2.	Specify additional data elements - Q3	
Division Strategy: Implement components of ATP Metrolink Station Accessibility Grant			
8D	Implementation of Phase 2 of the Bicycle and Pedestrian improvements around the Metrolink Stations on the San Bernardino and Riverside Lines.	Complete final design - Q4	Planning, Project Delivery
Division Strategy: Develop and administer programs to improve the efficient use of our existing freeway network			
8E	Implement a mobile call box program.	Release RFP for call handling for program - Q3; target for program implementation - Q2 Fiscal Year 2022/2023	Air Quality/Mobility
	Administer Freeway Service Patrol (FSP) and call box system to improve traffic safety, reduce congestion and traffic delays.	Ongoing. Present annual report on programs to Board - Q4	
	Merge IE 511 with a regional SoCal 511.	Merger expected - Q2	Transit, Planning
	Offer a Telework Employer Assistance program.	Implement Phase II of the program and gather telework data through an incentive offering - Q4	
	Manage the IE Commuter rideshare program and SB Loop Vanpool Subsidy Program, merge the regional rideshare database with OCTA, LA Metro, RCTC, and VCTC enhancing ride matching functionality and customer experience.	Implement post-pandemic reset efforts for both programs, re-engaging riders and employers; and merge rideshare database with regional partners – Q2	Transit
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 (CTSA) serving San Bernardino County.	Work with the transit providers and CTSAs, to identify key activities for inclusion in the SBCTA LRMTP, and proposed Fiscal Year 2022/2023 budget based on the approved Public Transit-Human Services Transportation Coordination Plan – Q3	Transit, Fund Administration, Legislative/Public Affairs
Division Strategy: Advance transit connectivity to Ontario International Airport			
8G	Present the ONT Loop Design, Build, Operate, and Maintenance Contract to the Board for consideration of approval, and progress with the environmental review.	Present contract to Board - Q1/Q2	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 and reporting is the same as for budgeting. Governmental funds use the modified accrual basis of accounting and current financial resources measurement focus. Revenues are considered to be available when they are collected within the current period or soon enough thereafter to pay liability of the current period. Revenues are considered to be available if they are collected within ninety (90) days of the end of the current fiscal period for sales tax and 180 days for all other revenues. Expenditures are recorded when a liability is incurred, using accrual accounting. However, debt service expenditures, as well as expenditures related to compensated absences, are recorded only when payment is due.

Enterprise funds utilize the full accrual basis of accounting which recognizes the financial effect of events regardless of whether cash was received or spent. SBCTA created an enterprise fund not only to account and report toll revenues and expenditures for the Interstate 10 (I-10) Express Lanes, but the loan to be repaid with toll revenues. The loan from US Department of Transportation under the Transportation Infrastructure Finance and Innovation Act for the construction phase of the I-10 Contract 1 project will be recorded as a liability in that fund.

The budget includes information for the General Fund, Special Revenue Fund, Capital Projects Fund, Debt Service Fund, and Enterprise Fund. Special Revenue Funds include Federal Highway Fund, Federal Transit Administration Fund, State Highway Fund, Proposition 1B Fund, Local Transportation Fund, State Transit Assistance Fund, Senate Bill 1 Fund, Measure I 1990-2010 Fund, and Measure I 2010-2040 Fund. The Enterprise Fund is now included as there will be a draw down from the Transportation Infrastructure Finance and Innovation Act loan that is considered the toll operations commencement. The resources for payment of long-term debt are budgeted as Transfers in the Measure I 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. 61.*

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.

Budget Process

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.

Development and Review

The entity has a fiscal year beginning July 1st and ending June 30th. 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 2021/2022 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.

Budget Process

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 four (4) types include:

- i. Transfers from one line item to another within the same program and fund. This amendment shall require the approval of the program/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 2021/2022 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 2021/2022 budget includes prior year Board approved appropriations to be expended in Fiscal Year 2021/2022.

1. The operating budget process is decentralized, whereby all task managers participate.
2. The budget is balanced covering appropriations 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 \$260,691 for the Fiscal Year 2021/2022 budget. This includes a general assessment of \$127,273 which is based on jurisdictions' populations and net assessed property value. This was approved by the General Policy Committee on February 10, 2021, and by the Board on March 3, 2021. Additional information on the General Assessment Dues amounts is located in the ***General Assessment Dues Calculation pg. 267*** of the Supplemental Information Section. The Board also approved an additional \$133,418 in dues on March 3, 2021, 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. Any cash received in advanced of the expenditures being incurred, 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 acquisition value (an entry price) 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

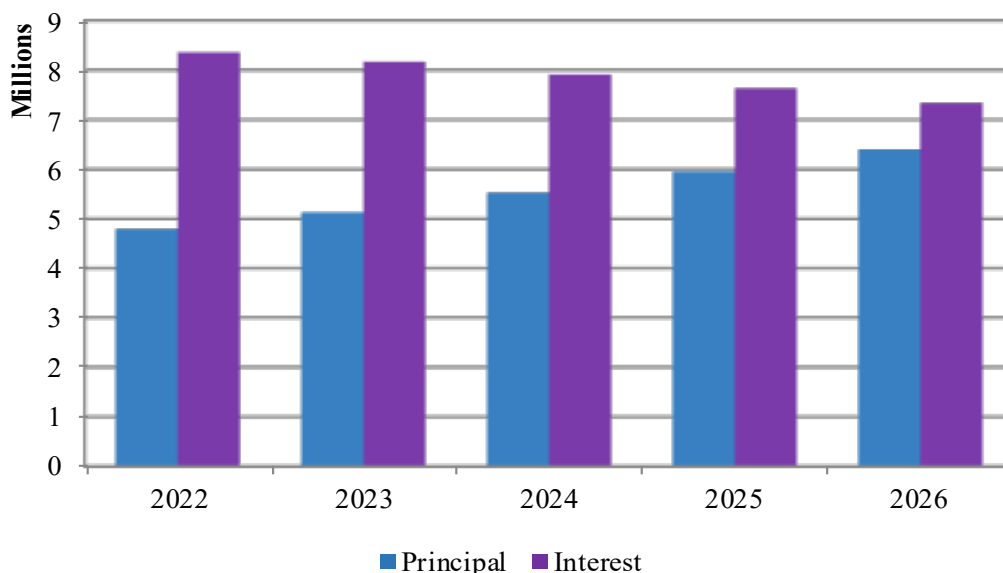
Debt Financing

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
2022	4,795,000	8,360,250	13,155,250
2023	5,130,000	8,168,451	13,298,451
2024	5,530,000	7,911,950	13,441,950
2025	5,955,000	7,635,451	13,590,451
2026	6,395,000	7,337,700	13,732,700
2027-2031	39,520,000	31,518,003	71,038,003
2032-2036	54,935,000	20,357,990	75,292,990
2037-2040	57,175,000	6,459,183	63,634,183
	<u>179,435,000</u>	<u>97,748,978</u>	<u>277,183,978</u>



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 11.04 times for Fiscal Year 2019/2020. 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 2021/2022, Debt Service expenditures constitute only 1.29 percent of the total SBCTA 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. 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. The loan proceeds are used to cover construction cost for Fiscal Year 2021/2022 are \$110,919,334. Currently, SBCTA staff is working with the US Department of Transportation (USDOT) to reduce the interest rate on the TIFIA loan

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 per Policy 40021. 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 from Measure I - Valley Freeway to Measure I - Valley Express Bus/BRT Transit total \$15.0 million for Fiscal Year 2021/2022. SBCTA was awarded an \$84 million Small Starts Federal Transit Administration (FTA) grant for the West Valley Connector, so the interfund borrowing may not be needed.

Capital Projects and Related Maintenance

While SBCTA's main function is the administration of Measure I funds 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 in subsidizing those expanded services and maintenance costs.

Therefore, staff performs an analysis of the incremental change to ongoing costs and the associated funding needs 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, 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 \$12.2 million starting in Fiscal Year 2021/2022, which after accounting for fare revenue, is anticipated to be funded primarily with Measure I Valley Metrolink/Rail Program Funds.

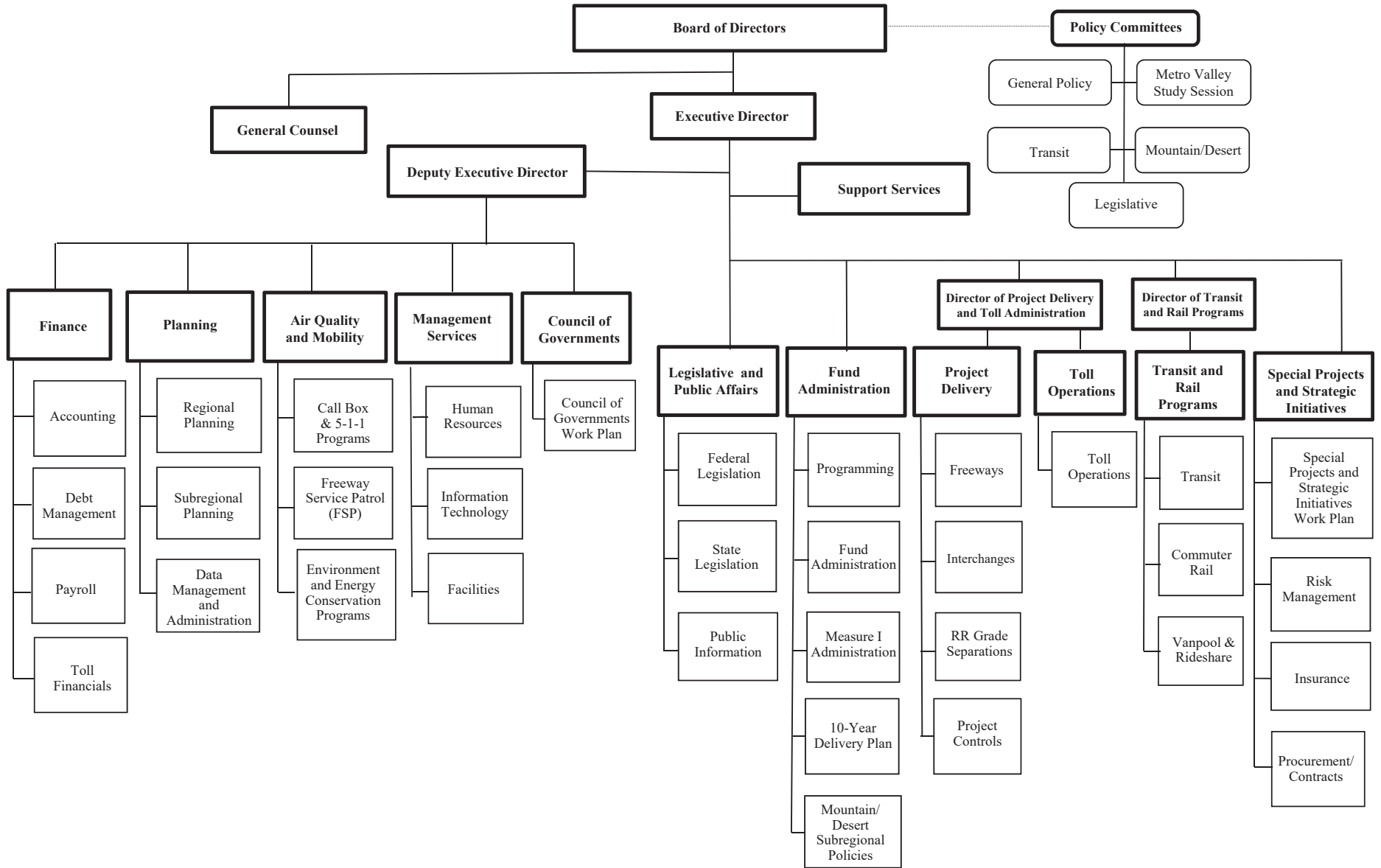
As part of the development of the Tolled Express Lanes, SBCTA, through a fifty (50) year lease with Caltrans, will be responsible for operations and maintenance of the Tolled Express Lanes being constructed for the I-10 Corridor Contract 1 Project. SBCTA will contract with Caltrans for the maintenance 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 August 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 Express Lanes east of I-15 are also anticipated to be managed and operated by SBCTA. These projects are still at an early stage, with the I-10 Corridor Express Lanes east of I-15 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 2021/2022 Capital outlay is budgeted at \$260,000, which includes expenditures for furniture, equipment and computer hardware.

**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 2021/2022. 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 seventy-seven (77) regular employees and two (2) student interns (*Table of Regular Positions pg. 30*). This is an increase of one (1) position from Fiscal Year 2020/2021.

Staff Organization Structure

SBCTA has a Deputy Executive Director and ten (10) 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 and Assistant General Counsel provide legal guidance, review and advice to the Board 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

This budget includes changes made by the Board in January 2021 that provided for the reorganization of the Project Delivery and Toll Operations and Transit and Rail Departments and the addition of eleven new positions. The SBCTA workforce is comprised of the Executive Director, General Counsel, Deputy Executive Director, Assistant General Counsel and ten (10) director level positions, fifty-one (51) professional and administrative positions, and twelve (12) support positions. This is a net increase of one position over what was approved by the Board in Fiscal Year 2020/2021 and includes one (1) new Management Analyst I position in Management Services.

New Position

An entry level Management Analyst I position is being requested for the Management Services Department to perform administrative support and confidential duties related to property management, human resources, and information technology functions. The position is required to assist with the additional workload associated with additional agency staff and consultant support staff. The management analyst position will be assigned to salary range 24 (\$55,146 to \$82,719) and will report to the Chief of Management Services.

Positions to be Reclassified or Upgraded

The reorganization changes approved by the Board in January 2021 provided for a study to evaluate classifications, compensation and organizational structure. The study is still in progress at the time of this budget preparation. As a result, any requests for reclassifications or modifications will be brought to the Board as a separate action.

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, and 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.

Staffing Overview

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. 32* contained in this budget illustrates the total estimated costs for salaries and benefits during the Fiscal Year 2021/2022 budget, as estimated in March 2021. The total salary and benefit cost in the budget is \$15,657,091 which represents 1.5 percent of the total budgeted expenditures.

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

1. Includes a \$500/year increase, from \$5,057/year to \$5,557/year, to the medical premium subsidy for employees that get their medical and dental insurance through SBCTA. This is to respond to expected increases to medical insurance premiums.
2. A budget amount of \$434,975 is included to allow the Executive Director to grant merit increases of up to 3.5 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.

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 various funds and 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, actual hours to accomplish tasks may vary from the original estimates included in the budget. SBCTA staff is authorized to reallocate budgeted salary and benefits 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 2021/2022

Support Group	Fiscal Year 2018/2019	Fiscal Year 2019/2020	Fiscal Year 2020/2021	Fiscal Year 2021/2022
Accounting Assistant	4	3	3	3
Accounting Assistant, Senior	1	1	1	1
Administrative Assistant	1	1	1	1
Administrative Assistant, Senior	4	4	4	4
Assistant to the Clerk of the Board	1	1	1	1
Office Assistant	1	1	1	1
Records Technician	1	1	1	1
Total Support Group	13	12	12	12
Administrative/Professional Group				
Accountant	1	2	2	2
Accounting Supervisor	1	1	1	1
Assistant Project Manager I *	0	0	1	1
Assistant Project Manager II *	0	0	1	1
Chief of Air Quality and Mobility	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	1	1
Chief of Planning	1	1	1	1
Chief of Project Controls *	0	0	1	1
Clerk of the Board/Administrative	1	1	1	1
Council of Governments Administrator	1	1	1	1
Construction Manager	2	1	1	2
Corridor Manager	0	1	1	1
Deputy Clerk of the Board	1	1	1	1
GIS Administrator	1	1	1	1
GIS Analyst	1	1	1	1
Human Resources/Information Services	1	1	0	0
Management Analyst I	0	0	0	1
Management Analyst II	7	6	5	5
Management Analyst III	6	6	5	5
Mobility Analyst *	0	0	2	2
Procurement Analyst	2	2	2	2
Procurement Manager	1	1	1	1
Program Manager	1	1	0	0
Project Controls Analyst II *	0	0	3	3
Project Controls Analyst III *	0	0	1	1
Project and Program Controls Manager *	1	1	2	1
Project Delivery Manager	1	1	1	1
Project Manager *	0	0	1	1
Right of Way Administrator	1	1	0	0
Right of Way Manager *	0	0	1	1
Right of Way Specialist *	0	0	1	1
Risk Manager	1	1	1	1
Senior Planner	1	1	1	1
Senior Accountant	1	1	1	1

Table of Regular Positions
Fiscal Year 2021/2022

Administrative/Professional Group (continued)	Fiscal Year 2018/2019	Fiscal Year 2019/2020	Fiscal Year 2020/2021	Fiscal Year 2021/2022
Toll Financial Administrator	1	1	1	1
Toll Operations Administrator	1	1	1	1
Transit Manager	0	0	1	1
Total Administrative/Professional Group	41	41	50	51
Senior Management Group				
Assistant General Counsel	1	1	1	1
Chief Financial Officer	1	1	1	1
Deputy Executive Director	1	1	1	1
Director of Fund Administration	1	1	1	1
Director of Legislative and Public	1	1	1	1
Director of Planning	1	1	1	1
Director of Project Delivery *	0	0	1	1
Director of Toll Operations *	0	0	1	1
Director of Capital Delivery *	0	0	1	1
Director of Project Delivery and Toll	1	1	1	1
Director of Special Projects and	0	1	1	1
Director of Transit and Rail Programs	1	1	1	1
Executive Director	1	1	1	1
General Counsel	1	1	1	1
Total Senior Management Group	10	11	14	14
TOTAL REGULAR POSITIONS	64	64	76	77

* Position titles are preliminary and may be adjusted to reflect the results of a classification study and subsequent Board action.

**Salaries and Benefits Schedule
For Fiscal Year 2021/2022**

	<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	\$ 811,278	\$ 331,858	\$ 40,204	\$ 26,255	\$ 11,881	\$ 974	\$ 1,408	\$ 3,850	\$ 155,571	\$ 13,400	\$ 8,420	\$ 1,405,099
Accounting (4)												
Administrative Assistants (5)												
Assistant to the Clerk of the Board												
Office Assistant												
Records Technician												
Interns/Part-Time (2)												
Administrative/Professional Group	5,408,925	2,345,543	407,023	178,828	80,925	7,302	7,662	14,025	685,652	85,922	57,111	9,278,918
Accountant (2)												
Accounting Supervisor												
Air Quality/Mobility Positions (2)												
Assistant PM I												
Assistant PM II												
Chief of Fiscal Resources												
Chief of Management Services												
Chief of Project Controls												
Clerk of the Board/Administrative Supervisor												
Construction Manager (2)												
Contract/Procurement/Risk (4)												
Corridor Manager												
Council of Governments Administrator												
Data Management (2)												
Deputy Clerk of the Board												
Human Resources/Information Svcs Positions (2)												
Legislative/Public Information Positions (3)												
Management Analyst III												
Planning/Programming Positions (8)												
Project Controls Analyst II												
Project Controls Analyst III												
Project Delivery Manager												
Project Manager												
Right of Way Manager												
Right of Way Specialist												
Senior Accountant												
Toll Financial Administrator												
Toll Operations Administrator												
Transit Positions (6)												
Senior Management Group	2,938,564	1,328,297	226,981	96,972	43,883	4,000	9,252	3,850	171,837	127,560	21,878	4,973,074
Executive Director												
Assistant General Counsel												
Chief Financial Officer												
General Counsel												
Director of Fund Administration												
Director of Project Delivery and Toll Operations												
Director of Project Delivery												
Director of 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												
Director of Capital Delivery												
TOTALS	\$ 9,158,767	\$ 4,005,698	\$ 674,208	\$ 302,055	\$ 136,689	\$ 12,276	\$ 18,322	\$ 21,725	\$ 1,013,060	\$ 226,882	\$ 87,409	\$ 15,657,091

* Unemployment Insurance

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

<u>Employer Provided Benefits:</u>		<u>Employer Mandatory Benefits:</u>	
Retirement Pickup Employer Contribution	\$ 125,831	Retirement Employer Contribution	\$ 3,879,867
Deferred Compensation	674,208	Workers' Compensation	302,055
Flexible Benefit Plan	1,013,060	Medicare	136,689
Contracted County Supplemental Benefits	87,409	Jury Duty/Blood Donation/Voting	12,276
Auto/Cell Allowance	226,882	Unemployment Insurance	21,725
Medical Retirement Trust	18,322	Total	\$ 4,352,612
Total	\$ 2,145,712	Employee Paid Retirement Contribution	\$ 760,936

Annual Pay Schedule by Class Title Fiscal Year 2021/2022				
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
Assistant Project Manager I ***	24	\$55,146	\$82,719	\$90,991
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
Assistant Project Manager II ***	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
Project Controls Analyst II ***	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
Right of Way Specialist ***	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
Mobility Analyst ***	30	\$73,900	\$110,851	\$121,936
Project Controls Analyst III ***	30	\$73,900	\$110,851	\$121,936
Right of Way Manager ***	31	\$77,596	\$116,394	\$128,034
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 and Program Controls Manager ***	37	\$103,987	\$155,980	\$171,578
Project 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 Project Controls ***	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 Toll Operations ***	42	\$132,717	\$199,075	\$218,982
Director of Project Delivery ***	42	\$132,717	\$199,075	\$218,982
Director of Capital Delivery ***	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

Annual Pay Schedule by Class Title Fiscal Year 2021/2022				
Class Title	Salary Range	Bottom of Range*	Top of Range*	Maximum**
Director of Planning	42	\$132,717	\$199,075	\$218,982
Director of Special Projects and Strategic Initiatives	42	\$132,717	\$199,075	\$218,982
Director of Transit and Rail Programs	43	\$139,352	\$209,028	\$229,930
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		\$327,500	

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

** 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.

*** Position titles and ranges are preliminary and may be adjusted to reflect the results of a classification study and subsequent Board action.

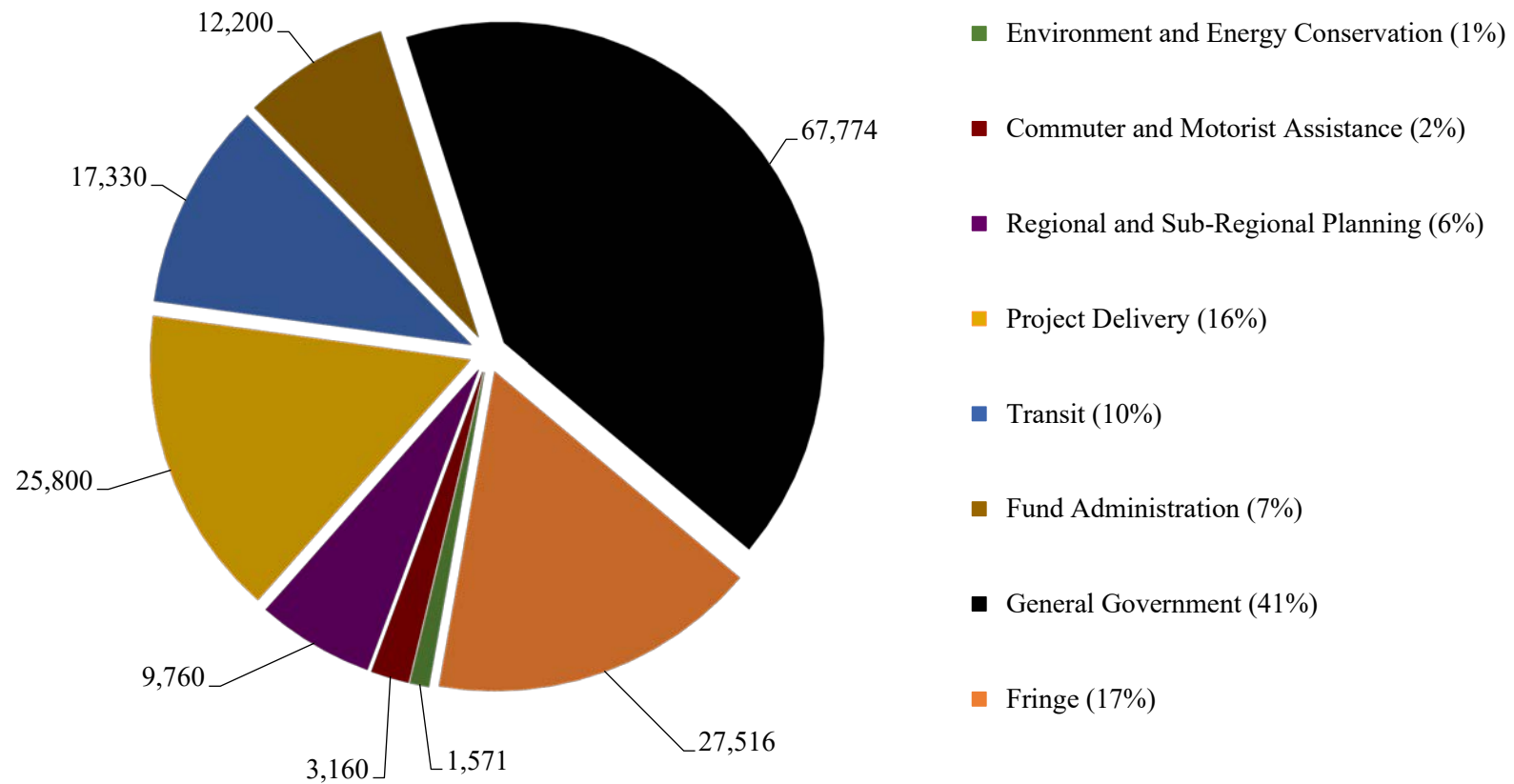
Staff Utilization Report (In Hours)
Fiscal Year 2021/2022

	Deputy Executive Director	Director of Project Delivery and Toll Operations	Director of Toll Operations	Chief Financial Officer	Director of Legislative and Public Affairs	Director of Project Delivery	Director of Transit and Rail	Director of Planning	Director of Capital Delivery	General Counsel	Assistant General 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	-	-	-	-	-	-	-	-	-	-	-	-	1,720	-	18,070	19,790
0350 General Counsel	-	-	-	-	-	-	-	-	-	1,760	1,760	-	-	-	1,760	5,280
0400 Financial Management	-	-	-	1,760	-	-	-	-	-	-	-	-	-	-	17,310	19,070
0425 Special Projects & Strategic Initiatives	-	-	-	-	-	-	-	-	-	-	-	1,720	-	-	6,840	8,560
0450 Management Services	646	-	-	-	-	-	-	-	-	-	-	-	-	-	2,362	3,008
0470 Human Resources	600	-	-	-	-	-	-	-	-	-	-	-	-	-	1,579	2,179
0501 Intergovernmental -COG	200	-	-	-	-	-	-	-	-	-	-	-	-	-	1,760	1,960
0503 Legislation	-	-	-	-	610	-	-	-	-	-	-	-	-	-	1,736	2,346
0605 Publications and Outreach	-	-	-	-	1,050	-	-	-	-	-	-	-	-	-	3,204	4,254
0805 Building Operation	28	-	-	-	-	-	-	-	-	-	-	-	-	-	1,299	1,327
TOTAL GENERAL GOVERNMENT	1,474	-	-	1,760	1,660	-	-	-	-	1,760	1,760	1,720	1,720	-	55,920	67,774
ENVIRONMENT and ENERGY CONSERVATION																
0101 Environment	90	-	-	-	-	-	-	-	-	-	-	-	-	-	935	1,025
0111 Energy Conservation	26	-	-	-	-	-	-	-	-	-	-	-	-	-	520	546
TOTAL ENVIRONMENT and ENERGY CONSERVATION	116	-	-	-	-	-	-	-	-	-	-	-	-	-	1,455	1,571
COMMUTER and MOTORIST ASSISTANCE																
0406 Traveler Services	10	-	-	-	-	-	-	-	-	-	-	-	-	-	790	800
0702 Call Box System	80	-	-	-	-	-	-	-	-	-	-	-	-	-	810	890
0704 Freeway Patrol Service/State	80	-	-	-	-	-	-	-	-	-	-	-	-	-	1,390	1,470
TOTAL COMMUTER and MOTORIST ASSISTANCE	170	-	-	-	-	-	-	-	-	-	-	-	-	-	2,990	3,160
REGIONAL and SUB-REGIONAL PLANNING																
0110 Regional Planning	-	-	-	-	-	-	-	640	-	-	-	-	-	-	1,100	1,740
0203 Congestion Management	-	-	-	-	-	-	-	160	-	-	-	-	-	-	160	320
0206 Data Program Management	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,825	3,825
0404 Subregional Planning	-	-	-	-	-	-	-	790	-	-	-	-	-	-	2,745	3,535
0941 Mtn./Desert Planning and Project Development	-	-	-	-	-	-	-	170	-	-	-	-	-	-	170	340
TOTAL REGIONAL and SUB-REGIONAL PLANNING	-	-	-	-	-	-	-	1,760	-	-	-	-	-	-	8,000	9,760
TRANSIT																
0309 Transit Operator Support	-	-	-	-	-	-	120	-	-	-	-	-	-	-	1,631	1,751
0310 Transit Allocations/Pass Throughs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0312 General Transit	-	-	-	-	-	220	760	-	-	-	-	-	-	-	7,075	8,055
0313 Transit Right of Way Management	-	-	-	-	-	-	250	-	-	-	-	-	-	-	2,900	3,150
0314 Transit Operations	-	-	-	-	-	-	270	-	-	-	-	-	-	-	1,050	1,320
0315 Transit Capital	-	-	-	-	-	1,540	300	-	-	-	-	-	-	-	384	2,224
0383 Vanpool Program	-	-	-	-	-	-	20	-	-	-	-	-	-	-	810	830
TOTAL TRANSIT	-	-	-	-	-	1,760	1,720	-	-	-	-	-	-	-	13,850	17,330
PROJECT DELIVERY																
0815 Measure I Program Management	-	1,600	360	-	-	-	-	-	1,600	-	-	-	-	-	14,780	18,340
0820 Freeway Projects	-	-	1,400	-	-	-	-	-	-	-	-	-	-	-	4,200	5,600
0830 Interchange Projects	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0840 Grade Separation Projects	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0860 Arterial Projects	-	160	-	-	100	-	-	-	160	-	-	-	-	-	1,440	1,860
TOTAL PROJECT DELIVERY	-	1,760	1,760	-	100	-	-	-	1,760	-	-	-	-	-	20,420	25,800
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	520	520	400	480	320	320	360	440	320	320	320	410	360	360	22,066	27,516
GRAND TOTALS	2,280	2,280	2,160	2,240	2,080	2,080	2,080	2,200	2,080	2,080	2,080	2,130	2,080	2,080	135,181	165,111

* OTHER STAFF comprised of (77) FULL-TIME PROFESSIONAL STAFF; (2) PART-TIME.

Hourly Staff Utilization by Program

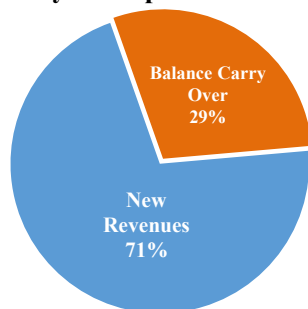
Fiscal Year 2020/2021 - 165,111 Hours



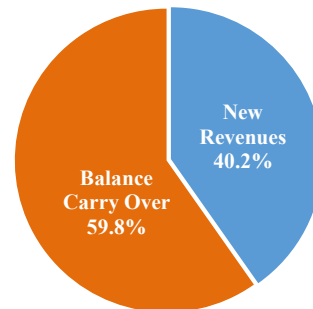
Budget Summary by Organization Type

	County Transportation Authority	Council of Governments	Total
Revenues			
Sales Tax-MSI	196,000,000	-	196,000,000
Sales Tax-LTF	114,783,337	-	114,783,337
Intergovernmental	366,752,081	-	366,752,081
Charges for Services	665,730	-	665,730
Special Assessments	-	260,691	260,691
Investment Earnings	4,237,606	3,300	4,240,906
Miscellaneous	39,707,343	296,015	40,003,358
Total New Revenues	<u>722,146,097</u>	<u>560,006</u>	<u>722,706,103</u>
Balance Carry Over from Prior Years	<u>295,059,160</u>	<u>831,709</u>	<u>295,890,869</u>
Total Revenues and Carry Over Prior Years	<u>1,017,205,257</u>	<u>1,391,715</u>	<u>1,018,596,972</u>
Expenditures			
General Government	12,783,468	907,575	13,691,043
Environment and Energy Conservation	4,255,478	353,793	4,609,271
Commuter and Motorist Assistance	6,601,486	-	6,601,486
Regional and Subregional Planning	5,437,690	20,588	5,458,278
Transit	318,321,461	-	318,321,461
Project Delivery	527,833,259	-	527,833,259
Fund Administration	128,906,919	-	128,906,919
Debt Service	13,175,255	-	13,175,255
Total Expenditures	<u>1,017,315,016</u>	<u>1,281,956</u>	<u>1,018,596,972</u>
Other Financing Sources			
Transfers In	163,497,800	-	163,497,800
Transfers Out	<u>(163,388,041)</u>	<u>(109,759)</u>	<u>(163,497,800)</u>
Total Other Financing Sources	<u>109,759</u>	<u>(109,759)</u>	<u>-</u>
Total Expenditures and Other Financing Sources	<u>1,017,205,257</u>	<u>1,391,715</u>	<u>1,018,596,972</u>

County Transportation Authority



Council of Governments

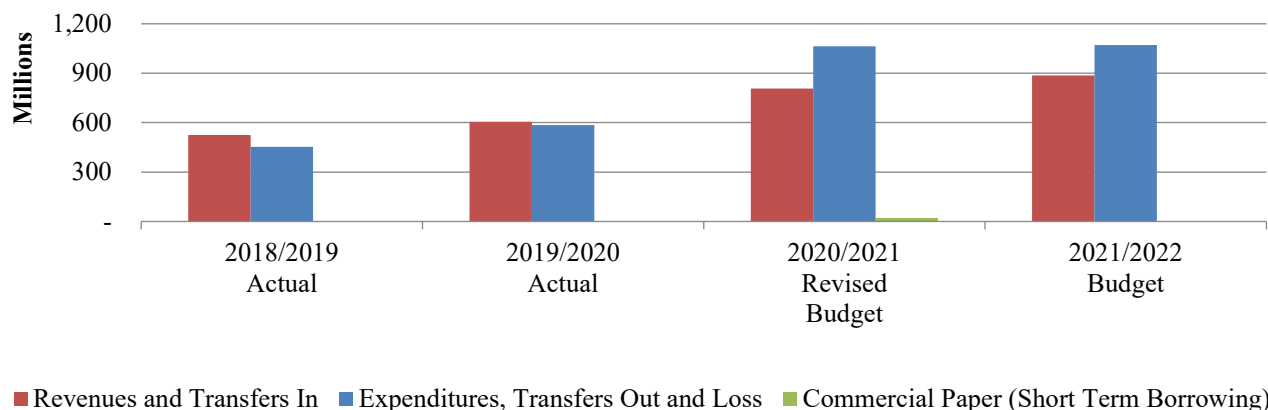


Note: 1. Per Generally Accepted Accounting Principles, Council of Governments (COG) is reported as a blended component unit of the San Bernardino County Transportation Authority (SBCTA), thus COG programs and activities are blended in the overall SBCTA budget.

2. Miscellaneous revenues includes In-Kind revenue from Burlington Northern Santa Fe Railroad (BNSF) related to Federal Highway Bridge Program (HBP) for the Mount Vernon Viaduct Project.

Budget Summary - All Governmental Funds

	2018/2019	2019/2020	2020/2021	2021/2022
	Actual	Actual	Revised Budget	Budget
Revenues				
Sales Tax-MSI	183,621,993	179,081,758	143,900,000	196,000,000
Sales Tax-LTF	106,927,206	102,753,612	83,771,793	114,783,337
Intergovernmental	166,084,517	248,086,766	466,115,909	366,752,081
Charges for Services	725,323	469,624	576,809	665,730
Special Assessments	248,545	253,143	257,539	260,691
Investment Earnings	16,901,048	15,090,813	4,828,900	4,240,906
Miscellaneous	718,989	7,374,234	12,365,715	40,003,358
Total Revenues	475,227,621	553,109,950	711,816,665	722,706,103
Expenditures				
General Government	9,697,208	10,248,920	13,497,767	13,691,043
Environment and Energy Conservation	5,360,233	1,552,669	2,028,899	4,609,271
Commuter and Motorist Assistance	6,137,814	6,217,206	6,556,358	6,601,486
Regional and Subregional Planning	1,870,218	1,648,690	4,280,521	5,458,278
Transit	139,510,528	250,906,907	333,353,666	318,321,461
Project Delivery	167,643,636	192,385,223	476,531,995	527,833,259
Fund Administration	60,576,824	56,797,349	119,450,557	128,906,919
Debt Service	12,774,651	12,890,251	13,043,300	13,175,255
Total Expenditures	403,571,112	532,647,215	968,743,063	1,018,596,972
Other Financing Sources				
Transfers In	48,829,682	52,157,556	94,408,461	163,497,800
Transfers Out	(48,829,682)	(52,157,556)	(94,408,461)	(52,578,466)
Gain (Loss) on Land Held for Resale	82,084	(1,533)	-	-
Commercial Paper (Short Term Borrowing)	-	-	22,000,000	-
Total Other Financing Sources	82,084	(1,533)	22,000,000	110,919,334
Revenues Over (Under) Expenditures	71,738,593	20,461,202	(234,926,398)	(184,971,535)



Note: Transfers In do not match Transfers Out in Fiscal Year 2021/2022 as the transfer is from the Enterprise Fund (that is not reflected in this table) for a draw down on the loan from the US Department of Transportation (USDOT) under the Transportation Infrastructure Finance and Innovation Act (TIFIA) for \$110.9 million.

Budget Summary Changes in Fund Balances - Funding Sources

	Beginning Fund Balances	Revenues	Expenditures	Net Operating Transfers	Ending Fund Balances
General Fund					
MSI Valley Admin	2,495,679	1,968,000	2,316,859	-	2,146,820
Local Transportation Fund - Admin	369,515	3,000	491,415	118,900	-
Local Transportation Fund - Planning	825,832	-	3,373,913	3,408,079	859,998
Local Transportation Fund - Rail	-	-	20,148,097	20,148,097	-
State Transit Assistance Fund - Rail	-	-	6,230,822	6,230,822	-
Rail Assets	2,712,278	241,000	853,172	-	2,100,106
General Fund-Local/Other	60,000	-	-	-	60,000
Amtrak	1,071	12,000	12,000	-	1,071
Congestion Management Program	19,181	-	-	-	19,181
Modeling Fees	3,622	10,000	8,652	-	4,970
Loan Admin Fee	31,024	-	-	-	31,024
Indirect Fund	3,163,045	404,230	8,663,719	7,259,489	2,163,045
Total General Fund	<u>9,681,247</u>	<u>2,638,230</u>	<u>42,098,649</u>	<u>37,165,387</u>	<u>7,386,215</u>
Federal Highway Fund					
Surface Transportation Program	-	34,699,565	34,699,565	-	-
Congestion Mitigation and Air Quality	-	29,990,024	29,990,024	-	-
Federal Repurposed Earmarks	-	5,000	5,000	-	-
Active Transportation Program - Federal	-	182,000	182,000	-	-
Highway Bridge Program	-	43,520,413	43,520,413	-	-
Total Federal Highway Fund	<u>-</u>	<u>108,397,002</u>	<u>108,397,002</u>	<u>-</u>	<u>-</u>
Federal Transit Administration Fund					
Transportation Investment Generating Eco	-	41,350	41,350	-	-
Federal Transit Administration 5307	-	11,771,594	11,771,594	-	-
Federal Transit Administration 5307 - CMAQ	-	17,036,425	17,036,425	-	-
Total Federal Transit Administration Fund	<u>-</u>	<u>28,849,369</u>	<u>28,849,369</u>	<u>-</u>	<u>-</u>
State Highway Fund					
Regional Improvement Program	-	27,480,618	27,480,618	-	-
State Highway Oper and Protection Program	-	61,074,000	61,074,000	-	-
Planning, Programming and Monitoring	-	1,068,000	1,068,000	-	-
Transit and Intercity Rail Capital Progr	-	9,317,892	9,317,892	-	-
Total State Highway Fund	<u>-</u>	<u>98,940,510</u>	<u>98,940,510</u>	<u>-</u>	<u>-</u>
Proposition 1B Fund					
Trade Corridor Improvement Fund-P1B	-	7,362,148	7,362,148	-	-
Public Trans Modern,ImproveandSvc Enhance-P1B	3,060,837	14,115,210	14,115,210	-	3,060,837
Local Bridge Seismic Retrofit Account - LBSRA	-	324,840	324,840	-	-
Public Utilities Commission	-	102,844	102,844	-	-
Total Proposition 1B Fund	<u>3,060,837</u>	<u>21,905,042</u>	<u>21,905,042</u>	<u>-</u>	<u>3,060,837</u>
Local Transportation Fund					
Local Transportation Fund - Pass-through	<u>158,812,316</u>	<u>115,583,337</u>	<u>93,830,000</u>	<u>(24,812,598)</u>	<u>155,753,055</u>
Total Local Transportation Fund	<u>158,812,316</u>	<u>115,583,337</u>	<u>93,830,000</u>	<u>(24,812,598)</u>	<u>155,753,055</u>

Note: Ending Fund Balance not adjusted by 10% Reserve of \$23,181,333 for Local Transportation Fund - Pass-through pg. 68.

State Transit Assistance Fund					
State Transit Assistance Fund - Pass-through	89,558,842	18,717,220	18,900,000	(6,230,822)	83,145,240
State of Good Repair Fund - Pass-through	<u>3,810,746</u>	<u>3,913,353</u>	<u>7,578,114</u>	<u>-</u>	<u>145,985</u>
Total State Transit Assistance Fund	<u>93,369,588</u>	<u>22,630,573</u>	<u>26,478,114</u>	<u>(6,230,822)</u>	<u>83,291,225</u>

Note: Ending Fund Balance not adjusted by 10% Reserve of \$1,505,465 for State Transit Assistance Fund - Pass-through pg. 68.

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	-	3,162,371	3,162,371	-	-
Freeway Service Patrol (SAFE)-SB1	-	1,602,936	1,181,803	-	421,133
Sustainable Communities Grants - SB1	-	400,000	400,000	-	-
Trade Corridor Enhancement Program - SB1	-	47,005,000	47,005,000	-	-
Solutions for Congested Corridors Program - SB1	-	1,671,482	1,671,482	-	-
Local Partnership Program-Competitive-SB1	-	280,562	280,562	-	-
Total Senate Bill 1 Fund	-	54,122,351	53,701,218	-	421,133
Measure I 1990-2010 Fund					
MSI 1990-Valley Fund-Major Projects	3,240,961	18,000	2,312,647	-	946,314
MSI 1990-Valley Fund-TMEE	2,131,753	8,000	519,500	-	1,620,253
Total Measure I 1990-2010 Fund	5,372,714	26,000	2,832,147	-	2,566,567
Measure I 2010-2040 Fund					
MSI Valley Fund-Freeway Projects	143,969,764	46,140,800	172,683,742	105,997,999	123,424,821
MSI Valley Fund-Fwy Interchange	69,656,904	17,381,900	74,243,410	(2,044,626)	10,750,768
MSI Valley Fund-Major Streets:					
Grade Separations	1,589,295	5,388,600	1,257,252	(357,393)	5,363,250
Arterials	111,984,938	21,874,300	27,452,102	351,469	106,758,605
MSI Valley Fund-Local Street	-	31,579,900	26,552,841	(5,027,059)	-
MSI Valley Fund-Metrolink/Rail Service	24,589,979	12,632,000	33,097,058	(1,396,706)	2,728,215
MSI Valley Fund-Express Bus//Rapid Trans	19,706,832	7,895,000	40,882,219	(180,219)	(13,460,606)
MSI Valley Fund-Senior/Disabled	21,840,091	12,730,000	11,995,300	-	22,574,791
MSI Valley Fund-Traffic Mgmt Sys	13,962,682	3,207,000	4,553,087	-	12,616,595
MSI Victor Valley Fund-Major Local Hwy	28,316,373	5,474,000	23,387,530	(1,754,259)	8,648,584
MSI Victor Valley Fund-Local Street	-	14,560,500	14,560,500	-	-
MSI Victor Valley Fund-Senior/Disabled	-	1,304,000	1,304,000	-	-
MSI Victor Valley Fund-Traffic Mgmt Sys	1,401,765	439,700	643,825	-	1,197,640
MSI North Desert Fund-Major Local Hwy	9,168,185	787,500	4,878,484	(158,067)	4,919,134
MSI North Desert Fund-Local Street	-	2,076,700	2,076,700	-	-
MSI North Desert Fund-Senior/Disabled	-	152,700	152,700	-	-
MSI North Desert Fund-Traffic Mgmt Sys	1,106,312	66,800	15,402	-	1,157,710
MSI Colorado River Fund-Major Local High	284,984	111,900	327,500	(725)	68,659
MSI Colorado River Fund-Local Street	-	304,300	304,300	-	-
MSI Colorado River Fund-Senior/Disabled	-	22,400	22,400	-	-
MSI Colorado River Fund-Traffic Mgmt Sys	51,872	9,000	2,574	-	58,298
MSI Morongo Basin Fund-Major Local Hwy	1,783,139	708,700	985,500	(18,297)	1,488,042
MSI Morongo Basin Fund-Local Street	-	1,910,900	1,910,900	-	-
MSI Morongo Basin Fund-Senior/Disabled	-	140,500	140,500	-	-
MSI Morongo Basin Fund-Traffic Mgmt Sys	393,688	58,200	9,736	-	442,152
MSI Mountain Fund-Major Local Highway	3,101,660	646,250	1,150,000	(3,299)	2,594,611
MSI Mountain Fund-Local Street	-	1,727,900	1,727,900	-	-
MSI Mountain Fund-Senior/Disabled	-	127,050	127,050	-	-
MSI Mountain Fund-Traffic Mgmt Sys	251,673	51,600	115,971	-	187,302
MSI Cajon Pass Fund	18,906,762	5,679,600	210,000	(3,471,957)	20,904,405
Total Measure I 2010-2040 Fund	472,066,898	195,189,700	446,770,483	91,936,861	312,422,976
Note: Ending Fund Balance not adjusted by 20% Reserve of \$24,266,750 for Measure I Funds pg. 68. Valley BRT fund will require interfund borrowing of \$15 Million from Measure I Freeway program.					
Debt Service Fund					
Sales Tax Revenue Notes 2012A Fund	2,751,166	-	6,084,640	6,084,640	2,751,166
Sales Tax Revenue Notes 2014A Fund	2,870,978	-	7,090,615	7,090,615	2,870,978
Total Debt Service Fund	5,622,144	-	13,175,255	13,175,255	5,622,144

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	-	64,781,273	64,781,273	-	-
Redlands Passenger Rail Project Fund	10,000	156,670	147,670	-	19,000
San Gabriel Subdivision Line Project Fund	-	-	-	-	-
Victorville Project Fund	8,116,727	20,000	4,000,000	-	4,136,727
Victor Valley Project Fund	8,811,841	1,896,240	4,767,000	-	5,941,081
Valley Projects Fund	814,805	407,402	800,000	-	422,207
CALTRANS Local Reimbursement	-	501,327	501,327	-	-
Total Capital Projects Fund	<u>17,753,373</u>	<u>67,762,912</u>	<u>74,997,270</u>	<u>-</u>	<u>10,519,015</u>
Nonmajor Governmental Fund					
Low Carbon Transit Operations Program	13,784	1,004,000	500,000	-	517,784
State of California Wildlife Conservation Board	-	400,000	400,000	-	-
SAFE-Vehicle Registration Fees	4,047,375	1,818,000	1,887,716	(204,990)	3,772,669
SAFE Reimbursement	225,272	129,200	86,465	-	268,007
Freeway Service Patrol	-	2,306,561	2,015,862	-	290,699
SCAQMD/Mobile Source Review Comm.	-	435,810	435,810	-	-
Electric Vehicle Charging Stations	6,604	7,500	14,104	-	-
General Assessment Dues	115,868	261,291	248,514	(109,759)	18,886
Property Assessed Clean Energy Fund	1,338,647	227,700	941,839	-	624,508
Greenhouse Gas Fund	21,616	-	20,588	-	1,028
COG Capital Projects	-	71,015	71,015	-	-
Total Nonmajor Governmental Fund	<u>5,769,166</u>	<u>6,661,077</u>	<u>6,621,913</u>	<u>(314,749)</u>	<u>5,493,581</u>
Enterprise Fund					
I-10 Express Lanes	-	-	-	(110,919,334)	(110,919,334)
Total Enterprise Fund	<u>-</u>	<u>-</u>	<u>-</u>	<u>(110,919,334)</u>	<u>(110,919,334)</u>
Total Changes in Fund Balance	<u>771,508,283</u>	<u>722,706,103</u>	<u>1,018,596,972</u>	<u>-</u>	<u>475,617,414</u>

Note: Enterprise Fund ending fund balance balance is negative due to transfer out to Freeway Measure I fund. The funds are from draw down budgeted from loan proceeds from US Department of Transportation (USDOT) under the Transportation Infrastructure Finance and Innovation Act (TIFIA) for construction phase of the I-10 Contract 1 project.

Explanation for Operating Transfers

	Transfers In	Transfers Out	Net Operating Transfers	Explanation for Operating Transfers
General Fund				
Operating Transfer from LTF Fund	24,812,598	-		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 Transfer from Measure I Fund	6,357,369	-		Transfer in to the Indirect Cost Fund from the Measure I Fund to fund indirect expenditures.
Operating Transfer from Special Revenue Fund	314,749	-		Transfer in to the Indirect Cost Fund from Service Authority for Freeway Emergencies (SAFE) and Council of Governments (COG) to fund indirect expenditures.
Operating Transfer from STA Fund	6,230,822	-		Transfer in to STA Rail from STA - Pass-through Fund to support transit capital projects.
Operating Transfer to General Fund	1,137,522	(1,687,673)		Transfer out from the LTF - Admin, and LTF - Planning Funds to fund the Indirect Cost Fund. Transfer out is due retro calculation of full-time equivalents which resulted in excess funding from prior year.
General Fund Total	38,853,060	(1,687,673)	37,165,387	
Local Transportation Fund				
Operating Transfer to General Fund	-	(24,812,598)		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	-	(24,812,598)	(24,812,598)	
State Transit Assistance Fund				
Operating Transfer to General Fund	-	(6,230,822)		Transfer out from State Transit Assistance Fund (STA) to the General Fund to fund rail administrative activities, capital projects, and the Santa Fe Depot structural improvements funded with State of Good Repair (SGR) Senate Bill 1 (SB1).
State Transit Assistance Fund Total	-	(6,230,822)	(6,230,822)	
Measure I 2010-2040 Fund				
Operating Transfer to Proprietary Fund	110,919,334	-		Transfer in to Measure I - freeway program from Enterprise Fund to account for loan proceeds from the US Department of Transportation (USDOT) under the Transportation Infrastructure Finance and Innovation Act (TIFIA).
Operating Transfer to Debt Service Fund	-	(13,175,255)		Transfer out from Measure I fund to Debt Service Fund to pay for debt service obligations.
Operating Transfer to General Fund	550,151	(6,357,369)		Transfer out from Measure I funds to fund Indirect expenditures. Transfer in is due to retro calculation of full-time equivalents which resulted in excess funding from prior year.
Measure I 2010-2040 Fund Total	111,469,485	(19,532,624)	91,936,861	
Debt Service Fund				
Operating Transfer from Measure I Fund	13,175,255	-		Transfer in to the Debt Service Fund from the Measure I Fund to pay for debt service obligations.
Debt Service Fund Total	13,175,255	-	13,175,255	
Nonmajor Governmental Funds				
Operating Transfer to General Fund	-	(314,749)		Transfer out from COG and Property Assessed Clean Energy (PACE) funds to the General Fund to fund Indirect expenditures.
Nonmajor Governmental Funds Total	-	(314,749)	(314,749)	
Enterprise Funds				
Operating Transfer to Measure I Fund	-	(110,919,334)		Transfer out to Measure I - freeway program to account for loan proceeds from the USDOT under TIFIA to fund the construction phase of the I-10 Corridor Contract 1 project.
Enterprise Funds Total	-	(110,919,334)	(110,919,334)	
Operating Transfer Totals	163,497,800	(163,497,800)	-	

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	2,495,679	1,968,000	2,316,859	-	2,146,820	(348,859)	-13.98%	Appropriations exceed estimated revenues; thus reduction of fund balance. The funds transferred buy down 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	369,515	3,000	491,415	118,900	-	(369,515)	-100.00%	Appropriations exceed estimated revenues and transfers in to fund local transportation administration activities and indirect expenses; thus reduction in fund balance. Budgeted expenditures are recorded in the General Government, Regional and Subregional Planning, Project Delivery, and Fund Administration Programs.
Rail Assets	2,712,278	241,000	853,172	-	2,100,106	(612,172)	-22.57%	Appropriations exceed estimated revenues for transit capital projects; thus fund balance is reduced.
Modeling Fees	3,622	10,000	8,652	-	4,970	1,348	37.22%	Revenues exceed appropriations for modeling fees; thus increase in fund balance.
Indirect Fund	3,163,045	404,230	8,663,719	7,259,489	2,163,045	(1,000,000)	-31.62%	Appropriations 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. Use of fund balance is budgeted.
State Transit Assistance Fund								
State of Good Repair Fund - Pass-through	3,810,746	3,913,353	7,578,114	-	145,985	(3,664,761)	-96.17%	Appropriations for rail projects are funded with new revenue and fund balance. The idle cash earns interest until expenditures are incurred.
Measure I 1990-2010 Fund								
MSI 1990-Valley Fund-Major Projects	3,240,961	18,000	2,312,647	-	946,314	(2,294,647)	-70.80%	Appropriations are for projects allowed in the 1990-2010 Measure covered with fund balance. Interest is the only revenue budgeted.
MSI 1990-Valley Fund-TMEE	2,131,753	8,000	519,500	-	1,620,253	(511,500)	-23.99%	Appropriations are for projects allowed for the 1990-2010 Measure covered with fund balance. Interest is the only revenue budgeted.
Measure I 2010-2040 Fund								
MSI Valley Fund-Freeway Projects	143,969,764	46,140,800	172,683,742	105,997,999	123,424,821	(20,544,943)	-14.27%	Appropriations including transfers out for freeway projects exceed estimated revenues; thus fund balance is reduced.
MSI Valley Fund-Fwy Interchange	69,656,904	17,381,900	74,243,410	(2,044,626)	10,750,768	(58,906,136)	-84.57%	Appropriations including transfers out for interchange projects exceed estimated revenues; thus fund balance is reduced.
MSI Valley Fund-Major Streets: Grade Separations	1,589,295	5,388,600	1,257,252	(357,393)	5,363,250	3,773,955	237.46%	Estimated revenues exceed appropriations including transfers out for grade separation projects; thus fund balance is increased.
MSI Valley Fund-Metrolink/Rail Service	24,589,979	12,632,000	33,097,058	(1,396,706)	2,728,215	(21,861,764)	-88.91%	Appropriations including transfers out for rail projects exceed estimated revenues; thus fund balance is reduced.
MSI Valley Fund-Express Bus//Rapid Trans	19,706,832	7,895,000	40,882,219	(180,219)	(13,460,606)	(33,167,438)	-168.30%	Appropriations and transfers out exceed estimated revenues for Valley/Bus Rapid Transit System; thus reducing fund balance to zero. Short-term borrowing, allowed by Measure I policy, from Measure I-Freeway funds is required to cover the expenditures.
MSI Victor Valley Fund-Major Local Hwy	28,316,373	5,474,000	23,387,530	(1,754,259)	8,648,584	(19,667,789)	-69.46%	Appropriations including transfers out for major local highway in the Victor Valley Project area exceed estimated revenues; thus reduce fund balance.
MSI North Desert Fund-Major Local Hwy	9,168,185	787,500	4,878,484	(158,067)	4,919,134	(4,249,051)	-46.35%	Appropriations including transfers out for major local highway in the North Desert Project area exceed estimated revenues; thus fund balance is reduced.
MSI Colorado River Fund-Major Local High	284,984	111,900	327,500	(725)	68,659	(216,325)	-75.91%	Appropriations including for major local highway in the Colorado River Project area exceed estimated revenues; thus fund balance is reduced.
MSI Colorado River Fund-Traffic Mgmt Sys	51,872	9,000	2,574	-	58,298	6,426	12.39%	Estimated revenues exceed appropriations for traffic management in the Colorado River Project area; thus fund balance is increased.
MSI Morongo Basin Fund-Major Local Hwy	1,783,139	708,700	985,500	(18,297)	1,488,042	(295,097)	-16.55%	Appropriations including transfers out for major local highway in the Morongo Project area exceed estimated revenues; thus fund balance is reduced.

Explanation for Fund Balances Changes Over 10%

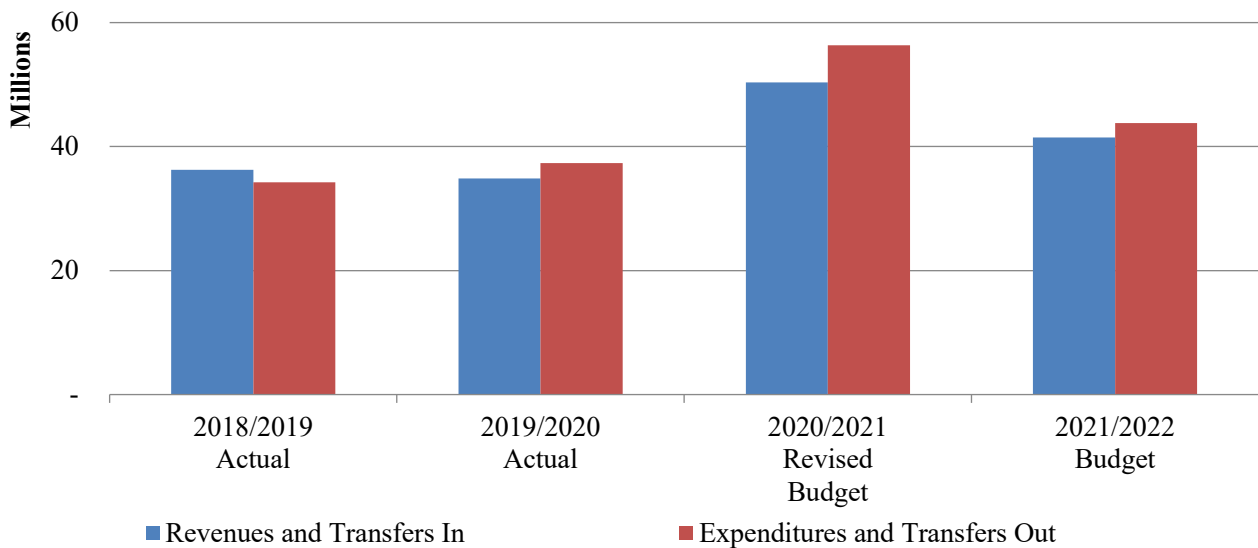
	Beginning Fund Balances	Revenues	Expenditures	Operating Transfers	Ending Fund Balances	Difference Between Beginning and Ending	Percent of Change	Explanation for change in Fund Balance over 10%
MSI Morongo Basin Fund-Traffic Mgmt Sys	393,688	58,200	9,736	-	442,152	48,464	12.31%	Estimated revenues exceed appropriations for traffic management in the Morongo Project area; thus fund balance is increased.
MSI Mountain Fund-Major Local Highway	3,101,660	646,250	1,150,000	(3,299)	2,594,611	(507,049)	-16.35%	Appropriations exceed estimated revenues and transfers in for major local highway projects in the Mountain Project area; thus fund balance is reduced.
MSI Mountain Fund-Traffic Mgmt Sys	251,673	51,600	115,971	-	187,302	(64,371)	-25.58%	Appropriations exceed estimated revenues for traffic management in the Mountain Project area; thus fund balance is reduced.
MSI Cajon Pass Fund	18,906,762	5,679,600	210,000	(3,471,957)	20,904,405	1,997,643	10.57%	Estimated revenues exceed appropriations for the Cajon Pass fund; thus fund balance is increased.
Capital Projects Fund								
Redlands Passenger Rail Project Fund	10,000	156,670	147,670	-	19,000	9,000	90.00%	Estimated revenues exceed appropriations for the Redlands Passenger Rail Project; thus fund balance is increased.
Victorville Project Fund	8,116,727	20,000	4,000,000	-	4,136,727	(3,980,000)	-49.03%	Appropriations exceed estimated revenues; thus fund balance is reduced.
Victor Valley Project Fund	8,811,841	1,896,240	4,767,000	-	5,941,081	(2,870,760)	-32.58%	Appropriations are not budgeted; thus estimated revenues increase fund balance.
Valley Projects Fund	814,805	407,402	800,000	-	422,207	(392,598)	-48.18%	Appropriations exceed estimated revenues; thus fund balance is reduced.
Nonmajor Governmental Fund								
SAFE Reimbursement	225,272	129,200	86,465	-	268,007	42,735	18.97%	Estimated revenues exceed appropriations for Service Authority for Freeway Emergencies (SAFE) activities.
Electric Vehicle Charging Stations	6,604	7,500	14,104	-	-	(6,604)	-100.00%	Appropriations exceed estimated revenues for funds used for electric vehicle charging stations.
General Assessment Dues	115,868	261,291	248,514	(109,759)	18,886	(96,982)	-83.70%	Appropriations including transfers out for Council of Government activities exceed estimated revenues; thus reduction of fund balance.
Property Assessed Clean Energy Fund	1,338,647	227,700	941,839	-	624,508	(714,139)	-53.35%	Appropriation exceed revenue since fund balance is used to Council of Government projects; thus reduction of fund balance.
Greenhouse Gas Fund	21,616	-	20,588	-	1,028	(20,588)	-95.24%	Use of Fund Balance is being budgeted to cover salary costs.
Enterprise Fund								
I-10 Express Lanes	-	-	-	(110,919,334)	(110,919,334)	(110,919,334)		No estimated revenues for the I-10 Express Lanes since operations will commence in August 2023. The operating transfer is to Measure I-Freeway fund to fund the construction phase of the I-10 Contract 1 project from loan proceeds. The loan from the US Department of Transportation (USDOT) under Transportation Infrastructure Finance and Innovation Act (TIFIA) will be recorded as a liability and paid off from toll revenues.

Budget Summary by Fund Type

	General Fund	Special Revenue Fund	Capital Projects Fund	Nonmajor Governmental Fund	Debt Service Fund	Enterprise Fund	Total
Revenues							
Sales Tax-MSI	1,960,000	194,040,000	-	-	-	-	196,000,000
Sales Tax-LTF	-	114,783,337	-	-	-	-	114,783,337
Intergovernmental	-	301,675,141	59,012,809	6,064,131	-	-	366,752,081
Charges for Services	658,230	-	-	7,500	-	-	665,730
Special Assessments	-	-	-	260,691	-	-	260,691
Investment Earnings	20,000	4,145,406	49,000	26,500	-	-	4,240,906
Miscellaneous	-	31,000,000	8,701,103	302,255	-	-	40,003,358
Total Revenues	<u>2,638,230</u>	<u>645,643,884</u>	<u>67,762,912</u>	<u>6,661,077</u>	<u>-</u>	<u>-</u>	<u>722,706,103</u>
Expenditures							
General Government	11,669,157	1,019,610	-	1,002,276	-	-	13,691,043
Environment and Energy Conservation	-	481,374	3,760,000	367,897	-	-	4,609,271
Commuter and Motorist Assistance	-	2,120,291	501,327	3,979,868	-	-	6,601,486
Regional and Subregional Planning	904,700	2,256,706	1,525,000	771,872	-	-	5,458,278
Transit	28,896,770	264,567,031	24,357,660	500,000	-	-	318,321,461
Project Delivery	39,110	492,507,866	35,286,283	-	-	-	527,833,259
Fund Administration	588,912	118,751,007	9,567,000	-	-	-	128,906,919
Debt Service	-	-	-	-	13,175,255	-	13,175,255
Total Expenditures	<u>42,098,649</u>	<u>881,703,885</u>	<u>74,997,270</u>	<u>6,621,913</u>	<u>13,175,255</u>	<u>-</u>	<u>1,018,596,972</u>
Other Financing Sources							
Transfers In	38,853,060	111,469,485	-	-	13,175,255	-	163,497,800
Transfers Out	<u>(1,687,673)</u>	<u>(50,576,044)</u>	<u>-</u>	<u>(314,749)</u>	<u>-</u>	<u>(110,919,334)</u>	<u>(163,497,800)</u>
Total Other Financing Sources	<u>37,165,387</u>	<u>60,893,441</u>	<u>-</u>	<u>(314,749)</u>	<u>13,175,255</u>	<u>(110,919,334)</u>	<u>-</u>
Revenues Over (Under) Expenditures	<u>(2,295,032)</u>	<u>(175,166,560)</u>	<u>(7,234,358)</u>	<u>(275,585)</u>	<u>-</u>	<u>(110,919,334)</u>	<u>(295,890,869)</u>

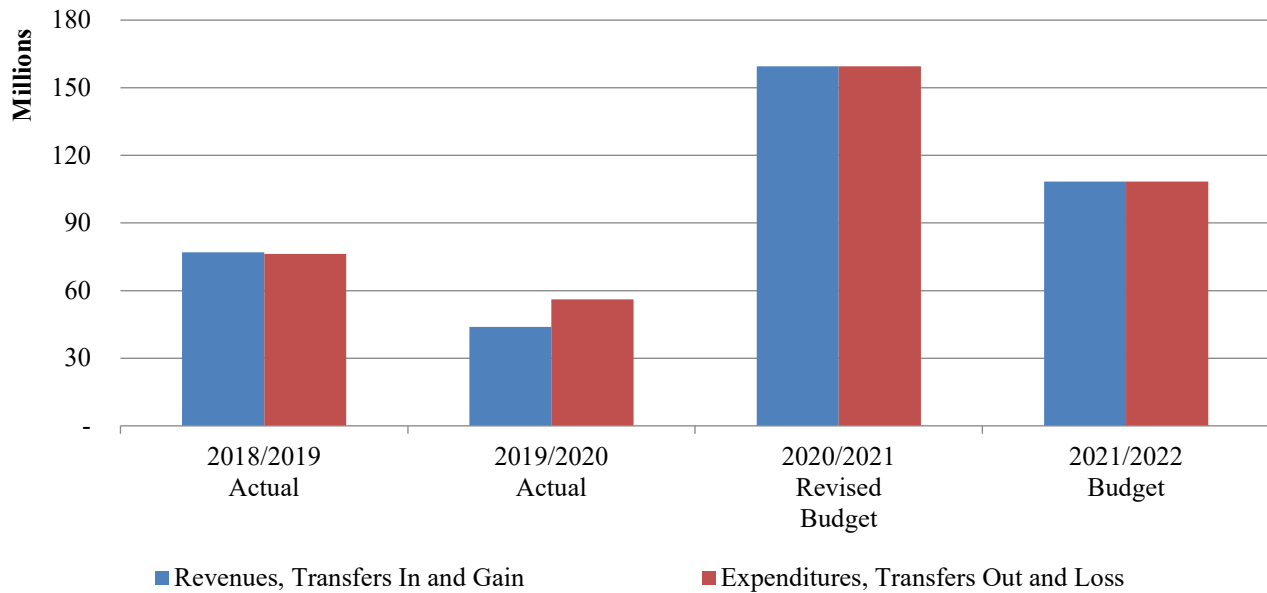
Budget Summary by Fund

	2018/2019	2019/2020	2020/2021	2021/2022
	Actual	Actual	Revised Budget	Budget
General Fund				
Revenues				
Sales Tax-MSI	1,836,220	1,790,169	1,439,000	1,960,000
Intergovernmental	2,750	5,500	-	-
Charges for Services	721,564	467,126	564,809	658,230
Investment Earnings	704,768	219,316	97,350	20,000
Miscellaneous	1,150	763	-	-
Total Revenues	<u>3,266,452</u>	<u>2,482,873</u>	<u>2,101,159</u>	<u>2,638,230</u>
Expenditures				
General Government	8,410,604	9,006,182	11,303,436	11,669,157
Regional and Subregional Planning	623,264	778,150	1,069,939	904,700
Transit	20,774,649	27,056,540	38,415,285	28,896,770
Project Delivery	699	362	21,855	39,110
Fund Administration	381,794	494,359	776,248	588,912
Total Expenditures	<u>30,191,010</u>	<u>37,335,593</u>	<u>51,586,763</u>	<u>42,098,649</u>
Other Financing Sources				
Transfers In	32,974,160	32,364,992	48,255,647	38,853,060
Transfers Out	<u>(4,030,384)</u>	<u>(70)</u>	<u>(4,757,601)</u>	<u>(1,687,673)</u>
Total Other Financing Sources	<u>28,943,776</u>	<u>32,364,922</u>	<u>43,498,046</u>	<u>37,165,387</u>
Revenues Over (Under) Expenditures	<u>2,019,218</u>	<u>(2,487,797)</u>	<u>(5,987,558)</u>	<u>(2,295,032)</u>



Budget Summary by Fund

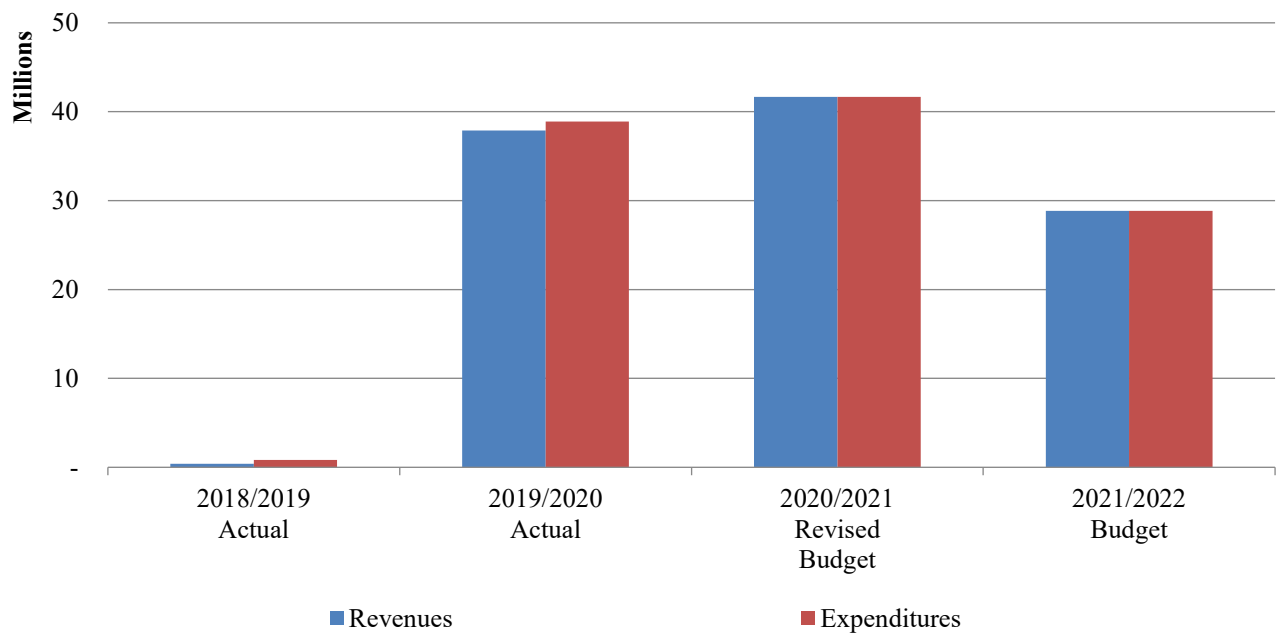
	2018/2019 Actual	2019/2020 Actual	2020/2021 Revised Budget	2021/2022 Budget
Federal Highway Fund				
Revenues				
Intergovernmental	76,940,227	40,331,866	137,566,070	77,397,002
Investment Earnings	57,123	139,540	-	-
Miscellaneous	-	-	-	31,000,000
Total Revenues	<u>76,997,350</u>	<u>40,471,405</u>	<u>137,566,070</u>	<u>108,397,002</u>
Expenditures				
Commuter and Motorist Assistance	1,196,212	927,497	-	-
Transit	-	-	1,089,024	1,089,024
Project Delivery	74,786,418	54,473,056	158,477,046	107,307,978
Total Expenditures	<u>75,982,630</u>	<u>55,400,553</u>	<u>159,566,070</u>	<u>108,397,002</u>
Other Financing Sources				
Transfers In	-	3,403,677	22,000,000	-
Transfers Out	(241,413)	(742,888)	-	-
Gain (Loss) on Land Held for Resale	(613)	(1,413)	-	-
Total Other Financing Sources	<u>(242,026)</u>	<u>2,659,376</u>	<u>22,000,000</u>	<u>-</u>
Revenues Over (Under) Expenditures	<u>772,694</u>	<u>(12,269,772)</u>	<u>-</u>	<u>-</u>



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

Budget Summary by Fund

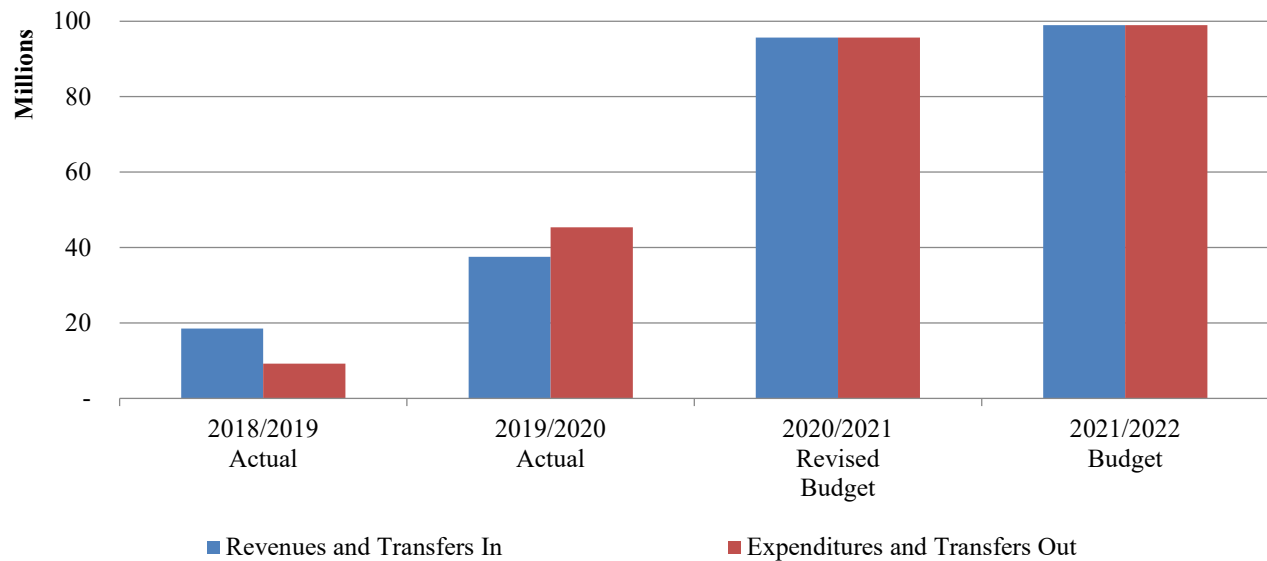
	2018/2019 Actual	2019/2020 Actual	2020/2021 Revised Budget	2021/2022 Budget
Federal Transit Administration Fund				
Revenues				
Intergovernmental	384,183	37,895,152	41,652,319	28,849,369
Total Revenues	384,183	37,895,152	41,652,319	28,849,369
Expenditures				
Commuter and Motorist Assistance	498,423	431,984	-	-
Transit	329,636	38,467,923	41,652,319	28,849,369
Total Expenditures	828,059	38,899,907	41,652,319	28,849,369
Revenues Over (Under) Expenditures	(443,876)	(1,004,755)	-	-



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

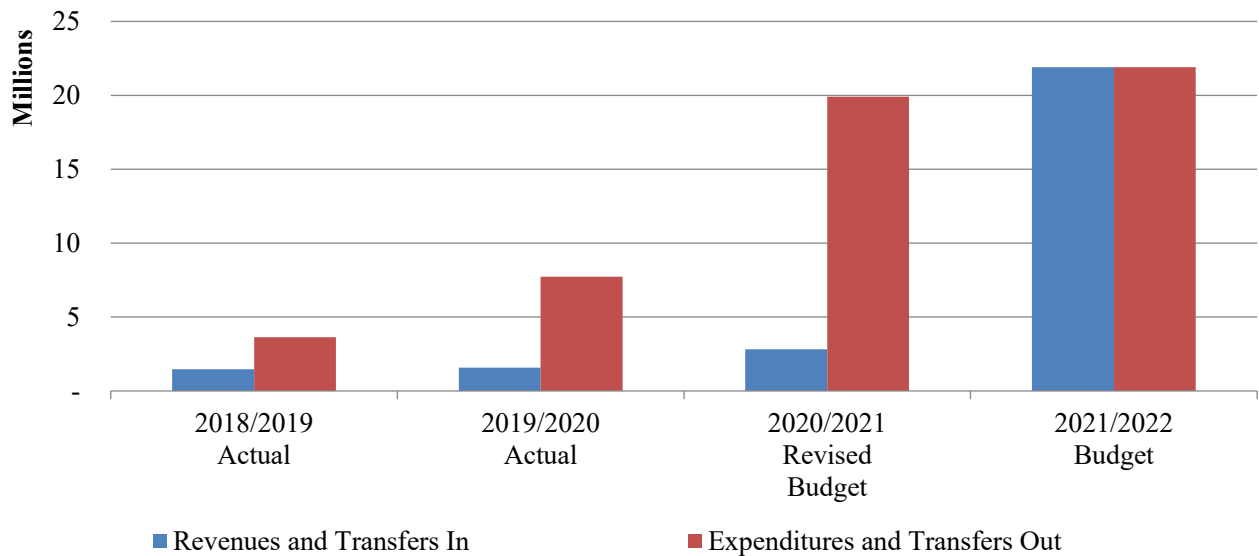
Budget Summary by Fund

	2018/2019 Actual	2019/2020 Actual	2020/2021 Revised Budget	2021/2022 Budget
State Highway Fund				
Revenues				
Intergovernmental	18,515,814	37,434,521	95,713,255	98,940,510
Investment Earnings	18,059	14,841	-	-
Total Revenues	<u>18,533,873</u>	<u>37,449,362</u>	<u>95,713,255</u>	<u>98,940,510</u>
Expenditures				
General Government	6,923	621	4,178	2,840
Regional and Subregional Planning	4,326	3,126	331,366	190,072
Transit	512,631	19,648,429	15,783,255	9,592,166
Project Delivery	8,101,030	28,696,628	78,862,000	88,280,344
Fund Administration	623,752	631,255	732,456	875,088
Total Expenditures	<u>9,248,662</u>	<u>48,980,059</u>	<u>95,713,255</u>	<u>98,940,510</u>
Other Financing Sources				
Transfers In	-	54,685	-	-
Transfers Out	(5,975)	(3,626,367)	-	-
Total Other Financing Sources	<u>(5,975)</u>	<u>(3,571,682)</u>	<u>-</u>	<u>-</u>
Revenues Over (Under) Expenditures	<u>9,279,236</u>	<u>(15,102,379)</u>	<u>-</u>	<u>-</u>



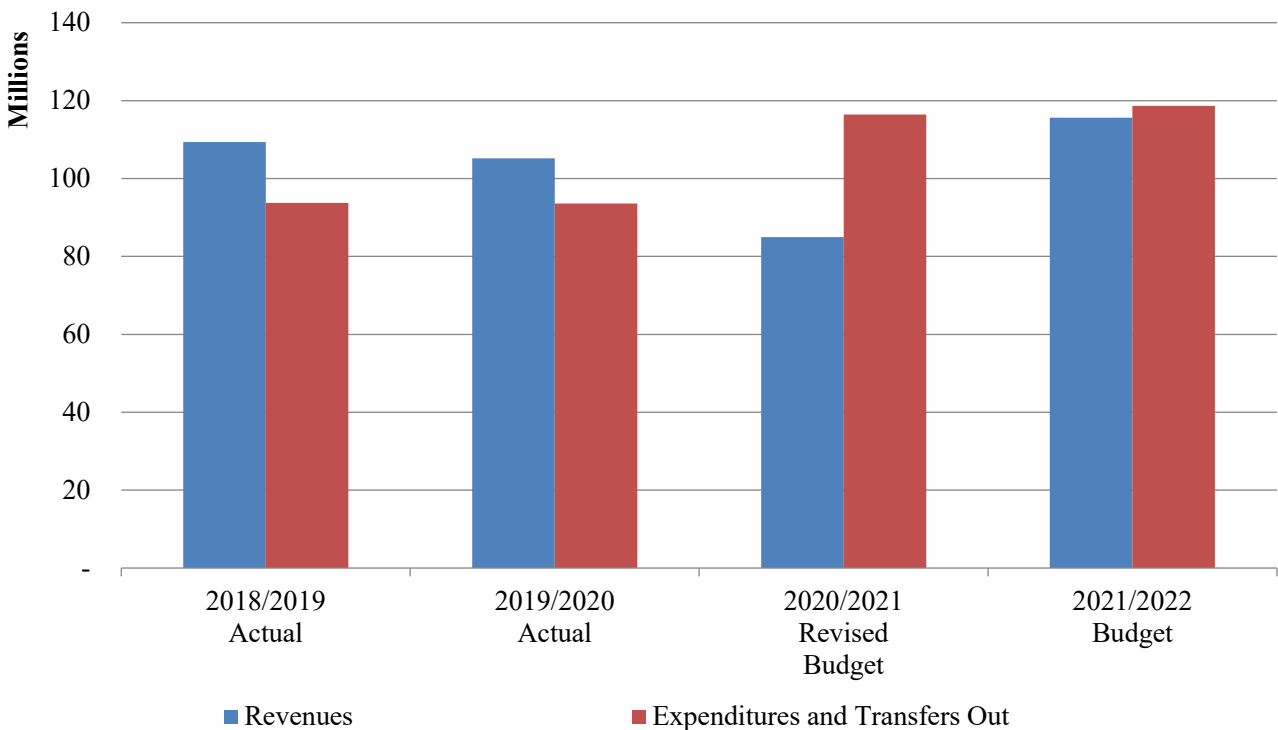
Budget Summary by Fund

	2018/2019	2019/2020	2020/2021	2021/2022
	Actual	Actual	Revised Budget	Budget
Proposition 1B Fund				
Revenues				
Intergovernmental	1,053,660	1,153,672	2,810,000	20,155,336
Investment Earnings	406,557	424,512	8,000	1,749,706
Total Revenues	<u>1,460,217</u>	<u>1,578,184</u>	<u>2,818,000</u>	<u>21,905,042</u>
Expenditures				
Transit	2,757,532	5,654,783	8,461,783	14,115,210
Project Delivery	767,748	2,084,562	11,448,000	7,789,832
Total Expenditures	<u>3,525,280</u>	<u>7,739,345</u>	<u>19,909,783</u>	<u>21,905,042</u>
Other Financing Sources				
Transfers In	360	-	-	-
Transfers Out	(107,133)	-	-	-
Total Other Financing Sources	<u>(106,773)</u>	<u>-</u>	<u>-</u>	<u>-</u>
Revenues Over (Under) Expenditures	<u>(2,171,836)</u>	<u>(6,161,161)</u>	<u>(17,091,783)</u>	<u>-</u>



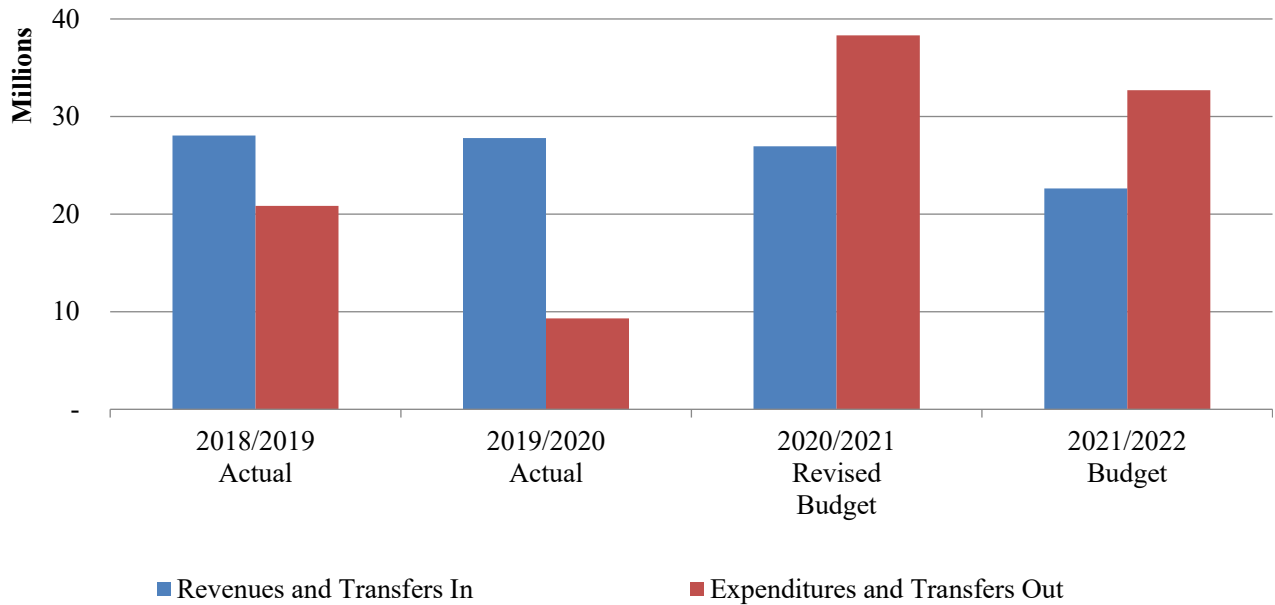
Budget Summary by Fund

	2018/2019 Actual	2019/2020 Actual	2020/2021 Revised Budget	2021/2022 Budget
Local Transportation Fund				
Revenues				
Sales Tax-LTF	106,927,206	102,753,612	83,771,793	114,783,337
Investment Earnings	2,404,861	2,382,017	1,200,000	800,000
Total Revenues	<u>109,332,067</u>	<u>105,135,629</u>	<u>84,971,793</u>	<u>115,583,337</u>
Expenditures				
Transit	<u>78,433,107</u>	<u>72,437,755</u>	<u>91,055,820</u>	<u>93,830,000</u>
Total Expenditures	<u>78,433,107</u>	<u>72,437,755</u>	<u>91,055,820</u>	<u>93,830,000</u>
Other Financing Sources				
Transfers Out	<u>(15,302,848)</u>	<u>(21,102,931)</u>	<u>(25,334,420)</u>	<u>(24,812,598)</u>
Total Other Financing Sources	<u>(15,302,848)</u>	<u>(21,102,931)</u>	<u>(25,334,420)</u>	<u>(24,812,598)</u>
Revenues Over (Under) Expenditures	<u>15,596,112</u>	<u>11,594,942</u>	<u>(31,418,447)</u>	<u>(3,059,261)</u>



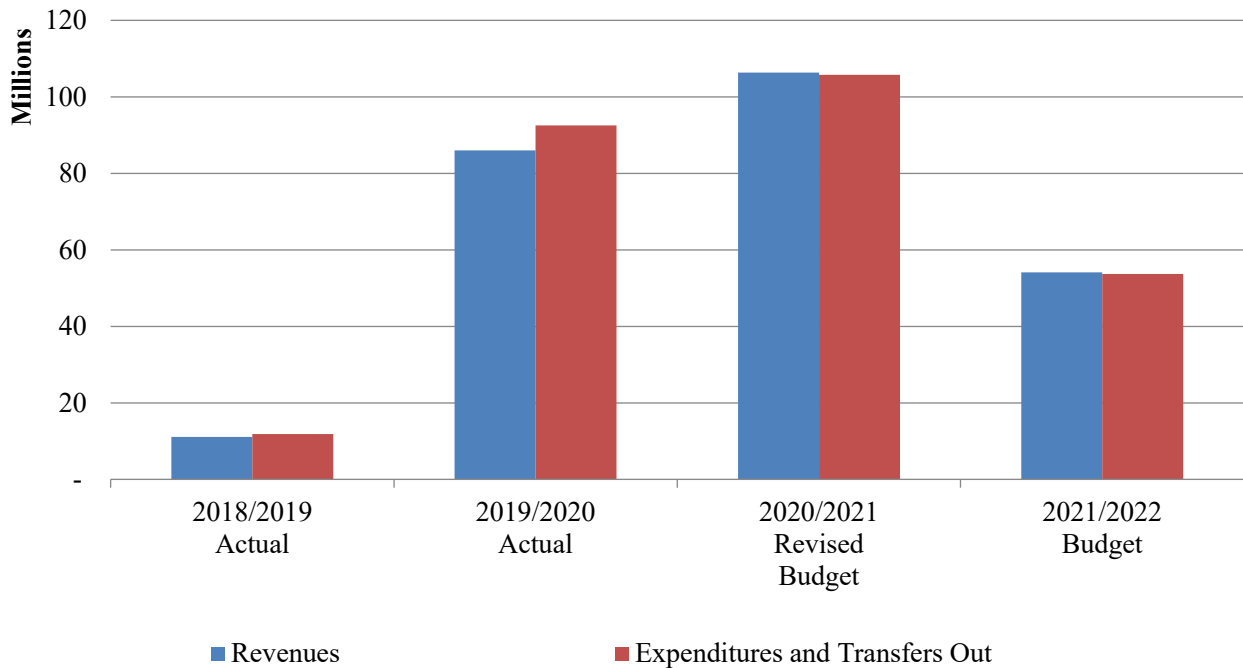
Budget Summary by Fund

	2018/2019	2019/2020	2020/2021	
	Actual	Actual	Revised Budget	2021/2022 Budget
State Transit Assistance Fund				
Revenues				
Intergovernmental	24,985,877	25,307,807	26,091,386	22,210,573
Investment Earnings	1,995,367	2,482,203	845,000	420,000
Total Revenues	<u>26,981,244</u>	<u>27,790,010</u>	<u>26,936,386</u>	<u>22,630,573</u>
Expenditures				
Transit	<u>11,088,810</u>	<u>3,263,270</u>	<u>22,480,112</u>	<u>26,478,114</u>
Total Expenditures	<u>11,088,810</u>	<u>3,263,270</u>	<u>22,480,112</u>	<u>26,478,114</u>
Other Financing Sources				
Transfers In	1,073,715	-	-	-
Transfers Out	<u>(9,745,578)</u>	<u>(6,040,664)</u>	<u>(15,849,969)</u>	<u>(6,230,822)</u>
Total Other Financing Sources	<u>(8,671,863)</u>	<u>(6,040,664)</u>	<u>(15,849,969)</u>	<u>(6,230,822)</u>
Revenues Over (Under) Expenditures	<u>7,220,571</u>	<u>18,486,076</u>	<u>(11,393,695)</u>	<u>(10,078,363)</u>



Budget Summary by Fund

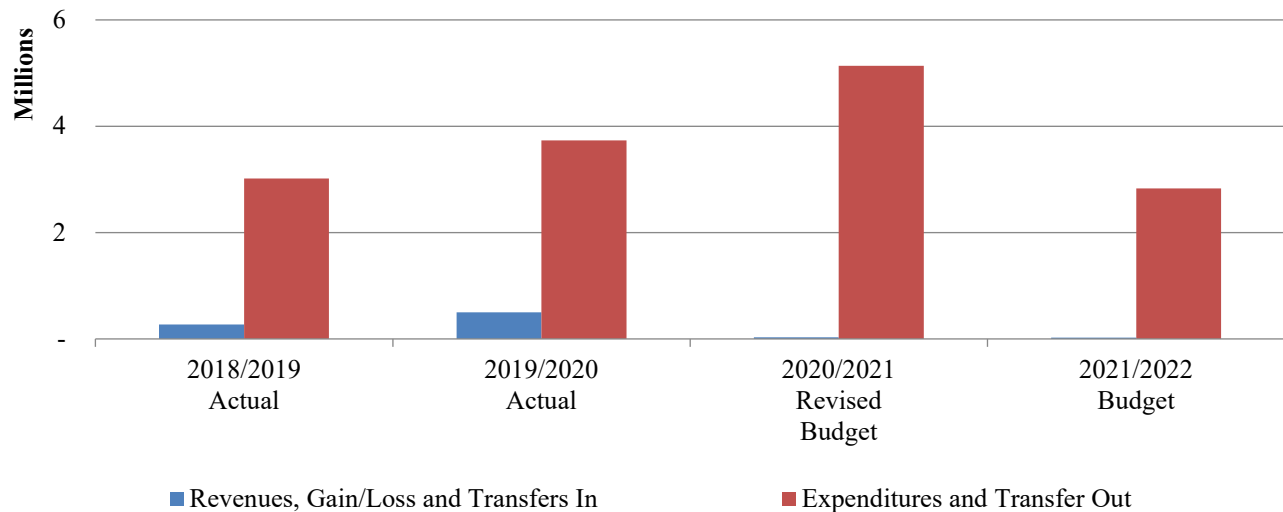
	2018/2019 Actual	2019/2020 Actual	2020/2021 Revised Budget	2021/2022 Budget
Senate Bill 1 Fund				
Revenues				
Intergovernmental	11,136,790	85,971,323	106,345,422	54,122,351
Total Revenues	11,136,790	85,971,323	106,345,422	54,122,351
Expenditures				
Commuter and Motorist Assistance	227,843	517,587	996,271	1,181,803
Regional and Subregional Planning	300,991	297,960	537,377	400,000
Transit	104,859	59,422,659	31,803,855	2,114,415
Project Delivery	11,237,530	31,882,805	72,445,000	50,005,000
Total Expenditures	11,871,223	92,121,011	105,782,503	53,701,218
Other Financing Sources				
Transfers Out	-	(406,140)	-	-
Total Other Financing Sources	-	(406,140)	-	-
Revenues Over (Under) Expenditures	(734,433)	(6,555,828)	562,919	421,133



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.

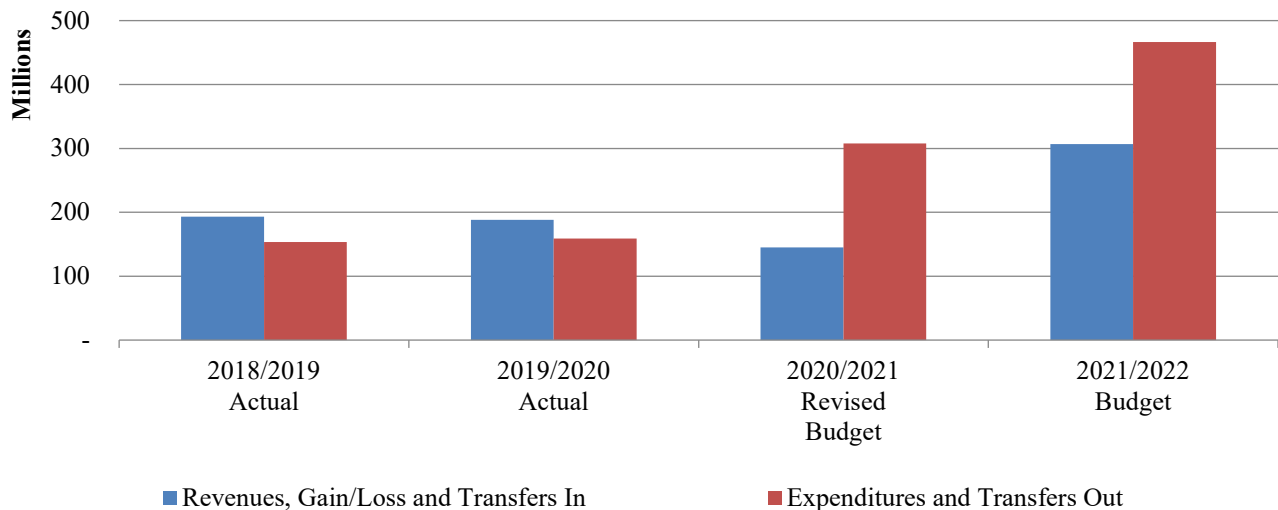
Budget Summary by Fund

	2018/2019	2019/2020	2020/2021	2021/2022
	Actual	Actual	Revised Budget	Budget
Measure I 1990-2010 Fund				
Revenues				
Investment Earnings	274,900	167,309	30,000	26,000
Total Revenues	274,900	167,309	30,000	26,000
Expenditures				
Environment and Energy Conservation	1,082	201,147	335,000	295,500
Commuter and Motorist Assistance	72,675	21,250	200,000	200,000
Project Delivery	2,942,928	3,426,611	4,601,146	2,336,647
Total Expenditures	3,016,685	3,649,008	5,136,146	2,832,147
Other Financing Sources				
Transfers In	-	331,069	-	-
Transfers Out	-	(82,666)	-	-
Gain (Loss) on Land Held for Resale	(1,544)	(21)	-	-
Total Other Financing Sources	(1,544)	248,382	-	-
Revenues Over (Under) Expenditures	(2,743,329)	(3,233,317)	(5,106,146)	(2,806,147)



Budget Summary by Fund

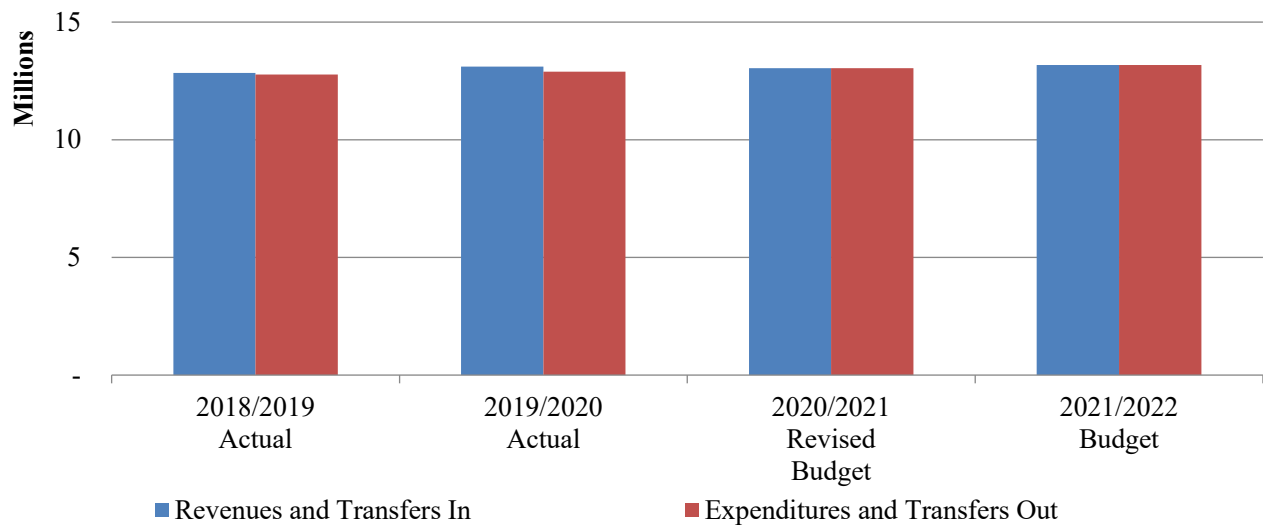
	2018/2019 Actual	2019/2020 Actual	2020/2021 Revised Budget	2021/2022 Budget
Measure I 2010-2040 Fund				
Revenues				
Sales Tax-MSI	181,785,773	177,291,589	142,461,000	194,040,000
Investment Earnings	10,000,447	8,265,914	2,445,750	1,149,700
Miscellaneous	-	68,615	-	-
Total Revenues	<u>191,786,220</u>	<u>185,626,118</u>	<u>144,906,750</u>	<u>195,189,700</u>
Expenditures				
General Government	738,220	805,454	1,279,230	1,016,770
Environment and Energy Conservation	189,133	260,763	214,283	185,874
Commuter and Motorist Assistance	469,763	415,781	712,109	738,488
Regional and Subregional Planning	472,557	351,852	1,245,121	1,666,634
Transit	21,998,326	22,980,377	60,408,437	88,498,733
Project Delivery	52,261,350	60,117,528	100,124,988	236,788,065
Fund Administration	59,571,278	55,671,735	117,639,725	117,875,919
Total Expenditures	<u>135,700,627</u>	<u>140,603,490</u>	<u>281,623,893</u>	<u>446,770,483</u>
Other Financing Sources				
Transfers In	1,288,671	2,557,355	20,715	111,469,485
Transfers Out	(17,728,811)	(18,150,257)	(25,969,814)	(19,532,624)
Gain (Loss) on Land Held for Resale	60,137	-	-	-
Total Other Financing Sources	<u>(16,380,003)</u>	<u>(15,592,902)</u>	<u>(25,949,099)</u>	<u>91,936,861</u>
Revenues Over (Under) Expenditures	<u>39,705,590</u>	<u>29,429,726</u>	<u>(162,666,242)</u>	<u>(159,643,922)</u>



Note: Sales Tax - MSI is net of the 1 percent for Measure I Administration that is accounted for in the General Fund. Transfers In for Fiscal Year 2021/2022 includes a transfer from the Enterprise Fund for a draw down on the loan from the US Department of Transportation (USDOT) under the Transportation Infrastructure Finance and Innovation Act (TIFIA) for \$110.9 million.

Budget Summary by Fund

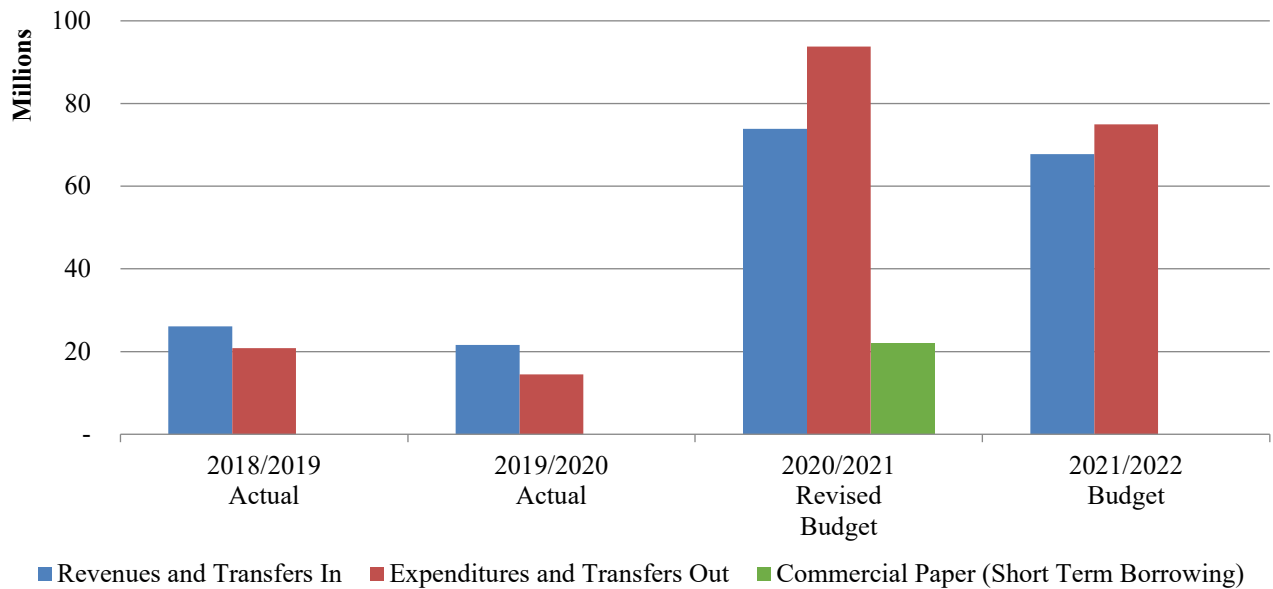
	2018/2019 Actual	2019/2020 Actual	2020/2021 Revised Budget	2021/2022 Budget
Debt Service Fund				
Revenues				
Investment Earnings	2,515	59,655	-	-
Total Revenues	2,515	59,655	-	-
Expenditures				
Debt Service	12,774,651	12,890,251	13,043,300	13,175,255
Total Expenditures	12,774,651	12,890,251	13,043,300	13,175,255
Other Financing Sources				
Transfers In	12,831,130	13,044,893	13,043,300	13,175,255
Transfers Out	-	(39)	-	-
Total Other Financing Sources	12,831,130	13,044,854	13,043,300	13,175,255
Revenues Over (Under) Expenditures	58,994	214,258	-	-



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

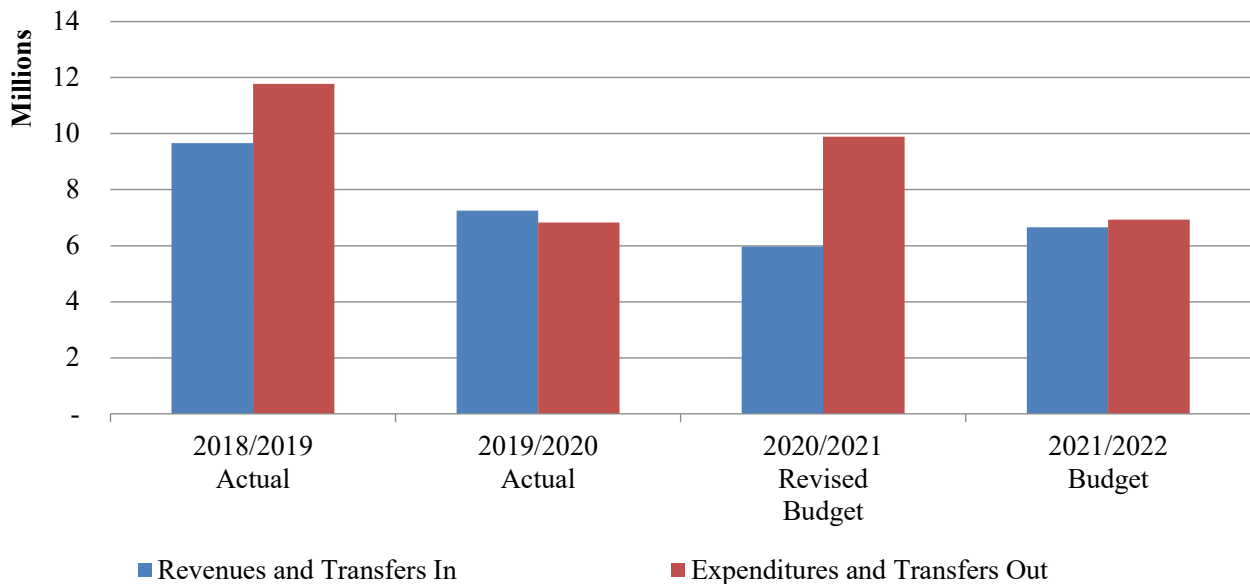
Budget Summary by Fund

	2018/2019 Actual	2019/2020 Actual	2020/2021 Revised Budget	2021/2022 Budget
Capital Projects Fund				
Revenues				
Intergovernmental	24,029,722	13,693,189	50,523,822	59,012,809
Investment Earnings	806,622	742,790	140,600	49,000
Miscellaneous	612,883	7,039,555	12,136,525	8,701,103
Total Revenues	<u>25,449,227</u>	<u>21,475,534</u>	<u>62,800,947</u>	<u>67,762,912</u>
Expenditures				
Environment and Energy Conservation	391,613	125,394	1,120,000	3,760,000
Commuter and Motorist Assistance	40,941	128,412	497,399	501,327
Regional and Subregional Planning	66,772	80,090	275,000	1,525,000
Transit	2,108,207	1,204,447	19,053,054	24,357,660
Project Delivery	16,834,051	11,703,671	50,551,960	35,286,283
Fund Administration	-	-	302,128	9,567,000
Total Expenditures	<u>19,441,584</u>	<u>13,242,014</u>	<u>71,799,541</u>	<u>74,997,270</u>
Other Financing Sources				
Transfer In	641,024	152,596	11,088,799	-
Transfers Out	(1,359,815)	(1,266,920)	(22,000,000)	-
Commercial Paper (Short Term Borrowing)	-	-	22,000,000	-
Total Other Financing Sources	<u>(718,791)</u>	<u>(1,114,324)</u>	<u>11,088,799</u>	<u>-</u>
Revenues Over (Under) Expenditures	<u>5,288,852</u>	<u>7,119,196</u>	<u>2,090,205</u>	<u>(7,234,358)</u>



Budget Summary by Fund

	2018/2019	2019/2020	2020/2021	2021/2022
	Actual	Actual	Revised Budget	Budget
Nonmajor Governmental Fund				
Revenues				
Intergovernmental	9,035,494	6,293,738	5,413,635	6,064,131
Charges for Services	3,759	2,498	12,000	7,500
Special Assessments	248,545	253,143	257,539	260,691
Investment Earnings	229,829	192,716	62,200	26,500
Miscellaneous	104,956	265,301	229,190	302,255
Total Revenues	<u>9,622,583</u>	<u>7,007,396</u>	<u>5,974,564</u>	<u>6,661,077</u>
Expenditures				
General Government	541,461	436,663	910,923	1,002,276
Environment and Energy Conservation	4,778,405	965,365	359,616	367,897
Commuter and Motorist Assistance	3,631,957	3,774,695	4,150,579	3,979,868
Regional and Subregional Planning	402,308	137,512	821,718	771,872
Transit	1,402,771	770,724	3,150,722	500,000
Project Delivery	711,882	-	-	-
Total Expenditures	<u>11,468,784</u>	<u>6,084,959</u>	<u>9,393,558</u>	<u>6,621,913</u>
Other Financing Sources				
Transfers In	44,726	248,191	-	-
Transfers Out	<u>(307,726)</u>	<u>(738,616)</u>	<u>(496,657)</u>	<u>(314,749)</u>
Total Other Financing Sources	<u>(263,000)</u>	<u>(490,425)</u>	<u>(496,657)</u>	<u>(314,749)</u>
Revenues Over (Under) Expenditures	<u>(2,109,201)</u>	<u>432,012</u>	<u>(3,915,651)</u>	<u>(275,585)</u>



Budget Summary by Fund

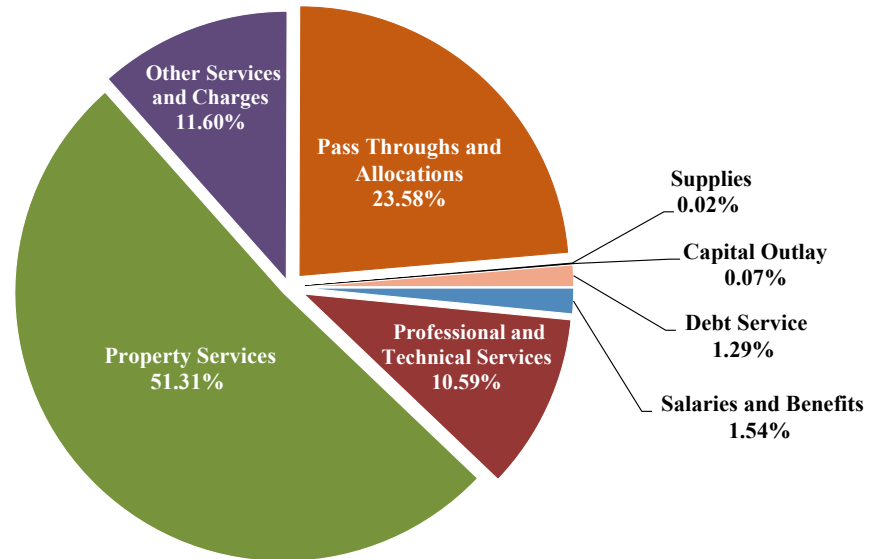
	2018/2019	2019/2020	2020/2021	2021/2022
	Actual	Actual	Revised Budget	Budget
Enterprise Fund				
Other Financing Sources				
Transfers Out	-	-	-	(110,919,334)
Total Other Financing Sources	-	-	-	(110,919,334)
Revenues Over (Under) Expenditures	-	-	-	(110,919,334)

Note: No estimated expenditures or revenues for Fiscal Year 2021/2022 for the Enterprise Fund are budgeted. Transfers out are included in the budget to Measure I-Freeway program from the draw down of Transportation Infrastructure Finance and Innovation Act (TIFIA) loan proceeds. Toll operation on the Interstate 10 Express Lanes is expected to commence until August 2023. SBCTA is planning to draw down on the loan from the US Department of Transportation (USDOT) under TIFIA for \$110.9 million for Fiscal Year 2021/2022. The loan payable to TIFIA will be recorded as a liability on the balance sheet of the Enterprise Fund and will be repaid from toll revenues.

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	7,008,131	3,737,277	1,077,534	1,089,090	-	170,129	608,882	-	13,691,043
Environment and Energy Conservation	195,881	4,203,500	450	157,345	-	2,095	50,000	-	4,609,271
Commuter and Motorist Assistance	315,351	5,336,615	625,720	295,850	-	7,950	20,000	-	6,601,486
Regional and Subregional Planning	1,129,795	3,384,723	-	940,910	-	850	2,000	-	5,458,278
Transit	2,032,691	43,180,620	82,100,337	78,270,363	112,730,000	7,450	-	-	318,321,461
Project Delivery	3,618,464	47,949,359	438,877,085	37,386,851	-	1,500	-	-	527,833,259
Fund Administration	1,356,778	110,000	-	30,695	127,407,471	1,975	-	-	128,906,919
Debt Service	-	-	-	-	-	-	-	13,175,255	13,175,255
Total Expenditures	<u>15,657,091</u>	<u>107,902,094</u>	<u>522,681,126</u>	<u>118,171,104</u>	<u>240,137,471</u>	<u>191,949</u>	<u>680,882</u>	<u>13,175,255</u>	<u>1,018,596,972</u>

* Property Services include construction and right of way among other expenses (see *pg 273-274 Object Category List for more detail*)



Revenue Overview

Anticipated new revenue for Fiscal Year 2021/2022 is projected at \$722,706,103. 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. Indirect Cost Fund costs are funded by transfers from various Measure I Funds, LTF, Council of Governments (COG) Fund and Service Authority for Freeway Emergencies (SAFE) Fund. Also, the revenue generated from operations of the building, such as rental charges, are 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.

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

Measure I Sales Tax

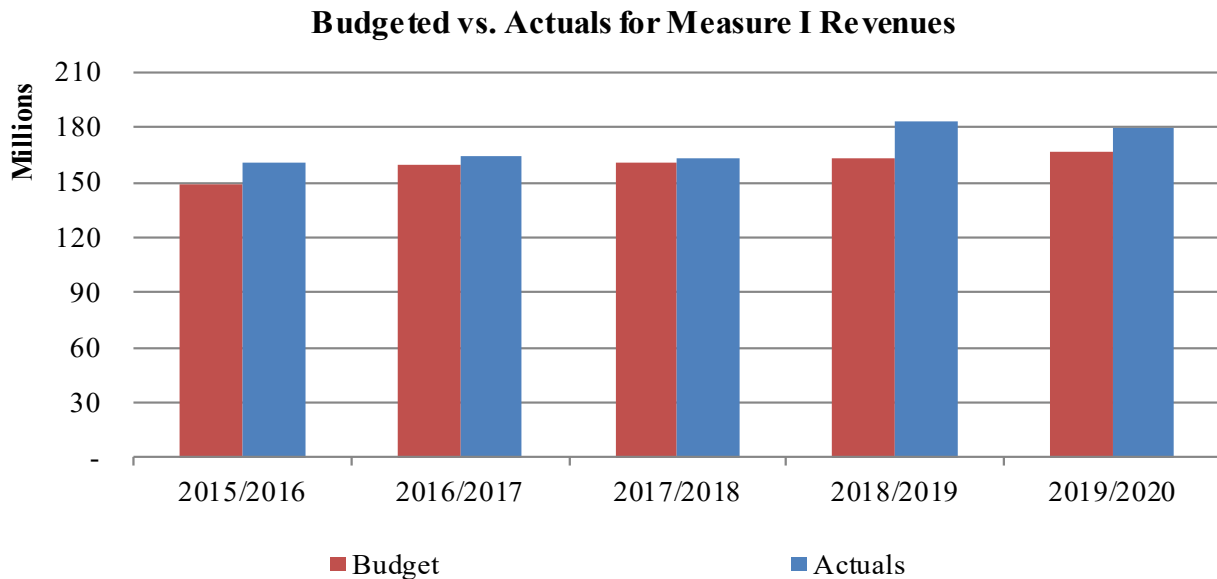
In November 2004, San Bernardino County voters approved an extension of Measure I authorizing SBCTA to impose half-cent retail transactions and use tax applicable in the incorporated and unincorporated territory of the County of San Bernardino for a period of thirty (30) years. SBCTA is authorized to 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.

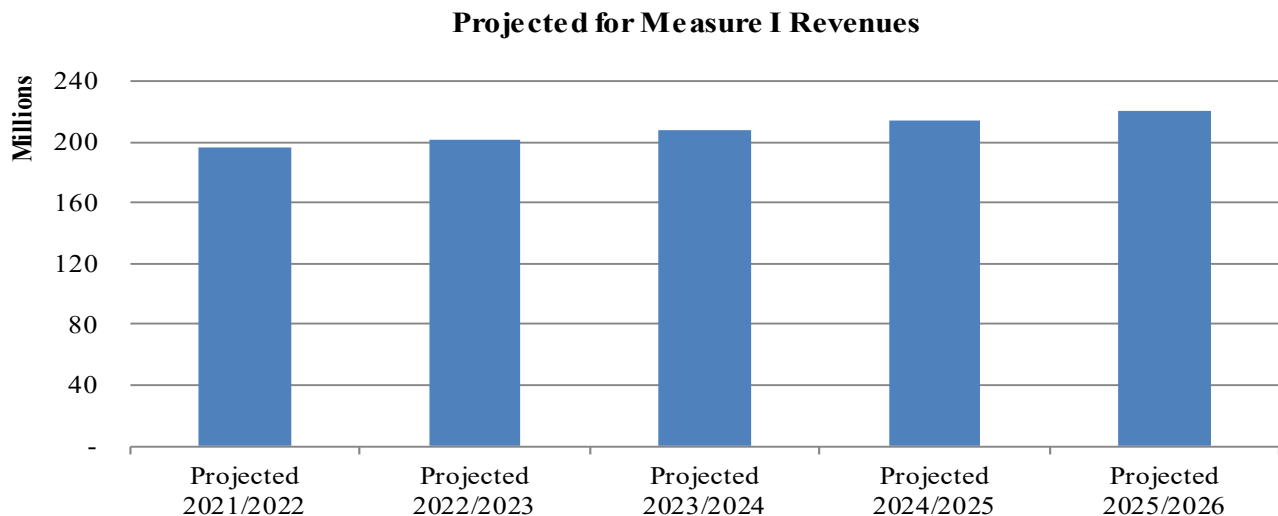
Proper planning calls for continual assessment of the status of projects managed by SBCTA. Revenues determine what can be completed and when. SBCTA has made it a practice to regularly update its revenue projections for budget and strategic project planning purposes. The projections provided by our sales tax consultant include updated estimates as a result of data related to the economic changes due to the COVID-19 Pandemic. SBCTA engages the services of an investment advisor, a financial advisor, and an economist. On a quarterly basis, our sales tax 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, generally 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.



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



SBCTA has opted to remain conservative in the budgeting of Measure I Sales Tax Revenue. The budget for Fiscal Year 2021/2022 Measure I is \$196 million which is the projection by SBCTA's 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

	2018/2019	2019/2020	2020/2021	2021/2022
	Actual	Actual	Revised Budget	Budget
Taxes				
Sales Tax-MSI	183,621,993	179,081,758	143,900,000	196,000,000
Sales Tax-LTF	106,927,206	102,753,612	83,771,793	114,783,337
Total Taxes	<u>290,549,199</u>	<u>281,835,370</u>	<u>227,671,793</u>	<u>310,783,337</u>
Intergovernmental				
Active Transportation Program-Federal	3,222,727	176,492	-	-
Active Transportation Program-State	-	-	-	182,000
Barstow	-	-	-	95,000
Caltrans	40,941	80,326	497,399	501,327
Chino	540,916	291,014	8,571,008	8,908,017
Colton	47,584	(176,965)	120,556	233,646
Congestion Mitigation and Air Quality	30,616,184	17,067,882	33,671,024	29,990,024
Demonstration Priority Project	924,277	54,270	-	-
Federal ARRA	80,414	109,940	50,000	-
Federal Repurposed Earmarks	268,488	1,592,155	400,000	5,000
Federal Transit Administration	384,183	32,664,905	40,927,824	28,808,019
Fontana	826,599	733,996	80,981	557,327
Freeway Service Patrol	2,010,769	946,371	2,359,317	2,306,561
Hesperia	1,878,990	1,876,240	-	1,876,240
Highland	228,192	1,137,224	4,717,967	5,297,368
Highway Bridge Program	3,004,848	1,781,123	59,128,438	12,520,413
Interstate Maintenance Discretionary	27,595	-	-	-
LAFCO	33,793	33,793	-	-
Local Bridge Seismic Retrofit Account-P1B	-	-	-	324,840
Loma Linda	722,067	1,350	-	-
Low Carbon Transit Operations Program	400,000	-	-	1,000,000
Low Carbon Transportation Fund	4,021,687	1,271,497	-	-
Metro Transportation Authority	7,331	-	83,435	125,000
Montclair	4,045,821	1,477,295	2,913,839	1,650,407
Omnitrans	-	747,247	12,400,450	24,066,490
Ontario	3,098,622	3,961,169	13,463,806	4,386,335
Orange Co. Transportation Authority	48,750	27,205	85,593	81,420
Other Governmental Units	-	-	2,408,795	3,000,000
Planning, Programming and Monitoring	634,999	635,000	1,068,000	1,068,000
Project National and Regional Significance	11,078,052	2,686,204	50,000	-
Public Trans Modern, Improve and Svc Enhance	-	-	-	12,365,504
Public Utilities Commission	-	-	-	102,844
Rancho Cucamonga	6,132,238	15,210	73,423	156,657
Rancho Cucamonga Fire Protection District	1,770	5,135	-	-
Redlands	614,490	352,420	2,823,121	4,689,283
Regional Improvement Program	4,388,408	18,124,155	36,369,255	27,480,618
Rialto	86,584	-	-	-
Riverside Co. Transportation Commission	16,646	62,011	137,777	150,509
Road Repair and Accountability-SB1	11,136,790	85,971,323	106,345,422	54,122,351
San Bernardino	698,206	667,798	413,780	950,809
San Bernardino County	158,879	210,918	152,686	280,000

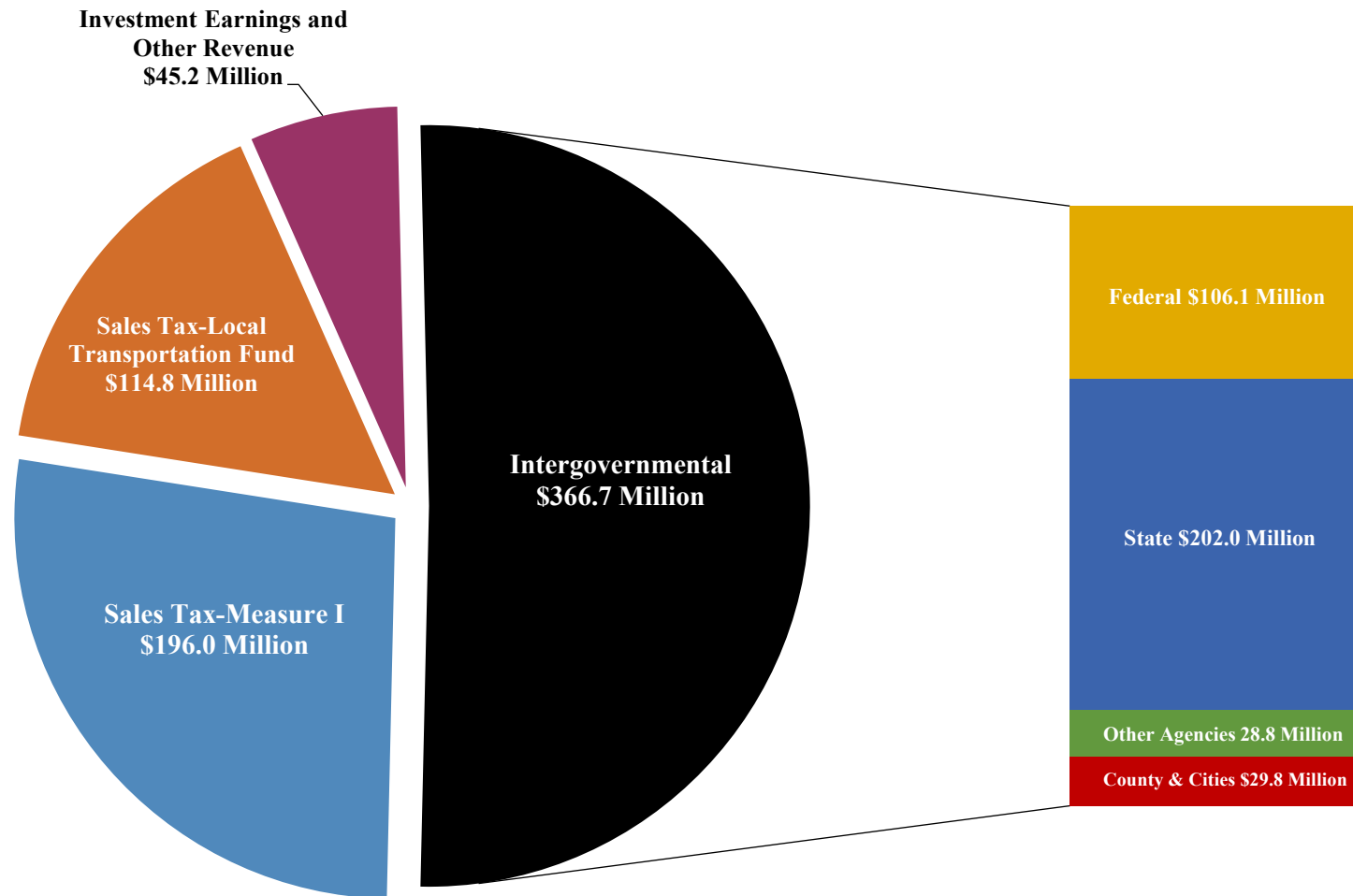
Estimated Revenue Summary

	2018/2019	2019/2020	2020/2021	
	Actual	Actual	Revised Budget	2021/2022 Budget
San Bernardino County Call Box	444	452	3,501	3,331
San Bernardino County Forest Service	1,770	7,437	21,325	-
SB Municipal Water Dept	1,461,096	267,173	243,502	-
SCAG	40,436	80,090	20,859	1,400,000
SCAQMD/MSRC	483,155	1,841,387	554,993	435,810
State Ab118 Program	23,397	141,762	-	-
State Development Act	21,583,296	21,769,764	22,492,981	18,297,220
State Highway Oper and Protection Program	3,340,558	11,548,129	46,817,000	61,074,000
State of Good Repair (SGR) - Pass-through	3,402,581	3,538,043	3,598,405	3,913,353
State Wildlife Conservation Board	-	-	400,000	400,000
Surface Transportation Program	27,798,056	16,973,740	44,316,608	34,699,565
Trade Corridor Improvement	1,053,660	1,153,672	2,810,000	7,362,148
Traffic Congestion Relief Program	9,718,549	-	-	-
Transit and Intercity Rail Capital Program	433,300	7,127,237	11,459,000	9,317,892
Transport Invest Generate Econ Recovery	-	5,230,247	724,495	41,350
Upland	880,460	26,438	1,439,344	695,403
Vehicle Registration Fees	1,912,899	1,894,835	1,900,000	1,800,000
Victorville	2,500,000	1,901,659	-	-
VVTA	23,020	-	-	30,000
Total Intergovernmental	<u>166,084,517</u>	<u>248,086,766</u>	<u>466,115,909</u>	<u>366,752,081</u>
Charges For Services				
Administration Fee	30,620	14,400	-	-
Application Fee	42,370	26,830	-	-
Modeling Fees	1,700	5,900	-	10,000
Property Rental Fees	435,495	121,537	314,809	404,230
Rail Asset General Revenue	-	-	238,000	232,000
Rental Fee - San Bernardino Metrolink EV Station	-	-	5,000	7,500
Rental Fee - Santa Fe Depot EV Station	3,759	2,498	-	-
Rental Fee - SBTC EV Station	-	-	7,000	-
Use Fee - Surface Uses	1,500	500	-	-
Use Fee	197,879	285,959	-	-
AMTRAK	<u>12,000</u>	<u>12,000</u>	<u>12,000</u>	<u>12,000</u>
Total Charges For Services	<u>725,323</u>	<u>469,624</u>	<u>576,809</u>	<u>665,730</u>
Special Assessments				
General Assessment Dues	<u>248,545</u>	<u>253,143</u>	<u>257,539</u>	<u>260,691</u>
Total Special Assessments	<u>248,545</u>	<u>253,143</u>	<u>257,539</u>	<u>260,691</u>
Investment Earnings				
Investment Earnings	<u>16,901,048</u>	<u>15,090,813</u>	<u>4,828,900</u>	<u>4,240,906</u>
Total Investment Earnings	<u>16,901,048</u>	<u>15,090,813</u>	<u>4,828,900</u>	<u>4,240,906</u>

Estimated Revenue Summary

	2018/2019	2019/2020	2020/2021	2021/2022
	Actual	Actual	Revised Budget	Budget
Miscellaneous				
BNSF	100,000	5,866,692	8,051,609	7,876,680
Callbox Knockdown Recovery	1,208	11,798	-	-
CALNEV Pipeline	2,038	149,327	42,310	-
Esri	30,920	695,756	3,049,362	40,423
Fees for PACE Program	28,000	225,991	135,000	231,240
Insurance Proceeds	-	68,615	-	-
In-Kind Revenue	-	-	-	31,000,000
Level 3 Communication	-	-	58,770	-
MARTA	50,568	-	-	-
Other Miscellaneous Revenues	1,150	1,301	-	-
Ryder	391,613	125,394	934,474	760,000
SM Logistics Rialto LLC	13,099	-	-	-
Southern California Edison	43,880	19,523	-	-
Southern California Gas Co.	31,868	7,451	94,190	71,015
University Of Redlands	24,645	-	-	24,000
UPRR	-	202,386	-	-
Total Miscellaneous	<u>718,989</u>	<u>7,374,234</u>	<u>12,365,715</u>	<u>40,003,358</u>
Other Financing Sources				
Transfers In	48,829,682	52,157,556	94,408,461	163,497,800
Unrealized Gain (Loss)	-	-	-	-
Gain (Loss) on Land Held for Resale	82,084	(1,533)	-	-
Commercial Paper (Short Term Borrowing)	-	-	22,000,000	-
Total Other Financing Sources	<u>48,911,766</u>	<u>52,156,023</u>	<u>116,408,461</u>	<u>163,497,800</u>
Total Revenues and Other Financing Sources	<u>524,139,387</u>	<u>605,265,973</u>	<u>828,225,126</u>	<u>886,203,903</u>

Estimated New Revenues of \$722.7 Million Fiscal Year 2021/2022



**Sales Tax Measure I
Revenue Summary**

	2018/2019	2019/2020	2020/2021	2021/2022
	Actual	Actual	Revised Budget	Budget
Measure I Administration				
Administration	1,836,220	1,790,169	1,439,000	1,960,000
Total Measure I Administration	1,836,220	1,790,169	1,439,000	1,960,000
Measure I Valley				
Freeway Projects	43,063,434	42,715,730	33,800,100	45,790,800
Fwy Interchange	16,334,406	16,267,394	12,820,700	17,368,900
Major Street	29,698,920	27,745,669	19,813,900	26,842,900
Local Street	29,698,920	29,459,124	23,310,400	31,579,900
Metrolink/Rail Service	11,879,568	11,783,650	9,324,200	12,632,000
Express Bus/Bus Rapid Trans	2,969,892	4,659,368	5,827,600	7,895,000
Senior/Disabled	11,879,568	11,783,650	9,324,200	12,632,000
Traffic Mgmt Sys	2,969,892	2,945,912	2,331,000	3,158,000
Total Measure I Valley	148,494,600	147,360,497	116,552,100	157,899,500
Measure I Victor Valley				
Major Local Hwy	4,680,318	4,328,513	3,667,600	5,433,000
Local Street	12,636,859	11,657,005	9,829,100	14,560,500
Senior/Disabled	1,029,670	982,252	880,200	1,304,000
Traffic Mgmt Sys	374,425	346,281	293,400	434,700
Total Measure I Victor Valley	18,721,272	17,314,050	14,670,300	21,732,200
Measure I North Desert				
Major Local Hwy	1,098,312	759,548	818,000	763,500
Local Street	2,987,407	2,065,970	2,224,900	2,076,700
Senior/Disabled	219,662	151,910	163,600	152,700
Traffic Mgmt Sys	87,865	60,764	65,400	61,100
Total Measure I North Desert	4,393,246	3,038,191	3,271,900	3,054,000
Measure I Colorado River				
Major Local Hwy	70,886	70,643	58,300	111,900
Local Street	192,810	192,148	158,700	304,300
Senior/Disabled	14,177	14,129	11,700	22,400
Traffic Mgmt Sys	5,671	5,651	4,700	9,000
Total Measure I Colorado River	283,544	282,570	233,400	447,600
Measure I Morongo Basin				
Major Local Hwy	631,772	576,615	463,900	702,500
Local Street	1,718,419	1,568,393	1,261,700	1,910,900
Senior/Disabled	126,354	115,323	92,800	140,500
Traffic Mgmt Sys	50,542	46,129	37,100	56,200
Total Measure I Morongo Basin	2,527,087	2,306,461	1,855,500	2,810,100
Measure I Mountain				
Major Local Hwy	548,600	474,700	454,800	635,250
Local Street	1,492,191	1,291,183	1,237,200	1,727,900
Senior/Disabled	109,720	94,940	91,000	127,050
Traffic Mgmt Sys	43,888	37,976	36,400	50,800
Total Measure I Mountain	2,194,399	1,898,798	1,819,400	2,541,000
Measure I Cajon Pass				
Cajon Pass	5,171,625	5,091,021	4,058,400	5,555,600
Total Measure I Cajon Pass	5,171,625	5,091,021	4,058,400	5,555,600
Total Sales Tax Measure I	183,621,993	179,081,758	143,900,000	196,000,000

Reserves
Fiscal Year 2021/2022

Measure I 2010-2040 Funds	Reserve per	Reserve to Payoff	
Valley:	<u>Policy 40021</u>	<u>Net Pension Liability</u>	<u>Total</u>
Freeway	9,158,160	3,400,000	12,558,160
Interchange	3,473,780	1,250,000	4,723,780
Major Street - Grade Separation	1,073,720	550,000	1,623,720
Major Street - Arterials	4,294,860	-	4,294,860
Metrolink/Rail	2,526,400	200,000	2,726,400
Express Bus/Bus Rapid Transit	1,579,000	-	1,579,000
Traffic Management	631,600	1,600,000	2,231,600
Total Valley	22,737,520	7,000,000	29,737,520
Mountain/Desert:			
Major Local Highway			
Victor Valley	1,086,600	-	1,086,600
North Desert	152,700	-	152,700
Colorado River	22,380	-	22,380
Morongo Basin	140,500	-	140,500
Mountain	127,050	-	127,050
Total Mountain/Desert	1,529,230	-	1,529,230
Total Reserves for Measure I Funds	24,266,750	7,000,000	31,266,750

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 to which otherwise SBCTA may lose access. The reserve will be replenished upon use with sales tax revenues received in subsequent years. A reserve is established to pay off the net pension liability before the current measure ends in 2040.

Transportation Development Act (TDA) Funds

Local Transportation Fund	23,181,333
State Transit Assistance Fund	1,505,465
Total Reserves for Transportation Development Act Funds	24,686,798

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	1,663,045
Total Reserve for Indirect Cost Fund	2,163,045
Total Reserves	58,116,593

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 2021/2022 budget is organized into nine (9) distinct program areas with budget requirements of \$1,018,596,972. Within these nine (9) program areas, thirty-nine (39) specific tasks and 109 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 2021/2022 budget. The Fiscal Year 2021/2022 budget request includes prior year Board approved appropriations to be expended in Fiscal Year 2021/2022.

Budget Summary by Program Expenditures

	2018-2019	2019-2020	2020-2021	2021-2022	Percent
	Actuals	Actuals	Revised Budget	Budget	Budget Change
General Government	9,697,208	10,248,920	13,497,767	13,691,043	1.43%
Environment and Energy Conservation	5,360,233	1,552,669	2,028,899	4,609,271	127.18%
Commuter and Motorist Assistance	6,137,814	6,217,206	6,556,358	6,601,486	0.69%
Regional and Subregional Planning	1,870,218	1,648,690	4,280,521	5,458,278	27.51%
Transit	139,510,528	250,906,907	333,353,666	318,321,461	-4.51%
Project Delivery	167,643,636	192,385,223	476,531,995	527,833,259	10.77%
Fund Administration	60,576,824	56,797,349	119,450,557	128,906,919	7.92%
Debt Service	12,774,651	12,890,251	13,043,300	13,175,255	1.01%
Enterprise	-	-	-	-	0.0%
Total Expenditures	403,571,112	532,647,215	968,743,063	1,018,596,972	

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:

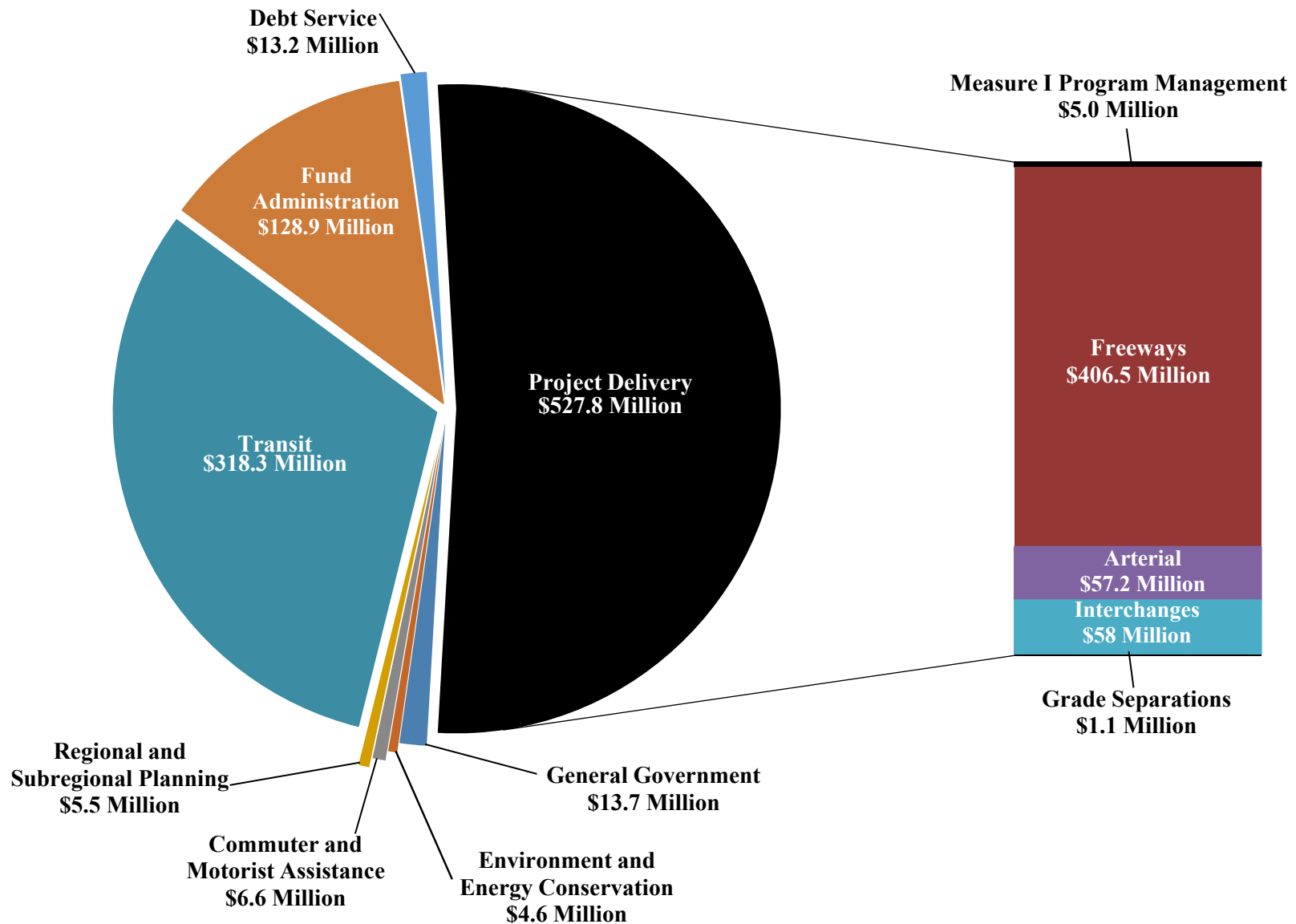
- Budgeted expenditures for the General Government Program increased due to increase in labor costs charged to indirect fund and capital improvements.
- Budgeted expenditures for the Environment and Energy Conservation Program increased due to an increase for professional services to pay for special tax consultant services related to the Property Assessed Clean Energy (PACE) program that were previously paid directly by the Trustee from fees paid by property owners. The Trustee is now passing those fees to San Bernardino Council of Governments (SBCOG). The professional services expenditure is offset by an increase in revenues. A budget increase is also anticipated with the hopeful approval by the California Public Utilities Commission (CPUC) for a new Regional Energy Network (REN) in the two (2) Inland Empire counties which is reimbursable by the CPUC.
- Budgeted expenditures in the Regional and Subregional Planning Program increased due to providing consulting support with the Regional Early Action Planning (REAP) program through Southern California Associated Governments (SCAG). Also, a new contract is being processed for the Sidewalk Inventory Phase 2 project.

Program Overview

- Budgeted expenditures for the Transit Program decreased primarily due to substantial completion of the Redlands Passenger Rail Project (RPRP); however, this is dampened by the beginning of the right of way phase for the West Valley Connector, continued development of the zero-emission vehicles, and payment for the first notice to proceed on the Ontario International Airport (ONT) Loop project.
- Budgeted expenditures for the Project Delivery Program increased mainly due to several freeway, interchange, and arterial projects moving into the construction phase, including but not limited to the State Route 210 (SR-210) Lane Addition, Interstate 10 (I-10) Corridor Contract 1 (which includes I-10 Monte Vista, I-10 Euclid, I-10 Vineyard, and I-10 Fourth Street, SR-210 Base Line Interchange, State Route 60 (SR-60) Central Avenue Interchange, Mount Vernon Avenue Viaduct and North First Avenue Bridge in Barstow.
- Budgeted expenditures for the Fund Administration Program increased due to allocation increases to pass through payments and major local highway projects.
- Debt Service increase due to principal repayment recorded in the Debt Service Program.
- The Enterprise Program does not have budgeted expenditures since operations have not commenced, expected by August 2023. The US Department of Transportation under the Transportation Infrastructure Finance and Innovation Act (TIFIA) approved a \$225 million loan for the construction phase of the I-10 Contract 1 project. SBCTA will commence drawdown on the loan in Fiscal Year 2021/2022 and the funds will be transferred to Measure I Freeway program to cover construction costs. The Enterprise Program operates as an enterprise fund which is based on full accrual basis of accounting. Generally Accepted Accounting Principles requires that the loan proceeds be recorded as a liability and not as loan proceeds revenue which is required for governmental funds.

A complete listing of the tasks contained in the nine (9) programs is included in the Supplemental Information Section of the budget document on the table entitled ***Task Listing Fiscal Year 2021/2022 pg. 270*** and the ***Sub-Task Listing Fiscal Year 2021/2022 pg. 271***. Please refer to each program in the Program Expenditure Section for detailed information on funding sources and expenditures.

Budgeted Expenditures of \$1.0186 Billion Fiscal Year 2021/2022



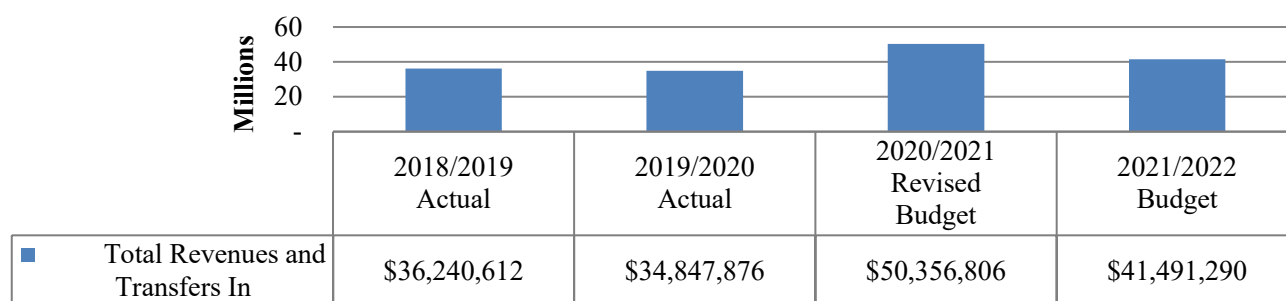


Crews begin the strategic disassembly of the old Mount Vernon Avenue Viaduct over the Burlington Northern Santa Fe Railroad (BNSF) rail yard in San Bernardino. This structure is nearly a century old and serves as a key connector to one of the older communities in San Bernardino.

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 required to be recorded in other funds.



General Fund revenues for Fiscal Year 2021/2022 are estimated at \$41.5 million, a decrease of \$8.9 million from the prior year due to transit capital projects reaching substantial completion thus decreasing 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 \$2 million represents 4.72 percent of the General Fund revenue. The revenue 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. Other tax revenue include: Sales Tax-Local Transportation Fund (LTF) and State Development Act Fund (STA). These are processed as transfers to the General Fund and reflected in the Other Financing Sources revenue category.

Charges for Services

Charges for services include \$404,230 of property rental fees, \$232,000 of rail asset revenue generated from railroad right of way lease revenue, application fees, and user fees, \$10,000 of modeling fees, and \$12,000 in other rental fees. Charges for services represent 1.59 percent of the General Fund revenue.

Investment Earnings

Investment earnings of \$20,000 are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year. This revenue source represents 0.05 percent of the General Fund revenue.

Other Financing Sources

Other financing sources of \$38.9 million include operating cash transfers between funds. This category represents 93.64 percent of the estimated General Fund revenue. The main sources of transfers are: LTF, STA, Measure I Sales Taxes from Measure I Programs, LTF-Planning, LTF-Administration, 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.

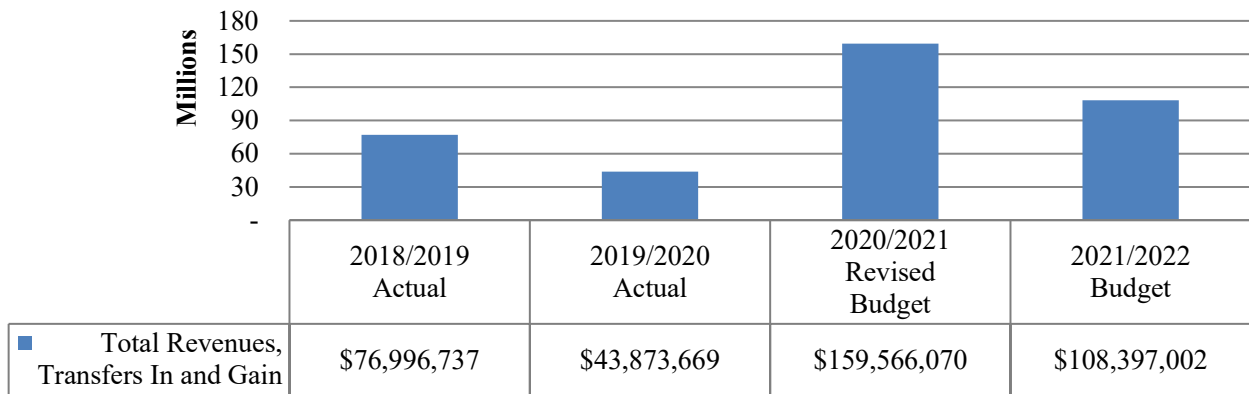
- \$24.8 million is from the LTF for administration of the program, planning, and rail projects.
- \$6.2 million is from the STA for rail projects.
- \$6.4 million is from Measure I Programs to fund the Indirect Cost Fund.
- \$90,297 is from the LTF-Planning to fund the Indirect Cost Fund.
- \$1.1 million in operating transfers comes from the LTF-Administration to Fund the Indirect Cost Fund.
- \$204,990 is from the SAFE Fund to fund the Indirect Cost Fund.
- \$109,759 is from the COG Fund to fund the Indirect Cost Fund.

**General Fund
Revenue Information**

	2018/2019	2019/2020	2020/2021	2021/2022
	Actual	Actual	Revised Budget	Budget
Taxes				
Sales Tax-MSI	<u>1,836,220</u>	<u>1,790,169</u>	<u>1,439,000</u>	<u>1,960,000</u>
Total Taxes	<u>1,836,220</u>	<u>1,790,169</u>	<u>1,439,000</u>	<u>1,960,000</u>
Intergovernmental				
Fontana	-	2,750	-	-
Hesperia	2,750	-	-	-
Highland	-	2,750	-	-
Total Intergovernmental	<u>2,750</u>	<u>5,500</u>	<u>-</u>	<u>-</u>
Charges For Services				
Administration Fee	30,620	14,400	-	-
Application Fee	42,370	26,830	-	-
Modeling Fees	1,700	5,900	-	10,000
Property Rental Fees	435,495	121,537	314,809	404,230
Rail Asset General Revenue	-	-	238,000	232,000
Use Fee - Lease Fees/Rents	1,500	500	-	-
Use Fee - Surface Uses	197,879	285,959	-	-
AMTRAK	<u>12,000</u>	<u>12,000</u>	<u>12,000</u>	<u>12,000</u>
Total Charges For Services	<u>721,564</u>	<u>467,126</u>	<u>564,809</u>	<u>658,230</u>
Investment Earnings				
Investment Earnings	<u>704,768</u>	<u>219,326</u>	<u>97,350</u>	<u>20,000</u>
Total Investment Earnings	<u>704,768</u>	<u>219,326</u>	<u>97,350</u>	<u>20,000</u>
Miscellaneous				
Other Miscellaneous Revenues	<u>1,150</u>	<u>763</u>	<u>-</u>	<u>-</u>
Total Miscellaneous	<u>1,150</u>	<u>763</u>	<u>-</u>	<u>-</u>
Other Financing Sources				
Transfers In	<u>32,974,160</u>	<u>32,364,992</u>	<u>48,255,647</u>	<u>38,853,060</u>
Total Other Financing Sources	<u>32,974,160</u>	<u>32,364,992</u>	<u>48,255,647</u>	<u>38,853,060</u>
Total Revenues and Other Financing Sources	<u><u>36,240,612</u></u>	<u><u>34,847,876</u></u>	<u><u>50,356,806</u></u>	<u><u>41,491,290</u></u>

Federal Highway Fund Revenue Information

Federal Highway Fund accounts for various Federal grants and reimbursements administered by the Federal Highway Administration.



Federal Highway Fund revenues for Fiscal Year 2021/2022 are estimated at \$108.4 million in comparison to \$159.6 million of the previous year. The decrease of \$51.2 million is due to the decrease in expected reimbursement of Federal funds for various projects. Revenue budgeted in the Federal Highway Fund is mainly derived from the following sources:

Intergovernmental

- Active Transportation Program-Federal (ATP- Federal)
- Congestion Mitigation and Air Quality (CMAQ)
- Federal Repurposed Earmarks (FRE)
- Highway Bridge Program (HBP)
- Surface Transportation Program (STP)

Active Transportation Program- Federal (ATP- Federal)

ATP- Federal revenue of \$182,000 represents 0.17 percent of the total fund revenue. This Federal revenue is used for an arterial project of the Project Delivery Program.

Congestion Mitigation and Air Quality (CMAQ)

CMAQ revenue of \$30 million represents 27.67 percent of the total fund revenue. This Federal revenue is used for transit operations costs of the Transit Program and freeway projects of the Project Delivery Program.

Federal Repurposed Earmarks (FRE)

FRE revenue of \$5,000 represents less than 0.01 percent of the total fund revenue. This Federal revenue is used for freeway projects of the Project Delivery Program.

Highway Bridge Program (HBP)

HBP revenue of \$12.5 million represents 11.55 percent of the total fund revenue. This Federal revenue is used for arterial projects of the Project Delivery Program.

Federal Highway Fund Revenue Information

Surface Transportation Program (STP)

STP revenue of \$34.7 million represents 32.01 percent of the Federal Highway Fund revenue. This Federal revenue will finance various freeway and interchange projects of the Project Delivery Program.

Miscellaneous

Miscellaneous of \$31 million represent in-kind revenue from Burlington Northern Santa Fe Railroad (BNSF) for the Mount Vernon Avenue Viaduct Project. This category represents 28.60 percent of the Federal Highway revenue.

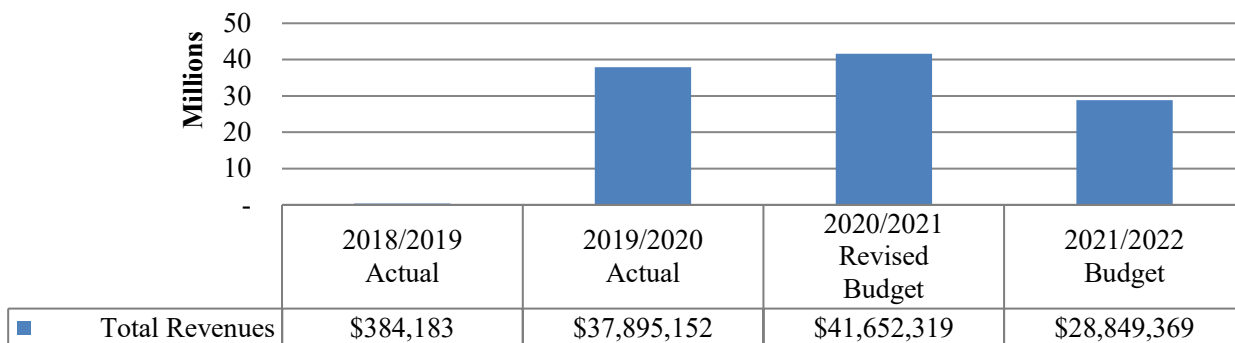
Federal Highway Fund Revenue Information

	2018/2019	2019/2020	2020/2021	2021/2022
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
Active Transportation Program-Federal	3,222,727	176,492	-	-
Active Transportation Program-State	-	-	-	182,000
Congestion Mitigation and Air Quality	30,616,184	17,067,882	33,671,024	29,990,024
Demonstration Priority Project	924,277	54,270	-	-
Federal Repurposed Earmarks	268,488	1,592,155	400,000	5,000
Highway Bridge Program	3,004,848	1,781,123	59,128,438	12,520,413
Interstate Maintenance Discretionary	27,595	-	-	-
Project National and Regional Significance	11,078,052	2,686,204	50,000	-
Surface Transportation Program	<u>27,798,056</u>	<u>16,973,740</u>	<u>44,316,608</u>	<u>34,699,565</u>
Total Intergovernmental	<u>76,940,227</u>	<u>40,331,866</u>	<u>137,566,070</u>	<u>77,397,002</u>
Investment Earnings				
Investment Earnings	<u>57,123</u>	<u>139,540</u>	<u>-</u>	<u>-</u>
Total Investment Earnings	<u>57,123</u>	<u>139,540</u>	<u>-</u>	<u>-</u>
Miscellaneous				
In-Kind Revenue	<u>-</u>	<u>-</u>	<u>-</u>	<u>31,000,000</u>
Total Miscellaneous	<u>-</u>	<u>-</u>	<u>-</u>	<u>31,000,000</u>
Other Financing Sources				
Transfers In	-	3,403,677	22,000,000	-
Gain (Loss) on Land Held for Resale	<u>(613)</u>	<u>(1,413)</u>	<u>-</u>	<u>-</u>
Total Other Financing Sources	<u>(613)</u>	<u>3,402,264</u>	<u>22,000,000</u>	<u>-</u>
Total Revenues and Other Financing Sources	<u>76,996,737</u>	<u>43,873,669</u>	<u>159,566,070</u>	<u>108,397,002</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 FTA.



FTA Fund revenues for Fiscal Year 2021/2022 are estimated at \$28.8 million in comparison to \$41.7 million of the previous year. The decrease of \$12.9 million is largely due to the substantial completion of 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)
- Transportation Investment Generating Economic Recovery (TIGER)

Federal Transit Administration (FTA)

FTA revenue of \$28.8 million represents 99.86 percent of the total revenue. The FTA revenue funds the Redlands Passenger Rail Project, West Valley Connector Bus Rapid Transit Project, and Vanpool program.

Transportation Investment Generating Economic Recovery (TIGER)

TIGER revenue of \$41,350 represents 0.14 percent of the total revenue. TIGER revenue is used for the Redlands Passenger Rail Project.

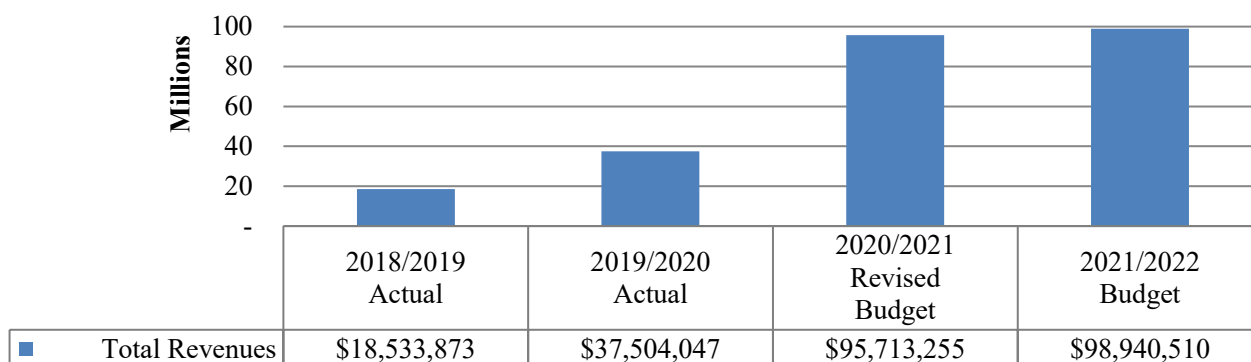
Federal Transit Administration Fund Revenue Information

	2018/2019 Actual	2019/2020 Actual	2020/2021 Revised Budget	2021/2022 Budget
Intergovernmental				
Federal Transit Administration	384,183	32,664,905	40,927,824	28,808,019
Transport Invest Generate Econ Recovery	-	5,230,247	724,495	41,350
Total Intergovernmental	384,183	37,895,152	41,652,319	28,849,369
Total Revenues	384,183	37,895,152	41,652,319	28,849,369

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 2021/2022 are estimated to be \$98.9 million in comparison to \$95.7 million of the previous year. The increase of \$3.2 million is largely due to the expected reimbursement of State funds for large capital projects in Fiscal Year 2021/2022. 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 million represents 1.08 percent of the total fund revenue. This State revenue pays for administration costs for programming and planning activities.

Regional Improvement Program (RIP)

RIP revenue of \$27.5 million represents 27.77 percent of the total fund revenue. This State revenue will finance \$274,274 in rail projects of the Transit Program and \$27.2 million in freeway projects of the Project Delivery Program.

State Highway Operation and Protection Program (SHOPP)

SHOPP revenue of \$61.1 million represents 61.73 percent of the total fund revenue. This State revenue is used for \$59.5 million of freeway and \$1.6 million of interchange projects of the Project Delivery Program.

Transit and Intercity Rail Capital Program (TIRCP)

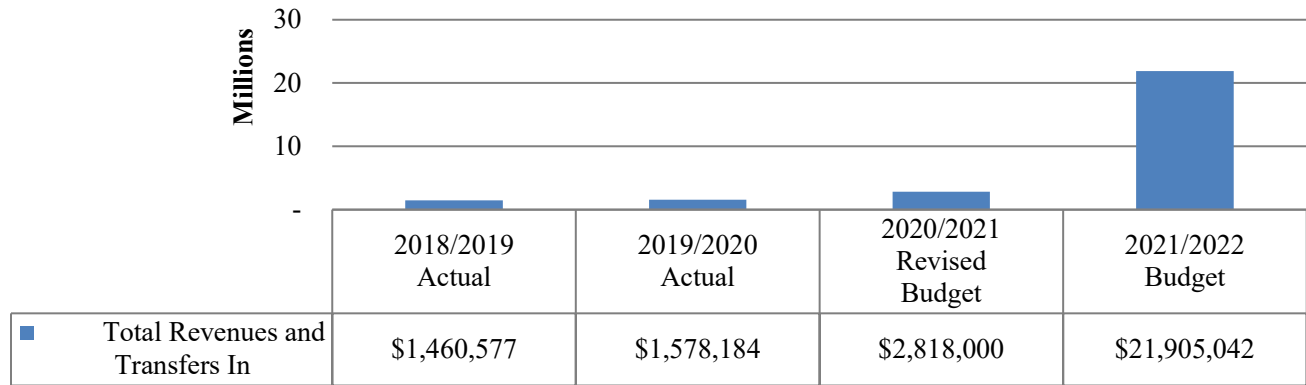
TIRCP revenue of \$9.3 million represents 9.42 percent of the total fund revenue. This State revenue is used for Transit Program capital projects.

**State Highway Fund
Revenue Information**

	2018/2019	2019/2020	2020/2021	2021/2022
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
Planning, Programming and Monitoring	634,999	635,000	1,068,000	1,068,000
Regional Improvement Program	4,388,408	18,124,155	36,369,255	27,480,618
State Highway Oper and Protection Program	3,340,558	11,548,129	46,817,000	61,074,000
Traffic Congestion Relief Program	9,718,549	-	-	-
Transit and Intercity Rail Capital Program	433,300	7,127,237	11,459,000	9,317,892
Total Intergovernmental	<u>18,515,814</u>	<u>37,434,521</u>	<u>95,713,255</u>	<u>98,940,510</u>
Investment Earnings				
Investment Earnings	<u>18,059</u>	<u>14,841</u>	<u>-</u>	<u>-</u>
Total Investment Earnings	<u>18,059</u>	<u>14,841</u>	<u>-</u>	<u>-</u>
Other Financing Sources				
Transfers In	<u>-</u>	<u>54,685</u>	<u>-</u>	<u>-</u>
Total Other Financing Sources	<u>-</u>	<u>54,685</u>	<u>-</u>	<u>-</u>
Total Revenues	<u>18,533,873</u>	<u>37,504,047</u>	<u>95,713,255</u>	<u>98,940,510</u>

Proposition 1B Fund Revenue Information

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



State fund revenues for Fiscal Year 2021/2022 are estimated at \$21.9 million in comparison to \$2.8 million of the previous year. The increase of \$19.1 million is due to the expected reimbursement of State funds to various capital projects. Revenue recorded in the Proposition 1B Fund is derived from the following sources:

Intergovernmental

- Local Bridge Seismic Retrofit Account (LBSRA)
- Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA)
- Public Utilities Commission (PUC)
- Trade Corridor Improvement Fund (TCIF)

Local Bridge Seismic Retrofit Account (LBSRA)

LBSRA revenue of \$324,840 represents 1.48 percent of the Proposition 1B Fund revenue. The revenue is for arterial projects of the Project Delivery Program.

Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA)

PTMISEA revenue of \$12.4 million represents 56.45 percent of the Proposition 1B Fund revenue. The revenue is for transit projects of the Transit Program.

Public Utilities Commission (PUC)

PUC revenue of \$102,844 represents 0.47 percent of the Proposition 1B Fund revenue. The revenue is for grade separation and arterial projects of the Project Delivery Program.

Trade Corridor Improvement Fund (TCIF)

TCIF revenue of \$7.4 million represents 33.61 percent of the Proposition 1B Fund revenue. The revenue is for freeway and interchange projects of the Project Delivery Program.

Investment Earnings

Investment earnings of \$1.7 million represent interest earned on advances received from the Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) grant program. Investment earnings represent 7.99 percent of the Proposition 1B Fund revenue.

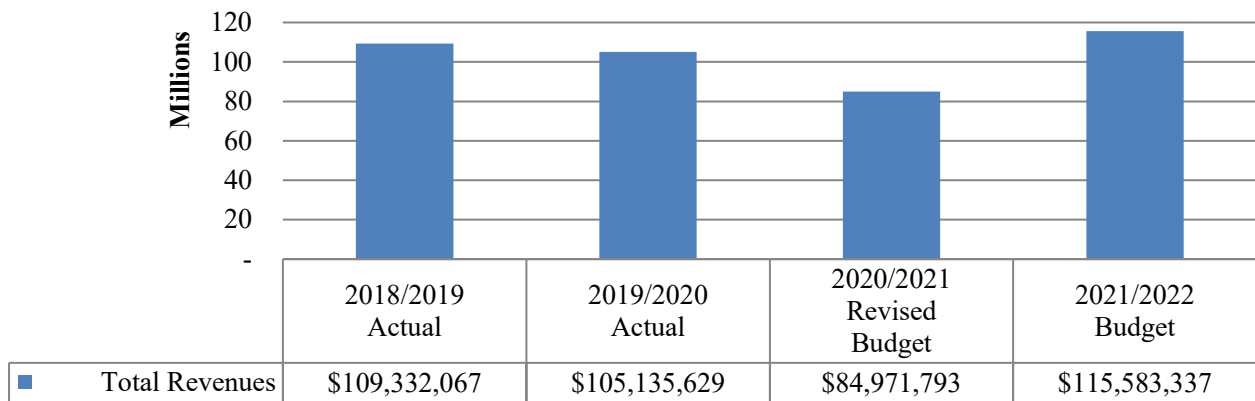
**Proposition 1B Fund
Revenue Information**

	2018/2019	2019/2020	2020/2021	2021/2022
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
Local Bridge Seismic Retrofit Account-P1B	-	-	-	324,840
Public Trans Modern,Improve and Svc Enhance	-	-	-	12,365,504
Public Utilities Commission	-	-	-	102,844
Trade Corridor Improvement	<u>1,053,660</u>	<u>1,153,672</u>	<u>2,810,000</u>	<u>7,362,148</u>
Total Intergovernmental	<u>1,053,660</u>	<u>1,153,672</u>	<u>2,810,000</u>	<u>20,155,336</u>
Investment Earnings				
Investment Earnings	<u>406,557</u>	<u>424,512</u>	<u>8,000</u>	<u>1,749,706</u>
Total Investment Earnings	<u>406,557</u>	<u>424,512</u>	<u>8,000</u>	<u>1,749,706</u>
Other Financing Sources				
Transfers In	<u>360</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Other Financing Sources	<u>360</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Revenues and Other Financing Sources	<u>1,460,577</u>	<u>1,578,184</u>	<u>2,818,000</u>	<u>21,905,042</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 2021/2022 are estimated at \$115.6 million in comparison to \$85 million of the previous year. Prior year estimate was low due to the uncertain economic impact of the COVID-19 pandemic.

Sales Tax-Local Transportation Fund

LTF Sales Tax revenue of \$114.8 million represents 99.31 percent of the LTF revenue. Current sales tax revenue and balance carry over will provide \$93.8 million of transit allocations and pass-throughs to local jurisdictions and agencies and \$24.8 million for SBCTA transit, planning and administrative activities in the Transit Program for Fiscal Year 2021/2022.

Investment Earnings

Investment earnings of \$800,000 are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year. This revenue source represents 0.69 percent of the LTF revenue.

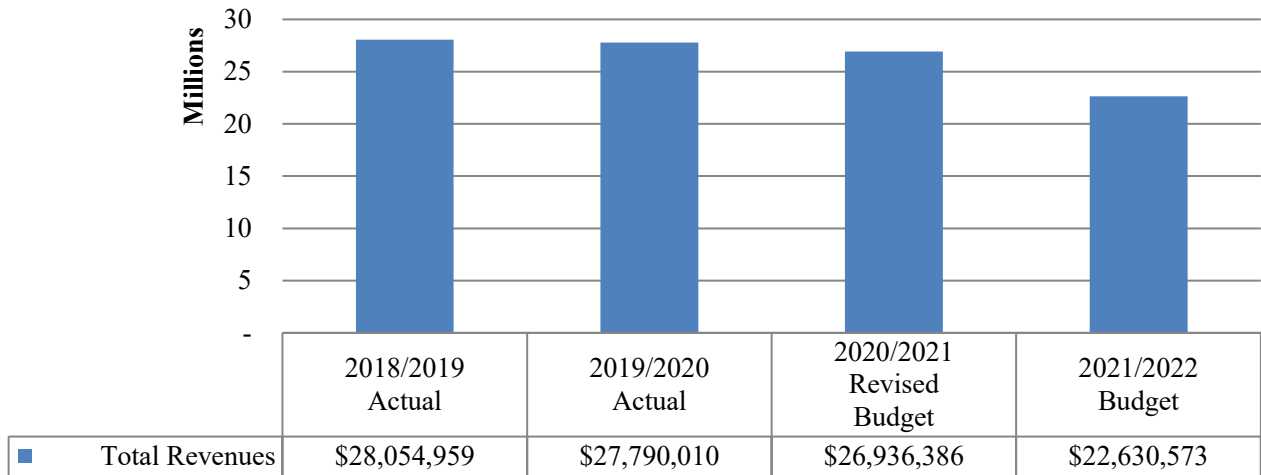
Local Transportation Fund Revenue Information

	2018/2019 Actual	2019/2020 Actual	2020/2021 Revised Budget	2021/2022 Budget
Taxes				
Sales Tax-LTF	106,927,206	102,753,612	83,771,793	114,783,337
Total Taxes	106,927,206	102,753,612	83,771,793	114,783,337
Investment Earnings				
Investment Earnings	2,404,861	2,382,017	1,200,000	800,000
Total Investment Earnings	2,404,861	2,382,017	1,200,000	800,000
Total Revenues	109,332,067	105,135,629	84,971,793	115,583,337

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 2021/2022 are estimated at \$22.6 million in comparison to \$26.9 million of the previous year due to an anticipated decrease in the State Development Act funding.

Intergovernmental

- State Transit Assistance Fund (STA)
- State of Good Repair (SGR) Pass-through

State Transit Assistance Fund (STA)

STA revenue and existing fund balance will provide \$18.3 million of transit allocations and pass-throughs for transit agencies and \$18.9 million for SBCTA transit activities. This revenue represents 80.85 percent of the STA revenue.

State of Good Repair (SGR) – Pass-through

SGR revenue and existing fund balance will provide \$3.9 million of transit allocations and pass-throughs for transit agencies and \$7.6 General Fund revenue for transit activities in Fiscal Year 2021/2022. This revenue represents 17.29 percent of the STA revenue.

Investment Earnings

Investment earnings of \$420,000 are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year. This revenue source represents 1.86 percent of the STA revenue.

**State Transit Assistance Fund
Revenue Information**

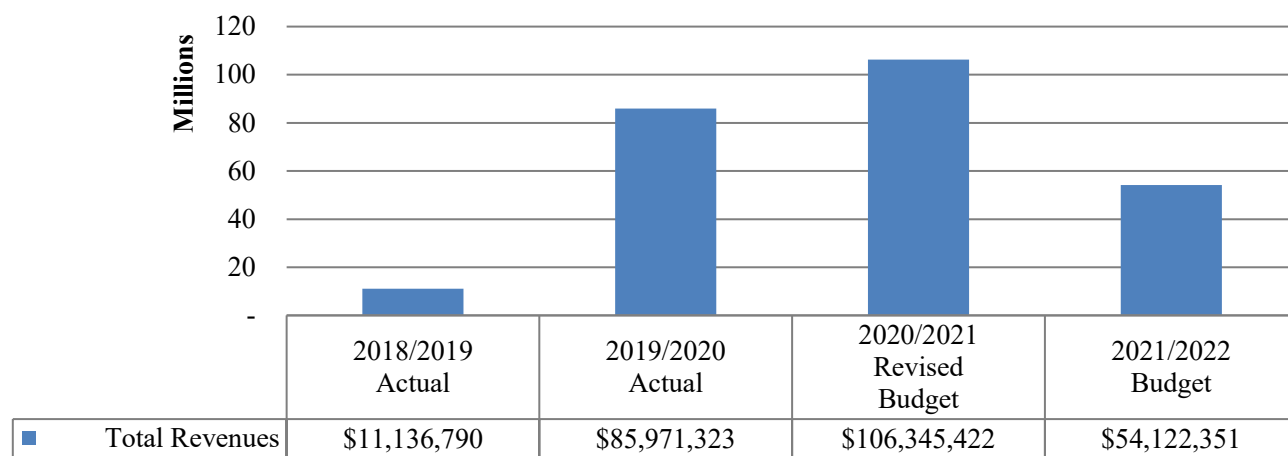
	2018/2019	2019/2020	2020/2021	2021/2022
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
State Transit Assistance Fund	21,583,296	21,769,764	22,492,981	18,297,220
State of Good Repair (SGR)-Pass-through	<u>3,402,581</u>	<u>3,538,043</u>	<u>3,598,405</u>	<u>3,913,353</u>
Total Intergovernmental	<u>24,985,877</u>	<u>25,307,807</u>	<u>26,091,386</u>	<u>22,210,573</u>
Investment Earnings				
Investment Earnings	<u>1,995,367</u>	<u>2,482,203</u>	<u>845,000</u>	<u>420,000</u>
Total Investment Earnings	<u>1,995,367</u>	<u>2,482,203</u>	<u>845,000</u>	<u>420,000</u>
Other Financing Sources				
Transfers In	<u>1,073,715</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Other Financing Sources	<u>1,073,715</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Revenues	<u><u>28,054,959</u></u>	<u><u>27,790,010</u></u>	<u><u>26,936,386</u></u>	<u><u>22,630,573</u></u>

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 fuel taxes 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 2021/2022 are estimated at \$54.1 million in comparison to \$106.3 million of the previous year. The decrease of \$52.2 million is mainly due to the expected reimbursement of SB1 Funds for large capital projects in Fiscal Year 2020/2021.

Intergovernmental

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

Freeway Service Patrol (FSP) – SB1

FSP SB1 revenue of \$1.6 million represents 2.96 percent of the total fund revenue. The SB1 revenue will provide funding for expansion of the FSP Program of the Commuter and Motorist Assistance Program.

Local Partnership Program (LPP) – Competitive – SB1

LPP – Competitive – SB1 revenue of \$280,562 represents 0.52 percent of the total fund revenue. The SB1 revenue 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 \$3.2 million represents 5.84 percent of the total fund revenue. The SB1 revenue will provide \$162,371 for the Redlands Passenger Rail Project of the Transit Program and \$3 million for the Interstate 10 (I-10) Corridor Contract 1 Project of the Project Delivery Program.

Solutions for Congested Corridors Program (SCCP) – SB1

SCCP – SB1 revenue of \$1.7 million represents 3.09 percent of the total fund revenue. The SB1 revenue will provide funding for the Redlands Passenger Rail Project of the Transit Program.

Sustainable Communities Grants (SCG) – SB1

SCG – SB1 revenue of \$400,000 represents 0.74 percent of the total fund revenue. The SB1 revenue will provide funding for expansion of the Freeway Service Patrol Program of the Commuter and Motorist Assistance Program.

Trade Corridor Enhancement Program (TCEP) – SB1

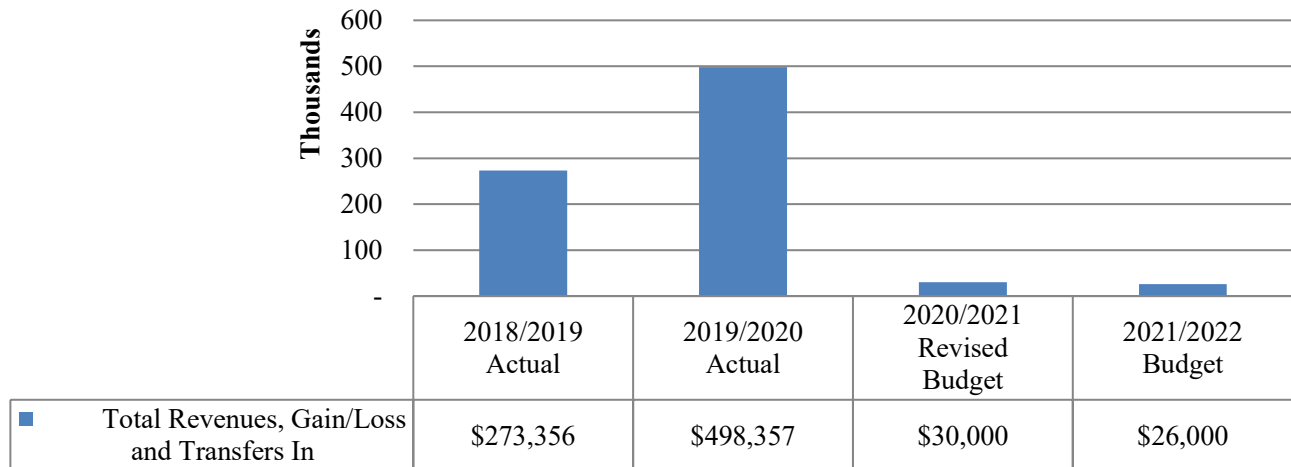
TCEP – SB1 revenue of \$47 million represents 86.85 percent of the total fund revenue. The SB1 revenue will provide funding for the US 395 Widening Project and the I-10 Corridor Contract 1 Project of the Project Delivery Program.

**Senate Bill 1 Fund
Revenue Information**

	2018/2019	2019/2020	2020/2021	2021/2022
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
Freeway Service Patrol (SAFE)-SB1	197,755	-	2,096,567	1,602,936
Local Partnership Program-Competitive-SB1	-	7,759,111	4,201,628	280,562
Local Partnership Program-Formula-SB1	477,642	5,465,368	5,394,732	3,162,371
Solutions for Congested Corridors Program-SB1	-	46,573,706	25,207,495	1,671,482
Sustainable Communities Grants-SB1	208,314	390,638	-	400,000
Trade Corridor Enhancement Program-SB1	10,253,079	25,782,500	69,445,000	47,005,000
Total Intergovernmental	11,136,790	85,971,323	106,345,422	54,122,351
Total Revenues	11,136,790	85,971,323	106,345,422	54,122,351

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 2021/2022 are estimated to be \$26,000 derived from investment earnings.

Investment Earnings

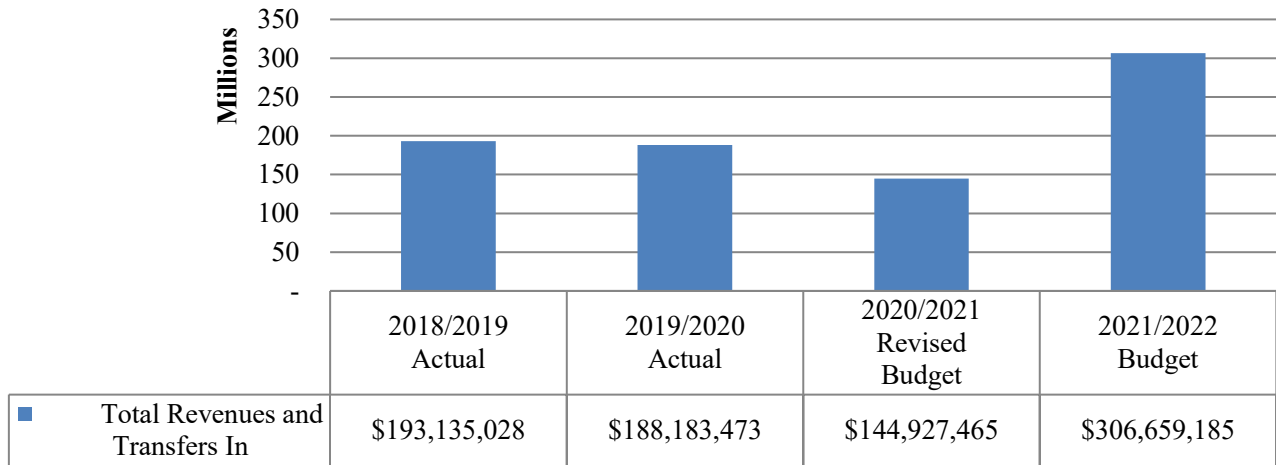
Investment earnings and existing fund balance will provide financing for certain freeway and interchange project activities for projects authorized by Ordinance 89-1 and expenditure plan.

Measure I 1990-2010 Fund Revenue Information

	2018/2019 Actual	2019/2020 Actual	2020/2021 Revised Budget	2021/2022 Budget
Investment Earnings				
Investment Earnings	274,900	167,309	30,000	26,000
Total Investment Earnings	274,900	167,309	30,000	26,000
Other Financing Sources				
Transfers In	-	331,069	-	-
Gain (Loss) on Land Held for Resale	(1,544)	(21)	-	-
Total Other Financing Sources	(1,544)	331,048	-	-
Total Revenues and Other Financing Sources	273,356	498,357	30,000	26,000

Measure I 2010-2040 Fund Revenue Information

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



Fund revenues for Fiscal Year 2021/2022 are estimated at \$306.7 million in comparison to \$144.9 million of the previous year due to anticipated increase in sales tax and transfer in from loan proceeds with the US Department of Transportation (USDOT) under the Transportation Infrastructure Finance and Innovation Act (TIFIA).

Measure I Sales Tax

Measure I 2010-2040 Sales Tax revenue of \$194 million represent 63.28 percent of the estimated fund revenue.

Investment Earnings

Investment earnings of \$1.1 million are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year for each Measure I Program. This revenue source represents 0.37 percent of the Measure I 2010-2040 Fund revenues.

Other Financing Sources

Transfers represent over allocation to the indirect fund of \$550,151 due to the calculation of true-up of full-time equivalents from prior year and from the Enterprise Fund for a draw down on the loan from the USDOT under the TIFIA for \$110.9 million which represents 36.35 percent of Measure I 2010-2040 Fund revenue.

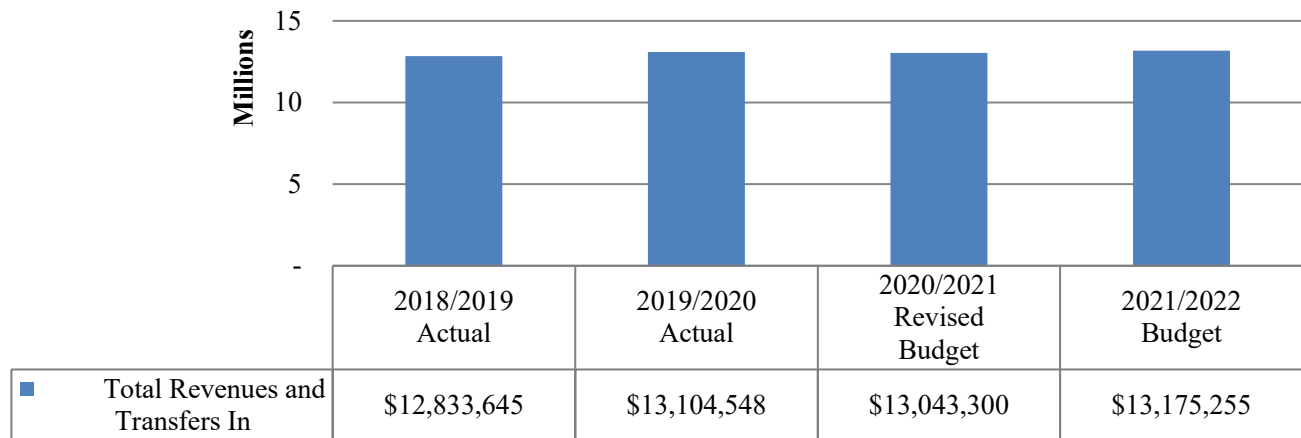
**Measure I 2010-2040 Fund
Revenue Information**

	2018/2019 Actual	2019/2020 Actual	2020/2021 Revised Budget	2021/2022 Budget
Taxes				
Sales Tax-MSI	<u>181,785,773</u>	<u>177,291,589</u>	<u>142,461,000</u>	<u>194,040,000</u>
Total Taxes	<u>181,785,773</u>	<u>177,291,589</u>	<u>142,461,000</u>	<u>194,040,000</u>
Investment Earnings				
Investment Earnings	<u>10,000,447</u>	<u>8,265,914</u>	<u>2,445,750</u>	<u>1,149,700</u>
Total Investment Earnings	<u>10,000,447</u>	<u>8,265,914</u>	<u>2,445,750</u>	<u>1,149,700</u>
Miscellaneous				
Insurance Proceeds	<u>-</u>	<u>68,615</u>	<u>-</u>	<u>-</u>
Total Miscellaneous Earnings	<u>-</u>	<u>68,615</u>	<u>-</u>	<u>-</u>
Other Financing Sources				
Transfers In	<u>1,288,671</u>	<u>2,557,355</u>	<u>20,715</u>	<u>111,469,485</u>
Gain (Loss) on Land Held for Resale	<u>60,137</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Other Financing Sources	<u>1,348,808</u>	<u>2,557,355</u>	<u>20,715</u>	<u>111,469,485</u>
Total Revenues and Other Financing Sources	<u>193,135,028</u>	<u>188,183,473</u>	<u>144,927,465</u>	<u>306,659,185</u>

Note: Transfers represent over allocation to the indirect fund of \$550,151 due to the calculation of true-up of full-time equivalents from prior year. Transfers In for Fiscal Year 2021/2022 also reflect a transfer from the Enterprise Fund for draw down on the loan from the US Department of Transportation (USDOT) under the Transportation Infrastructure Finance and Innovation Act (TIFIA) for \$110.9 million.

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 2021/2022 are estimated at \$13.2 million in comparison to \$13 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.

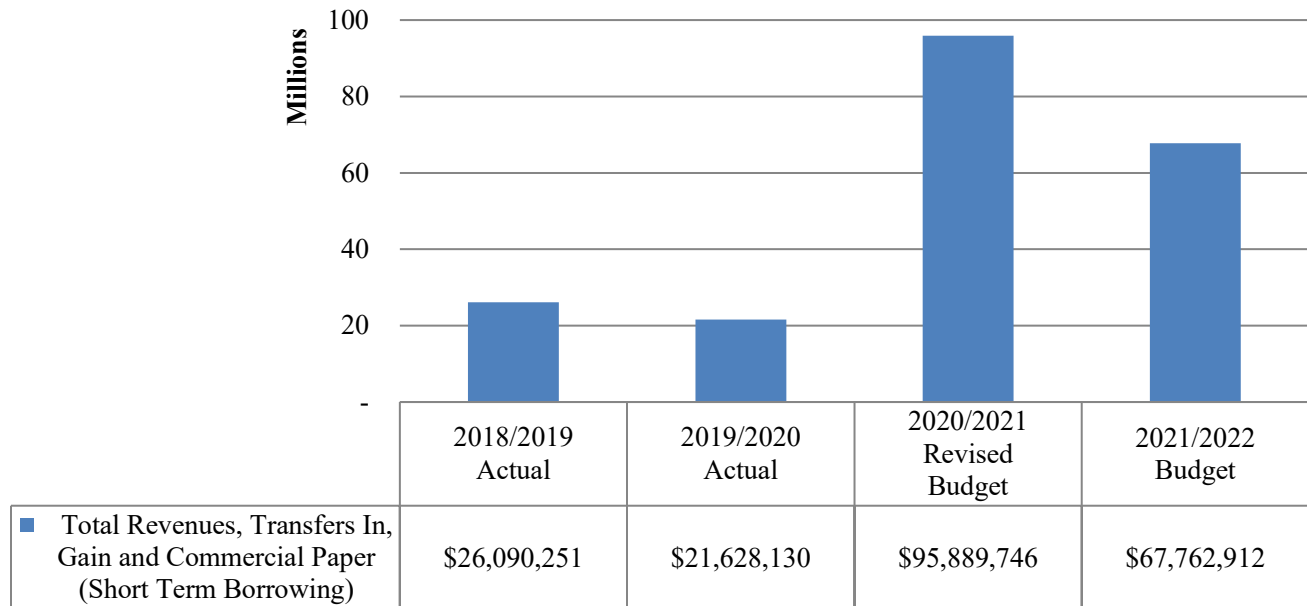
Debt Service Fund Revenue Information

	2018/2019 Actual	2019/2020 Actual	2020/2021 Revised Budget	2021/2022 Budget
Investment Earnings				
Investment Earnings	2,515	59,655	-	-
Total Investment Earnings	2,515	59,655	-	-
Other Financing Sources				
Transfers In	12,831,130	13,044,893	13,043,300	13,175,255
Total Other Financing Sources	12,831,130	13,044,893	13,043,300	13,175,255
Total Revenues and Other Financing Sources	12,833,645	13,104,548	13,043,300	13,175,255

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 2021/2022 are estimated at \$67.8 million in comparison to \$95.9 million of the previous year mainly due to not needing additional short-term borrowing for Fiscal Year 2021/2022 for the arterial project Mount Vernon Avenue Viaduct.

Intergovernmental

Intergovernmental revenues of \$59 million include County of San Bernardino, cities within the county, and other governmental agencies and represent 87.09 percent of the Capital Projects Fund revenue.

Investment Earnings

Investment earnings of \$49,000 are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year. This revenue source represents .07 percent of the Capital Projects Fund revenue.

Miscellaneous

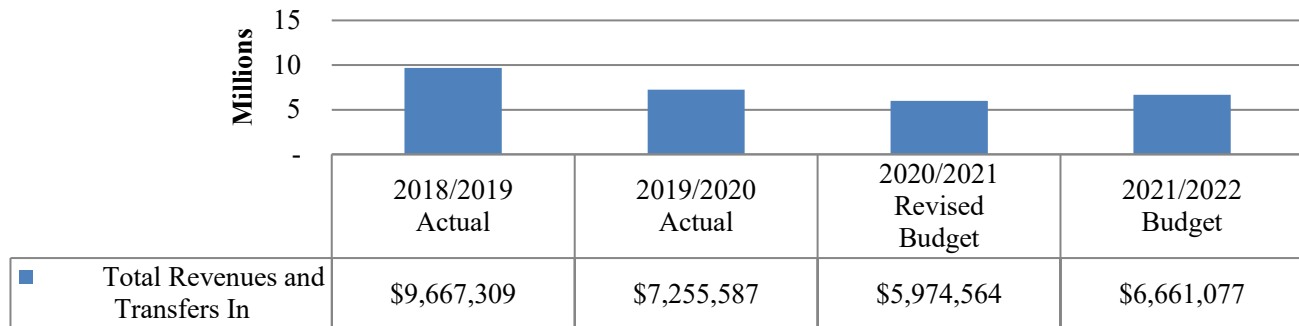
Miscellaneous revenue of \$8.7 million accounts for reimbursement agreements to fund a portion of Capital Projects, which represents 12.84 percent of the Capital Projects Fund revenue.

**Capital Projects Fund
Revenue Information**

	2018/2019	2019/2020	2020/2021	2021/2022
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
Barstow	-	-	-	95,000
Caltrans	40,941	80,326	497,399	501,327
Chino	540,916	291,014	8,571,008	8,908,017
Colton	47,584	(176,965)	120,556	233,646
Fontana	826,599	731,246	80,981	557,327
Hesperia	1,876,240	1,876,240	-	1,876,240
Highland	228,192	1,134,474	4,717,967	5,297,368
Loma Linda	722,067	1,350	-	-
Metro Transportation Authority	7,331	-	83,435	125,000
Montclair	4,045,821	1,477,295	2,913,839	1,650,407
Omnitrans	-	747,247	12,400,450	24,066,490
Ontario	3,098,622	3,961,169	13,463,806	4,386,335
Other Governmental Units	-	-	2,408,795	3,000,000
Rancho Cucamonga	6,132,238	15,210	73,423	156,657
Redlands	614,490	352,420	2,823,121	4,689,283
Rialto	86,584	-	-	-
Riverside Co. Transportation Commission	-	48,087	98,871	113,500
San Bernardino	698,206	667,798	413,780	950,809
San Bernardino County	158,879	210,918	152,686	280,000
SB Municipal Water Dept	1,461,096	267,173	243,502	-
SCAG	40,436	80,090	20,859	1,400,000
Upland	880,460	26,438	1,439,344	695,403
Victorville	2,500,000	1,901,659	-	-
VVTA	23,020	-	-	30,000
Total Intergovernmental	<u>24,029,722</u>	<u>13,693,189</u>	<u>50,523,822</u>	<u>59,012,809</u>
Investment Earnings				
Investment Earnings	<u>806,622</u>	<u>742,790</u>	<u>140,600</u>	<u>49,000</u>
Total Investment Earnings	<u>806,622</u>	<u>742,790</u>	<u>140,600</u>	<u>49,000</u>
Miscellaneous				
BNSF	100,000	5,866,692	8,051,609	7,876,680
CALNEV Pipeline	2,038	149,327	42,310	-
Esri	30,920	695,756	3,049,362	40,423
Level 3 Communication	-	-	58,770	-
MARTA	50,568	-	-	-
Ryder	391,613	125,394	934,474	760,000
SM Logistics Rialto LLC	13,099	-	-	-
University Of Redlands	24,645	-	-	24,000
UPRR	-	202,386	-	-
Total Miscellaneous	<u>612,883</u>	<u>7,039,555</u>	<u>12,136,525</u>	<u>8,701,103</u>
Other Financing Sources				
Transfer In	616,920	152,677	11,088,799	-
Gain (Loss) on Land Held for Resale	24,104	(81)	-	-
Commercial Paper (Short Term Borrowing)	-	-	22,000,000	-
Total Other Financing Sources	<u>641,024</u>	<u>152,596</u>	<u>33,088,799</u>	<u>-</u>
Total Revenues and Other Financing Sources	<u>26,090,251</u>	<u>21,628,130</u>	<u>95,889,746</u>	<u>67,762,912</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.



Nonmajor Governmental Fund revenues for Fiscal Year 2021/2022 are estimated to be \$6.7 million in comparison to \$6 million from the previous year, an increase of \$700,000 mainly due to increase of grant funds. Revenue budgeted is from the following sources:

Intergovernmental

- Freeway Service Patrol Program (FSP)
- Low Carbon Transit Operations Program (LCTOP)
- Orange County Transportation Authority (OCTA)
- Riverside County Transportation Commission (RCTC)
- San Bernardino County Call Box
- 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)

Freeway Service Patrol (FSP)

FSP Program revenue of \$2.3 million represents 34.63 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 and portions of the Cajon Pass. The funds are used for technical communications, California Highway Patrol (CHP), and various tow agreements.

Low Carbon Transit Operations Program (LCTOP)

LCTOP revenue of \$1 million represents 15.01 percent of Nonmajor Governmental Fund revenue is for Arrow Service for the Transit Program.

Orange County Transportation Authority (OCTA)

OCTA revenue of \$81,420 is a reimbursement from OCTA for the call box system program and represents 1.22 percent of Nonmajor Governmental Fund revenue.

Riverside County Transportation Commission (RCTC)

RCTC revenue of \$37,009 is a reimbursement from RCTC for the call box system program and represents 0.56 percent of Nonmajor Governmental Fund revenue.

Nonmajor Governmental Fund Revenue Information

San Bernardino County Call Box

San Bernardino County Call Box revenue of \$3,331 is a reimbursement from the county for managing a call box in their jurisdiction and represents 0.05 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 \$435,810 represents 6.54 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 6.01 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 2021/2022.

Service Authority for Freeway Emergencies (SAFE)

SAFE revenue of \$1.8 million represents 27.02 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 \$7,500 represents 0.11 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 \$127,273 is utilized to support intergovernmental relations. The Board approved an additional \$133,418 in dues for COG activities. General Assessment Dues of \$260,691 represents 3.91 percent of the Nonmajor Governmental Fund revenue.

Investment Earnings

Investment earnings of \$26,500 are generated from investing idle cash. Investment earnings represent 0.40 percent of Nonmajor Governmental Fund revenue.

Miscellaneous

Miscellaneous revenue of \$302,255 represents 4.54 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**

	2018/2019	2019/2020	2020/2021	
	Actual	Actual	Revised	2021/2022
			Budget	Budget
Intergovernmental				
Federal ARRA	80,414	109,940	50,000	-
Freeway Service Patrol	2,010,769	946,371	2,359,317	2,306,561
Local Agency Formation Commission	33,793	33,793	-	-
Low Carbon Transit Operations Program	400,000	-	-	1,000,000
Low Carbon Transportation Fund	4,021,687	1,271,497	-	-
Orange Co. Transportation Authority	48,750	27,205	85,593	81,420
Rancho Cucamonga Fire Protection District	1,770	5,135	-	-
Riverside Co. Transportation Commission	16,646	13,924	38,906	37,009
San Bernardino County Call Box	444	452	3,501	3,331
San Bernardino County Forest Service	1,770	7,437	21,325	-
SCAQMD/MSRC	483,155	1,841,387	554,993	435,810
State AB118 Program	23,397	141,762	-	-
State Wildlife Conservation Board	-	-	400,000	400,000
Vehicle Registration Fees (SAFE)	1,912,899	1,894,835	1,900,000	1,800,000
Total Intergovernmental	9,035,494	6,293,738	5,413,635	6,064,131
Charges For Services				
Rental Fee - San Bernardino Metrolink EV Station	-	-	5,000	7,500
Rental Fee - Santa Fe Depot EV Station	3,759	2,498	-	-
Rental Fee - SBTC EV Station	-	-	7,000	-
Total Charges For Services	3,759	2,498	12,000	7,500
Special Assessments				
Special Assessments	248,545	253,143	257,539	260,691
Total Special Assessments	248,545	253,143	257,539	260,691
Investment Earnings				
Investment Earnings	229,829	192,716	62,200	26,500
Total Investment Earnings	229,829	192,716	62,200	26,500
Miscellaneous				
Callbox Knockdown Recovery	1,208	11,798	-	-
Fees for PACE Program	28,000	225,991	135,000	231,240
Other Miscellaneous Revenues	-	538	-	-
Southern California Edison	43,880	19,523	-	-
Southern California Gas Co.	31,868	7,451	94,190	71,015
Total Miscellaneous	104,956	265,301	229,190	302,255
Other Financing Sources				
Transfers In	44,726	248,191	-	-
Total Other Financing Sources	44,726	248,191	-	-
Total Revenues and Other Financing Sources	9,667,309	7,255,587	5,974,564	6,661,077

Enterprise Fund Revenue Information

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

Note: No estimated expenditures or revenues for Fiscal Year 2021/2022 for the Enterprise Fund are budgeted. Transfers out are included in the budget to Measure I-Freeway program from the draw down of Transportation Infrastructure Finance and Innovation Act (TIFIA) loan proceeds. Toll operation on the Interstate 10 Express Lanes is expected to commence until August 2023. SBCTA is planning to draw down on the loan from the US Department of Transportation (USDOT) under TIFIA for \$110.9 million for Fiscal Year 2021/2022. The loan payable to TIFIA will be recorded as a liability on the balance sheet of the Enterprise Fund and will be repaid from toll revenues.

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 and leadership necessary in administering the funds entrusted to SBCTA and SBCOG to carry out its various functions.

Special Projects and Strategic Initiatives

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

Management Services

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

Human Resources

Human Resources 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

Public Affairs 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 Express Lanes tolling and operations, and monitor related Federal and State legislation.
3. Assist with the development of a Social Media Policy.
4. Review and update contract templates.
5. Assist with the development of the environmental approval procedures manual.
6. 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. Oversee compliance of the financing plan for Interstate 10 (I-10) Corridor Contract 1 Project including Transportation Infrastructure Finance and Innovation Act (TIFIA) funding.
3. Manage the Commercial Paper Program to help advance capital projects while minimizing interest costs.
4. Update internal control assessment to ensure proper financial controls are implemented.
5. Apply to Government Finance Officers Association for annual budget and financial audit awards.
6. Conduct biannual audits on compliance on Measure I programs.

Special Projects and Strategic Initiatives

1. Procure consultant to perform business process analysis and assist with the selection of an Enterprise Resource Planning system to replace the current obsolete financial accounting system.
2. In coordination with the Clerk of the Board and General Counsel, assist in the implementation of the Records Retention Policy including preparation of procedures.
3. Hold annual Business to Business (B2B) Event.
4. In coordination with Management Services, secure services to support SBCTA's document imaging filing system.

Management Services

1. Provide computer software training to employees.
2. Upgrade from Exchange 2010 to Office 365 Exchange Online.
3. Replace voting equipment 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 Council of Governments (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.

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.
5. Support the expansion of environmental exemptions for zero emissions infrastructure (i.e. commuter rail and micro-transit)

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

	2018/2019 Actual	2019/2020 Actual	2020/2021 Revised Budget	2021/2022 Budget
Realized yield on operating investments	2%	.34%	.50%	.50%
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	N/A	YES	N/A	YES
Long-term/Short-term financing	YES	YES	YES	YES
Manage the agency procurement processes efficiently and effectively	YES	YES	YES	YES
Manage the agency insurance program	NO	NO	NO	YES
Manage claims effectively and efficiently	NO	NO	NO	YES
Implementation of Enterprise Resource Planning system	N/A	N/A	N/A	YES
City/County Conference	YES	NO	NO	YES
Maintain constitutional protections for existing state funds	YES	YES	YES	YES
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

This past year proved extremely challenging with the COVID-19 pandemic effectively transitioning all operations to remote within the span of days. While this proved operationally challenging, the Board continued to meet and discuss program and project issues. Significant new projects were advanced during the year in spite of the challenges the pandemic posed, including issuing a Request for Qualifications (RFQ) for a tunnel connection between Metrolink's San Bernardino Line in Rancho Cucamonga and Ontario International Airport (ONT), and agreement with Brightline West to consider connecting from Apple Valley to Rancho Cucamonga. Both of these projects showcase the growing realization of the need to provide multimodal connectivity to afford transportation choices to residents and businesses in the County, with broad connections to communities throughout Southern California and beyond.

The continued effective leadership and advocacy of the Board on behalf of the residents of San Bernardino County remains essential. We are working on the second decade of a thirty year sales tax measure, and continue delivering critical programs and projects, with strong stewardship of tax dollars remaining a priority guiding principle. *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 as these are critical to ensure our concerns are understood regionally.
4. Legislative advocacy in Sacramento and Washington, D.C., although likely virtually in the near term.

Product

Policy direction and goal setting for the agency.

Contract Information

- a. Existing Contracts
 - i. 19-1002183, Digital Boardroom Annual Subscription, Amount Budgeted \$7,145.

Manager

Marleana Roman, Clerk of the Board/Administrative Supervisor

General Government

Task 0100 Board of Directors

			2020/2021	
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Professional Services	4,860	1,125	9,000	8,000
Consulting Services	-	10,000	-	-
Attendance Fees	82,300	85,500	147,800	147,800
Security	8,957	6,894	23,260	23,260
Training/Registration	-	-	6,000	6,000
Travel Expense - Employee	(54)	-	-	-
Travel Expense - Non-Employee	240	389	11,500	11,500
Travel Expense-Mileage-Non-Employee	14,975	11,001	17,000	17,000
Meeting Expense	5,282	6,542	19,500	17,000
Office Equipment/Software-Inventorial	6,023	13,633	20,500	20,500
Total Expenditures	122,583	135,084	254,560	251,060
Funding Sources				
MSI Admin				143,500
Local Transportation Fund - Admin				10,000
Local Transportation Fund - Planning				39,760
SAFE-Vehicle Registration Fees				18,000
General Assessment Dues				34,800
MSI Valley Fund-Freeway Projects				5,000
Total Funding Sources				251,060

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. Managed the transition from in-person operations to remote as a result of the COVID-19 pandemic.
2. Developed remote working policy reflecting the success of remote operations hoisted upon the agency as a result of the COVID-19 pandemic.
3. Continually reviewing internal policies and procedures to ensure compliance with Federal and State requirements, and consistent application internally. This remains an ongoing, but important effort to ensure the organization is functioning as the Board intended.
4. Highlighted concerns over a proposed new intermodal facility in Colton and staging tracks in Barstow contemplated as mitigation as the California High Speed Rail Authority (CHSRA) seeks to clear the segment from Anaheim to Los Angeles Union Station. Concerns over the increased truck traffic on local streets, interchanges and freeways in the surrounding area, as well as pollution from train and truck traffic that needs to be properly identified and mitigated by the CHSRA project, not San Bernardino County.

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 supports overall agency functions, posting of agendas and preparation of minutes to document agency actions. Supports 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. 21-1002523, Xerox located in West depot, Amount Budgeted \$5,000.
 - v. 21-1002524, 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. 21-1002449, Xerox located in SCAG office, Amount Budgeted \$4,000.
 - ix. 17-1001718, Postage Machine Lease, Amount Budgeted \$4,000.
 - x. 18-1001964, Staples/County Participation Agreement, Amount Budgeted \$10,000.
- b. New Contracts
 - i. RFP, Offsite Record Storage, Amount Budgeted \$55,000, Total Estimated Contract Amount \$275,000.
 - ii. RFP, Records and Information Management Consultant and Software, Amount Budgeted \$120,000, Total Estimated Contract Amount \$120,000.

Manager

Marleana Roman, Clerk of the Board/Administrative Supervisor

General Government

Task 0200 Executive Administration and Support

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	758,001	813,712	819,437	808,131
Overtime	6,276	2,510	14,850	14,850
Fringe Allocation-General	776,454	762,767	847,055	926,426
Professional Services	6,811	13,679	30,000	30,000
Consulting Services	22	-	120,000	120,000
Maintenance-Motor Vehicles	(13)	-	-	-
Maintenance-Office Equipment	143	863	1,500	1,500
Rentals-Office Equipment	41,207	40,747	55,000	55,000
Dues/Memberships	14,350	25,028	34,000	34,000
Training/Registration	3,377	2,399	11,000	11,000
Postage	7,578	3,990	20,600	14,150
Travel Expense - Employee	6,453	7,367	15,350	15,350
Travel Expense-Mileage-Employee	696	317	2,150	2,100
Travel Expense-Mileage-Non-Employee	211	55	300	300
Advertising	-	-	500	500
Printing - External	2,105	1,626	10,000	10,000
Printing - Internal	5,862	4,686	32,000	26,000
Record/Equipment Storage	23,352	26,960	44,900	58,000
Other Service Charges	27	-	-	-
Office Expense	18,111	13,827	35,000	33,500
Meeting Expense	266	322	3,600	3,600
Office Equip/Software-Inventorial	18,000	-	20,000	20,000
Total Expenditures	<u>1,689,289</u>	<u>1,720,855</u>	<u>2,117,242</u>	<u>2,184,407</u>

Funding Sources

MSI Admin	286,548
Local Transportation Fund - Admin	12,920
Local Transportation Fund - Planning	230,966
Planning, Programming and Monitoring	2,840
SAFE-Vehicle Registration Fees	4,585
General Assessment Dues	20,375
Property Assessed Clean Energy Fund	6,075
MSI Valley Fund-Freeway Projects	142,743
MSI Valley Fund-Fwy Interchange	34,836
MSI Valley Fund-Traffic Mgmt Sys	22,318
MSI Victor Valley Fund-Traffic Mgmt Sys	5,678
Council of Governments Fund	2,585
Indirect Cost Fund	<u>1,411,938</u>
Total Funding Sources	<u>2,184,407</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. Guided staff in implementation of Governor's Executive Orders allowing for remote Board and committee meetings during COVID-19 pandemic.
2. Advised staff and consultants regarding force majeure claims arising from COVID-19 pandemic.
3. Instituted processes to review and confirm business entity legal status and signing authority.
4. Assisted in creation and adoption of Confidentiality Policy and Confidentiality Agreement.
5. Revised Policy regarding Authority to Act Upon Certain Claims to better define delegated authority.
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 Express Lanes tolling and operations, and monitor related Federal and State legislation.
3. Assist with the development of a Social Media Policy.
4. Review and update contract templates.
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. 19-1002217, Legal Research Database, Amount Budgeted \$9,000.
- 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 \$80,000, Total Estimated Contract Amounts will vary based on services provided.

Manager

Julianna Tillquist, General Counsel

General Government

Task 0350 General Counsel

			2020/2021	
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	394,298	457,038	422,982	429,317
Fringe Allocation-General	400,582	427,107	429,454	483,283
Professional Services	7,133	8,227	17,700	16,800
Legal Fees	31,232	-	80,000	80,000
Dues/Memberships	1,711	3,545	1,420	1,820
Training/Registration	2,704	1,532	4,500	5,000
Postage	-	18	100	100
Travel Expense - Employee	5,605	1,782	5,500	5,500
Travel Expense-Mileage-Employee	46	155	200	200
Printing - Internal	36	54	200	200
Meeting Expense	-	-	500	500
Office Equip/Software-Inventorial	-	384	10,000	10,000
Total Expenditures	<u>843,347</u>	<u>899,842</u>	<u>972,556</u>	<u>1,032,720</u>

Funding Sources

MSI Admin	41,574
Local Transportation Fund - Planning	7,276
Local Transportation Fund - Rail	135,798
MSI Valley Fund-Freeway Projects	128,552
MSI Valley Fund-Fwy Interchange	57,003
Indirect Cost Fund	<u>662,517</u>
Total Funding Sources	<u>1,032,720</u>

General Government

Task 0400 Financial Management

Purpose

Provide for SBCTA's and SBCOG's finance and accounting, revenue claiming, cash/investment management, and monitor debt issuance and payments.

Accomplishments

1. Received 8th consecutive Government Finance Officers Association (GFOA) award for the Comprehensive Annual Financial Report (Annual Report) 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 Avenue Viaduct Project.
4. Reviewed the internal control assessment to assess the effectiveness and efficiency of internal controls.
5. Performed an annual update of the Investment Policy No. 20100.
6. 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

The Procurement activities were transferred to Task 0425 Special Projects and Strategic Initiatives in the middle of Fiscal Year 2020/2021.

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 Annual Report and budget and submit to GFOA for award consideration.

Contract Information

- a. Existing Contracts
 - i. 16-1001472, Banking and Credit Card Services, Budgeted Amount \$1,000.
 - ii. 17-1001569, Auditing Services for Transit Operators, Amount Budgeted \$140,000.
 - iii. 17-1001569, Auditing Services for Measure I Local Pass-through and Senior and Disabled Recipients, Amount Budgeted \$400,000.
 - iv. 17-1001615, Auditing Services, Amount Budgeted \$140,000.
 - v. 19-1002213, Custodial Banking Services, Amount Budgeted \$7,500.
 - vi. 19-1002229, Trustee Services for Outstanding Bonds, Amount Budgeted \$14,000.
 - vii. 20-1002269, Issuing and Paying Agent for Commercial Paper, Amount Budgeted \$7,500.
 - viii. 20-1002281 and 20-1002295, Rating Services, Amount Budgeted \$36,000.
 - ix. 20-1002292, Investment Advisory Services, Amount Budgeted \$118,000.
 - x. 20-1002320 and 20-1002378, On-Call Audit Services, Amount Budgeted \$600,000.
 - xi. 20-1002322, Financial Advisory Services, Amount Budgeted \$134,000.
 - xii. 21-1002474, On-call Temporary Employment Services, Amount Budgeted \$100,000.
 - xiii. 21-1002552, Payroll and Aerial Photos Services, Amount Budgeted \$130,000.
- b. New Contracts
 - i. RFP, Trustee Custodial Services, Amount Budgeted \$10,000, Total Estimated Contract Amount \$30,000.

Hilda Flores, Chief Financial Officer

General Government

Task 0400 Financial Management

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	883,708	998,490	991,302	821,517
Regular Part-Time Employees	6,084	-	-	-
Overtime	9,073	15,524	14,850	14,850
Fringe Allocation-General	907,011	947,608	1,021,544	871,543
Professional Services	171,307	169,731	436,000	170,000
Consulting Services	20,989	-	50,000	50,000
County Fees	48,399	6,780	100,000	100,000
Auditing and Accounting	667,522	552,644	927,900	841,000
Investment Management Fees	94,405	79,436	120,000	120,000
Financial/Legal Bonding Fees	7,816	-	-	-
Claims	-	346	-	-
General Liability Insurance	237,364	246,298	-	-
Property Insurance	38,743	30,884	-	-
Crime Insurance	15,544	11,600	-	-
Automotive Insurance	-	1,373	-	-
Cyber Liability Insurance	15,813	15,387	-	-
Dues/Memberships	3,867	3,004	3,000	3,000
Training/Registration	8,439	5,086	20,000	15,000
Postage	2,460	1,637	1,100	2,100
Travel Expense - Employee	7,348	3,168	4,000	3,000
Travel Expense-Mileage-Employee	589	424	2,000	3,000
Travel Expense-Other-Metrolink Tickets	55	-	-	-
Advertising	655	842	1,000	1,000
Public Information Activities	1,020	(1,020)	1,000	-
Printing - External	2,299	1,748	7,000	7,000
Bank Charges	-	1	500	8,000
Other Service Charges	1,624	-	-	-
Office Expense	371	356	-	-
Meeting Expense	395	560	3,000	2,000
Indirect Total Expenditures	<u>3,152,900</u>	<u>3,091,907</u>	<u>3,704,196</u>	<u>3,033,010</u>
Funding Sources				
MSI Admin				625,563
Local Transportation Fund - Admin				172,771
Local Transportation Fund - Planning				34,649
SAFE-Vehicle Registration Fees				28,433
MSI Valley Fund-Freeway Projects				112,058
MSI Valley Fund-Fwy Interchange				48,508
MSI Valley Fund-Grade Separations				26,599
MSI Valley Fund-Metrolink/Rail Service				72,750
Indirect Cost Fund				<u>1,911,679</u>
Total Funding Sources				<u>3,033,010</u>

General Government

Task 0425 Special Projects and Strategic Initiatives

Purpose

This task performs 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, it provides for risk management and procurement and contract administration activities.

Accomplishments

1. Completed consolidation study between SBCTA and Omnitrans and innovative transit review of the Metro-Valley area.
2. In coordination with General Counsel, completed and implemented a procedure for claims processing.
3. In coordination with SBCTA departments, developed a Continuity of Operations Plan for each department and an Enterprise Continuity of Operations Base Plan for the agency.
4. Developed and implemented the Business Continuity Management Program Policy 10180.
5. Performed an update of the Procurement Policy 11000.
6. Implemented an electronic signature software.
7. Completed audit of procurements for the period of July 1, 2019 to July 30, 2020 with no exceptions noted.

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 two consulting contracts; one for the business process improvements analysis and one for the implementation of a new Enterprise Resource Planning (ERP) System.

Risk Management

The activity evaluates and procures via an insurance broker all appropriate forms and limits of liability including: 1) workers compensation, 2) commercial property, 3) general and excess liability (including public officials errors & omissions and employment practices), 4) crime and excess crime, 5) automobile, and 6) cyber liability (including data breach) insurance coverages. 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 SBCTA to the insurance market and seeking proposals from various carriers for SBCTA and SBCOG insurance policies.
 - ii. Conducting a deeper dive into the review of SBCTA and SBCOG contracts for proper insurance coverage and certificate of insurance.
2. Document management and imaging system consultant:
 - i. Providing software, maintenance, and programming services for a document management and imaging system utilized for maintaining a database of all required insurance for all contracts (accounted for in Management Services).
3. Third Party Administrator:
 - i. Managing and adjusting claims for damages against SBCTA.
 - ii. Tendering claims to the responsible party including other public agencies or contractors as well as negotiate possible outcomes before processing claims with the appropriate insurance carrier.
 - iii. Negotiating claims settlement agreements.

General Government

Task 0425 Special Projects and Strategic Initiatives

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)/Information for Bids (IFB), evaluating proposals, negotiations and contract awards. This ensures proper documentation and procedures are adhered to according to various Federal and State regulations. Hosts Business to Business (B2B) Event to foster relationships between subs and primes.

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 contract task order to verify consultant rates and obtain conformance letter on Federal funded projects.
6. Every other year, conduct procurement review of compliance with Procurement policies and procedures and compliance with Federal and State regulations.
7. Hold B2B annual event.

Budgetary changes are due to reflecting: 1) two consultants necessary for the implementation of a new ERP, 2) anticipated insurance cost increases, and 3) the completion of the Consolidation Study. Furthermore, the Procurement activities were transferred from Task 0400 Financial Management in the middle of Fiscal Year 2020/2021; therefore some budgetary increases are due to reflecting the full year of these activities.

Product

1. Procure for consultant to perform a business process improvements analysis necessary for procuring and selecting a new ERP System.
2. Secure annual insurance policies.
3. In coordination with Executive Administration and Support, procure document management retention system and develop and implement procedures for records retention/destruction in accordance to policy.
4. Perform annual updates to the Cooperative Agreement's and implement the cooperative agreement training, testing, and exercising program.

Contract Information

- a. Existing Contracts
 - i. 19-1002035, Insurance Broker and Risk Management Services, Amount Budgeted \$31,000.
 - ii. 21-1002472, Third Party Administrator Services, Amount Budgeted \$15,000.
 - iii. 17-1001741 and 17-1001664, Contract Task Order (CTO) - On-call Labor Compliance Services, Amount Budgeted \$5,000.
 - iv. 20-1002339, Disadvantaged Business Enterprise Services, Amount Budgeted \$10,000.
 - v. 19-1002000, Public Outreach Services, Amount Budgeted \$50,000.

General Government

Task 0425 Special Projects and Strategic Initiatives

b. New Contracts

- i. RFP, ERP Business Process Analysis and ERP selection, Amount Budgeted \$150,000, Total Estimated Contract Amount \$150,000.
- ii. RFP, ERP system and implementation consultant, Amount Budgeted \$125,000, Total Estimated Contract Amount \$2,000,000.
- iii. RFP, On-Call Labor Compliance Services, Amount Budgeted \$5,000, Total Estimated Contract Amount \$750,000.

Manager

Beatriz Valdez, Director of Special Projects and Strategic Initiatives

General Government

Task 0425 Special Projects & Strategic Initiatives

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	-	133,404	246,560	437,426
Fringe Allocation-General	-	124,671	250,334	492,409
Professional Services	-	29,456	40,000	111,000
Consulting Services	-	340,304	410,000	275,000
Legal Fees	-	-	20,000	15,000
Claims	-	-	30,000	30,000
General Liability Insurance	-	-	194,000	242,500
Umbrella Liability Insurance	-	-	54,000	81,000
Property Insurance	-	-	35,500	130,000
Crime Insurance	-	-	1,500	16,800
Public Officials Liability Insurance	-	-	14,000	-
Automotive Insurance	-	-	18,000	1,500
Cyber Liability Insurance	-	-	-	10,000
Dues/Memberships	-	260	50	100
Training/Registration	-	-	1,200	1,200
Postage	-	-	3,000	10,000
Travel Expense - Employee	-	991	6,000	3,000
Travel Expense-Mileage-Employee	-	55	1,000	1,000
Travel Expense-Other-Metrolink Tickets	-	-	50	50
Advertising	-	-	-	600
Bank Charges	-	26	-	160
Meeting Expense	-	25	500	500
Office Equip/Software-Inventorial	-	9,000	-	-
Total Expenditures	-	638,192	1,325,694	1,859,245
Funding Sources				
MSI Admin				481,007
Local Transportation Fund - Planning				276,942
SAFE-Vehicle Registration Fees				39,468
SAFE Reimbursement				4,215
MSI Valley Fund-Freeway Projects				175,820
MSI Valley Fund-Fwy Interchange				56,262
MSI Valley Fund-Grade Separations				5,901
Indirect Cost Fund				819,630
Total Funding Sources				1,859,245

NOTE: New task created in Fiscal Year 2019/2020 budget. It does not include prior year history.

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. Commenced new internet and telephone service with Frontier.
2. Conducted network vulnerability tests to assess the effectiveness of security controls by simulating a real-world attack.
3. Transitioned to the use of mobile computer technology to allow for telecommuting.
4. Applied the use of record retention/destruction functionality within SharePoint and Laserfiche enterprise systems.
5. Deployed the Laserfiche Weblink tool to allow public access to agency related documents.
6. Replaced the aging ShoreTel phone system server and upgraded to the most current Mitel phone system.
7. Deployed a new mobile phone app to connect staff to the phone system from remote locations.
8. 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 pandemic.

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 Mitel 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 additional hours for information and communication technology professional services, replacement/upgrade of the Board voting tools, and new software as a service subscriptions for Office 365 Exchange and Adobe Acrobat Pro.

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. Provide computer software training to increase employee learning and efficiency.
4. Procure new service agreement for SharePoint administration services.
5. Upgrade from Exchange 2010 to Office 365 Exchange Online.
6. Upgrade to Adobe Pro.

Contract Information

- a. Existing Contracts
 - i. 17-1001628, Technology Network Consultant, Amount Budgeted \$259,295.
 - ii. 00-1000066, Financial Management Software System, Amount Budgeted \$48,700.
 - iii. 21-1002468, Phone and Internet Communication, Amount Budgeted \$32,500.
 - iv. 15-1001124, Document Management Software, Maintenance and Hardware, Amount Budgeted \$40,000.
- b. New Contracts
 - i. RFP, SharePoint Administrator Professional Services – SharePoint Application, Amount Budgeted \$14,400, Total Estimated Contract Amount \$54,000.
 - ii. RFP, Laserfiche Management Software, Maintenance and Hardware, Amount Budgeted \$35,000, Total Estimated Contract Amount \$400,000.
 - iii. RFB, Board voting tool, Amount Budgeted \$13,000, Total Estimated Contract Amount \$13,000.
 - iv. RFB, Office 365 Exchange license agreement, Amount Budgeted \$30,000, Total Estimated Contract Amount \$30,000.

Manager

Duane Baker, Deputy Executive Director

General Government

Task 0450 Management Services

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	119,189	141,427	129,254	171,272
Fringe Allocation-General	121,087	132,166	131,231	192,801
Professional Services	286,156	238,494	324,543	395,695
Maintenance-Motor Vehicles	1,834	1,363	2,500	2,500
Training/Registration	1,228	590	10,000	10,000
Postage	35	173	700	700
Travel Expense - Employee	702	836	1,000	1,000
Travel Expense-Mileage-Employee	102	49	200	200
Communications	12,439	8,071	76,000	58,650
Office Expense	-	1,140	1,500	1,500
Meeting Expense	57	-	200	200
Office Equip/Software-Inventorial	125,852	243,745	264,060	280,382
Computer Hardware and Software	-	-	144,000	13,000
Total Expenditures	<u>668,681</u>	<u>768,054</u>	<u>1,085,188</u>	<u>1,127,900</u>
Funding Sources				
MSI Admin				20,745
Indirect Cost Fund				<u>1,107,155</u>
Total Funding Sources				<u>1,127,900</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 five (5) full-time positions at time of budget preparation with the expectation for an additional five (5) recruitments.
2. Processed over 394 employment applications.
3. Reviewed and enhanced the Emergency Action Plan for the agency.
4. Developed and maintained a COVID-19 pandemic Operating and Prevention Plan.
5. Assisted in the development of the Business Continuity Management Program.
6. Recognized and rewarded employee contributions, longevity, and successes through several service awards and employee recognition events.
7. Conducted a partial classification and compensation study to ensure market/internal structure alignment and to identify paths for career progression.

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.
5. Implement a background check procedure for key agency positions.

Manager

Duane Baker, Deputy Executive Director

General Government

Task 0470 Human Resources

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	81,386	85,401	84,261	135,575
Fringe Allocation-General	82,683	79,808	85,550	152,617
Professional Services	485	260	650	2,725
Legal Fees	-	7,018	25,000	25,000
Maintenance-Motor Vehicles	49	174	-	-
Dues/Memberships	851	402	800	1,650
Training/Registration	1,804	2,484	14,360	15,160
Postage	7	-	200	200
Travel Expense - Employee	56	5,765	6,500	3,000
Travel Expense-Mileage-Employee	-	406	500	500
Advertising	7,657	5,632	8,250	10,750
Office Expense	325	4,619	1,000	1,000
Meeting Expense	8,828	(1,198)	13,500	15,000
Total Expenditures	<u>184,131</u>	<u>190,771</u>	<u>240,571</u>	<u>363,177</u>
 Funding Sources				
Indirect Cost Fund				<u>363,177</u>
Total Funding Sources				<u><u>363,177</u></u>

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 completed 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 for 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.
7. Initiated Equity Ad Hoc Committee.

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. Collaborate on the implementation of “Optimizing Emergency Medical Services in San Bernardino County” study.
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.

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. COG Marketing Plan.
5. Housing Legislation Analysis and Report.

Contract Information

- a. Existing Contracts
 - i. 19-1002152, Grant Search and Writing services, Amount Budgeted \$97,955.
 - ii. 21-1002502, Emergency Communications Nurse System, Amount Budgeted \$24,850.

Manager

Duane Baker, Deputy Executive Director

General Government

Task 0501 Intergovernmental – Council of Governments

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	106,405	100,991	113,971	102,160
Fringe Allocation-General	108,100	94,378	115,714	115,001
Professional Services	89,109	58,684	165,000	165,000
Consulting Services	-	46,562	380,000	530,000
Maintenance-Motor Vehicles	-	-	200	-
Dues/Memberships	-	-	500	500
Training/Registration	22,831	21,419	31,750	31,750
Postage	-	-	200	200
Travel Expense - Employee	3,381	5,220	5,000	5,000
Travel Expense - Non-Employee	-	-	1,000	1,000
Travel Expense-Mileage-Employee	2,229	69	1,200	1,200
Travel Expense-Mileage-Non-Employee	-	-	200	200
Travel Expense-Other-Metrolink Tickets	229	26	100	100
Contributions/Subsidies	5,310	20,009	47,650	5,000
Office Expense	-	-	100	100
Meeting Expense	32,492	7,551	45,000	45,000
Total Expenditures	<u>370,086</u>	<u>354,909</u>	<u>907,585</u>	<u>1,002,211</u>
Funding Sources				
MSI Admin				122,300
Local Transportation Fund - Planning				36,171
General Assessment Dues				193,339
Property Assessed Clean Energy Fund				<u>650,401</u>
Total Funding Sources				<u>1,002,211</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, as well as a transit service to Ontario International Airport (ONT) using zero emission vehicles.
6. Advocating to protect SBCTA's local control over regional transportation projects.

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 2021/2022, SBCTA will continue to actively advocate for transportation funding at the Federal and State levels, promote approvals and environmental exemptions for zero emission infrastructure, 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. 20-1002385, Federal Advocacy Services, Amount Budgeted \$90,000.
 - ii. 20-1002384, State Advocacy Services, Amount Budgeted \$75,000.

Manager

Otis Greer, Director of Legislative and Public Affairs

General Government

Task 0503 Legislation

			2020/2021	
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	179,927	204,748	130,148	115,023
Fringe Allocation-General	182,794	191,341	132,138	129,481
Professional Services	143,982	143,663	150,200	164,200
Dues/Memberships	11,198	9,760	17,000	12,000
Training/Registration	3,654	1,776	10,000	10,000
Postage	17	-	-	-
Travel Expense - Employee	12,153	8,662	26,500	26,500
Travel Expense-Mileage-Employee	740	624	3,000	4,000
Travel Expense-Other-Metrolink Tickets	70	34	200	200
Office Expense	-	378	500	500
Meeting Expense	926	1,441	32,000	31,000
Total Expenditures	<u>535,461</u>	<u>562,427</u>	<u>501,686</u>	<u>492,904</u>

Funding Sources

MSI Admin	130,938
Local Transportation Fund - Planning	76,418
MSI Valley Fund-Freeway Projects	2,500
Indirect Cost Fund	<u>283,048</u>
Total Funding Sources	<u>492,904</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 in the development and implementation of SBCTA programs and projects.

Fiscal Year 2020/2021 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. Support grant pursuit efforts through the development of grant-specific fact sheets and branding of the submittal for aesthetic enhancement and agency consistency.
3. Expanded outreach opportunities by bringing forward new tools, including virtual meeting platforms, enhancing our social media and online presence through a growth in Twitter, Facebook, and Instagram, as well as continuing a news blog - @sbctanewsroom.
4. Redesign and maintain new web interface for goSBCTA.com to make the user experience more efficient and uniform to the agency brand.
5. 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.
6. 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.
7. 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; development of a COG marketing plan; and helped support the planning and execution of the annual City/County Conference.
8. Hosting web content for a monthly rideshare publication and online content for the Freeway Service Patrol (FSP) Program.
9. 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, initial marketing for future services on roadway and transit, 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, virtual platforms for public engagement, 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, marketing plans, 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 2021/2022, communications opportunities will grow to add marketing for new public services and will include 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; partner with private sector transportation developers; 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, Amount Budgeted \$35,000.*
 - 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. 19-1002105, 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

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	146,821	163,623	217,077	222,646
Fringe Allocation-General	149,159	152,907	220,399	250,632
Professional Services	264,171	75,453	120,000	120,000
Dues/Memberships	2,390	2,952	15,000	11,600
Training/Registration	3,099	135	15,600	15,600
Postage	74	8	-	-
Travel Expense - Employee	4,485	951	10,000	10,000
Travel Expense-Mileage-Employee	453	296	3,500	3,500
Public Information Activities	21,930	23,694	55,000	70,000
Meeting Expense	2,316	155	5,000	5,000
Office Equip/Software-Inventorial	653	702	-	-
Special Items	18	-	-	-
Total Expenditures	<u>595,569</u>	<u>420,876</u>	<u>661,576</u>	<u>708,978</u>
Funding Sources				
MSI Admin				68,170
Local Transportation Fund - Planning				45,923
MSI Valley Fund-Freeway Projects				77,131
MSI Valley Fund-Fwy Interchange				39,030
MSI Valley Fund-Grade Separations				4,081
Indirect Cost Fund				<u>474,643</u>
Total Funding Sources				<u>708,978</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 facility, which is co-owned by SBCTA and the City of San Bernardino. SBCTA retains 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 2020, SBCTA's expansion into space previously occupied by SCAG was completed. The deployment of modern audio visual and presentation equipment was also deployed in three (3) of SBCTA's four conference rooms.

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.
7. Coordinate all building construction and repair activities between SBCTA and the property manager.

Product

1. Active management of the facility.
2. Procure audio visual and presentation (AV) equipment and installation services for the Super Chief conference room.
3. Procure sound equipment and installation services for the Board Chambers.

Contract Information

- a. Existing Contracts
 - i. 20-1002397, Property and Facility Management Services, Amount Budgeted \$27,000.
 - ii. 21-1002442, Confidential Paper Recycling Services, Amount Budgeted \$1,260.
- b. New Contracts
 - i. RFP, Super Chief AV Upgrade, Amount Budgeted \$75,000, Total Estimated Contract Amount \$75,000.
 - ii. RFP, Board Room Sound Equipment Upgrade, Amount Budgeted \$40,000, Total Estimated Contract Amount \$40,000.

Manager

Duane Baker, Deputy Executive Director

General Government

Task 0805 Building Operation

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	29,477	41,132	55,632	57,003
Fringe Allocation-General	29,947	38,439	56,483	64,168
Professional Services	73,710	164,571	223,200	6,260
Security	-	-	-	190,537
Utilities	102,320	104,177	130,000	140,000
Maintenance-Buildings	1,092,792	859,893	1,074,898	878,534
Postage	8	-	200	200
Communications	19,417	17,603	20,000	20,000
Office Expense	5,544	8,980	11,500	13,729
Improvements OTBS	-	46,691	-	180,000
Office Furniture and Equipment	61,246	153,215	135,000	65,000
Office Equip/Software-Inventorial	119,074	32,825	20,000	20,000
Total Expenditures	<u>1,533,535</u>	<u>1,467,526</u>	<u>1,726,913</u>	<u>1,635,431</u>
Funding Sources				
Amtrak				12,000
Indirect Cost Fund				<u>1,623,431</u>
Total Funding Sources				<u>1,635,431</u>

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 Mobile Source Air Pollution Reduction Review Committee (MSRC) and the United States Department of Energy (DOE).

Accomplishments

1. Assisted thirteen (13) partnership cities with the San Bernardino Regional Energy Partnership (SBREP), and was able to provide city staff associated with energy efficiency the training opportunity for a Level 1 or a Level 2 Building Operator Certification (BOC) through the partnership. A joint Regional Energy Partnership virtual meeting, in collaboration with WRCOG, took place during the fall of Fiscal Year 2020/2021. SBREP was also able to send several emails to the partnership cities regarding various energy efficiency opportunities being offered by Southern California Gas (SoCalGas). The Holiday Light (light emitting diode, LED) and energy efficiency starter kit exchanges were delayed due to COVID-19 pandemic and were not able to occur in 2020. Efforts regarding this task will continue in Fiscal Year 2021/2022.
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 the installation of the Electric Vehicle (EV) charging stations at SBCTA/Santa Fe Depot and the Downtown San Bernardino Transit Center, using a \$450,000 grant from MSRC.
4. 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 six (6) project trucks in Fiscal Year 2020/2021 and forwarded the appropriate share of the disposition funds to the DOE.

Goals and Objectives

1. Continue to work with local agencies and address any questions they may have in relation to the San Bernardino Countywide Zero Emission Vehicle (ZEV) Readiness and Implementation Plan, and assist in identifying various grant opportunities for ZEV charging infrastructure.
2. In coordination with SoCalGas, continue assisting cities with reducing energy consumption, as well as achieving savings through the upcoming formation of a 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 (50) CNG and LNG trucks.

Performance/Workload Indicators

	2018/2019 Actual	2019/2020 Actual	2020/2021 Revised Budget	2021/2022 Budget
Regional Energy Partnership Meetings	9	9	1	4
LED Holiday Light Exchanges/Energy Efficiency Starter Kit Events	6	4	N/A*	4
Electric Vehicle Chargers Installed	0	0	12	0

* Due to COVID-19 pandemic no LED Holiday Light & Energy Efficiency Kit exchanges took place in calendar year 2020.

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. 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.
2. Completed the installation of Electric Vehicle (EV) chargers through a \$450,000 grant received from the Mobile Source Air Pollution Reduction Review Committee (MSRC).
3. 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 six (6) trucks in Fiscal Year 2020/2021 and forwarded the appropriate portion of the funds to the DOE.
4. 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, California Air Resources Board (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. With the completion of the Zero Emission Vehicle (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.
8. 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.
9. Work to achieve Senate Bill 375 (SB375) targets for greenhouse gasses as part of Southern California Association of Governments (SCAG) Sustainable Communities Strategy.
10. Continue to explore EV technologies such as solar powered systems.

Budgetary changes are mainly due to the completion of DOE truck sales as well as completion of various projects resulting in reduction of consulting fees.

Environment and Energy Conservation

Task 0101 Environment

Product

1. Continue to collaborate with local agencies regarding various EV charging station and EV infrastructure opportunities.
2. 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 in improving 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, CNG/LNG Fleet, Amount Budgeted \$760,000.

Local Funding Source Detail

- i. Ryder - \$760,000.

Manager

Duane Baker, Deputy Executive Director

Environment and Energy Conservation

Task 0101 Environment

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	84,209	130,783	76,097	61,553
Regular Part-Time Employees	192	1,331	-	1,275
Overtime	281	884	-	-
Fringe Allocation-General	85,836	123,045	77,261	70,725
Professional Services	5,070,765	651,455	1,296,500	848,500
Consulting Services	-	-	75,000	102,000
Maintenance-Motor Vehicles	-	-	450	450
Training/Registration	1,082	232	5,000	5,000
Postage	157	113	350	350
Travel Expense - Employee	1,201	836	11,500	9,000
Travel Expense-Mileage-Employee	532	1,009	4,500	4,000
Travel Expense-Other-Metrolink Tickets	20	40	1,000	1,000
Printing - External	-	1,499	1,000	1,000
Printing - Internal	-	-	300	300
Contributions/Subsidies	-	-	100,000	100,000
Office Expense	-	-	325	325
Meeting Expense	147	75	-	-
Electric Vehicle Charging Stations	-	398,180	-	-
Office Equip/Software-Inventorial	9,107	34,057	32,000	50,000
Total Expenditures	<u>5,253,529</u>	<u>1,343,539</u>	<u>1,681,283</u>	<u>1,255,478</u>

Funding Sources

Electric Vehicle Charging Stations	14,104
MSI Valley Fund-Traffic Mgmt Sys	185,874
MSI 1990-Valley Fund-TMEE	295,500
Local Projects Fund	<u>760,000</u>
Total Funding Sources	<u>1,255,478</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 and levy the annual assessments related to 8,766 existing Property Assessed Clean Energy (PACE) liens originated from 2013 to until 2017.
2. Assisted thirteen (13) cities with energy efficiency initiatives, as well as provided the opportunity for Level 1 and Level 2 Building Operator Certification (BOC) training for cities participating in the Partnership.
3. Due to concerns associated with COVID-19 pandemic, the holiday light emitting diode (LED) light and free energy efficiency starter kit exchange events were not able to take place in 2020. Efforts regarding this task will continue in 2021.
4. Received funding from Southern California Gas Company (SoCalGas) and hosted a virtual San Bernardino Regional Energy Partnership (SBREP) meeting, as well as communicated a number of SoCalGas programs, webinars and energy saving opportunities to the partnership cities.

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) regarding the implementation for a Regional Energy Network (REN) for San Bernardino and Riverside counties upon California Public Utilities Commission (CPUC) approval. This opportunity would provide additional energy efficiency opportunities that would focus on three categories: Public Sector, Code and Standards, and Workforce Education and Training for San Bernardino and Riverside counties.

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. A budget increase is also anticipated with the hopeful approval by the CPUC for a new REN in the two (2) Inland Empire counties. The additional budget for the REN is provided through reimbursable funding by the CPUC.

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 four (4) SBREP meetings.
4. Work closely with participating cities to address possible opportunities to provide LED holiday light strings and energy efficiency starter kits.

Environment and Energy Conservation

Task 0111 Energy Conservation

Contract Information

- a. Existing Contracts
 - i. 20-1002381, Legal services for the Home Energy Renovation Opportunity (HERO) Program.
 - ii. 20-1002380, Financial Advisor and Program Manager for the HERO Program.
 - iii. 20-1002379, Special Tax Consultant and Assessment Engineer for the HERO Program.
 - iv. 19-1002238, Cooperative Agreement with WRCOG and CVAG for the development of a Regional Energy Network (REN).
- b. New Contracts
 - i. RFP, Marketing Materials, Amount Budgeted \$50,000, Total Estimated Contract Amount \$50,000.
 - ii. RFP, Energy Planning, Amount Budgeted \$50,000, Total Estimated Contract Amount \$50,000.
 - iii. RFP, Energy Action Planning, Amount Budgeted \$50,000, Total Estimated Contract Amount \$50,000.
 - iv. Cooperative Agreement with Western Riverside Council of Governments for the implementation of a Regional Energy Network, Amount Budgeted \$3,000,000, Total Estimated Contract Amount \$3,000,000.

Local Funding Source Detail

- i. Western Riverside Council of Governments - \$3,000,000.

Manager

Duane Baker, Deputy Executive Director

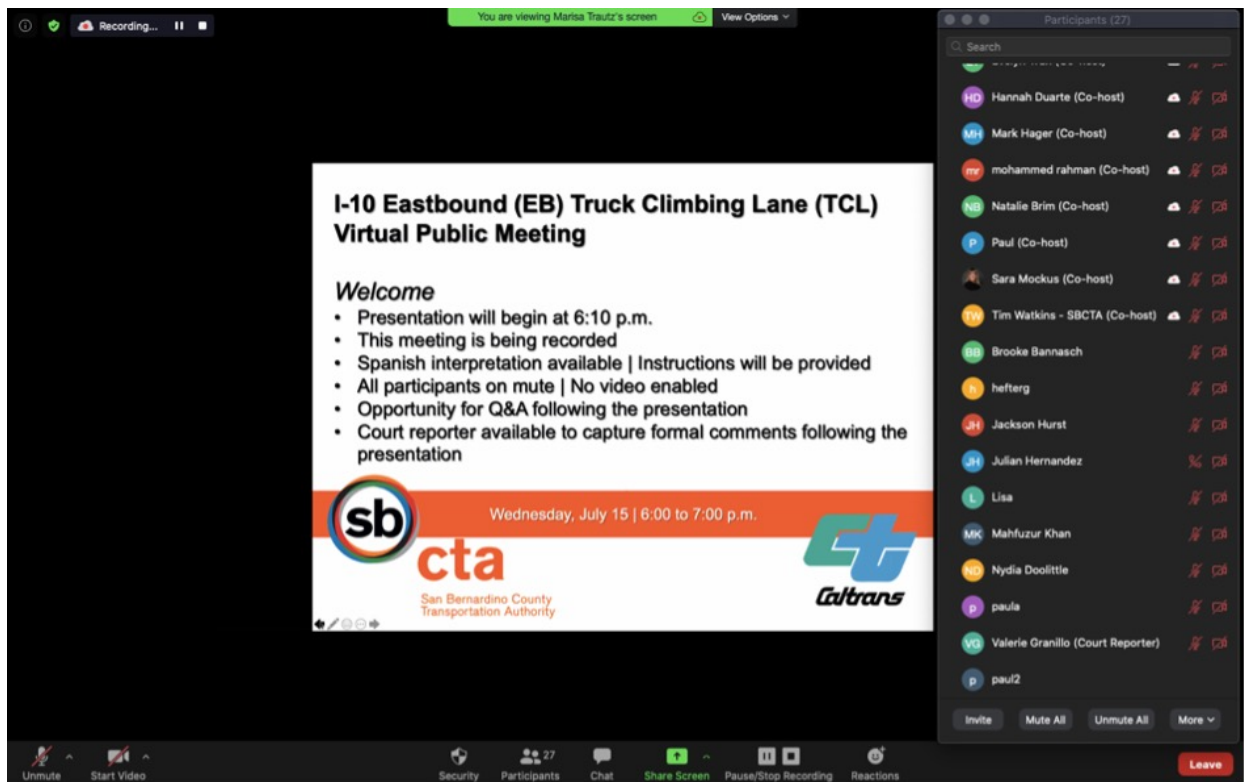
Environment and Energy Conservation

Task 0111 Energy Conservation

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	21,731	13,128	35,488	26,471
Regular Part-Time Employees	2,469	1,793	-	2,850
Fringe Allocation-General	22,079	12,267	36,031	33,007
Professional Services	59,757	113,500	236,722	3,253,000
Training/Registration	-	-	3,000	3,500
Postage	7	7	100	100
Travel Expense - Employee	694	458	3,750	3,800
Travel Expense-Mileage-Employee	425	440	1,000	500
Printing - External	-	-	1,000	450
Printing - Internal	-	-	75	75
Contributions/Subsidies	-	-	300	270
Bank Charges	(1,454)	18,600	22,000	22,000
Other Service Charges	-	46,069	6,000	6,000
Office Expense	25	814	300	170
Meeting Expense	971	531	1,850	1,600
Total Expenditures	<u>106,704</u>	<u>207,607</u>	<u>347,616</u>	<u>3,353,793</u>

Funding Sources

Property Assessed Clean Energy Fund	285,363
Council of Governments Fund	68,430
Local Projects Fund	<u>3,000,000</u>
Total Funding Sources	<u>3,353,793</u>



As part of an agency-wide response to the COVID-19 pandemic, the Public Outreach team developed virtual solutions to engaging the public. This represents a screen view of a public hearing for the environmental clearance of this vital transportation improvement in the east valley of San Bernardino County.

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 for Beats 11 and 29.
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 Request for Proposal (RFP) documents and contracts in an effort to attract more qualified tow companies to submit a proposal and participate in the FSP program.
6. Continued to explore status of EV tow trucks and potential grant opportunities.
7. Collaboratively and creatively worked with all FSP Tow Operators through the challenges of the COVID-19 pandemic.
8. Transitioned all FSP Global Positioning Systems (GPS) tracking system for the FSP Program to the latest digital technology.
9. Successfully completed the Call Box removal plan of the last remaining 160 boxes.

Goals and Objectives

1. Implement a Mobile Call Box Program.
2. Complete 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. Continue to evaluate and convert non-American with Disabilities Act (ADA) to ADA compliant call boxes.
5. Increase mobility on area freeways by removing disabled vehicles and other impediments during rush hours in a safe and efficient manner.
6. 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.

Continue to explore possible partnerships with congestion management applications for further efficiency of the Program.

Performance/Workload Indicators

	2018/2019	2019/2020	2020/2021	2021/2022
	Actual	Actual	Revised Budget	Budget
Motorists assisted by Freeway Service Patrol	58,441	70,164	82,000	82,000
Calls to 511	114,045	82,306	33,000*	33,000
Visits to IE511.org	252,921	412,177	120,000*	120,000

* Due to COVID-19 pandemic limitations during the 2020 calendar year, the 511 system experienced a decrease in calls and website visits due to reduced congestion and transit usage.

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 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 2020, the IE511 phone system received more than 33,000 calls and the IE511 website had in excess of 121,000 visits. The smartphone application, which launched in 2012 has had more than 71,000 downloads.

In addition, SBCTA and RCTC have been in discussions with LACMTA, OCTA and VCTC with the goal of merging the region's 511 systems into one regional system to be known as Southern California 511 (SoCal511). All five (5) agencies are on board, and the merger agreement is scheduled to be finalized by the end of Fiscal Year 2020/2021. The goal is to have a single 511 system for the five (5) county region in order to provide a higher level of customer service to the traveling public, eliminating any possible confusion over what 511 system a motorist should be accessing while traveling throughout the five (5) county region.

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.

Budgetary changes are a result of a lower anticipated fee schedule that has been agreed upon by all parties for the SoCal 511 merger and maintenance costs.

Product

1. Finalize regional partnership with other 511 systems in the Southern California region, which includes LACMTA, OCTA, and VCTC and the 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 determine if an update is needed.
4. Continue partnerships with the Inland Empire 66ers and Rancho Cucamonga Quakes Baseball organizations for continuous advertising of the 511 system at their sporting events.

Commuter and Motorist Assistance

Task 0406 Traveler Services & Intelligent Transportation Systems

Contract Information

- a. New Contracts
 - i. RFP, ITS Analysis Consultant, Amount Budgeted \$250,000, Total Estimated Contract Amount \$700,000.
 - ii. Los Angeles County Metropolitan Transportation Authority Annual Agreement for SoCal511, Amount Budgeted \$234,880, Total Estimated Contract Amount \$615,176.

Manager

Duane Baker, Deputy Executive Director

Commuter and Motorist Assistance

Task 0406 Traveler Services & Intelligent Transportation Systems

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	65,224	26,115	42,676	39,516
Regular Part-Time Employees	621	398	-	600
Fringe Allocation-General	66,263	24,405	43,329	45,158
Professional Services	1,296,193	1,128,010	555,000	539,880
Consulting Services	-	-	15,000	20,000
Maintenance-Motor Vehicles	40	-	200	200
Training/Registration	938	288	1,000	1,000
Postage	64	79	100	100
Travel Expense - Employee	2,844	588	4,000	4,000
Travel Expense-Mileage-Employee	2,573	589	2,000	2,000
Travel Expense-Other-Metrolink Tickets	40	50	500	500
Printing - External	265	-	87,000	87,000
Printing - Internal	-	-	100	100
Office Expense	17	-	250	250
Meeting Expense	-	-	2,000	2,000
Total Expenditures	<u>1,435,082</u>	<u>1,180,522</u>	<u>753,155</u>	<u>742,304</u>
Funding Sources				
SAFE-Vehicle Registration Fees				289,880
MSI Valley Fund-Traffic Mgmt Sys				425,274
MSI Victor Valley Fund-Traffic Mgmt Sys				<u>27,150</u>
Total Funding Sources				<u>742,304</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 779 call boxes along 1,800 centerline highway miles.

Accomplishments

Last year more than 3,000 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 the need to upgrade the digital call boxes to newest technology available at the time. Staff has recommended to the Board to reduce the call box network by a total of 225 call boxes, 160 of them completed in Fiscal Year 2020/2021 and sixty-five (65) in Fiscal Year 2019/2020. This 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. The call box reduction, as well as the digital technology upgrade was completed in Fiscal Year 2020/2021.

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 to 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. Continue to analyze and address possible 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 Riverside County Transportation Commission (RCTC) and Orange County Transportation Authority (OCTA).

Commuter and Motorist Assistance

Task 0702 Call Box System

Call Box sites will continue to be reviewed regarding ADA compliance. Additional funds will be budgeted to be able to address ADA compliance concerns.

Budgetary changes resulted from a decreased need for some call box related consulting services.

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. Work on TTY replacement solution as a result of the Federal Communications Commission (FCC) no longer requiring cellular companies to support TTY technology. Call box vendor has developed a solution so that TTY capabilities can still be offered to the motoring public.
4. Continue to review Call Box sites and address ADA compliance concerns when needed.
5. Research and implement a Mobile Call Box Program.

Contract Information

- a. Existing Contracts
 - i. 17-1001737, Call Box Liaison Support, 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.

Manager

Duane Baker, Deputy Executive Director

Commuter and Motorist Assistance

Task 0702 Call Box System

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	35,926	51,879	54,054	49,137
Regular Part-Time Employees	1,323	977	-	750
Overtime	9	-	-	-
Fringe Allocation-General	36,508	48,481	54,881	56,158
Professional Services	112,557	79,834	211,000	211,000
Consulting Services	10,836	4,110	80,000	40,000
Mountain Avenue Callbox	444	452	2,250	2,250
Maintenance-Motor Vehicles	40	-	120	120
Maintenance-Call Boxes	656,161	767,900	625,000	625,000
Training/Registration	-	-	150	150
Postage	23	-	100	100
Travel Expense - Employee	1,193	37	5,000	2,000
Travel Expense-Mileage-Employee	278	188	5,000	2,500
Travel Expense-Other-Metrolink Tickets	-	73	250	250
Printing - External	231	-	500	500
Printing - Internal	-	-	150	150
Communications	6,647	5,633	30,000	30,000
Record/Equipment Storage	3,434	2,390	5,000	5,000
Office Expense	-	-	1,500	1,500
Meeting Expense	106	8	500	500
Office Equip/Software-Inventorial	-	-	20,000	20,000
Total Expenditures	<u>865,716</u>	<u>961,962</u>	<u>1,095,455</u>	<u>1,047,065</u>

Funding Sources

SAFE-Vehicle Registration Fees	764,815
SAFE Reimbursement	82,250
MSI 1990-Valley Fund-TMEE	<u>200,000</u>
Total Funding Sources	<u><u>1,047,065</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.

Staff successfully procured for two (2) FSP Beats (11 and 29) during the ongoing COVID-19 pandemic, which included developing and implementing a plan that provided staff the ability to outreach and as well as conduct tow yard site visits through the use of virtual technology. This approach was a change from previous years, but allowed staff to execute a successful and inclusive procurement for the two (2) Beats.

In December 2020, 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.

Work Elements

1. Explore new cost saving technologies to enhance program efficiency and services, in addition to those mentioned above.
2. 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, California Department of Transportation (Caltrans) District 8 and Caltrans Headquarters.
4. Attend Inland Empire FSP Technical Advisory Committee meetings, statewide FSP meetings, and other meetings as needed throughout the year. 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. The Quarterly Driver meetings have been taking place through the use of virtual technology this past year, and will continue to be handled virtually until it is determined that it is safe to meet in person once again.
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 may be able 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.
10. Work with funding agencies and the Electric Vehicle (EV) industry on a possible EV tow truck demonstration project opportunity.
11. Continue partnerships with the Inland Empire 66ers and Rancho Cucamonga Quakes Baseball teams for a marketing partnership for public awareness of the FSP program at all their sporting events.

Commuter and Motorist Assistance

Task 0704 Freeway Service Patrol/State

12. Procure and award Beat 9 (operates along Interstate 10 (I-10) from Los Angeles County line to Haven Avenue), Beat 14 (covers the Interstate 215 (I-215) from Riverside County line to Devore Road) and Beat 31 (covers the State Route 210 (SR-210) from Los Angeles county line to Citrus Avenue).
13. Possibly procure and award a new FSP data collection system.
14. Possibly procure for a FSP technical consultant.

Budgetary changes include an increase of an estimated \$239,000 which is due to increasing tow operator costs and the procurement of a new radio system.

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 possible presentations at the local California Tow Truck Association (CTTA) Inland Empire Chapter, as well as presenting at the CTTA annual show in 2022.
2. Conduct periodic driver meetings to reinforce safety, customer service and FSP policies.
3. Continuously monitor and 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 \$460,956.
 - ii. 18-1001969, FSP Tow Services Along Beat 10, Amount Budgeted \$397,242.
 - iii. 20-1002323, FSP Tow Services Along Beat 11, Amount Budgeted \$418,400.
 - iv. 19-1002172, FSP Tow Services Along Beat 5, Amount Budgeted \$310,800.
 - v. 19-1002091, FSP Tow Services Along Beat 23, Amount Budgeted \$287,658.
 - vi. 16-1001522, FSP Tow Services Along Beat 14, Amount Budgeted \$573,000.
 - vii. 19-1002171, FSP Tow Services Along Beat 27, Amount Budgeted \$520,000.
 - viii. 20-1002324, FSP Tow Services Along Beat 29, Amount Budgeted \$424,369.
 - ix. 16-1001556, FSP Tow Services Along Beat 31, Amount Budgeted \$445,956.
 - x. 16-1001521, FSP Digital Radio Services, Amount Budgeted \$6,000.
 - xi. 15-1001164, FSP Technical Consultant, Amount Budgeted \$25,000.
 - xii. 21-1002547, FSP Extra Time for daily oversight and field supervision, Amount Budgeted \$195,156.
- b. New Contracts
 - i. RFP, FSP Beat 9, Amount Budgeted \$460,956, Total Estimated Contract Amount \$2,124,100.
 - ii. RFP, FSP Beat 14, Amount Budgeted \$573,000, Total Estimated Contract Amount \$2,128,360.
 - iii. RFP, FSP Beat 31, Amount Budgeted \$445,956, Total Estimated Contract Amount \$2,128,360.
 - iv. RFP, Digital Radio Lease, Amount Budgeted \$40,000, Total Estimated Contract Amount \$200,000.

Manager

Duane Baker, Deputy Executive Director

Commuter and Motorist Assistance

Task 0704 Freeway Patrol Service/State

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	59,565	62,483	69,001	51,599
Regular Part-Time Employees	5,403	6,475	-	6,750
Overtime	18	-	-	-
Fringe Allocation-General	60,533	58,391	70,056	65,683
Professional Services	3,073,082	3,413,141	4,286,691	4,494,485
Consulting Services	18,844	31,355	28,000	29,000
Maintenance-Motor Vehicles	-	-	400	400
Training/Registration	-	-	300	300
Postage	76	161	1,000	1,000
Travel Expense - Employee	1,216	-	4,000	4,000
Travel Expense-Mileage-Employee	1,535	837	3,000	3,000
Travel Expense-Other-Metrolink Tickets	6	-	-	-
Printing - External	25,603	19,558	126,500	53,500
Printing - Internal	-	-	500	500
Communications	16,218	16,957	114,600	98,200
Office Expense	-	1,436	700	700
Meeting Expense	2,255	3,098	3,000	3,000
Total Expenditures	<u>3,264,354</u>	<u>3,613,892</u>	<u>4,707,748</u>	<u>4,812,117</u>

Funding Sources

CALTRANS Local Reimbursement	501,327
Freeway Service Patrol (SAFE)-SB1	1,181,803
SAFE-Vehicle Registration Fees	742,061
Freeway Service Patrol	2,015,862
SCAQMD/MSRC	85,000
MSI Valley Fund-Traffic Mgmt Sys	286,064
Total Funding Sources	<u>4,812,117</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 2020/2021:

1. Continued work with Southern California Association of Governments (SCAG) on the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS – “Connect SoCal”). The RTP/SCS was approved by SCAG in May 2020 and the SCS approved in September.
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 1-4 and assistance to jurisdictions on Cycle 5. 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. Phase II was begun in Fiscal Year 2020/2021.
5. Draft and final reports updating the San Bernardino County Sub-regional Greenhouse Gas Reduction Plan to 2030 were prepared.
6. Phase 2 of the Comprehensive Pedestrian Sidewalk Connectivity Plan was initiated, using a California Department of Transportation (Caltrans) planning grant.
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 in Spring 2020, preparing local jurisdictions for the use of Vehicle Miles Traveled (VMT) as the basis of traffic analysis going forward. Phase 2 was initiated in Fiscal Year 2020/2021.
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 (SCAQMP).
10. SBCTA staff provided comments on a variety of statewide plans and guidelines. Examples include comments on the California High Speed Rail Business Plan, citing concerns over the location of a major new freight intermodal yard in Colton. SBCTA provided extensive comments on the draft California Transportation Plan 2050 and the draft Interregional Transportation Strategic Plan. SBCTA provided input to a variety of regional studies, including the Caltrans District 8 Express Lane Study, the Caltrans regional freight study, and the SCAG Regional Intelligent Transportation Systems (ITS) Architecture.
11. Multiple grant applications were submitted, including a Transit and Intercity Rail Capital Program grant for the West Valley Connector, and Senate Bill 1 (SB1) competitive grants for the Interstate 15 (I-15) Express Lane Contract 1 Project, Interstate 10 (I-10) Eastbound Truck Climbing Lane in Yucaipa, and the West Valley Connector. Over \$208 million in SB1 competitive grants were awarded to SBCTA.
12. Comprehensive Multimodal Corridor Plan (CMCP) was completed 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. The SBCTA Board approved the CMCP in October 2020.
13. Completed the 2020 Development Mitigation Nexus Study update.
14. Initiated 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.

Regional and Subregional Planning Program Budget

Activities Planned for Fiscal Year 2021/2022 include:

1. Implementation of the 2020 RTP/SCS will be a theme for Fiscal Year 2021/2022, 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. SBCTA is participating in discussions with SCAG and other county commissions on implementation strategy.
2. Continue the State Route 18/138 (SR-18/138) Corridor Study in conjunction with LACMTA. This corridor is viewed as a potential interim improvement in lieu of the longer term, unfunded High Desert Corridor.
3. Initiate a major update to the SBCTA Countywide Transportation Plan, being termed the Long Range Multimodal Transportation Plan (LRMTP), with significantly increased emphasis on transit, transportation demand management, active transportation and goods movement.
4. Complete the SB743 Countywide Implementation Study Phase 2 under SCAG contract, looking at VMT mitigation methods, including programmatic mitigation and work with local jurisdictions on implementation strategy.
5. 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.
6. Provide continuing input to and comments on a variety of State and regional plans and guidelines.
7. Continue support for SBCTA technical committees.
8. Continue to support other SBCTA departments as well as individual jurisdictions with modeling, Geographic Information System (GIS), mapping, and analysis support where appropriate.
9. Complete 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 draft plan, incorporating reviews by local stakeholders and the CDFW.
10. Initiate a major upgrade to the San Bernardino Transportation Analysis Model (SBTAM).

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 LRMTP, 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

	2018/2019 Actual	2019/2020 Actual	2020/2021 Revised Budget	2021/2022 Budget
RTP/SCS Growth forecasts and project submittals.	YES	YES	YES	YES
Coordinate Reviews for SBCTA Projects and 25 Juris.				
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 2020/2021, 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 information on the SCAG Regional Housing Needs Assessment (RHNA) methodology and draft housing allocations to our member jurisdictions. SBCTA/SBCOG secured \$2.4 million in housing planning grant funds to assist member jurisdictions with their housing element updates that incorporate the latest RHNA 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. SBCTA also collaborated with the Riverside County Transportation Commission (RCTC) and California Department of Transportation (Caltrans) to produce the first Inland Empire Comprehensive Multimodal Corridor Plan, required as part of Senate Bill 1 (SB1) to support the SB1 Solutions for Congested Corridors Program (SCCP).

Work Elements

1. Track implementation of the 2020 RTP/SCS and provide technical input into implementation of the 2020 RTP/SCS when necessary.

Regional and Subregional Planning

Task 0110 Regional Planning

2. Update Geographic Information System (GIS) coverages for existing land use, General Plan/Specific Plan land use, and student populations. Continue the upgrade to the SBCTA GIS growth distribution model to better address issues such as: Higher density non-residential development; improved association of non-residential land use with employment sectors; additional Specific Plan land use mapping; control totals for additional unincorporated areas; and better analysis of infill/redevelopment areas.
3. Coordinate local agency development and review of draft growth forecasts and scenario alternatives, including alternatives incorporating transit oriented development for the 2024 RTP/SCS.
4. Provide input to the next South Coast AQMP and accompanying initiatives of the SCAQMD, 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

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	203,557	224,782	149,808	120,029
Regular Part-Time Employees	10,034	7,854	-	-
Fringe Allocation-General	206,801	210,062	152,100	135,148
Professional Services	-	-	10,000	10,000
Postage	-	29	-	-
Travel Expense - Employee	1,727	3,018	2,500	-
Travel Expense-Mileage-Employee	270	-	1,500	1,000
Travel Expense-Other-Metrolink Tickets	381	150	300	300
Office Expense	60	52	200	200
Meeting Expense	369	412	500	500
Total Expenditures	<u>423,199</u>	<u>446,359</u>	<u>316,908</u>	<u>267,177</u>

Funding Sources

Local Transportation Fund - Planning	142,894
Planning, Programming and Monitoring	119,966
MSI Valley Fund-Freeway Projects	<u>4,317</u>
Total Funding Sources	<u>267,177</u>

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 CMP was adopted in November 1992. 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 ClearGuide. 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. The Development Mitigation Nexus Study will be updated based on local input and the California Department of Transportation (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 ClearGuide 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 Performance Management System (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 \$100,000.

Manager

Steven Smith, Director of Planning

Regional and Subregional Planning

Task 0203 Congestion Management

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	29,134	15,485	22,641	23,439
Fringe Allocation-General	29,599	14,470	22,987	26,386
Consulting Services	54,430	39,800	66,834	100,000
Travel Expense - Employee	-	-	500	-
Travel Expense-Mileage-Employee	-	-	500	500
Printing - Internal	-	-	200	-
Meeting Expense	86	382	500	-
Total Expenditures	<u>113,249</u>	<u>70,137</u>	<u>114,162</u>	<u>150,325</u>
Funding Sources				
MSI Valley Fund-Traffic Mgmt Sys				137,868
MSI Victor Valley Fund-Traffic Mgmt Sys				<u>12,457</u>
Total Funding Sources				<u>150,325</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 continues its data maintenance reforms geared towards making existing resources more readily available to internal staff, member jurisdictions, regional agencies, and the public at large. This will be accomplished through several ongoing 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 showcasing the San Bernardino county region’s active transportation planning strategies. Known as the ‘Active San Bernardino Data’ application, the site allows our member jurisdictions and the public to review active transportation facilities and other demographic data used in prioritizing multimodal transportation projects and programs through interactive maps, dashboards, and other static data visualized reports. The application also allows users to create their own map exhibits, pulling data from SBCTA/SBCOG, Federal, State, regional, and other local sources. The DMO also added to its offerings, in partnership with our consultant, a vehicle miles traveled (VMT) Screening Tool. This application allows consultants to determine if a land use project they are studying for member jurisdictions will require additional VMT-specific traffic impact analysis as required by the newly implemented Senate Bill 743 (SB743) on how community development projects will increase or reduce total VMT in communities. Ongoing support is also being provided for the Quarterly Reports application 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 will continue being used as the foundation of a larger effort to create a Comprehensive Project System database 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. Notably, Phase 2 of the Comprehensive Pedestrian Sidewalk Connectivity Plan will be completed as a continuation of the Phase 1 work completed and its data integrated into the DMO’s GIS platform under Task 0404.

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.

Regional and Subregional Planning

Task 0206 Data Program Management

2. Transit Department:
 - i. Rail right of way maps and exhibits.
 - ii. Small operator data analysis assistance.
 - iii. Miscellaneous mapping.
3. Air Quality and Mobility Department:
 - i. Callbox mapping.
 - ii. Freeway Service Patrol (FSP) mapping.
 - iii. Vanpool Program support.
 - iv. Electric Vehicle (EV) readiness support.
4. Fund Administration Department:
 - i. Mapping and support for Federal Transportation Improvement Program (FTIP) and project tracking.
 - ii. Measure I funding distribution maps.
 - iii. Measure I 10-Year Delivery Plan maps.
 - iv. Measure I Strategic Plan maps.
5. San Bernardino County Transportation Analysis Model (SBTAM):
 - i. Consultant requests for Traffic volume plots.
 - ii. Consultant support for running copy of SBTAM as part of Planning's pilot program, 'Referrals for Traffic Modeling Services using SBTAM.
6. 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

Steven Smith, Director of Planning

Regional and Subregional Planning

Task 0206 Data Program Management

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	43,900	15,175	149,407	112,205
Regular Part-Time Employees	7,596	1,386	3,815	13,350
Fringe Allocation-General	44,598	14,181	155,563	141,339
Information Technology Services	-	23,600	40,000	40,000
Training/Registration	-	-	1,500	1,500
Travel Expense - Employee	-	2,905	4,000	4,000
Travel Expense-Mileage-Employee	-	169	1,000	500
Travel Expense-Other-Metrolink Tickets	-	-	100	150
Printing - Internal	-	111	300	300
Office Equip/Software-Inventorial	-	2,126	-	-
Total Expenditures	<u>96,094</u>	<u>59,653</u>	<u>355,685</u>	<u>313,344</u>

Funding Sources

MSI Admin	11,609
Local Transportation Fund - Planning	197,370
Planning, Programming and Monitoring	9,071
SAFE-Vehicle Registration Fees	474
MSI Valley Fund-Freeway Projects	8,377
MSI Valley Fund-Fwy Interchange	1,622
MSI Valley Fund-Traffic Mgmt Sys	80,297
Indirect Cost Fund	<u>4,524</u>
Total Funding Sources	<u><u>313,344</u></u>

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 Active Transportation Plan, Long Range Multimodal Transportation Plan (LRMTP), 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 2020/2021 to provide input to and consistency with the 2020 RTP/SCS adopted by SCAG. An update to the SBCTA Long Range Transit Plan (LRTP) was put on hold due to the COVID-19 pandemic. The Planning Department continued to support other departments and jurisdictions with transportation analysis and modeling. Phase 2 of the 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 the 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 Comprehensive Multimodal Corridor Plan (CMCP) was completed with RCTC and California Department of Transportation (Caltrans), in support of SBCTA's Solutions for Congested Corridors (SCCP) applications. SBCTA staff also worked on multiple sustainability initiatives in Fiscal Year 2020/2021. Development of a Regional Conservation Investment Strategy was continued under Assembly Bill 2087 (AB 2087), 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 completed in response to Assembly Bill 32 (AB32) and Senate Bill 32 (SB32) legislations. 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. Implement Phase 2 of the SB743 Countywide Implementation Study, providing guidance for local jurisdictions in the mitigation of VMT impacts for various transportation and development projects.

Regional and Subregional Planning

Task 0404 Subregional Planning

4. 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 Caltrans, SCAG, and other regional agencies. Actively pursue grant applications across multiple sectors, to include planning, freight, transit, and active transportation.
5. Support both TTAC and PDTE, consisting of staff from local jurisdictions providing input on transportation and local government planning issues.
6. 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.
7. Initiate development of the Long Range Multimodal Transportation Plan (LRMTP).
8. Support SBCTA project development efforts with traffic analyses and impact assessments.
9. Maintain the policies in the Measure I 2010-2040 Strategic Plan and update the Strategic Plan narrative as necessary.
10. Seek to implement the San Bernardino County Active Transportation Plan (SBC ATP), in conjunction with local jurisdictions. A digital version of the Countywide Active Transportation Plan was completed in Fiscal Year 2019/2020.
11. Manage the call-for-projects (CFP) for pedestrian/bicycle improvements under the Transportation Development Act (TDA) Article 3. A new CFP was conducted in Fiscal Year 2020/2021.
12. Participate in subregional planning efforts led by local jurisdictions, SCAG, transit agencies or other agencies.
13. As needed, provide assistance to local jurisdictions to access and manage planning and project data disseminated by SBCTA.
14. Collect and compile data, and distribute data as appropriate to other agencies and organizations.
15. Continue to manage 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.
16. 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.
17. Administer the Regional Early Action Planning (REAP) Grant program to augment resources available to SBCOG member jurisdictions in developing and adopting their Housing Elements to fulfill the requirements under Regional Housing Needs Assessment (RHNA).

Budgetary changes are due to a budget increase from prior years to provide additional consulting support for the REAP program through SCAG and to accommodate an execution of a new contract for the Sidewalk Inventory Phase 2.

Products

Products include: updates of SBTAM and a draft of the LRMTP; Phase 2 of Inland Empire CMCP, 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. 18-1001943, MSRC Signal Synchronization Partnership Program, Amount Budgeted \$124,810 (City of Rancho Cucamonga).
 - iii. 20-1002268, MSRC Signal Synchronization Partnership Program, Amount Budgeted \$136,000 (City of Colton).
 - iv. 19-1002103, CTO #4, On-Call Planning Services, Amount Budgeted \$60,000.
 - v. 19-1002185, CTO #2, On-Call Planning Services, Amount Budgeted \$170,000.
 - vi. 19-1002186, CTO #5, On-Call Planning Services, Amount Budgeted \$120,000.
 - vii. 19-1002186, CTO #7, On-Call Planning Services, Amount Budgeted \$100,000.
 - viii. 19-1002187, CTO #1, On-Call Planning Services, Amount Budgeted \$50,000.
 - ix. 19-1002188, CTO #6, On-Call Planning Services, Amount Budgeted \$10,000.
 - x. 19-1002189, CTO #3, On-Call Planning Services, Amount Budgeted \$40,000.
 - xi. 20-1002340, San Bernardino County Regional Conservation Investment Strategy (SBC RCIS) Development, Amount Budgeted \$400,000.
 - xii. 19-1002189, CTO #8, Regional Early Action Planning (REAP) Staff Augmentation, Amount Budgeted \$118,510.
 - xiii. 19-1002185, CTO #8, Regional Early Action Planning (REAP) Staff Augmentation, Amount Budgeted \$375,051.
 - xiv. 19-1002186, CTO #9, Regional Early Action Planning (REAP) Site Inventory, Amount Budgeted \$331,627.
 - xv. 19-1002186, CTO #11, Regional Early Action Planning (REAP) Environmental Justice Toolkit, Amount Budgeted \$152,710.
 - xvi. 19-1002185, CTO #12, Regional Early Action Planning (REAP) Housing Discrimination Toolkit, Amount Budgeted \$130,852.
 - xvii. 19-1002189, CTO #13, Regional Early Action Planning (REAP) Infrastructure Pilot Toolkit, Amount Budgeted \$128,112.
 - xviii. 19-1002186, CTO #14, Regional Early Action Planning (REAP) ADU Capacity Analysis, Amount Budgeted \$163,138.
- b. New Contracts
 - i. RFP, LRMTTP Support, Amount Budgeted \$50,000, Total Estimated Contract Amount \$600,000.
 - 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, SBTAM Update to 2019/2045 for RTP/SCS Consistency Amount Budgeted \$50,000, Total Estimated Contract Amount \$500,000.

Local Funding Source Detail

- i. Southern California Association of Governments - \$1,400,000 (REAP Program)

Manager

Steven Smith, Director of Planning

Regional and Subregional Planning

Task 0404 Subregional Planning

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	175,389	198,731	198,527	268,210
Regular Part-Time Employees	3,104	-	-	2,250
Overtime	33	-	-	-
Fringe Allocation-General	178,216	185,717	160,953	234,503
Professional Services	128,978	217,602	75,000	-
Consulting Services	353,767	418,329	1,741,100	2,983,723
Information Technology Services	33,440	-	1,000	1,000
Training/Registration	3,496	838	3,000	3,000
Postage	37	24	150	150
Travel Expense - Employee	3,702	-	2,500	2,000
Travel Expense-Mileage-Employee	1,413	994	1,600	1,000
Travel Expense-Other-Metrolink Tickets	98	-	-	-
Advertising	219	291	200	500
Printing - Internal	24	-	500	200
Contributions/Subsidies	314,266	26,700	863,810	750,810
Office Expense	-	-	150	150
Meeting Expense	-	-	300	-
Computer Hardware and Software	-	-	2,000	2,000
Total Expenditures	1,196,182	1,049,226	3,050,790	4,249,496

Funding Sources

Local Transportation Fund - Admin	23,804
Local Transportation Fund - Planning	515,847
Modeling Fees	8,652
Planning, Programming and Monitoring	61,035
State of California Wildlife Conservation	400,000
Sustainable Communities Grants-SB1	400,000
SCAQMD/MSRC	350,810
Greenhouse Gas Fund	20,588
MSI Valley Fund-Fwy Interchange	8,137
MSI Valley Fund-Express Bus/Rapid Trans	8,137
MSI Valley Fund-Traffic Mgmt Sys	951,449
MSI Victor Valley Fund-Traffic Mgmt Sys	78,902
MSI North Desert Fund-Traffic Mgmt Sys	10,254
MSI Morongo Basin Fund-Traffic Mgmt Sys	5,127
MSI Mountain Fund-Traffic Mgmt Sys	6,754
Local Projects Fund	1,400,000
Total Funding Sources	4,249,496

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 2020/2021, SBCTA staff worked with staff of the Mountain/Desert subareas on implementation of local capabilities for responding to the State's requirements for implementation of Senate Bill 743 (SB743), converting to the assessment of vehicle miles travelled (VMT) for transportation analysis. SBCTA also began a joint project with the Los Angeles County Metropolitan Transportation Authority (LACMTA) and California Department of Transportation (Caltrans) to initiate project development for the widening of State Route 18 (SR-18) between State Route 138 (SR-138) and US 395. Staff also began coordinating with local jurisdictions on the potential extension of Brightline West rail to Rancho Cucamonga.

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 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 Brightline West high speed train from Apple Valley to Las Vegas and potential extension to Rancho Cucamonga.
8. Work with local jurisdictions and transit agencies on development of the Long Range Multimodal Transportation Plan, covering all subareas in the county.
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. Existing Contracts
 - i. SR-18 Corridor Study – SBCTA Agreement with LACMTA to contribute SBCTA share (50%) of Metro contract with consultant from their bench, Amount Budgeted \$175,000.
 - ii. SR-18 Corridor Study – SBCTA Agreement with Caltrans District 8 for oversight of PSR/PDS, Amount Budgeted \$125,000.

Local Funding Source Detail

- i. LACMTA - Share of Caltrans District 8 oversight of PSR/PDS - \$125,000.

Manager

Steven Smith, Director of Planning

Regional and Subregional Planning

Task 0941 Mountain/Desert Planning and Project Development

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	20,583	12,052	21,325	24,903
Fringe Allocation-General	20,911	11,263	21,651	28,033
Consulting Services	-	-	200,000	250,000
Contributions/Subsidies	-	-	200,000	175,000
Total Expenditures	<u>41,494</u>	<u>23,315</u>	<u>442,976</u>	<u>477,936</u>

Funding Sources

MSI Victor Valley Fund-Traffic Mgmt Sys	331,388
MSI North Desert Fund-Traffic Mgmt Sys	5,148
MSI Colorado River Fund-Traffic Mgmt Sys	2,574
MSI Morongo Basin Fund-Traffic Mgmt Sys	4,609
MSI Mountain Fund-Traffic Mgmt Sys	9,217
Local Projects Fund	<u>125,000</u>
Total Funding Sources	<u>477,936</u>



Contractor crews work to place the concrete railroad ties as part of the 9-mile extension of passenger rail service between San Bernardino and Redlands. The future “Arrow” service will be an addition to the Metrolink rail options to help move people to and through our county.

TRANSIT

Transit Program

Description

The Transit Program represents the continuing responsibilities of SBCTA to implement and plan for future transit capital projects, support 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, oversee rideshare and vanpool activities, 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 and other efforts prioritized by the SBCTA Board. 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, expanding bus rapid transit service with West Valley Connector, development of the first zero-emission passenger rail vehicle in North America, and continued coordination with Brightline West for introduction of privately funded high speed rail service between Las Vegas and Rancho Cucamonga. The Transit team also supports these goals by providing funding, planning support, and capital delivery support to the local transit operators in the county. Further, the Transit team responsibilities include management of vanpool and rideshare activities with a focus on multimodal programs and the customer-based experience.

The Transit Program for this fiscal year includes the following:

1. Complete construction of the Redlands Passenger Rail Project and coordination of pre-revenue testing and commissioning activities with Metrolink for the future Arrow hybrid-rail service.
2. Complete final design of the West Valley Connector Phase 1 Project, progress with right of way acquisition, and work with the FTA as part of the Capital Improvement Grant Program process to approve a full funding grant agreement.
3. Approve the ONT Loop project Design, Build, Operate, and Maintain Contract and progress with the environmental review.
4. 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.
5. Complete final design of the Zero Emission Multi-Unit Vehicle (ZEMU) in close consultation with the FRA and SCRRA, and begin vehicle assembly.
6. Monitor progress of the Ontario International Airport Private Transportation Provider Pilot Program, and pending sufficient funding and SBCTA Board approval, extend the term to coincide with the completion of the ONT Loop project.
7. Continue close coordination with Brightline West, including development of the three party lease agreement for Rancho Cucamonga Metrolink Station and San Gabriel Subdivision.
8. Manage SBCTA railroad right of way in an efficient and comprehensive fashion.
9. 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.
10. Continue the Metrolink San Bernardino Line Fare Discount Program and monitor its performance.
11. Provide technical assistance to the transit operators and their Consolidated Transportation Service Agencies within San Bernardino County.

Transit Program

12. Manage the IE Commuter rideshare program, merge the regional rideshare database and offer a Telework Employer Assistance program.
13. Manage the San Bernardino (SB) Loop Vanpool Subsidy Program, National Transit Database reporting and monitor cost versus 5307 revenue generation.
14. Coordinate a Multimodal Interconnectivity Working Group consisting of SBCTA program staff and transit operators throughout San Bernardino County, to implement countywide transit efforts.
15. Work with Mountain Transit in constructing their two facilities in Crestline and Big Bear as requested.
16. Administer the Station Technical Advisory Committee (STAC) to implement consistent station security standards for Metrolink stations throughout San Bernardino County.

Performance/Workload Indicators

	2018/2019 Actual	2019/2020 Actual	2020/2021 Revised Budget	2021/2022 Budget
Redlands Passenger Rail Project	Complete Early Utility Contract/ Award Mainline and Facility Contracts	Construction/ Vehicle Design & Assembly	Construction/ Vehicle Assembly & Delivery	Construction/ Pre-revenue Testing
Gold Line Extension	Construction Negotiations	On-hold/Seek Funding	On-hold/ Seek Funding	On-hold/ Seek Funding
West Valley Connector	Preliminary Engineering/ Environmental Clearance	Environmental Approval/Seek Funding	ROW Acquisition/ Final Design/ Seek Funding	ROW Acquisition/ Final Design
ONT Loop project	N/A	N/A	Planning/ Procurement	Procurement/ Environmental
Development of Zero-emission Multiple Unit	Secured Grant Funding/ Planning	Determine Technology/ Vehicle Design	Vehicle Design	Vehicle Design/ Assembly
Metrolink Double Track – CP Lilac to CP Rancho (Preliminary Engineering and CEQA Clearance Only)	Preliminary Engineering/ Environmental Approval	On-hold/Seek Funding (SCRRA)	On-hold/ Seek Funding (SCRRA)	On-hold/ Seek Funding (SCRRA)
Shortway Quiet Zone	Preliminary Engineering/ Environmental Clearance	On-hold Pending Coordination with SCRRA	On-hold Pending Coordination with SCRRA	On-hold Pending Coordination with SCRRA

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 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 State, regional 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 (for SBCTA and transit operators) 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 reporter 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 are due to a level of consultant services for Fiscal Year 2021/2022 expected to be less than what was required in Fiscal Year 2020/2021 which included development of the Public Transit – Human Service Transportation Coordination Plan for San Bernardino County.

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 beneficial 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 \$140,000.
- b. New Contracts
 - i. RFP/CTO, Consulting Services - Transit Operation Unmet Needs, Amount Budgeted \$30,000, Total Estimated Contract Amount \$30,000.

Local Funding Source Detail

- i. Victor Valley Transportation Authority - \$30,000.

Manager

Carolyn Schindler, Director of Transit and Rail Projects

Transit

Task 0309 Transit Operator Support

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	162,455	178,312	94,136	90,429
Fringe Allocation-General	165,045	166,635	95,575	101,796
Professional Services	143,222	176,881	214,610	142,000
Consulting Services	23,920	-	18,090	30,000
Dues/Memberships	14,435	15,324	21,500	21,500
Training/Registration	350	-	5,000	2,000
Postage	33	-	250	250
Travel Expense - Employee	1,043	175	4,000	4,000
Travel Expense-Mileage-Employee	-	2	1,000	1,000
Travel Expense-Other-Metrolink Tickets	88	40	500	500
Advertising	1,539	912	2,000	1,300
Printing - External	-	-	100	100
Meeting Expense	48	123	1,100	1,100
Total Expenditures	512,178	538,404	457,861	395,975

Funding Sources

Local Transportation Fund - Admin	87,892
Local Transportation Fund - Planning	278,083
Local Projects Fund	30,000
Total Funding Sources	395,975

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 Board. 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.

Budgetary changes are due to shifting the budget for payment of SGR Pass-through funds to Southern California Regional Rail Authority (SCRRA) out of Task 0315 to Task 0310.

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 \$3,158,000.
 - ii. Senate Bill 1 (SB1) and SGR Pass-through Agreements with Transit Operators, Amount Budgeted \$7,578,114.

Manager

Andrea Zureick, Director of Fund Administration

Transit

Task 0310 Transit Allocations/Pass-throughs

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Contributions/Subsidies	18,946,365	14,655,134	19,530,634	21,312,264
Pass-through Payments	84,093,802	74,648,629	110,155,820	112,730,000
Total Expenditures	<u>103,040,167</u>	<u>89,303,763</u>	<u>129,686,454</u>	<u>134,042,264</u>

Funding Sources

Local Transportation Fund - Pass-through	93,830,000
State Transit Assist Fund - Pass-through	18,900,000
State of Good Repair (SGR)	7,578,114
MSI Valley Fund-Senior and Disabled	11,987,500
MSI Victor Valley Fund-Senior and Disabled	1,304,000
MSI North Desert Fund-Senior and Disabled	152,700
MSI Colorado River Fund-Senior and Disabled	22,400
MSI Morongo Basin Fund-Senior and Disabled	140,500
MSI Mountain Fund-Senior and Disabled	<u>127,050</u>
Total Funding Sources	<u>134,042,264</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) and Brightline West. 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. Traditionally, the San Bernardino Line alone carries approximately 25 percent of total Metrolink passengers and boasts fare box recovery of over 38 percent. As a result of the COVID-19 pandemic, ridership in Fiscal Year 2020/2021 was significantly lower, however, the San Bernardino Line showed stronger signs of recovery. 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 2021/2022, and is primarily funded with grant funds. Staff worked closely with Metrolink on the Strategic Business Plan, which will begin implementation 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). 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, was deferred to allow recovery from impact related to the COVID-19 pandemic. Staff worked closely with Brightline West to support development of their privately funded high speed rail connection between Las Vegas and Rancho Cucamonga.

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 onboarding in-house staff to manage project controls for Transit projects and programs and the corresponding reduction in on-call consultant support services.

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 \$300,000.
 - 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 \$74,000.

Manager

Carolyn Schindler, Director of Transit and Rail Programs

Transit

Task 0312 General Transit

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	171,738	178,751	182,972	462,468
Fringe Allocation-General	174,475	167,045	185,771	450,646
Professional Services	49,323	785,958	225,625	104,000
Consulting Services	8,190	-	-	-
Program Management Fees	595,917	522,984	1,113,920	300,000
Dues/Memberships	2,049	4,644	10,000	7,500
Training/Registration	7,144	5,004	10,000	10,000
Postage	-	46	600	600
Travel Expense - Employee	13,838	4,236	20,000	20,000
Travel Expense-Mileage-Employee	622	323	3,888	2,000
Travel Expense-Other-Metrolink Tickets	131	199	1,500	1,500
Public Information Activities	-	18,497	-	-
Printing - External	-	-	500	500
Record/Equipment Storage	-	-	1,000	1,000
Office Expense	-	-	100	100
Meeting Expense	382	318	1,000	1,000
Total Expenditures	<u>1,023,809</u>	<u>1,688,005</u>	<u>1,756,876</u>	<u>1,361,314</u>
Funding Sources				
Local Transportation Fund - Planning				957,314
Local Transportation Fund - Rail				300,000
State Transit Assistance Fund - Rail				<u>104,000</u>
Total Funding Sources				<u>1,361,314</u>

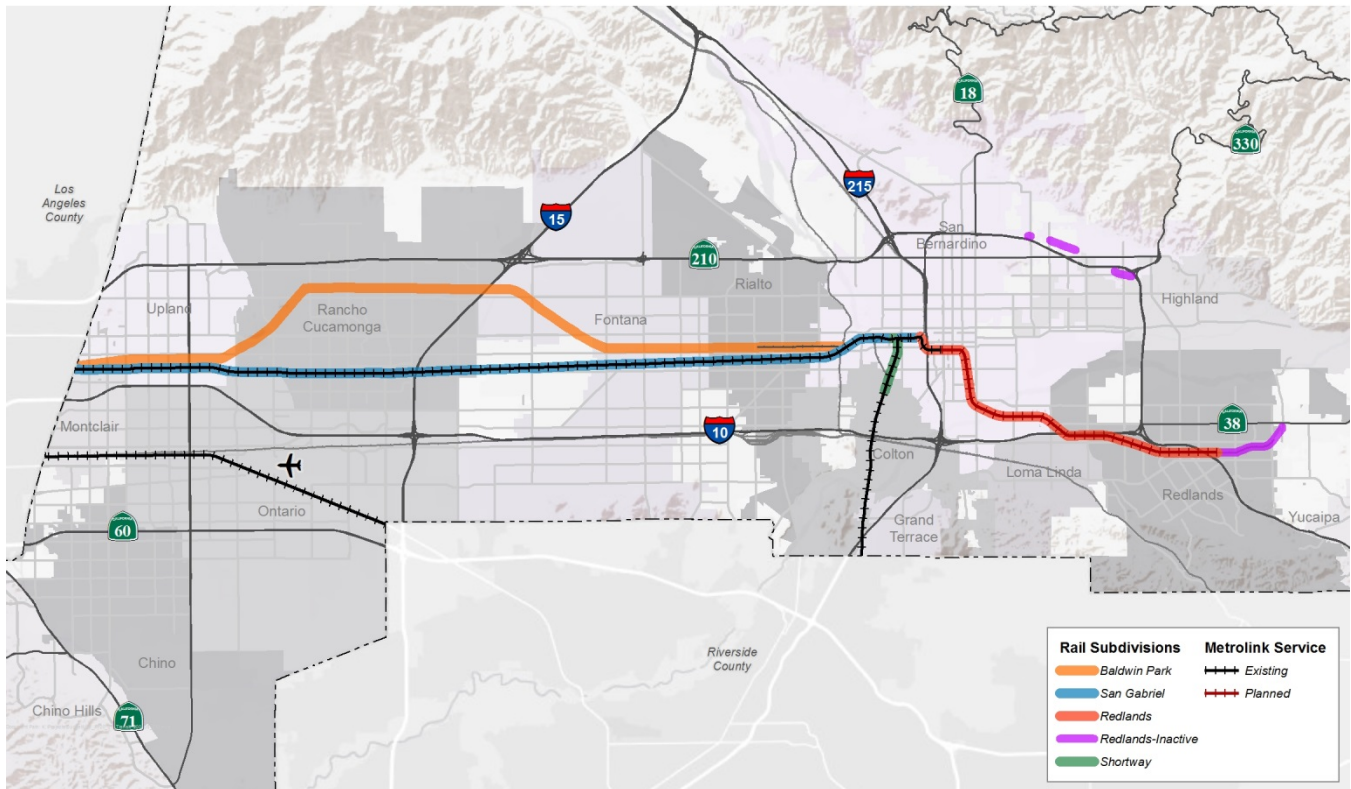
Transit

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 agreements for facilities that have been abandoned and provided analysis for strategies to increase revenue. Land surveying of several Metrolink stations to repair ownership on title occurred to ensure compliance with Cooperative Agreements between SBCTA and respective cities. Processing of payments for grants of use upon SBCTA property was brought in-house and a new Right of Way Manager position was created which will provide more robust succession planning with respect to Right of Way Management functions.

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 completion of legal litigation representation and additional in-house staff to manage right of way management resulting in a decrease in consulting services.

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 deploy an online application and business processes for new and amended grants of use and implementing such processes in partnership with the Finance and Procurement Departments, 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. 00-1000940, CTO #37, Professional Services - On-call Engineering Plan Review, Amount Budgeted \$40,000.
 - iii. 15-1001124, Document Management Software, Maintenance, and Hardware, Amount Budgeted \$55,000.
 - iv. 16-1001409, Professional Services - On-call Railroad Right of Way Maintenance Services, Amount Budgeted \$800,000.
 - v. 17-1001664, CTO #7, Professional Services – On-call Labor Compliance Support Services, Amount Budgeted \$850.
 - vi. 20-1002270, Litigation Representation – Railroad Right of Way, Amount Budgeted \$20,013.
 - vii. 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 \$100,000, Total Estimated Contract Amount \$100,000.
 - ii. RFP/CTO, Professional Services – Rail Station Surveying, Amount Budgeted \$45,000, Total Estimated Contract Amount \$45,000.
 - iii. RFP/CTO, Legal Services - Litigation Representation and Legal Services, Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.

Manager

Carolyn Schindler, Director of Transit and Rail Programs

Transit

Task 0313 Transit Right of Way Management

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	79,101	65,364	64,700	133,103
Fringe Allocation-General	80,361	61,084	65,690	149,834
Professional Services	28,681	3,803	251,000	285,850
Legal Fees	114,942	21,539	361,365	120,013
Rail Maintenance of Way	1,191,513	1,048,883	1,312,300	947,300
Postage	-	13	500	324
Travel Expense - Employee	1,011	352	1,000	1,000
Travel Expense-Mileage-Employee	192	12	500	500
Advertising	-	310	1,000	1,000
Bank Charges	3,000	3,000	-	-
Meeting Expense	-	101	500	500
Total Expenditures	<u>1,498,801</u>	<u>1,204,461</u>	<u>2,058,555</u>	<u>1,639,424</u>

Funding Sources

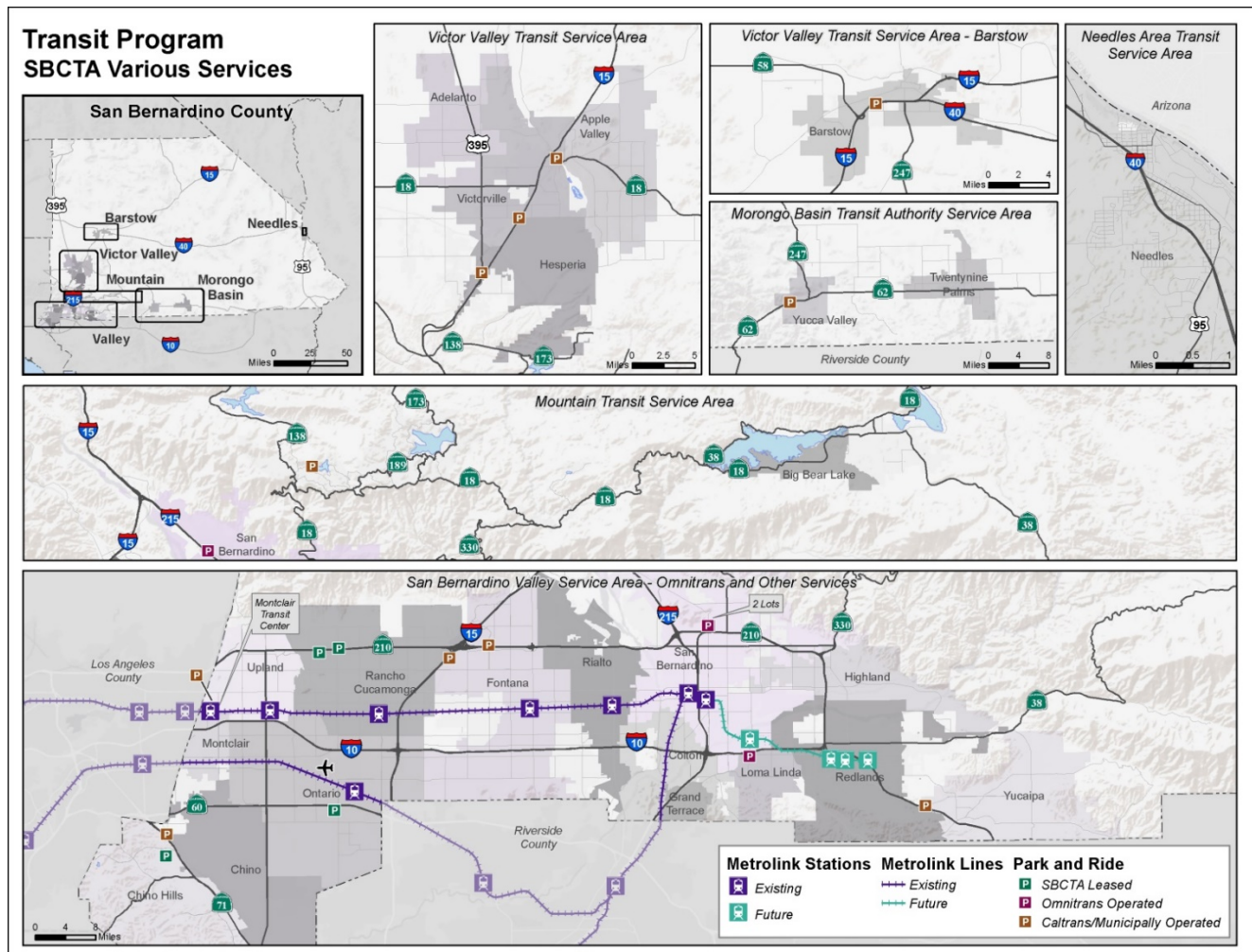
Local Transportation Fund - Planning	286,261
Local Transportation Fund - Rail	1,160,863
State Transit Assistance Fund - Rail	147,300
Rail Assets	<u>45,000</u>
Total Funding Sources	<u>1,639,424</u>

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 November 2020, two roundtrip express trains were re-introduced 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 until Fiscal Year 2020/2021. Additionally, SCRRA implemented several new fare products to Metrolink customers to provide greater flexibility and enhance the customer experience, including the Loyalty Program, Kids Ride Free, as well as the 5-Day Flex Pass. As monthly pass ridership has continued to decline, Metrolink has seen an increase in different fare types, likely due to modified work schedules to allow for telecommuting and shifts in peak hours. To further demonstrate its commitment to

Transit

Task 0314 Transit Operations

the health and safety of its riders, SCRRA implemented a new multi-faceted health and safety program to keep riders and Metrolink employees safe during the COVID-19 pandemic. These efforts include a face-mask requirement at station platforms and aboard trains, enhanced cleaning and sanitizing measures using electrostatic sprayers, as well as the installation of antimicrobial air filters aboard all trains. Furthermore, SCRRA decommissioned its last Tier 0 locomotive and has continued to transition to cleaner technology in its 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. During the first two years of implementation, the ridership on the San Bernardino Line consistently increased by approximately 8 percent. The second half of Fiscal Year 2020/2021 saw a major decrease in ridership due to the impacts of the current health crisis, however the San Bernardino Line is recovering ahead of projections and has the second highest ridership of the Metrolink system and continues to trend positively. Despite the impact of the current pandemic, 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 continued to implement passenger rail operations, Arrow service, along the Redlands Subdivision between the San Bernardino Transit Center (SBTC) and the University of Redlands in partnership with SCRRA. In Fiscal Year 2021/2022, the Redlands Passenger Rail Project (RPRP) will transition from the capital delivery phase into operations. Costs associated with the capital delivery component of will be captured under the RPRP SCRRA project agreement included in Task 0315, Transit Capital. Costs associated with operations will be included in Task 0314.

SBCTA launched the 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 applied directly to the cost of the ride by using a unique SBCTA promotional code. From the program's inception through December 31, 2020, 784 people have registered for the code and 307 rides have been provided.

On May 3, 2017, the Board 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) Code 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. The Toolkit was completed and adopted by the STAC on November 30, 2020. SBCTA continues to work with its member jurisdictions, SCRRA and Omnitrans to provide a collaborative platform to discuss security practices, concerns and solutions, as well as develop improvements to security standards that include key elements of security, such as Crime Prevention Through Environmental Design (CPTED), technology, Closed Circuit Television (CCTV) improvements and signage.

Transit

Task 0314 Transit Operations

SBCTA's Rideshare, Park and Ride Lot and Multimodal Interconnectivity programs reduce traffic congestion, increase mobility, and improve air quality in San Bernardino County by reducing single occupant vehicle trips.

Trips are reduced through rideshare program assistance to San Bernardino County employers by providing ridematching services for commuters, incentives, a guaranteed ride home program, 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 (SCAQMD) Rule 2202 Average Vehicle Ridership surveying and rideshare plan development support, commuter ridematching, marketing and commuter incentives and assistance. During Fiscal Year 2020/2021, SBCTA and RCTC completed transitioning the IE Commuter online platform to software being used by LACMTA, Orange County Transportation Authority (OCTA) and Ventura County Transportation Commission (VCTC). With the software transition, SBCTA and RCTC are slated to merge the IE Commuter rideshare database with the LACMTA, OCTA and VCTC database to form a regional database in efforts to provide more seamless ridematching. In addition, SBCTA continues to participate in regional rideshare activities with these agencies, which includes a monthly rideshare newsletter for commuters, bi-monthly newsletter for employers, media outreach and marketing, and ongoing collaborative rideshare program planning. During Fiscal Year 2019/2020, the IE Commuter program provided rideshare resources to 142 employers within the county, assisted forty-eight (48) employer worksites with SCAQMD Rule 2202 surveying and as a result of the start-up rideshare incentive, reduced 199,712 one-way single occupancy vehicle trips. While the number of employers and surveys is consistent with prior years, the one-way single occupancy trips is slightly reduced due to the current pandemic. As a result of the pandemic and commuter trips being replaced with telework trips, SBCTA through the IE Commuter program implemented a Telework Employer Assistance program in addition to offering resources for teleworkers. These programs support SBCTA's Senate Bill 743 (SB743) efforts. SBCTA also continues its Park and Ride lot lease program. SBCTA's Park and Ride lot program 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 nineteen (19) lots, which includes Park and Ride lots owned and maintained or leased by Caltrans, cities, County of San Bernardino and SBCTA. Prior to the pandemic, SBCTA's leased Park and Ride lots were well utilized and will be monitored post-pandemic.

SBCTA has been actively hosting quarterly Multimodal Interconnectivity Working Group meetings with the county's transit operators, which includes Metrolink, Morongo Basin Transit Authority, Mountain Transit, Omnitrans and Victor Valley Transit Authority. The goal of the working group is to integrate SBCTA's transit, rail, rideshare, vanpool and planning programs alongside the transit operators to collaborate on countywide transit efforts and where feasible to pursue multimodal connections. In Fiscal Year 2020/2021, the working group's first accomplishment was to market through electronic media (press and news release, webpage development and social media), the county transit operator's health and safety commitments during the ongoing pandemic. The working group is continuing to focus on additional opportunities for countywide marketing, multi-agency integration of mobile fare apps, microtransit and first/last mile connections.

Work Elements

1. Provide SBCTA's share of SCRRRA'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. Multimodal Interconnectivity Working Group.

Transit

Task 0314 Transit Operations

Budgetary changes are due to preparation of Arrow Service operations between SBCTA and SCRRA, and to accommodate the maintenance and security fees for the Redlands rail stations.

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.

Contract Information

- a. Existing Contracts
 - i. 16-1001531, Diesel Multiple Unit Vehicle Spare Parts, Amount Budgeted \$3,026,129.
 - ii. 18-1001961, Private Transportation Provider Pilot Program Call Center Services, Amount Budgeted \$12,000.
 - iii. 19-1001998, Transit and Specialized Transit Planning, Amount Budgeted \$35,000.
 - iv. 19-1002051, Private Transportation Provider Pilot Program for OIAA Access, Amount Budgeted \$15,600.
 - v. 19-1002203, Rideshare Program Software, Amount Budgeted \$196,000.
 - vi. 20-1002301, Park and Ride Lot Lease, Amount Budgeted \$9,900.
 - vii. 20-1002302, Park and Ride Lot Lease, Amount Budgeted \$4,284.
 - viii. 20-1002344, Park and Ride Lot Lease, Amount Budgeted \$15,840.
 - ix. 20-1002345, Park and Ride Lot Lease, Amount Budgeted \$9,000.
 - x. 20-1002367, Arrow Operations and Maintenance Memorandum of Understanding, Amount Budgeted \$8,975,000.
 - xi. 21-1002371, Rideshare and Vanpool Program Implementation and Software, Amount Budgeted \$1,300,000.
- b. New Contracts
 - i. Park and Ride Lot Leases, Amount Budgeted \$50,000, Total Estimated Contract(s) Amount \$50,000.
 - ii. RFP, Regional Rideshare Software and Implementation, Amount Budgeted \$190,000, Total Estimated Contract Amount \$190,000.
 - iii. IFQ, Rideshare Professional Service Assistance, Amount Budgeted \$25,000, Total Estimated Contract Amount \$25,000.
 - iv. Work Order, Track Inspection and Maintenance of SBCTA Museum Tracks, Amount Budgeted \$10,014, Total Estimated Contract Amount \$10,014.

Local Funding Source Detail

- i. Riverside County Transportation Commission - \$113,500.

Manager

Carolyn Schindler, Director of Transit and Rail Programs

Transit

Task 0314 Transit Operations

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	3,020	15,614	102,503	68,489
Fringe Allocation-General	3,069	14,590	104,071	77,098
Professional Services	-	16,326	2,441,311	1,895,138
Consulting Services	12,499	14,253	27,642	-
Rail Maintenance of Way	-	-	3,213	-
Training/Registration	-	-	2,100	2,100
Postage	-	-	200	150
Travel Expense - Employee	-	-	3,750	3,250
Travel Expense-Mileage-Employee	-	-	3,200	500
Travel Expense-Other-Metrolink Tickets	-	-	500	500
Advertising	73	-	-	-
Printing - External	-	-	7,100	1,200
Printing - Internal	-	-	100	100
Contributions/Subsidies	8,256,275	12,946,757	18,717,665	27,819,668
Office Expense	-	-	250	50
Meeting Expense	-	-	500	500
Motor Vehicles	-	-	1,040,488	3,026,129
Total Expenditures	<u>8,274,936</u>	<u>13,007,540</u>	<u>22,454,593</u>	<u>32,894,872</u>

Funding Sources

Local Transportation Fund - Planning	84,610
Local Transportation Fund - Rail	17,473,607
State Transit Assistance Fund - Rail	1,203,000
Rail Assets	10,014
Congestion Mitigation and Air Quality	1,089,024
Federal Transit Administration 5307-CMAQ	1,666,668
Low Carbon Transit Operations Program	500,000
MSI Valley Fund-Metrolink/Rail Service	10,026,129
MSI Valley Fund-Senior and Disabled	7,800
MSI Valley Fund-Traffic Mgmt Sys	532,270
MSI Victor Valley Fund-Traffic Mgmt Sys	188,250
Local Projects Fund	113,500
Total Funding Sources	<u>32,894,872</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 associated Arrow Maintenance Facility (AMF) made substantial process and the three (3) Diesel Multiple Unit (DMU) Arrow Service vehicles are expected to be delivered for testing on the Perris Valley line in early Fiscal Year 2021/2022. Final design and right of way acquisition for Phase 1 of the West Valley Connector (WVC) Bus Rapid Transit Project was initiated after receipt of two large grants: \$15 million in Transit and Intercity Rail Capital Program funds and \$65 million in Senate Bill 1 (SB1) Solutions for Congested Corridors Program funds. Further, the WVC was recognized to receive Federal Transit Administration (FTA) Small Starts funding in the amount of \$86.75 million. 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. While the specific agreements for this effort have been terminated, approximately \$1 million of the allocated funding was used to jointly purchase an adjacent property with the City of Rancho Cucamonga to assist with augmenting the station area available for development and preservation of parking spaces. Preliminary design of the hybrid hydrogen fuel cell-battery Zero-Emission Multiple Unit (ZEMU) was completed and substantial progress was made on the hazard mitigation report. Final design on the ZEMU is on target to be completed in early Fiscal Year 2021/2022. A request for information was released for the hydrogen fuel station at the AMF and eight (8) fuel suppliers responded. The contract for design and manufacturing of the ZEMU was awarded and design commenced. Work began on the Tunnel to ONT Loop project. The contracts for outside legal services and program management/construction management services were awarded. A robust request for qualifications (RFQ) was advertised for the Infrastructure Developer contractor, several one on one meetings were held with four potential proposers, and one statement of qualifications from The Boring Company (TBC) was received in response to the RFQ. Discussions with TBC commenced and the corresponding request for proposal is on scheduled to be released before the end of Fiscal Year 2020/2021.

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, and Transportation Development Act (TDA) funds. In addition, SBCTA aggressively pursues grant funding to augment the available formula funds.

Transit

Task 0315 Transit Capital

Budgetary change is due to the substantial completion of RPRP in Fiscal Year 2020/2021, completion of Rialto Metrolink Parking Lot Expansion, planned right of way acquisitions for the West Valley Connector Phase I and payment for the first notice to proceed for the ONT Loop project.

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

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	246,283	200,664	168,722	232,457
Fringe Allocation-General	250,208	187,524	171,304	191,723
Professional Services	3,652,644	10,946,532	20,848,054	29,396,686
Consulting Services	2,825,383	5,247,779	4,103,454	5,668,522
Program Management Fees	2,558,513	2,703,063	3,693,523	2,790,000
Legal Fees	967,151	800,756	4,741,120	1,323,411
Claims	2,500,000	-	-	-
Rail Maintenance of Way	21,548	-	-	-
Construction Capital	3,948,924	110,482,113	88,738,500	23,578,537
Utilities Capital	3,600,584	4,802,940	-	24,500
Right of Way Capital	1,490,420	702,361	26,769,778	57,550,000
Dues/Memberships	-	-	-	3,000
Training/Registration	-	1,350	-	-
Postage	173	151	-	-
Travel Expense - Employee	5,131	3,326	2,500	-
Travel Expense-Mileage-Employee	860	13	1,000	-
Advertising	1,380	645	-	-
Public Information Activities	-	91,338	309,000	310,000
Contributions/Subsidies	413,806	485,411	6,207,181	496,000
Meeting Expense	905	992	2,500	-
Motor Vehicles	2,676,724	8,507,776	19,729,815	25,211,103
Total Expenditures	<u>25,160,637</u>	<u>145,164,734</u>	<u>175,486,451</u>	<u>146,775,939</u>
Funding Sources				
Local Transportation Fund - Planning				106,317
Local Transportation Fund - Rail				1,077,829
State Transit Assistance Fund - Rail				4,776,522
Rail Assets				798,158
Transportation Investment Generating Eco				41,350
Federal Transit Administration 5307				11,771,594
Federal Transit Administration 5307-CMAQ				14,309,757
Regional Improvement Program				274,274
Transit and Intercity Rail Capital Progr				9,317,892
Public Trans Modern,ImproveandSvc Enhanc				14,115,210
Local Partnership Program-Formula-SB1				162,371
Solutions for Congested Corridors Progra				1,671,482
Local Partnership Program-Competitive-SB				280,562
MSI Valley Fund-Metrolink/Rail Service				22,990,146
MSI Valley Fund-Express Bus/Rapid Trans				40,868,315
Local Projects Fund				24,066,490
Redlands Passenger Rail Project Fund				147,670
Total Funding Sources				<u>146,775,939</u>

**Transit Program
Passenger Rail Projects**

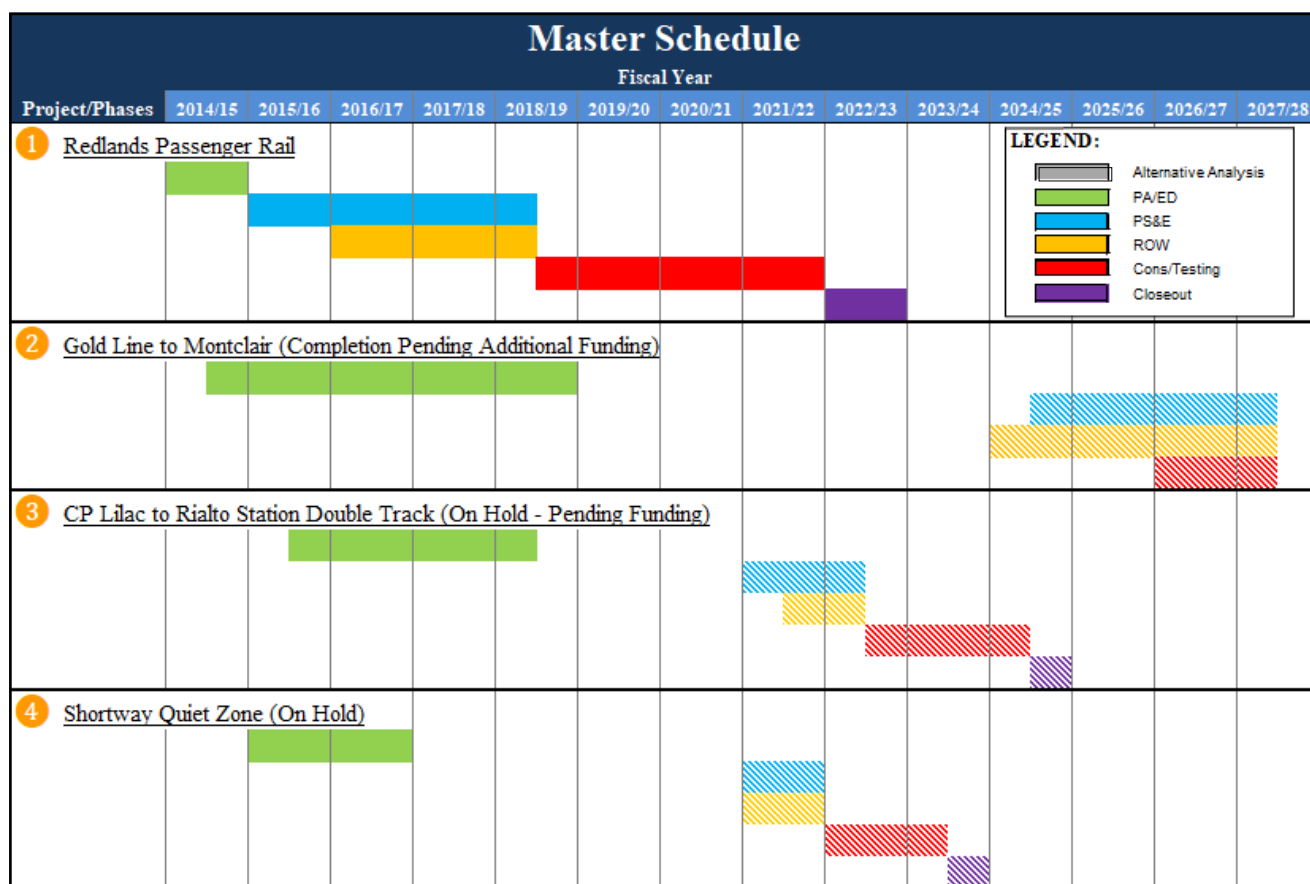
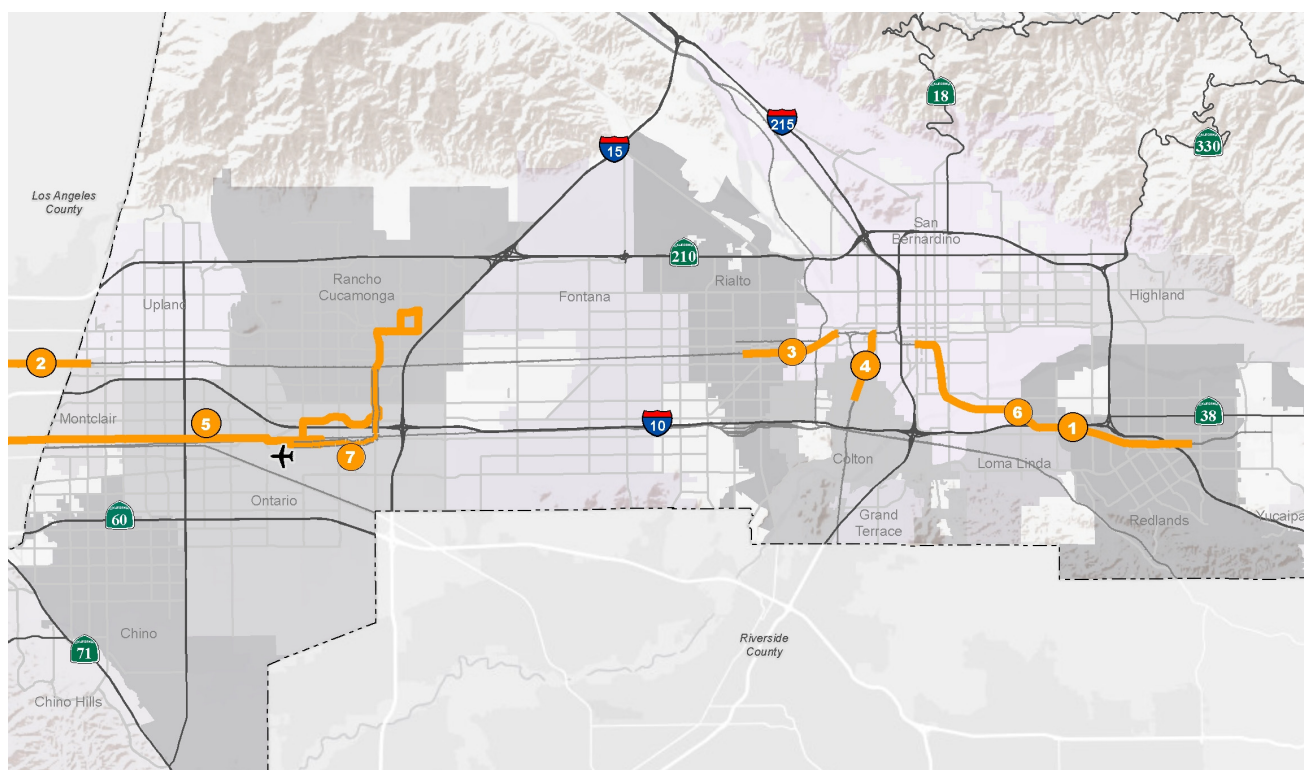
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VALLEY SUBAREA

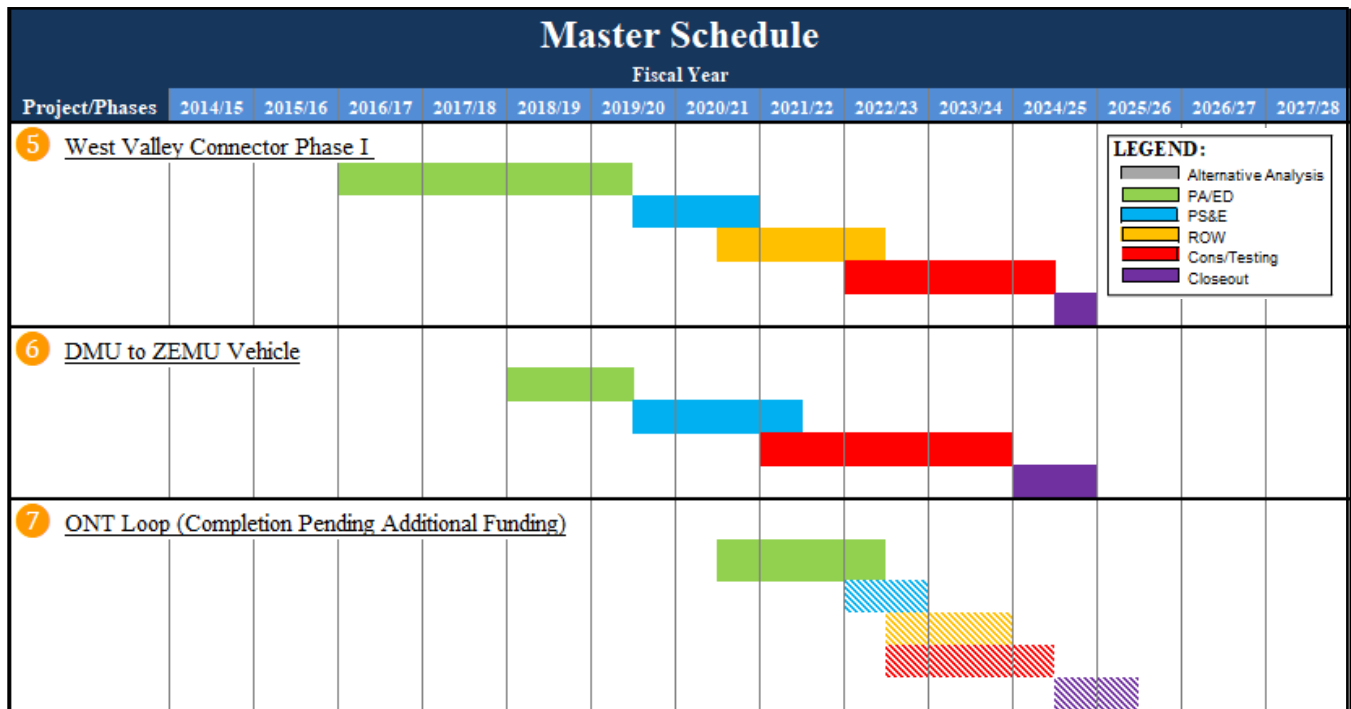
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Transit Program



Transit Program



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 testing and commissioning, Mainline Construction, and Maintenance Facility Construction close-out.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$359,742,085*	\$298,736,448	\$60,105,637	\$900,000

*Includes an estimated \$3.6 million of betterments to be funded by other entities.

Contract Information

- a. Existing Contracts
 - i. 00-1000940, CTO #59, Maintenance Facility Design, Amount Budgeted \$25,000.
 - ii. 00-1000939, CTO #63, Vehicle Interface, Amount Budgeted \$68,340.
 - iii. 00-1000939, CTO #65, Arrow Service Timetable, Amount Budgeted \$50,000.
 - iv. 00-1000939, CTO #67, SMARTS Monitoring, Amount Budgeted \$100,159.
 - v. 15-1001093, Final Mainline Design Services, Amount Budgeted \$2,367,023.
 - vi. 15-1001051, Third Party Administrator and Crisis Incident Management Service, Amount Budgeted \$29,799.
 - vii. 15-1001146, Program Management Services, Amount Budgeted \$2,790,000.
 - viii. 16-1001329, Right of Way Legal Services, Amount Budgeted \$560,000.
 - ix. 16-1001363, Litigation Services, Amount Budgeted \$65,253.
 - x. 16-1001440, Mainline Construction Management Services, Amount Budgeted \$3,442,402.
 - xi. 16-1001531, Diesel Multiple Unit Rail Vehicles, Amount Budgeted \$17,211,103.
 - xii. 17-1001587, SCRRA Coordination & Design Services, Amount Budgeted \$7,615,384.
 - xiii. 17-1001604, Right of Way acquisitions, Amount Budgeted \$50,000.
 - xiv. 17-1001705, Mainline Construction, Amount Budgeted \$22,128,537.
 - xv. 17-1001741, CTO #6, Labor Compliance, Amount Budgeted \$5,290.
 - xvi. 18-1001834, Maintenance Facility Construction Management, Amount Budgeted \$120,000.
 - xvii. 19-1002000, Public Outreach, Amount Budgeted \$90,000.
 - xviii. 19-1002001, Graphic Design, Amount Budgeted \$10,000.
 - xix. 19-1002070, Maintenance Facility Construction, Amount Budgeted \$1,500,000.

Local Funding Source Detail

- i. City of Redlands - \$83,247.
- ii. ESRI - \$40,423.
- iii. University of Redlands - \$24,000.

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	\$1,923,955	\$26,000	\$93,250,045

Contract Information

- a. Existing Contracts
 - i. 00-1000939 CTO #48, General Coordination – Consultant Review, Amount Budgeted \$23,000.

3

Project**Control Point Lilac to Rialto Station Double Track (0328)****Description**

This project includes construction of a double track section from Control Point (CP) Lilac through the Rialto Station to Riverside Avenue along the Metrolink San Bernardino Line. It is part of a larger three (3) mile double track project between CP Lilac and CP Rancho, spanning the cities of Rialto and San Bernardino which includes eight (8) at-grade crossings considered for quiet zone improvements, improvements to the railroad signaling and communications systems to accommodate Positive Train Control (PTC), the addition of a second platform at the Rialto Metrolink Station, and a pedestrian underpass. Cost shown below are for the shorter project.

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 a pedestrian underpass and second platform, were included in Metrolink's Phase 2 SCORE Transit and Intercity Rail Capital Program (TIRCP) grant request to the State in January 2020 and Metrolink continues to seek grant funding. The wireless nearside signal technology analysis is being done to increase the project's competitiveness for grants. Current Phase: Final Design (On-hold pending funding).

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
\$45,000,000	\$2,229,187	\$100,000	\$42,670,813

*Total cost of the longer double track section is \$73 million.

- a. New Contracts
 - i. Work Order, Metrolink Work Order for Wireless Nearside Signal Technology Analysis at Rialto Station, Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.

4

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 between the San Bernardino Line and 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 concurrently with this project. Current Phase: Design and Right of Way. (On-hold)

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$6,200,000	\$3,765,103	\$0	\$2,434,897

5 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 below include design, right of way (ROW) and utilities, construction of the mainline corridor, improvements at Omnitrans' west maintenance facility needed to support and charge WVC buses, procurement of eighteen (18) battery electric buses, and project management support. Current Phase: Final Design and Right of Way, and Engineering & Acquisition.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$271,331,037	\$9,953,328	\$66,150,000	\$195,227,709

Contract Information

- a. Existing Contracts
 - i. 00-1000940 CTO #71, Project Management Consulting Services, Amount Budgeted \$1,950,000.
 - ii. 18-1001788, Omnitrans Cooperative Agreement, Amount Budgeted \$380,000.
 - iii. 18-1001870, Environmental and Design Services, Amount Budgeted \$4,940,000.
 - iv. 18-1001924, On-Call Right of Way Services, Amount Budgeted \$1,375,000.
 - v. 18-1001925, On-Call Right of Way Legal Services, Amount Budgeted \$1,500,000.
 - vi. 19-1002000, Public Outreach and Event Management Services, Amount Budgeted \$150,000.
 - vii. 19-1002001, Graphic Design Support, Amount Budgeted \$10,000.
 - viii. 19-1002002, On-Call Right of Way Legal Services, Amount Budgeted \$1,500,000.
 - ix. 19-1002007, On-Call Right of Way Services, Amount Budgeted \$1,375,000.
 - x. 19-1002008, On-Call Right of Way Services, Amount Budgeted \$1,375,000.
 - xi. 19-1002009, On-Call Right of Way Services, Amount Budgeted \$1,375,000.
 - xii. 20-1002339, DBE Consulting Services, Amount Budgeted \$10,000.
 - xiii. 21-1002526 Administrative Contract, Right of Way Capital Acquisition, Amount Budgeted \$47,600,000.
- b. New Contracts
 - i. RFP/CTO, Right of Way Support-Demolition Services, Amount Budgeted \$1,400,000, Total Estimated Contract Amount \$1,400,000.
 - ii. RFP, Construction Support Services, Amount Budgeted \$1,200,000, Total Estimated Contract Amount \$6,000,000.

Local Funding Source Detail

- i. Omnitrans - \$24,066,490

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. The current estimate for the base project is \$36 million which includes the vehicle, modifications to the Arrow Maintenance Facility, and hydrogen fueling infrastructure. The TIRCP grant provides \$30 million in funding and additional grant funds are being sought for the remaining \$6 million. 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
\$43,500,000	\$12,419,841	\$9,085,000	\$21,995,159

Contract Information

- a. Existing Contracts
 - i. 00-1000939 CTO #64, Planning Professional Services, Amount Budgeted \$1,035,000.
 - ii. 19-1002000 CTO #09, Public Outreach and Event Management Services, Amount Budgeted \$50,000.
 - iii. 20-1002310, Procurement of Zero-Emission Multiple Unit Rail Vehicle, Amount Budgeted \$7,000,000.
- b. New Contracts
 - i. RFP, Hydrogen Fueling Infrastructure, Amount Budgeted \$500,000, Total Estimated Contract Amount \$1,000,000.
 - ii. RFP/IFB, Retrofit of Arrow Maintenance Facility, Amount Budgeted \$500,000, Total Estimated Contract Amount \$1,500,000.

7 Project **ONT Loop (0337)**

Description

Innovative subterranean direct connection between the Rancho Cucamonga Metrolink Station and Ontario International Airport (ONT) utilizing rubber tire vehicles with the ability to implement autonomous vehicle technology. Project is being delivered via design, build, operate, and maintenance (DBOM) contract. The connection is approximately four (4) miles long. It includes a surface station at the Rancho Cucamonga Metrolink Station to be coordinated with proposed Brightline West improvements and West Valley Connector improvements and two (2) surface stations at ONT, or one (1) underground station at ONT. The cost below does not include an underground station. Current Phase: Planning.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$85,000,000	\$5,352,421	\$10,498,158	\$69,149,421

Contract Information

- a. Existing Contracts
 - i. 20-1002001, Public Outreach, Amount Budgeted \$100,000.
 - ii. 21-1002451, Legal Services, Amount Budgeted \$698,158.
 - iii. 21-1002452, Program Management/Construction Management, Amount Budgeted \$5,200,000.
- b. New Contracts
 - i. RFP, Infrastructure Developer/Design, Build, Operate & Maintain Contract, Amount Budgeted \$4,500,000, Total Estimated Contract Amount \$45,000,000.

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 Board 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 San Bernardino Loop, launched on September 1, 2018. As of the end of Fiscal Year 2019/2020, there were forty-eight (48) vanpools approved to participate in the program, while the program peaked at fifty-five (55) vanpools during the year. The decrease in vanpools is due to the pandemic, but the program continues to add new vanpools and provide service to essential worksites. San Bernardino Loop provides up to a \$400 subsidy per month towards the cost of a vanpool lease for vanpools travelling into SBCTA's service area. This includes the Valley, Mountains, Morongo Basin and Colorado River sub-areas of the county. The Victor Valley Transit Authority (VVTA) 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. These qualifications have been temporarily suspended due to the pandemic to allow for social distancing and to accommodate flex schedules.

SBCTA works with various consultants to provide program staffing, marketing services, online software and the database that supports the program. San Bernardino Loop and the proprietary software customized for the program, provides a sense of ease to participants looking to join or start a stress-free commute. The vanpool vehicles are provided through vendors via leases directly with vanpool participants. Current SBCTA vanpool providers include Airport Van Rental and Enterprise. Staff continues to offer use of non-federal funds for zero emission vehicles as they become available from vanpool providers, in addition to a higher subsidy of up to \$500 per month.

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 fewer vanpools expected to operate due to COVID-19 pandemic.

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 San Bernardino 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.
 - vii. 19-1001998, Transportation and Specialized Transit Services, Amount Budgeted \$25,000.
- b. New Contracts
 - i. RFP, Vanpool Leasing Vendors, Amount Budgeted \$150,000, Total Estimated Contract(s) Amount \$300,000.

Manager

Carolyn Schindler, Director of Transit and Rail Programs

Transit

Task 0383 Vanpool Program

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	32,783	14,366	50,998	35,117
Regular Part-Time Employees	468	338	-	-
Fringe Allocation-General	33,306	13,426	51,778	39,531
Professional Services	316,274	320,141	972,550	900,000
Consulting Services	181,687	111,843	300,000	225,000
Training/Registration	363	288	2,100	2,000
Postage	19	23	200	200
Travel Expense - Employee	2,687	211	4,450	4,250
Travel Expense-Mileage-Employee	179	43	3,300	600
Travel Expense-Other-Metrolink Tickets	-	120	600	500
Advertising		-	-	75
Printing - External	270	-	55,000	-
Printing - Internal	-	-	300	200
Communications	616	-	-	-
Office Expense	33	-	600	200
Meeting Expense	152	31	11,000	4,000
Office Equip/Software-Inventorial	3,825	-	-	-
Total Expenditures	<u>572,662</u>	<u>460,830</u>	<u>1,452,876</u>	<u>1,211,673</u>
 Funding Sources				
Federal Transit Administration 5307-CMAQ				1,060,000
MSI Valley Fund-Traffic Mgmt Sys				<u>151,673</u>
Total Funding Sources				<u>1,211,673</u>



This rendering of the state-of-the-art rail vehicle being developed for the Arrow service in San Bernardino County is introducing first-of-its-kind self-powered, zero-emission technology to North America. Arrow service is scheduled to launch in 2022; the zero-emission technology will be unveiled in 2025.

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 2021/2022 budget of \$527.8 million is for the preparation, management, and construction of major projects.

Goals and Objectives

The Project Delivery team will continue the delivery, management, and construction of major freeway, interchange, and grade separation projects. In doing so, the staff will assist in meeting SBCTA's commitment to deliver the transportation projects as described in the Measure I Transportation Transactions and Use Tax Ordinance approved in 1989 and renewed in 2004 by the San Bernardino County voters. The Project Delivery Program for this fiscal year includes eleven (11) Freeway/Highway Projects, fifteen (15) Interchange Projects, three (3) Railroad Grade Separation Projects, and five (5) 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

	2018/2019 Actual	2019/2020 Actual	2020/2021 Revised Budget	2021/2022 Budget
Project Approval/Environmental Document	3	7	2	0
Start Construction	8	6	4	3
Open to Traffic	2	3	1	1
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.

Faced with the unprecedented challenges presented by the pandemic and the resulting shutdowns, the Project Delivery team was able to quickly adjust to the new work environment. An expedited evaluation of the teams needs was performed with close coordination with other departments. The evaluation results allowed management to quickly address process adjustments, equipment needs, software access and the need for proactive communication. Though challenging, the Project Delivery team was able to transition from the office environment to the remote work environment quickly while addressing the few technical issues along the way.

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) Integration of project close-out milestones into the project schedules to better monitor closeout progress and resource needs; 3) Completion of the annual contract review and after reviewing more than 300 contracts, none were found to be out of compliance; and 4) Utilization and maintenance of the Project Control System (PCS) to support Project Delivery management of project schedules, contracts, funding, for the purposes of reconciliation, documentation, and internal and external reporting. 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.

Reevaluation of signatory requirements for various documents was completed to improve efficiency and manage administrative costs. In addition, staff supported project audits, implemented source inspection procedures, and interfaced with Fund Administration and Finance relative to work processes was conducted.

The Project Delivery team provided support to the Planning Department staff in the development of the Transportation Corridor Enhancement Program (TCEP) grant application which resulted in the award of \$143 million of grant funds to the Project Delivery program.

At the request of the Board when approving the Program Project Management contract in November 2020, an evaluation was performed comparing costs for in-house staff versus consultant staff to support the Major Projects Program. As a result of this analysis, positions were identified that could be cost effectively brought in-house. Also, a proposed reorganization was developed that helps provide staff flexibility that can serve near-term and long-term needs of the Project Delivery and Toll Program. The proposed plan for in-house positions and the reorganization was presented and approved by the Board in January 2021. The plan is currently being implemented by Project Delivery staff.

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.

Project Delivery

Task 0815 Measure I Program Management

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.
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.
10. Partnering with the San Bernardino County School District to inform local students interactively about careers in transportation.
11. Participate in Equity ad hoc committee and implement approved recommendations.

Budgetary changes are mainly due to new Director/Staff positions in place of consultants throughout the Project Delivery Program.

Contract Information – Project Delivery Program*

- a. Existing Contracts
 - i. 20-1002357, Program Management, Amount Budgeted \$2,030,000.*
 - ii. 20-1002377, On-Call Environmental Services, Amount Budgeted \$10,000.*
 - iii. 15-1001302, Legal Services, Amount Budgeted \$11,000.*
 - iv. 21-1002498, Legal Services, Amount Budgeted \$8,000.*
 - v. 21-1002555, Legal Services, Amount Budgeted \$6,000.*
 - vi. 21-1002553, Legal Services, Amount Budgeted \$6,000.*
 - vii. 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

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	609,166	825,196	597,489	1,335,787
Fringe Allocation-General	618,872	771,155	606,630	1,293,832
Professional Services	1,353	4,717	460,000	215,500
Program Management Fees	1,880,956	1,707,771	2,000,000	2,030,000
Legal Fees	10,478	47,008	10,000	32,000
Training/Registration	1,294	18,000	-	44,000
Postage	59	-	-	1,000
Travel Expense - Employee	4,402	2,662	-	12,000
Travel Expense-Mileage-Employee	586	811	-	12,000
Advertising	-	242	-	1,000
Public Information Activities	-	68	20,000	20,000
Printing - External	273	-	-	-
Bank Charges	-	78	-	1,000
Meeting Expense	285	254	-	1,000
Office Equip/Software-Inventorial	638	-	-	-
Total Expenditures	<u>3,128,362</u>	<u>3,377,962</u>	<u>3,694,119</u>	<u>4,999,119</u>

Funding Sources

MSI Admin	39,110
MSI Valley Fund-Freeway Projects	2,572,834
MSI Valley Fund-Fwy Interchange	2,238,214
MSI Valley Fund-Grade Separations	<u>148,961</u>
Total Funding Sources	<u>4,999,119</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 coupled with grant awards 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 these phases are in the Establish Existing Planting (EEP) phase. 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. 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 TIFIA loan for the project concluded in spring 2019. Design, right of way, and construction is ongoing, with completion anticipated in 2023. The preliminary engineering /environmental phase has been completed for the Interstate 15 (I-15) Corridor Express Lanes 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) were completed on the I-10 Eastbound Truck Climbing Lane Project and a final design contract has been awarded, with final design anticipated to be complete in spring, 2022. 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 summer 2020 and the Mount Vernon Avenue/Washington Avenue Interchange at I-215 is to begin construction before the end of fiscal year 20/21. Landscape design for this corridor was initiated in late-2018 and anticipated to be complete in mid-2021.

Work Elements

Budget for Fiscal Year 2021/2022 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. 20-1002377, Environmental Services, Amount Budgeted \$337,334.*
 - ii. 15-1001302, Legal Services, Amount Budgeted \$1,020,000.*
 - iii. 18-1001907, Right of Way Services, Amount Budgeted \$108,000.*
 - iv. 18-1001909, Right of Way Services, Amount Budgeted \$9,811.*
 - v. 20-1002357, Program Management Services, Amount Budgeted \$2,624,900.*
 - vi. 17-1001741, Procurement Services, Amount Budgeted \$500.*
 - vii. 00-1000770, Construction Capital, Amount Budgeted \$432,000.*

*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 - \$1,556,748.
- ii. City of Ontario - \$2,281,399.
- iii. City of Upland - \$523,135.

Manager

Paula Beauchamp, Director of Project Delivery and Toll Operations

Project Delivery

Task 0820 Freeway Projects

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	-	50,875	284,768	348,622
Fringe Allocation-General	-	47,543	289,125	423,343
Professional Services	9,965,741	670,045	14,705,900	21,565,389
Consulting Services	23,160,792	12,242,822	7,747,000	7,281,500
Program Management Fees	1,970,742	1,738,868	2,275,000	2,624,900
Auditing and Accounting	9,360	-	5,000	-
Legal Fees	2,729,947	1,526,439	1,623,710	1,155,000
Utilities	-	46,000	-	-
Construction Capital	71,674,979	121,068,042	263,603,146	352,611,761
Utilities Capital	(381,462)	(935,889)	11,859,430	13,249,000
Right of Way Capital	22,172,424	14,605,479	3,990,500	5,786,287
Postage	877	636	2,100	1,000
Advertising	7,201	465	1,000	2,000
Public Information Activities	74,091	497,033	3,423,000	1,442,199
Printing - External	2,979	660	-	-
Commercial Paper Interest	-	-	15,000	-
Other Service Charges	-	-	-	1
Meeting Expense	575	875	500	500
Fiscal Agent Fees	3,500	-	-	-
Debt Fees	-	739,594	-	1,000
Total Expenditures	<u>131,391,746</u>	<u>152,299,487</u>	<u>309,825,179</u>	<u>406,492,502</u>
Surface Transportation Program				34,009,000
Congestion Mitigation and Air Quality				28,901,000
Federal Repurposed Earmarks				5,000
Regional Improvement Program				27,206,344
State Highway Operations & Protection Program				59,474,000
Trade Corridor Improvement Fund				2,500,000
Local Partnership Program-Formula-SB1				3,000,000
Trade Corridor Enhancement Program				47,005,000
MSI Valley Fund-Freeway Projects				169,437,657
MSI Valley Fund-Fwy Interchange				22,254,500
MSI Valley Fund-Arterials				6,172,287
MSI Victor Valley Fund-Major Local Hwy				50,000
MSI 1990-Valley Fund-Major Projects				2,092,432
MSI 1990-Valley Fund-TMEE				24,000
Local Projects Fund				<u>4,361,282</u>
Total Funding Sources				<u>406,492,502</u>

**Project Delivery Program
Freeway Projects**

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VALLEY SUBAREA

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VICTOR VALLEY SUBAREA

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**Project Delivery Program
Freeway Projects
Valley Subarea**

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Master Schedule

SBCTA Fiscal Year 2021/2022

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
\$11,035,000	\$1,166,011	\$2,560,000	\$7,308,989

Contract Information

- a. Existing Contracts
 - i. 19-1002005, Environmental and Design Professional Services, Amount Budgeted \$250,000.
- b. New contracts
 - i. RFP, Construction Management Services, Amount Budgeted \$200,000, Total Estimated Contract Amount \$1,000,000.
 - ii. IFB, Construction Capital, Amount Budgeted \$2,000,000, Total Estimated Contract Amount \$7,000,000.

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 and Construction.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$105,701,000	\$87,376,389	\$314,611	\$10,000

***Additional \$18 million is not going through SBCTA's books and not included in Cost to Date.**

Contract Information

- a. Existing Contracts
 - i. 00-1000665, Design and Right of Way Engineer, Amount Budgeted \$25,000.
 - ii. 15-1001294, Construction Capital, Amount Budgeted \$52,000.
 - iii. 20-1002278, Right of Way Capital and Support, Amount Budgeted \$22,000.

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	\$15,010,284	\$2,116,432	\$4,981,584

*Total Estimated Cost and Proposed Budget include \$1.2 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 \$206,000.
 - ii. 19-1002026, Construction Capital, Amount Budgeted \$389,000.
 - iii. 00-1000163, Construction Capital, Amount Budgeted \$1,169,932.
- b. New Contracts
 - i. RFP, Segment 5, Design Services, Amount Budgeted \$250,000, Total Estimated Contract Amount \$600,000.

4 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
\$142,704,000	\$77,520,337	\$44,112,400	\$21,071,263

Contract Information

- a. Existing Contracts
 - i. 15-1001231, Design Services, Amount Budgeted \$178,000.
 - ii. 17-1001681, Construction Management Services, Amount Budgeted \$6,400,000.
 - iii. 19-1002078, Construction Capital, Amount Budgeted \$36,000,000.

5 Project Interstate 15 Corridor Express Lanes Improvements Contract 1 (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
\$307,097,000	\$17,631,714	\$11,700,000	\$277,765,286

Contract Information

- a. Existing Contracts
 - i. 20-1002266, Design Services, Amount Budgeted \$11,000,000.
 - ii. 16-1001355, Traffic and Revenue Services, Amount Budgeted \$100,000.

6 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: Design and Right of Way.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$35,310,000	\$3,004,113	\$2,337,276	\$29,968,611

Contract Information

- a. Existing Contracts
 - i. 20-1002271, Design Professional Services, Amount Budgeted \$2,206,344.

7 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	\$256,176,736	\$341,850,150	\$330,948,114

*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 \$9,556,500.
 - iii. 17-1001599, Design-Build Capital Construction Contract, Amount Budgeted \$301,779,829.
 - iv. 17-1001617, Design-Build Capital Construction Contract, Amount Budgeted \$6,200,000.

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.

8 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*	\$174,200	\$300,000	TBD*

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

- a. Existing Contracts
 - i. 16-1001355, Traffic and Revenue Services, Amount Budgeted \$100,000.

9 **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*	\$13,323	\$50,000	TBD*

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

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

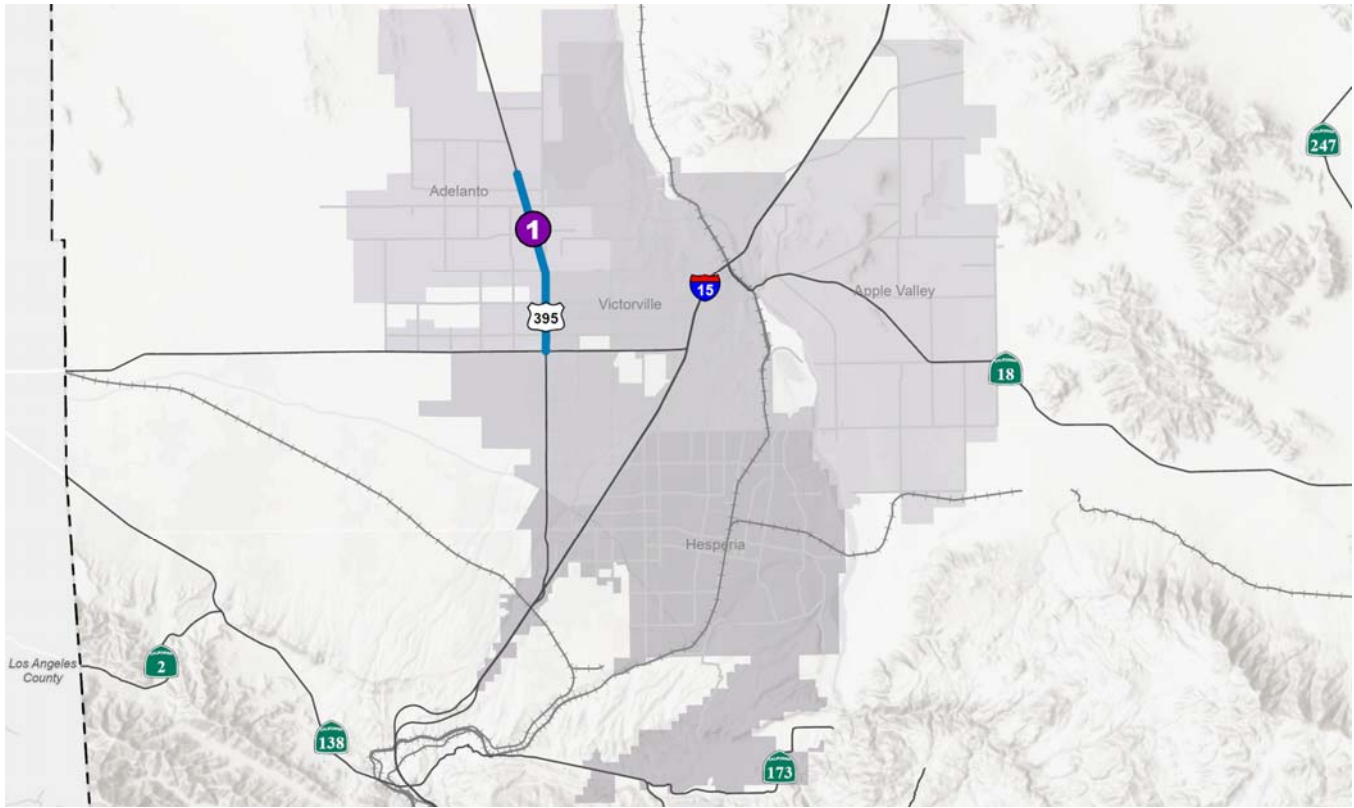
Description

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	\$50,000	TBD*

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

Project Delivery Program
Freeway Projects
Victor Valley Subarea



Master Schedule

[illegible]

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: Close out.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$56,556,000	\$47,667,000	\$189,000	\$50,000

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

Contract Information

- a. Existing Contracts:
 - i. 18-1001860, Construction Capital, Amount Budgeted \$5,000.
 - ii. 18-1001967, Construction Capital, Amount Budgeted \$70,000.

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. Interstate 10 (I-10) Cherry, I-10 Citrus and I-10 Pepper have been completed and are in project close-out. Construction is expected to be complete on the State Route 60 (SR-60) Archibald Avenue in fiscal year 20/21. The State Route 210 (SR-210) Base Line project is under construction and construction is just beginning on the Interstate 10 (I-10) University Street 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 continues 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. 20-1002377, Preliminary Design and Environmental Services, Amount Budgeted \$223,661.*
 - ii. 20-1002357, Program Management Services, Amount Budgeted \$801,712.*
 - iii. 18-1001907, Right of Way Services, Amount Budgeted \$57,820.*
 - iv. 18-1001909, Right of Way Services, Amount Budgeted \$260,000.*
 - v. 18-1001823, Right of Way Services, Amount Budgeted \$60,000.*
 - vi. 21-1002498, Legal Services, Amount Budgeted \$42,920.*
 - vii. 21-1002553, Legal Services, Amount Budgeted \$42,920.*
 - viii. 21-1002555, Legal Services, Amount Budgeted \$42,922.*
 - ix. 15-1001302, Legal Services, Amount Budgeted \$258,000.*
 - x. 00-1000770, Construction Capital, Amount Budgeted \$48,000.*

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

Local Funding Source Detail

- i. County of San Bernardino - \$280,000.
- ii. City of Chino - \$8,908,017.
- iii. City of Colton - \$233,646.
- iv. City of Highland - \$5,297,368.
- v. City of Ontario - \$2,104,936.
- vi. City of Redlands - \$4,606,036.
- vii. City of San Bernardino - \$135,570.

Manager

Paula Beauchamp, Director of Project Delivery and Toll Operations

Project Delivery

Task 0830 Interchange Projects

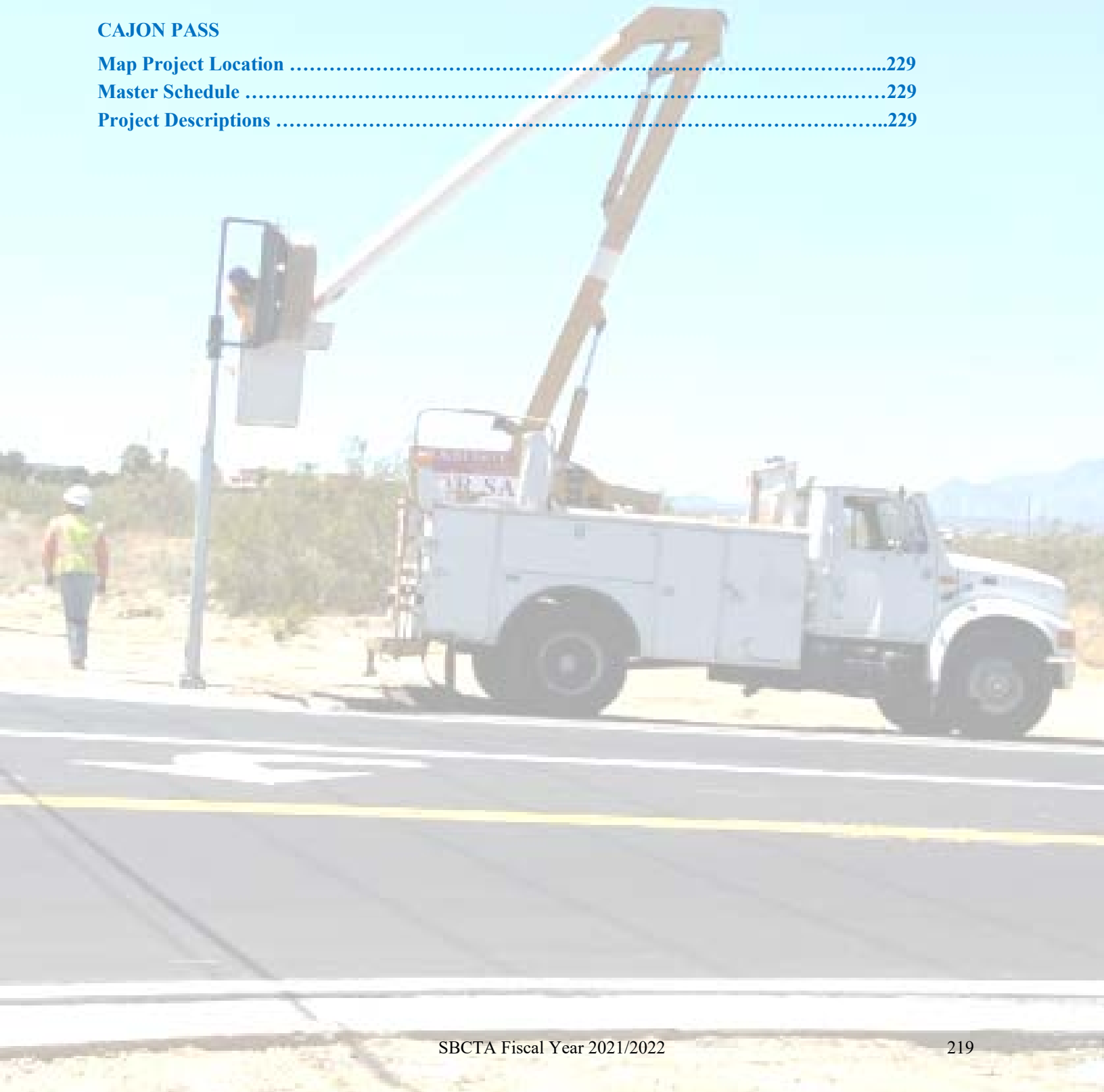
	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Professional Services	1,398,988	969,064	1,811,896	641,139
Consulting Services	2,040,515	1,085,155	4,195,115	4,929,412
Program Management Fees	838,317	801,576	834,000	802,712
Auditing and Accounting	7,493	7,327	2,501	-
Legal Fees	299,107	322,187	186,866	386,762
Construction Capital	6,261,077	8,772,759	56,251,180	39,945,661
Utilities Capital	253,263	356,780	234,484	378,922
Right of Way Capital	2,571,333	48,970	3,284,698	10,665,332
Postage	184	83	-	2,000
Advertising	359	688	1,000	-
Public Information Activities	300	40,372	18,000	104,964
Printing - External	537	34	-	-
Contributions/Subsidies	83,865	161,438	328,000	200,000
Other Service Charges	(1,049)	(4,500)	-	-
Meeting Expense	58	51	-	-
Total Expenditures	<u>13,754,347</u>	<u>12,561,984</u>	<u>67,147,740</u>	<u>58,056,904</u>

Funding Sources

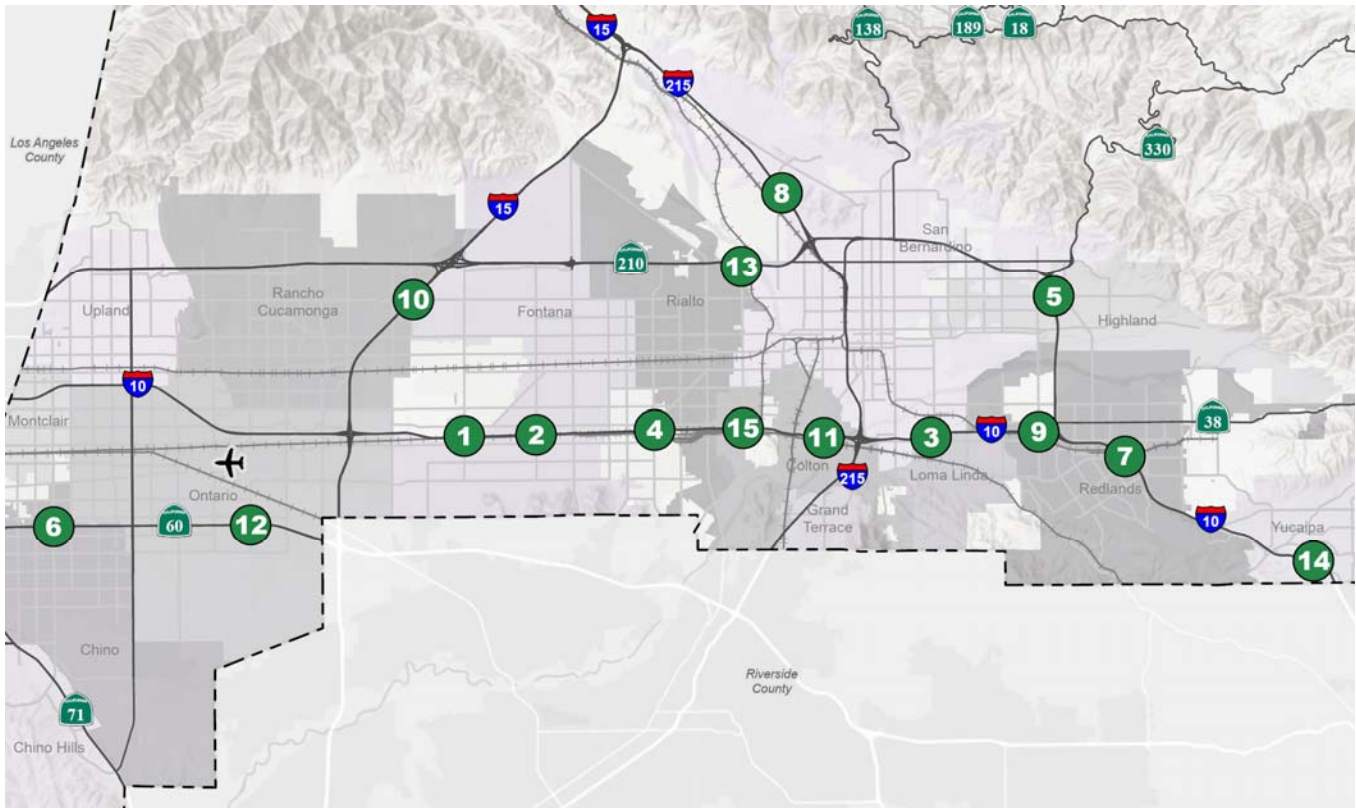
Surface Transportation Program	690,565
State Highway Operations & Protection Program	1,600,000
Trade Corridor Improvement Fund	4,862,148
MSI Valley Fund-Fwy Interchange	28,908,403
MSI Cajon Pass Fund	210,000
MSI 1990-Valley Fund-Major Projects	220,215
Local Projects Fund	<u>21,565,573</u>
Total Funding Sources	<u>58,056,904</u>

**Project Delivery Program
Interchange Projects**

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CAJON PASS	
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Project Descriptions	229



Project Delivery Program Interchange Projects Valley Subarea



Master Schedule										
Fiscal Year										
Project/Phases	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
1 <u>Interstate 10 Cherry Avenue Interchange</u>										
2 <u>Interstate 10 Citrus Avenue Interchange</u>										
3 <u>Interstate 10 Tippecanoe Avenue Interchange</u>										
4 <u>Interstate 10 Cedar Avenue Interchange</u>										

LEGEND:

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

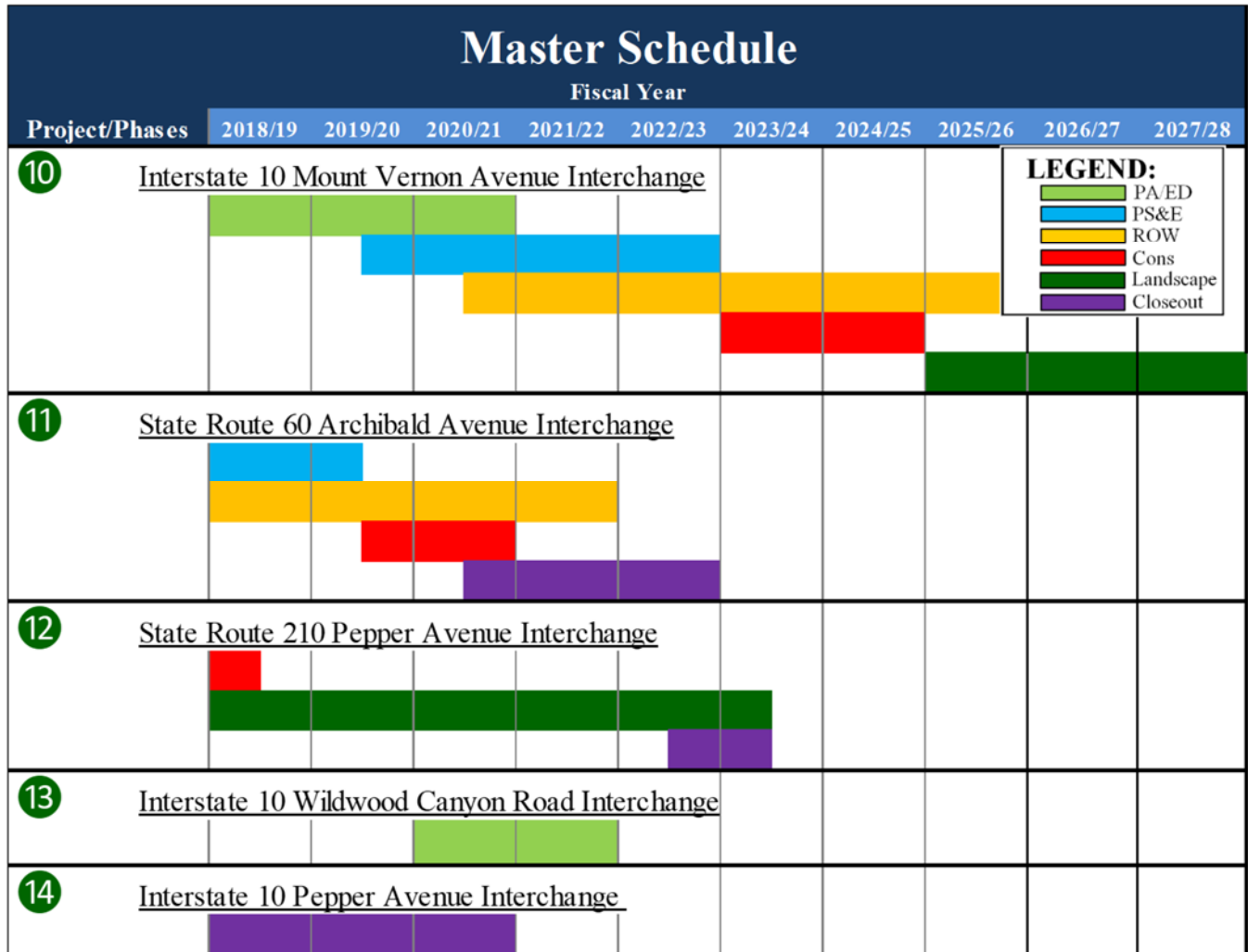
Master Schedule

Project/Phases	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
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LEGEND:

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

**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	\$123,078,712	\$5,100	\$0

*Additional \$15.3 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	\$51,012,027	\$23,900	\$0

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

Contract Information

- a. Existing Contracts:
 - i. 16-1001334, Construction Management, Amount Budget \$10,000.
 - ii. 17-1001682, Construction Capital, Amount Budgeted \$6,000.

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
\$110,024,000	\$4,927,974	\$5,078,000	\$92,818,026

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

Contract Information

- a. Existing Contracts
 - i. 20-1002342, Construction Management Services, Amount Budgeted \$100,000.
- b. New Contracts
 - i. RFP, Utility Agreement, Amount Budgeted \$3,000,000.

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
\$32,076,000	\$16,873,220	\$12,586,746	\$2,616,034

Contract Information

- a. Existing Contracts
 - i. 15-1001231, Design Services, Amount Budgeted \$50,000.
 - ii. 17-1001681, Construction Management Services, Amount Budgeted \$781,546.
 - iii. 19-1002078, Construction Capital, Amount Budgeted \$11,400,000.

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
\$36,132,000	\$8,339,513	\$18,644,547	\$9,147,940

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 \$2,000,000.
 - iii. 19-1002196, Construction Capital, Amount Budgeted \$16,315,932.

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
\$5,843,000	\$2,303,394	\$3,068,463	\$471,143

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.
 - iii. 20-1002290, Construction Capital, Amount Budgeted \$2,706,871.

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
\$15,364,000	\$2,258,435	\$991,880	\$12,113,685

Contract Information

- a. Existing Contracts
 - i. 20-1002271, Environmental and Engineering Services, Amount Budgeted \$178,565.
- b. New Contracts
 - i. RFP, Construction Management Services, Amount Budgeted \$75,000, 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
\$15,168,000	\$2,106,856	\$9,285,000	\$3,776,144

Contract Information

- a. Existing Contract
 - i. 16-1001516, Planning and Design Services, Amount Budgeted \$60,000.
 - ii. 19-1002248, Construction Management Services, Amount Budgeted \$900,000.
- b. New Contract
 - i. IFB, Construction Capital, Amount Budgeted \$8,250,000, Total Estimated Contract Amount \$10,900,000.

10 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
\$54,980,000	\$2,782,125	\$4,579,366	\$47,618,509

Contract Information

- a. Existing Contracts
 - i. 18-1001869, Preliminary Design, Environmental Services, and Final Design Services, Amount Budgeted \$925,483.

11 **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
\$25,962,000	\$22,465,285	\$3,152,667	\$344,048

Contract Information

- a. Existing Contracts
 - i. 16-1001328, Environmental Services, Right of Way Engineering and Design, Amount Budgeted \$54,611.
 - ii. 18-1001876, Construction Management Services, Amount Budgeted \$189,222.
 - iii. 19-1002127, Utility Agreement, Amount Budgeted \$73,159.
 - iv. 19-1002128, Utility Agreement, Amount Budgeted \$45,761.
 - v. 19-1002181, Construction Capital, Amount Budgeted \$83,095.
 - vi. 19-1002023, Right of Way Capital Acquisitions, Amount Budgeted \$2,500,000.

12 **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
\$23,496,000	\$22,744,906	\$220,214	\$530,880

Contract Information

- a. Existing Contracts
 - i. 19-1002072, Construction Capital, Amount Budgeted \$76,448.
 - ii. 19-1002073, Construction Support, Amount Budgeted \$93,765.

13 **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*	\$274,072	\$210,000	TBD*

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

- a. Existing Contracts
 - i. 20-1002294, Cooperative Agreement for Project Approval and Environmental Document, Amount Budgeted \$200,000.

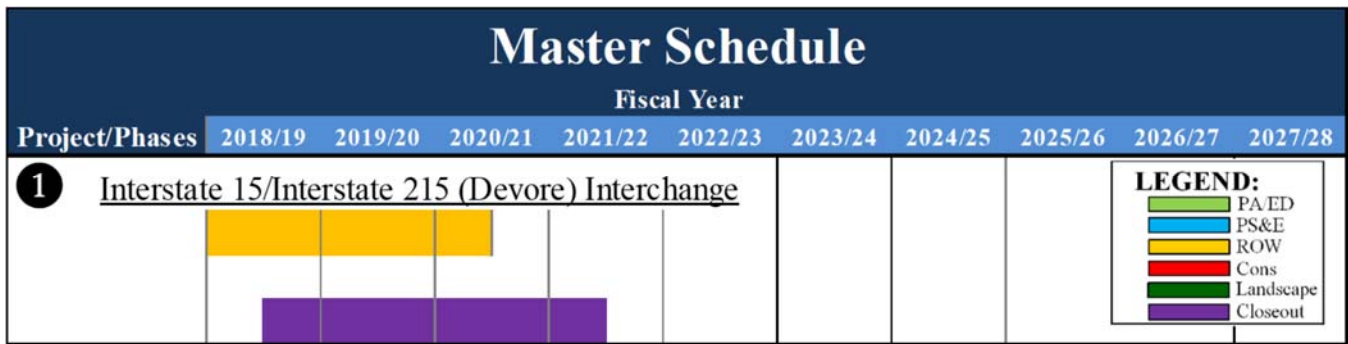
14 **Project** **Interstate 10 Pepper Avenue Interchange (0896)**

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
\$9,930,216	\$9,929,216	\$1,000	\$0

**Project Delivery Program
Interchange Projects
Cajon Pass**



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 project cost reconciliation and on-going Environmental Mitigation Monitoring.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$325,005,000	\$66,060,759	\$210,000	\$100,000

*Additional \$258.6 million is not going through SBCTA books and not included in Cost to Date.

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 has been completed and final claims resolution is ongoing along with final close-out work.

Contract Information –Project Delivery Program*

- a. Existing Contracts
 - i. 20-1002357, Program Management Services, Amount Budgeted \$15,000.*
 - ii. 16-1001474, Legal Services, Amount Budgeted \$50,000.

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

Local Funding Source Detail

- i. City of Montclair - \$22,447.

Manager

Paula Beauchamp, Director of Project Delivery and Toll Operations

Project Delivery

Task 0840 Grade Separation Projects

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Professional Services	1,536,579	423,130	-	-
Consulting Services	-	12,551	-	-
Program Management Fees	212,847	97,412	57,000	16,000
Legal Fees	1,236	-	-	50,000
Construction Capital	6,920,093	4,244,862	1,780,000	35,001
Right of Way Capital	(3,193)	-	-	1,000,000
Postage	-	18	-	1,000
Total Expenditures	<u>8,667,562</u>	<u>4,777,973</u>	<u>1,837,000</u>	<u>1,102,001</u>

Funding Sources

Public Utilities Commission	7,844
MSI Valley Fund-Grade Separations	1,071,710
Local Projects Fund	<u>22,447</u>
Total Funding Sources	<u>1,102,001</u>

**Project Delivery Program
Grade Separation Projects**

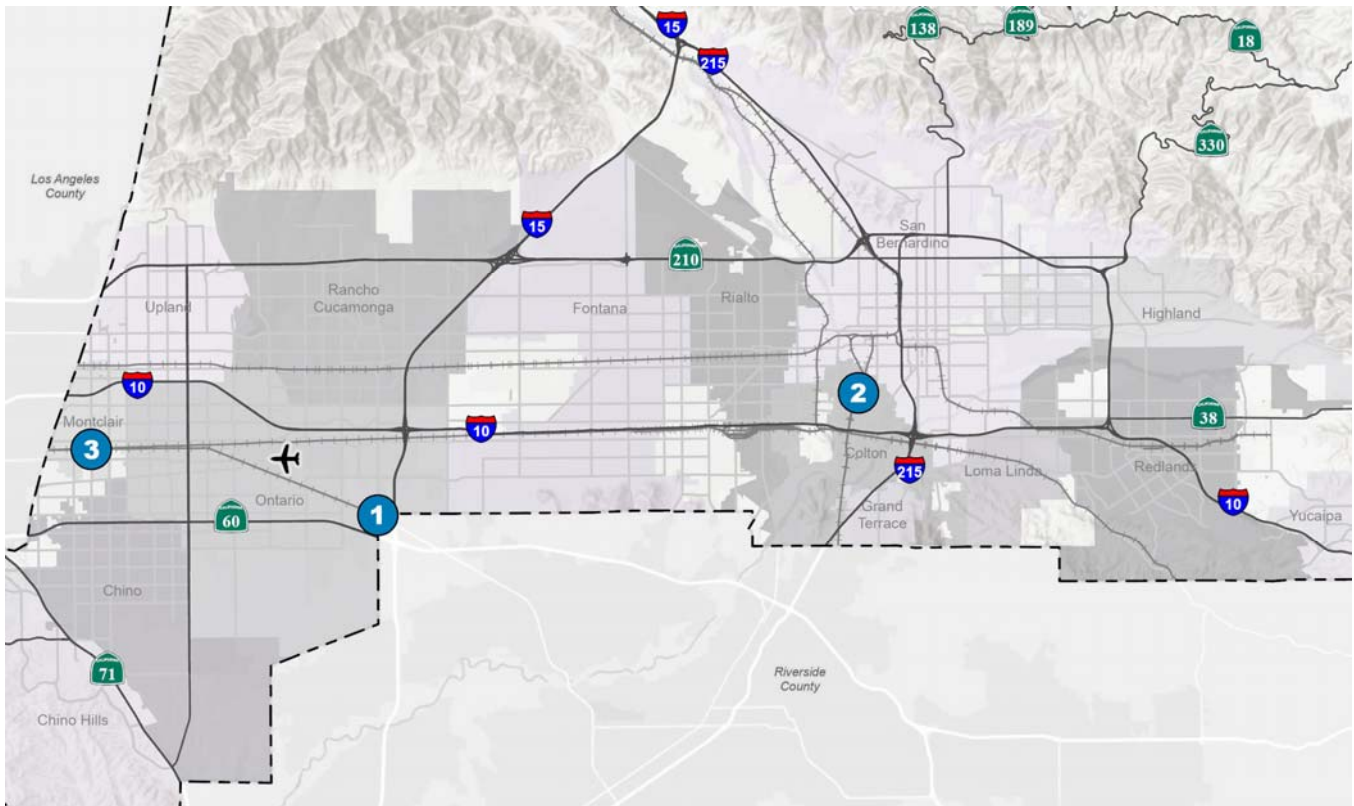
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VALLEY SUBAREA

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Project Delivery Program Grade Separation Projects Valley Subarea



Master Schedule										
Fiscal Year										
Project/Phases	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
1 South Milliken Ave (UP)										
2 Laurel Ave (BNSF)										
3 Monte Vista Avenue Grade Separation (UP)										

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	\$20,997,892	\$1,010,000	\$0

*Additional \$49.5 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
\$60,105,152	\$60,104,152	\$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: Claims resolution and Close-out.

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
\$23,180,000	\$23,089,000	\$91,000	\$0

*Construction phase costs only

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 has been completed. 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 final design and environmental revalidation is underway. An environmental reevaluation of the Mount Vernon Viaduct project and preliminary design work was completed in fall 2018 and a reevaluation was completed in mid-2020. SBCTA awarded a design build project and work is already underway. Disassembly of the existing bridge is underway with completion of this work anticipated by mid-2021.

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

Contract Information –Project Delivery Program*

- a. Existing Contracts
 - i. 20-1002357, Program Management Services, Amount Budgeted \$625,700.*
 - ii. 15-1001302, Legal Services, Amount Budgeted \$200,000.*

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

Local Funding Source Detail

- i. City of San Bernardino - \$815,239.
- ii. BNSF - \$7,876,680.
- iii. City of Fontana - \$149,925.
- iv. City of Montclair - \$71,212.
- v. City of Rancho Cucamonga - \$156,657.
- vi. City of Upland - \$172,268.
- vii. City of Barstow - \$95,000.

Manager

Paula Beauchamp, Director of Project Delivery and Toll Operations

Project Delivery

Task 0860 Arterial Projects

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	35,601	22,854	59,237	130,245
Fringe Allocation-General	36,168	21,358	60,143	146,618
Professional Services	1,566,508	973,582	1,634,000	1,960,362
Consulting Services	5,252,784	3,816,311	1,853,497	3,373,000
Program Management Fees	640,991	384,480	385,001	625,700
Financial/Legal Bonding Fees	127,451	63,845	-	-
Legal Fees	209,592	526,229	50,000	200,000
Construction Capital	2,828,388	3,006,852	53,386,821	11,239,677
Utilities Capital	-	-	-	200,000
Right of Way Capital	-	10,085,325	31,782,899	3,765,444
Postage	15	104	-	-
Advertising	220	-	2,000	-
Public Information Activities	977	29,643	151,673	98,307
In-kind Contribution	-	-	-	35,016,380
Commercial Paper Interest	-	-	4,662,686	-
Meeting Expense	1,679	641	-	-
Fiscal Agent Fees	-	436,593	-	427,000
Total Expenditures	<u>10,700,374</u>	<u>19,367,817</u>	<u>94,027,957</u>	<u>57,182,733</u>

Funding Sources

Active Transportation Program - Federal	182,000
Highway Bridge Program	43,520,413
Local Bridge Seismic Retrofit Account-P1	324,840
Public Utilities Commission	95,000
MSI Valley Fund-Arterials	755,815
MSI Valley Fund-Traffic Mgmt Sys	1,780,000
MSI North Desert Fund-Major Local Hwy	1,187,684
Local Projects Fund	<u>9,336,981</u>
Total Funding Sources	<u>57,182,733</u>

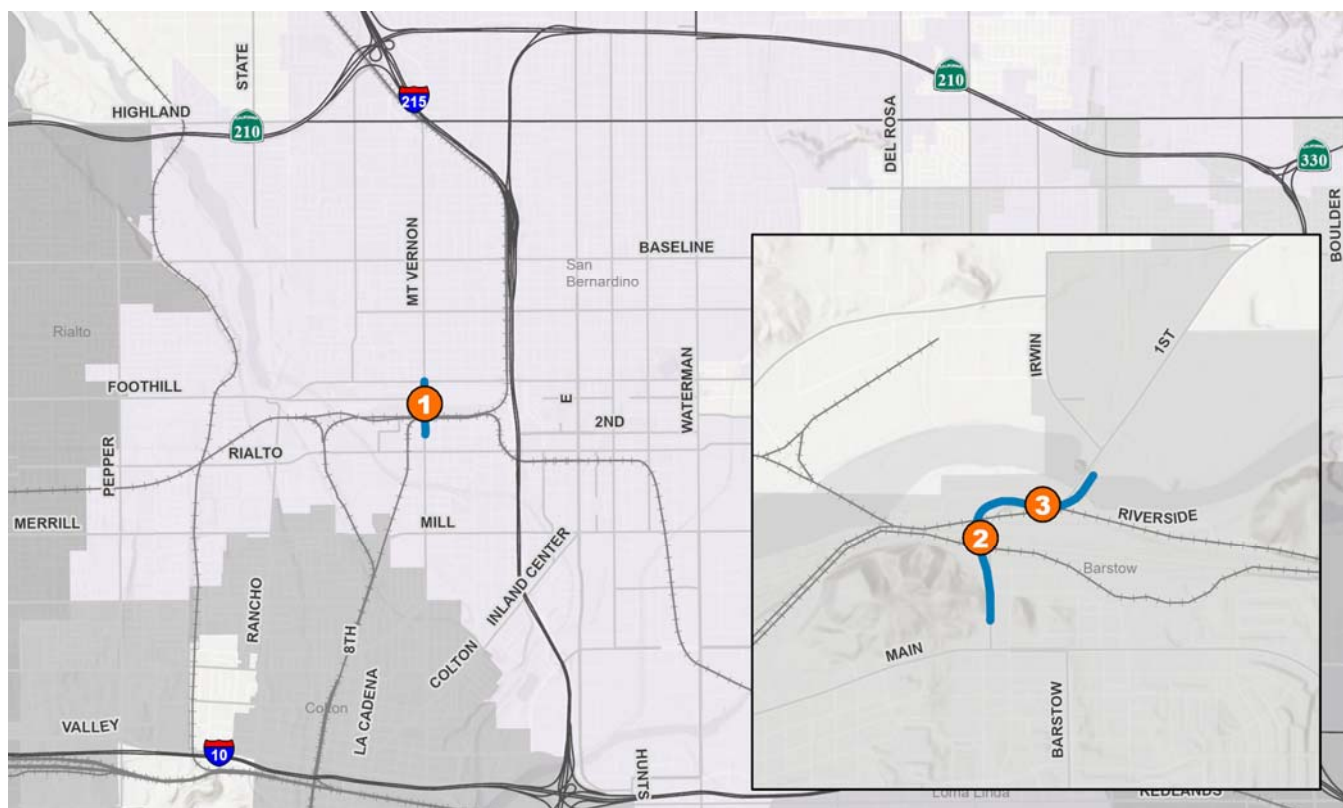
**Project Delivery Program
Arterial Projects**

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Project Delivery Program Arterial Projects

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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: Right of Way and Design-Build work.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$225,096,000	\$50,216,906	\$48,250,208	\$126,628,886

Contract Information

- a. Existing Contracts
 - i. 18-1001846, Legal services, Amount Budgeted \$113,000.
 - ii. 18-1001826, Construction Management Services, Amount Budgeted \$1,080,000.
 - iii. 19-1002210, Railroad Construction Support Services, Amount Budgeted \$50,000.
 - iv. 19-1002208, Railroad Construction Support and Mitigation work, Amount Budgeted \$37,123,293.
 - v. 18-1001966, Design Build Services, Amount Budgeted \$6,499,487.

Note: Proposed budget includes Right of Way acquisition and relocation costs, anticipated utility relocations and 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 0812). Sub-task budget to provide Project Management assistance to City. Current Phase: Design, Right of Way.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$86,680,000	\$77,969	\$6,090,000	\$57,902,031

*Additional \$22.61 Million for PA&ED, PS&E and ROW Phase not going through SBCTA books and are not included in Cost to Date.

Contract Information

- a. Existing Contracts:
 - i. 19-1002236, Construction Capital, Amount Budgeted \$100,000.
 - ii. 21-1002469, Construction Management, Amount Budgeted \$700,000.
- b. New Contracts:
 - i. IFB, Construction Capital, Amount Budgeted \$5,090,000, Total Estimated Contract Amount \$47,596,000.

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

Description

This project, located in Barstow, will replace the existing bridges on North First Avenue over the Mojave River and Overflow. These bridges 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	\$50,000	\$61,750,000

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

4 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	\$16,588,608	\$1,780,000	\$5,698,604

*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.
- b. New Contracts
 - i. RFP, Haven Avenue Pilot Project, Amount Budgeted \$750,000, Total Estimated Contract Amount \$1,000,000.

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

⑤ 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
\$7,509,853	\$206,166	\$735,656	\$6,568,031

Contract Information

- a. Existing Contracts
 - i. 20-1002388, Professional Services, Amount Budgeted \$350,360.
- b. New Contracts:
 - i. RFP, Construction Management Services, Amount Budgeted \$279,600, Total Estimated Contract Amount \$837,681.



Widening the ramps at Archibald Avenue along State Route 60 in Ontario is no small task. Crews are shown here setting the foundation for retaining and sound walls along the new outer edge of the ramps.

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 the Local Transportation Fund (LTF), the 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 \$52,160,200 in Measure I funds for road priorities determined by local jurisdictions on their local streets, reimbursement of an estimated \$41,916,000 in Measure I funds for locally delivered projects in the Valley Major Street and Interchange Programs, and \$38,358,330 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 Board 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.
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.

Fund Administration Program Budget

- 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. Prioritize projects and revise funding plans and revenue projections to finalize 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

	2018/2019 Actual	2019/2020 Actual	2020/2021 Revised Budget	2021/2022 Budget
Federal and State Funds Delivery ¹	45%	136%	228%	58%
FTIP Amendments	8	14	12	12
Additional Federal funds received ²	\$0	\$15,236,120	\$21,124,030	TBD
Programming changes processed	173	118	180	180
10-Year Delivery Plan Update	6/5/2019	N/A	N/A	12/1/2021
Measure I Valley Arterial Reimbursements	\$10,044,137	\$4,857,343	\$25,230,000	\$20,524,000
Measure I Mtn./Desert Reimbursements	\$678,367	\$4,550,376	\$33,227,324	\$38,358,330
Local Transportation Fund Pass-through ³	\$93,735,955	\$89,783,692	\$116,390,240	\$117,564,769
State Transit Assistance Fund Pass-through ³	\$14,980,320	\$14,022,451	\$31,792,788	\$24,845,375
Arterial Program Jurisdiction Master				
Agreements managed	15	15	15	15
Advance Expenditure Agreements managed	4	5	4	4
Development Share Loan Agreements managed	10	10	9	9

¹ Low delivery in fiscal years is intentional when funds are being saved for large projects, like the Interstate 10 Corridor Contract 1 and Redlands Passenger Rail Projects. Strategic funding plans increase chances of receiving additional Federal funds.

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

³ Pass-throughs 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); Coronavirus Aid, Relief, and Economic Security (CARES) Act; Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA); 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 2020/2021, SBCTA maximized delivery of Federal projects as excess funds became available to the State, which resulted in an additional \$21 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, particularly as it related to financial impacts of the Coronavirus; guidelines; requirements; policies; and schedules. SBCTA serves as a liaison between local agencies and California Department of Transportation (Caltrans), the California Transportation Commission (CTC), the San Bernardino County Auditor/Controller, and various other Federal and State agencies to assist local implementation of projects funded by Federal and State sources. As part of the requirement under the TDA, SBCTA is finalizing the Triennial Performance Audit that was budgeted during Fiscal Year 2020/2021. This audit was for the Fiscal Years 2017/2018 to 2019/2020. The agencies involved in these audits included SBCTA, City of Needles, Omnitrans, Victor Valley Transit Authority, Morongo Basin Transit Authority and Mountain Area Regional Transit Authority. Additionally SBCTA coordinated the determination of priority projects in the Mountain/Desert Subareas to address regional and interregional travel.

Work Elements

Manage State and Federal Funds

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 between and 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.

Fund Administration

Task 0500 Fund Administration

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, transit operators, and Caltrans. Review and assist with candidate project submittals and work with Southern California Association of Governments (SCAG), Caltrans District 8, and Caltrans Headquarters to ensure that candidate FTIP projects meet eligibility requirements, including fiscal constraint. Prepare, submit, and track FTIP amendments.
5. Prepare recommendations for project funding from the 2022 STIP to be considered by the SBCTA Board. Meet and confer with CTC staff and Commissions to advocate for STIP funding of key projects through the Regional and Interregional Programs as appropriate. Assist in development of legislative support for candidate projects.

Coordinate Transit Operator Allocations

1. 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).
2. 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.
3. Work with the Transit and Rail Department and the transit operators, determine the distribution of Federal Transit Administration (FTA) formula; Federal Highway Administration (FHWA) CMAQ; and CARES Act and CRRSAA 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.
4. 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. Submit annual fiscal TDA audits to the State by the December 31st deadline.

Manage Measure I Near-Term and Long-Term Funding Needs

1. Continue development of the 2021 Update to the Measure I 2010-2040 10-Year Delivery Plan for Board approval in late-2021, with emphasis on facilitating approval of project priorities by Subarea, seeking cost-effective alternatives to bonding, considering opportunities for future grant funding, and reevaluating funding plans for the most efficient funding strategies.
2. 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.
3. Review member agency Measure I policy compliance through audits, Capital Improvement Plans, and CPNA.
4. 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.

Provide Support and Representation on Funding Issues

1. Represent San Bernardino countywide programming interests at statewide meetings such as the Regional Transportation Planning Agencies, CTC, CalSTA, Southern California's Programming/Planning group, Transportation Conformity Working Group, the Statewide TDA Advisory Committee meetings, and the California Federal Programming Group.

Fund Administration

Task 0500 Fund Administration

2. 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 substantial completion of the triennial performance audits of LTF and STA fund recipients in Fiscal Year 2020/2021.

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.

Contract Information

- a. Existing Contracts
 - i. 20-1002410, On-call Air Quality Analysis, Amount Budgeted \$10,000.
 - ii. 20-1002431, Transportation Development Act Triennial Performance Audits, Amount Budgeted \$100,000.

Manager

Andrea Zureick, Director of Fund Administration

Fund Administration

Task 0500 Fund Administration

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	553,941	590,425	683,452	638,275
Fringe Allocation-General	562,769	551,759	693,906	718,503
Consulting Services	4,198	4,280	10,000	10,000
Auditing and Accounting	-	-	160,000	100,000
Training/Registration	395	550	8,400	8,350
Postage	102	82	500	650
Travel Expense - Employee	11,172	7,326	15,180	15,700
Travel Expense-Mileage-Employee	1,476	1,136	5,000	4,500
Travel Expense-Other-Metrolink Tickets	-	-	150	170
Advertising	-	-	320	-
Printing - External	-	-	425	1,325
Office Expense	95	-	500	475
Meeting Expense	161	248	1,400	1,500
Total Expenditures	<u>1,134,309</u>	<u>1,155,806</u>	<u>1,579,233</u>	<u>1,499,448</u>

Funding Sources

MSI Admin	345,795
Local Transportation Fund - Admin	184,028
Local Transportation Fund - Planning	57,112
Planning, Programming and Monitoring	875,088
MSI Valley Fund-Freeway Projects	16,753
MSI Valley Fund-Fwy Interchange	4,895
MSI Valley Fund-Metrolink/Rail Service	8,033
MSI Valley Fund-Express Bus/Rapid Trans	5,767
Indirect Cost Fund	1,977
Total Funding Sources	<u>1,499,448</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 anticipated reimbursements associated with the start of construction on the Green Tree Boulevard Extension and the Ranchero Corridor Widening Projects (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 \$20,524,000.
 - 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 \$70,000.

Fund Administration

Task 0550 Allocations/Pass-through

- vii. 17-1001692, Hesperia, Ranchero Widening, MLH, Amount Budgeted \$11,508,000.
- viii. 20-1002368, San Bernardino County, Phelan Road Widening, MLH, Amount Budgeted \$3,736,000.
- ix. 17-1001700, San Bernardino County, Ranchero Widening, MLH, Amount Budgeted \$1,281,030.
- 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. 16-1001481, Victorville, Green Tree Boulevard Term Loan Agreement, MLH, Amount Budgeted \$11,000,000.
- xiii. 15-1001119, Barstow, First Avenue Bridge over Burlington Northern Santa Fe Railroad (BNSF), MLH, Amount Budgeted \$1,650,700.
- xiv. 15-1001118, Barstow, First Avenue Bridge over Mojave River, MLH, Amount Budgeted \$1,074,100.
- xv. 19-1002193, Barstow, Rimrock Road Rehabilitation, MLH, Amount Budgeted \$749,000.
- xvi. 15-1001157, San Bernardino County, Baker Boulevard Bridge, MLH, Amount Budgeted \$217,000.
- xvii. 16-1001376, San Bernardino County, Arrowbear Drive Bridge Replacement, MLH, Amount Budgeted \$750,000.
- xviii. 20-1002326, San Bernardino County, Crest Forest Drive/Lake Drive Study, PD/TMS, Amount Budgeted \$100,000.
- xix. 20-1002325, San Bernardino County, State Route 38/Stanfield Cutoff Roundabout, MLH, Amount Budgeted \$400,000.
- xx. 19-1002195, Twentynine Palms, Split Rock Bridge, MLH, Amount Budgeted \$285,500.

b. New Contracts

- i. Anticipated Funding Agreements, Morongo Basin MLH, Amount Budgeted \$700,000, Total Estimated Contract Amount \$2,204,000.
- ii. Anticipated Funding Agreement, Colorado River MLH, Amount Budgeted \$327,500, Total Estimated Contract Amount \$400,000.

Manager

Andrea Zureick, Director of Fund Administration

Fund Administration

Task 0550 Allocations/Pass-throughs

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Pass-through Payments	48,725,078	46,233,823	59,414,000	68,525,141
Major Street Payments	10,039,414	4,857,343	25,230,000	20,524,000
Major Local Highway Payments	676,495	4,550,377	33,127,324	38,258,330
Project Develop Traffic Mgmt Sys Pmt	-	-	100,000	100,000
Loan Interest	1,528	-	-	-
Total Expenditures	<u>59,442,515</u>	<u>55,641,543</u>	<u>117,871,324</u>	<u>127,407,471</u>

Funding Sources

MSI Valley Fund-Fwy Interchange	20,592,000
MSI Valley Fund-Arterials	20,524,000
MSI Valley Fund-Local Street	26,552,841
MSI Victor Valley Fund-Major Local Hwy	23,337,530
MSI Victor Valley Fund-Local Street	14,560,500
MSI North Desert Fund-Major Local Hwy	3,690,800
MSI North Desert Fund-Local Street	2,076,700
MSI Colorado River Fund-Major Local High	327,500
MSI Colorado River Fund-Local Street	304,300
MSI Morongo Basin Fund-Major Local Hwy	985,500
MSI Morongo Basin Fund-Local Street	1,910,900
MSI Mountain Fund-Major Local Highway	1,150,000
MSI Mountain Fund-Local Street	1,727,900
MSI Mountain Fund-Traffic Mgmt Sys	100,000
Victorville Project Fund	4,000,000
Victor Valley Project Fund	4,767,000
Valley Project Fund	<u>800,000</u>
Total Funding Sources	<u>127,407,471</u>



State Route 210 is a major connection to the east valley of San Bernardino County, as well as the San Bernardino Mountain Resorts. Crews are shown here setting the “falsework” or temporary support system for the reconstruction of one of the many bridges being widened to accommodate the additional lane in each direction.

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 2021/2022 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 Service Program.
 - b. Prepare arbitrage calculation, as required.

Allocation of bond proceeds and debt service:

	Actual				Budget			
	2019		2020		2021		2022	
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest
<u>2014 Bond Issue</u>								
Freeway Interchange	320,000	1,015,323	359,000	1,002,523	401,000	988,163	444,000	972,123
Valley Major Streets	572,800	1,817,427	642,610	1,794,516	717,790	1,768,811	794,760	1,740,100
Rail	360,000	1,142,238	403,875	1,127,838	451,125	1,111,682	499,500	1,093,638
Victor Valley Major								
Local Highway	80,000	253,831	89,750	250,631	100,250	247,041	111,000	243,031
Cajon Pass	267,200	847,794	299,765	837,107	334,835	825,116	370,740	811,723
	<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>	<u>2,220,000</u>	<u>4,860,615</u>
<u>2012 Bond Issue</u>								
Valley Major Streets	924,340	1,561,168	963,195	1,524,196	1,004,095	1,481,556	1,053,175	1,431,352
Victor Valley Major								
Local Highway	485,900	820,663	506,325	801,228	527,825	778,813	553,625	752,423
Cajon Pass	849,760	1,435,206	885,480	1,401,216	923,080	1,362,018	968,200	1,315,865
	<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>	<u>2,575,000</u>	<u>3,499,640</u>
Bond Issue Totals	<u>3,860,000</u>	<u>8,893,650</u>	<u>4,150,000</u>	<u>8,739,255</u>	<u>4,460,000</u>	<u>8,563,200</u>	<u>4,795,000</u>	<u>8,360,255</u>

Performance/Workload Indicators

	2018/2019 Actual	2019/2020 Actual	2020/2021 Revised Budget	2021/2022 Budget
Debt Service:				
Principal	\$3,860,000	\$4,150,000	\$4,460,000	\$4,795,000
Interest	\$8,893,650	\$8,739,255	\$8,563,200	\$8,360,255
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

Finance monitored the activities of the trustee including 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

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Bond Principal	2,260,000	2,355,000	2,455,000	2,575,000
Bond Interest	3,817,038	3,726,638	3,622,400	3,499,640
Fiscal Agent Fees	10,000	500	10,000	10,000
Total Expenditures	<u>6,087,038</u>	<u>6,082,138</u>	<u>6,087,400</u>	<u>6,084,640</u>

Funding Sources

Sales Tax Revenue Bonds 2012A Fund	<u>6,084,640</u>
Total Funding Sources	<u>6,084,640</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

Finance monitored the activities of the trustee including 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

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Bond Principal	1,600,000	1,795,000	2,005,000	2,220,000
Bond Interest	5,076,613	5,012,613	4,940,900	4,860,615
Fiscal Agent Fees	11,000	500	10,000	10,000
Total Expenditures	<u>6,687,613</u>	<u>6,808,113</u>	<u>6,955,900</u>	<u>7,090,615</u>

Funding Sources

Sales Tax Revenue Bonds 2014A Fund	<u>7,090,615</u>
Total Funding Sources	<u>7,090,615</u>



A portion of the High Desert highway known as US 395 was widened to provide better connections, enhance safety, and relieve congestion from slow moving vehicles en route to other destinations outside of the county. This section represents Phase I of a three-phase effort to widen this well-used corridor.

ENTERPRISE

Enterprise Program Budget

Description

The Finance department is responsible for finance/accounting activities for the Enterprise Program.

Goals and Objectives

Assist in the accounting, budgeting, establishment of the policies and procedures, and Transportation Infrastructure Finance and Innovation Act (TIFIA) loan reporting/compliance for the express lane project.

Performance/Workload Indicators

	2018/2019 Actual	2019/2020 Actual	2020/2021 Revised Budget	2021/2022 Budget
Annually comply with reporting requirements mandated by the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan	N/A	YES	YES	YES
Complete Refinance – interest rate reset on the TIFIA Loan	N/A	N/A	YES	N/A
Submit requisitions requests to TIFIA to fund the Construction phase of the Interstate 10 Express Lane Project	N/A	N/A	N/A	YES

Express Lanes

Task 0750 Express Lanes Operation

Purpose

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

Accomplishments

1. Participated in establishing financing for the project which includes loan from the Transportation Infrastructure Finance and Innovation Act (TIFIA) and advance from Measure I Freeway Program.

Work Elements

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

Product

The cost of operations for the Express Lanes will be accounted in Fund 7550, Interstate 10 (I-10) Express Lanes Fund. The debt service for the Federal loan with TIFIA will be accounted for in this fund.

Manager

Hilda Flores, Chief Financial Officer

Express Lanes

Task 0750 Express Lanes Operation

	2020/2021			
	2018/2019	2019/2020	Revised	2021/2022
Expenditures	Actual	Actual	Budget	Budget
Other Service Charges	-	-	-	-
Advance Interest	-	-	-	-
Total Expenditures	-	-	-	-
Funding Sources				
I-10 Express Lanes				-
Total Funding Sources				-

Note: No estimated expenditures or revenues for Fiscal Year 2021/2022 for the Enterprise Fund are budgeted. Transfers out are included in the budget to Measure I-Freeway program from the draw down of Transportation Infrastructure Finance and Innovation Act (TIFIA) loan proceeds. Toll operation on the Interstate 10 Express Lanes is expected to commence until August 2023. SBCTA is planning to draw down on the loan from the US Department of Transportation (USDOT) under TIFIA for \$110.9 million for Fiscal Year 2021/2022. The loan payable to TIFIA will be recorded as a liability on the balance sheet of the Enterprise Fund and will be repaid from toll revenues.



The Vineyard Avenue Bridge over Interstate 10 (I-10) in Ontario is one of eighteen (18) bridges that will be widened or reconstructed as part of the I-10 Express Lanes Project. The first express lanes in San Bernardino County are scheduled to open in 2023.

SUPPLEMENTAL INFORMATION SECTION

**Indirect Cost Fund
Fiscal Year 2021/2022**

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 administering SBCTA and SBCOG funds.
4. Special Projects & Strategic Initiatives – accounts for short or long term projects to fulfill SBCTA’s goals and initiatives, procurement 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 \$2,163,046 for Fiscal Year 2021/2022 are comprised of \$500,000 for emergencies (General Purpose Reserve) and \$1,663,046 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 2020/2021.

In accordance with Policy No. 20600, the revenue allocated to fund indirect costs for Fiscal Year 2021/2022 is \$7,259,489 which is funded by Measure I, Transportation Development Act-Local Transportation Fund, Service Authority Freeway Emergency (SAFE), and Council of Governments (COG).

**Indirect Cost Fund
Fiscal Year 2021/2022**

The business to business expo event is budgeted at \$50,000 in the Indirect Fund. The total estimated cost of the event is \$65,000 offset by the estimated booth revenue of \$15,000. Consulting/professional services have increased for the current fiscal year mainly due to increased security costs at the depot. Also, capital amounts include the purchase of audio/visual equipment throughout the depot.

The funding breakdown is as follows:

Funding Source	Amount
Local Transportation Fund – Administration	\$ 1,047,225
Local Transportation Fund – Planning	90,297
Service Authority for Freeway Emergencies Fund	204,990
Sales Tax MSI – Valley Freeway	3,503,212
Sales Tax MSI – Valley Interchange	2,044,626
Sales Tax MSI – Valley Grade Separation	357,393
Sales Tax MSI – Valley Arterial	(351,469)
Sales Tax MSI – Valley Rail	(198,682)
Sales Tax MSI – Valley Bus Rapid Transit	180,219
Sales Tax MSI – Victor Valley Major Local Highway	91,531
Sales Tax MSI – North Desert Major Local Highway	158,067
Sales Tax MSI – Colorado River Major Local Highway	725
Sales Tax MSI – Morongo Basin Major Local Highway	18,297
Sales Tax MSI – Mountain Major Local Highway	3,299
Council of Governments	109,759
Total Revenue allocation per Policy 20600	\$7,259,489
Santa Fe Depot Rental Income and other reimbursements	404,230
Total New Revenue to Cover Indirect Costs	\$7,663,719

	Budgeted Tasks to Indirect Fund											Fiscal Year	Fiscal Year
	0200	0206	0350	0400	0425	0450	0470	0500	0503	0605	0805	2021/2022 Budget	2020/2021 Budget
Salaries	\$ 468,045	\$ 1,978	\$ 255,161	\$ 581,508	\$ 131,825	\$ 161,513	\$ 135,575	\$ 930	\$ 51,441	\$ 120,263	\$ 57,003	\$ 1,965,242	\$ 1,763,266
Overtime	14,850	150	-	14,850	-	-	-	-	-	-	-	29,850	30,074
Fringe	543,593	2,396	287,236	671,321	148,395	181,815	152,617	1,047	57,907	135,380	64,168	2,245,875	1,820,780
Professional Services	30,000	-	16,800	150,000	111,000	395,695	2,725	-	164,200	120,000	6,260	996,680	1,209,293
Consulting Services	120,000	-	-	50,000	-	-	-	-	-	-	-	170,000	190,000
County Fees	-	-	-	100,000	-	-	-	-	-	-	-	100,000	100,000
Auditing & Accounting	-	-	-	300,000	-	-	-	-	-	-	-	300,000	387,000
Legal Fees	-	-	80,000	-	15,000	-	25,000	-	-	-	-	120,000	125,000
Claims	-	-	-	-	30,000	-	-	-	-	-	-	30,000	30,000
Security	-	-	-	-	-	-	-	-	-	-	178,537	178,537	-
Utilities	-	-	-	-	-	-	-	-	-	-	140,000	140,000	130,000
Maintenance-Buildings	-	-	-	-	-	-	-	-	-	-	878,534	878,534	1,179,898
Maintenance-Motor Vehicles	-	-	-	-	-	2,500	-	-	-	-	-	2,500	2,500
Maintenance-Office Equipment	1,500	-	-	-	-	-	-	-	-	-	-	1,500	1,500
Rentals-Office Equipment	55,000	-	-	-	-	-	-	-	-	-	-	55,000	55,000
General Liability Insurance	-	-	-	-	242,500	-	-	-	-	-	-	242,500	194,000
Umbrella Liability Insurance	-	-	-	-	81,000	-	-	-	-	-	-	81,000	54,000
Property Insurance	-	-	-	-	15,000	-	-	-	-	-	-	15,000	35,500
Crime Insurance	-	-	-	-	16,800	-	-	-	-	-	-	16,800	14,000
Automotive Insurance	-	-	-	-	1,500	-	-	-	-	-	-	1,500	1,500
Cyber Insurance	-	-	-	-	10,000	-	-	-	-	-	-	10,000	18,000
Dues/Memberships	26,000	-	1,820	3,000	1,200	-	1,650	-	2,000	10,000	-	45,670	47,820
Training/Registration	4,500	-	5,000	15,000	10,000	10,000	15,160	-	3,000	14,000	-	76,660	73,360
Postage	5,450	-	100	2,000	100	700	200	-	-	-	200	8,750	7,500
Travel Expense - Employee	8,000	-	5,500	3,000	3,000	1,000	3,000	-	1,500	10,000	-	35,000	42,500
Travel Expense-Mileage-Employee	1,500	-	200	3,000	1,000	200	500	-	2,000	2,500	-	10,900	9,900
Travel Expense-Other-Metrolink Tickets	-	-	-	-	50	-	-	-	-	-	-	50	50
Advertising	500	-	-	1,000	-	-	10,750	-	-	-	-	12,250	9,750
Public Information Activities	-	-	-	-	-	-	-	-	-	60,000	-	60,000	46,000
Printing - External	10,000	-	-	7,000	300	-	-	-	-	-	-	17,300	17,000
Printing - Internal	15,000	-	200	-	300	-	-	-	-	-	-	15,500	15,200
Communications	-	-	-	-	-	58,650	-	-	-	-	20,000	78,650	96,000
Record/Equipment Storage	55,000	-	-	-	-	-	-	-	-	-	-	55,000	38,000
Bank charges	-	-	-	8,000	160	-	-	-	-	-	-	8,160	500
Office Expense	30,000	-	-	-	-	1,500	1,000	-	-	-	13,729	46,229	44,000
Meeting Expense	3,000	-	500	2,000	500	200	15,000	-	1,000	2,500	-	24,700	24,200
Improvements OTBS	-	-	-	-	-	-	-	-	-	-	180,000	180,000	-
Office Furniture & Equipment	-	-	-	-	-	-	-	-	-	-	65,000	65,000	135,000
Office Equipment/Software-Inventorial	20,000	-	10,000	-	-	280,382	-	-	-	-	20,000	330,382	310,060
Computer Hardware & Software	-	-	-	-	-	13,000	-	-	-	-	-	13,000	144,000
Total	\$ 1,411,938	\$ 4,524	\$ 662,517	\$ 1,911,679	\$ 819,630	\$ 1,107,155	\$ 363,177	\$ 1,977	\$ 283,048	\$ 474,643	\$ 1,623,431	\$ 8,663,719	\$ 8,402,151

Task Descriptions:

0200 - Executive Administration and Support	0400 - Financial Management	0500 - Fund Administration	0805 - Building Operation	
0206 - Data Program Management	0450 - Management Services	0503 - Legislation		Increase from Fiscal Year 2020/2021 Budget \$ 261,568
0350 - General Counsel	0470 - Human Resources	0605 - Public Affairs		

Capital Projects Plan

Fiscal Year	Item Description	Estimated Cost
2021/2022	New Ipads for Board	13,000
	Board Room Sound System and Recorder	40,000
	Tile Lobby Train Bench Restoration	20,000
	Total Fiscal Year 2021/2022	73,000
2022/2023	Applicant Tracking System (Could be part of Enterprise Resource Planning (ERP) system)	22,000
	Network Infrastructure (Servers, Switches, Firewalls, etc.)	225,000
	Tile Lobby Exterior Door Restoration and Nearby Window Trim	25,000
	SBCTA Carpet Replacement	165,000
	Parking Lot Slurry Seal/Stencil	100,000
	Automatic Door Upgrade for Tile Lobby	40,000
	Replace Sports Utility Vehicle (SUV)	60,000
	Repair of Exterior Coating of the Depot & Painting of all Exterior Trim	150,000
	Total Fiscal Year 2022/2023	787,000
2023/2024	Painting interior of SBCTA offices	120,000
	Workstation Rotation Plan (Laptops/Desktops)	125,000
	Heating, Ventilation, & Air Conditioning (HVAC) Equipment Upgrade	500,000
	Total Fiscal Year 2023/2024	745,000
2024/2025		-
	Total Fiscal Year 2024/2025	-
2025/2026	Phone System	65,000
	On-premise Backup Appliance/Data Domains	50,000
	Total Fiscal Year 2025/2026	115,000
2026/2027	Tile Lobby and Restrooms Interior Painting	25,000
	Total Fiscal Year 2026/2027	25,000
2027/2028	Workstation Rotation Plan (Laptops/Desktops)	125,000
	Tile Lobby Exterior Door Restoration and Nearby Window Trim	25,000
	Parking Lot Slurry Seal/Stencil	100,000
	Pump House Chemical Treatment Equipment Upgrade	15,000
	Total Fiscal Year 2027/2028	265,000
2028/2029	Depot Elevator Modernization	125,000
	Replace Depot's Roof	150,000
	Total Fiscal Year 2028/2029	275,000
	Total Capital Projects	\$ 2,285,000
Beginning Fund Balance		
	\$	3,163,045
Estimated Revenues:		
Measure I (MSI)		5,807,218
Transportation Development Act (TDA)		1,137,522
Service Authority for Freeway Emergencies (SAFE)		204,990
Council of Governments (COG)		109,759
Santa Fe Depot lease revenue		404,230
Total revenues to fund indirect		7,663,719
Indirect expenditures		8,663,719
Amount available for Reserves	\$	2,163,045
Reserve for Emergencies	\$	500,000
Reserve for Capital Projects	\$	1,663,045

San Bernardino County Transportation Authority
General Assessment Dues Calculation
Fiscal Year 2021/2122 Budget

							FY2021/2022	FY2021/2022		
	POP.	% OF	ASSESSED VALUE	% OF	AVG. %	FY2020/2021	MANDATORY	OTHER MONETARY	FY2021/2022	VAR
		TOTAL	BEFORE RDA	TOTAL	POP. &	TOTAL	ASSESSMENT	OBLIGATIONS	TOTAL	FOR
<u>JURISDICTION:</u>	<u>2020</u>	<u>POP.</u>	<u>FY2020/2021</u>	<u>VALUE</u>	<u>VALUE</u>	<u>AMOUNT</u>	<u>AMOUNT</u>	<u>AMOUNT (\$)</u>	<u>AMOUNT</u>	<u>FY2021/2022</u>
Adelanto	35,663	1.636%	\$2,510,515,046	1.003%	1.319%	\$6,974	\$1,679	\$5,337	\$7,016	\$42
Apple Valley	74,394	3.412%	\$6,668,772,656	2.664%	3.038%	\$9,108	\$3,867	\$5,337	\$9,204	\$96
Barstow	24,268	1.113%	\$1,507,229,060	0.602%	0.858%	\$6,401	\$1,091	\$5,337	\$6,428	\$27
Big Bear Lake	5,206	0.239%	\$3,823,675,424	1.528%	0.883%	\$6,433	\$1,124	\$5,337	\$6,461	\$28
Chino	89,109	4.087%	\$15,053,974,093	6.014%	5.050%	\$11,606	\$6,428	\$5,337	\$11,765	\$159
Chino Hills	82,409	3.779%	\$13,587,914,934	5.428%	4.604%	\$11,051	\$5,859	\$5,337	\$11,196	\$145
Colton	54,118	2.482%	\$4,020,262,236	1.606%	2.044%	\$7,874	\$2,601	\$5,337	\$7,938	\$64
Fontana	213,000	9.768%	\$22,503,543,501	8.990%	9.379%	\$16,979	\$11,937	\$5,337	\$17,274	\$295
Grand Terrace	12,426	0.570%	\$1,206,854,888	0.482%	0.526%	\$5,990	\$669	\$5,337	\$6,006	\$16
Hesperia	96,393	4.421%	\$6,882,516,790	2.750%	3.585%	\$9,787	\$4,563	\$5,337	\$9,900	\$113
Highland	55,323	2.537%	\$4,002,379,791	1.599%	2.068%	\$7,904	\$2,632	\$5,337	\$7,969	\$65
Loma Linda	24,535	1.125%	\$2,427,460,900	0.970%	1.047%	\$6,637	\$1,333	\$5,337	\$6,670	\$33
Montclair	39,490	1.811%	\$3,692,729,027	1.475%	1.643%	\$7,376	\$2,091	\$5,337	\$7,428	\$52
Needles	5,248	0.241%	\$401,932,568	0.161%	0.201%	\$5,586	\$255	\$5,337	\$5,592	\$6
Ontario	182,871	8.387%	\$29,564,789,984	11.811%	10.099%	\$17,872	\$12,853	\$5,337	\$18,190	\$318
Rancho Cucamonga	175,522	8.050%	\$28,915,974,788	11.552%	9.801%	\$17,502	\$12,474	\$5,337	\$17,811	\$309
Redlands	70,952	3.254%	\$10,965,318,721	4.381%	3.817%	\$10,075	\$4,858	\$5,337	\$10,195	\$120
Rialto	104,553	4.795%	\$10,830,810,827	4.327%	4.561%	\$10,998	\$5,805	\$5,337	\$11,142	\$144
San Bernardino	217,946	9.995%	\$16,415,502,000	6.558%	8.277%	\$15,610	\$10,534	\$5,337	\$15,871	\$261
Twentynine Palms	29,258	1.342%	\$967,738,254	0.387%	0.864%	\$6,410	\$1,100	\$5,337	\$6,437	\$27
Upland	78,814	3.614%	\$10,368,713,237	4.142%	3.878%	\$10,151	\$4,936	\$5,337	\$10,273	\$122
Victorville	126,432	5.798%	\$9,919,352,933	3.963%	4.881%	\$11,395	\$6,212	\$5,337	\$11,549	\$154
Yucaipa	55,712	2.555%	\$4,933,578,539	1.971%	2.263%	\$8,146	\$2,880	\$5,337	\$8,217	\$71
Yucca Valley	22,236	1.020%	\$1,889,760,838	0.755%	0.887%	\$6,438	\$1,129	\$5,337	\$6,466	\$28
County	304,628	13.971%	\$37,253,188,321	14.883%	14.427%	\$23,236	\$18,361	\$5,332	\$23,693	\$457
	2,180,506	100.000%	\$250,314,489,356	100.00%	100.00%	\$257,539	\$127,273	\$133,418	\$260,691	\$3,152

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, 2020/2021.
- 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 FY2021/2022 dues for Council of Government (COG) activities.

GANN Appropriations Limit

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

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

SBCTA is subject to the requirements of Article XIII B. Gann appropriations limits are calculated for and applied to SBCTA. In accordance with the requirements of Article XIII B implementing legislation, the Board approved Resolution No. 21-044 on June 2, 2021, establishing appropriation for San Bernardino County Transportation Authority at \$1,429,944,657.

The calculation for the Fiscal Year 2021/2022 appropriations limit is as follows:

Fiscal Year 2020/2021 Appropriations Limit			\$1,350,154,049
Fiscal Year 2021/2022 adjustment:			
Change in California per capita personal income	=		5.73%
Change in Population, San Bernardino County	=		.17%
Per Capita Cost of Living converted to a ratio:			
$\frac{5.73 + 100}{100}$	=		1.0573
Population converted to a ratio:			
$\frac{.17 + 100}{100}$	=		1.0017
Calculation of factor for Fiscal Year 2021/2022:			
$1.0573 \times 1.0017 =$			1.059097
$\$1,350,154,049 \times 1.059097 =$			\$1,429,944,657
Fiscal Year 2021/2022 Appropriations Limit			\$1,429,944,657

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

Funds/Funding Sources Fiscal Year 2021/2022

General Fund

General Funds

MSI Valley Admin
Local Transportation Fund-Admin
Local Transportation Fund-Planning
Local Transportation Fund-Rail
State Transit Assistance Fund-Rail
Rail Assets
Amtrak
Modeling Fees
Indirect Cost Fund

Special Revenue Funds

Federal Highway Fund:

Surface Transportation Program
Congestion Mitigation and Air Quality
Federal Repurposed Earmarks
Active Transportation Program – Federal
Highway Bridge Program

Federal Transit Administration Fund:

Transportation Investment Generating Economic Recovery
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
Local Bridge Seismic Retrofit Account-P1B
Public Utilities Commission

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 of California Wildlife Conservation
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

Capital Projects Funds

CALTRANS Local Reimbursement
Local Projects Fund
Redlands Passenger Rail Project Fund
Victorville Project Fund
Victor Valley Project Fund
Valley Project Fund

Enterprise Fund:

I-10 Express Lanes Contract 1

Task Listing
Fiscal Year 2021/2022

<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
Enterprise Program		
0750	Express Lane Operation	HF

Sub-Task Listing
Fiscal Year 2021/2022

<u>Sub-Task</u>	<u>Title</u>	<u>Mgr</u>	<u>Sub-Task</u>	<u>Title</u>	<u>Mgr</u>
Environment			Allocations/Pass-throughs		
0102	Air Quality Activities	DB	0502	TDA Administration	AZ
0105	EV Infrastructure Planning	DB	0515	MSI Valley Apportionment and Allocation	AZ
Regional Planning			0516	MSI Mt/Desert Apportionment and Allocation	AZ
0112	Regional Safe Routes to School	SS	0610	Measure I Project Advancement	AZ
0113	Regional Conservation Investment Strategy	SS	0918	Measure I Local Pass-through	AZ
Energy Conservation			Freeway Projects		
0708	Property Assessed Clean Energy (PACE)	DB	0821	I-10 Corridor Contract 2A	PB
0709	Regional Energy Leader Partnership	DB	0823	I-10 Corridor Contract 1	PB
Vanpool Program			0831	I-15 Corridor Express Lanes Improvements Contract 1	PB
0130	CalVans Vanpool Leasing	DB	0832	I-15 Corridor Contract 2	PB
0131	AVR Vanpool	DB	0838	I-215 Construction	PB
Subregional Planning			0839	I-215 Bi-County HOV Gap Closure Project	PB
0213	High Desert Corridor Studies	SS	0840	I-215 Barton Road Interchange	PB
0406	Sidewalk Inventory Project	SS	0852	I-15 Corridor Improvement	PB
Transit Operator Support			0854	I-10 EB Truck Climb/Live Oak/County	PB
0309	Transit Support	CS	0855	I-10 Corridor Contract 2B	PB
0501	Federal Transit Act Programming	CS	0856	I-10 Corridor Contract 2C	PB
Transit Allocations/Pass-throughs			0887	SR-210 Lane Addition	PB
0310	MSI S and D and Other Grants Pass-throughs	AZ	0891	US 395 Widen SR-18/Chamberlaine/Adelanto	PB
0506	LTF Apportionment	AZ	Interchange Projects		
0507	STAF Apportionment	AZ	0803	SR-210 Baseline Road Interchange	PB
General Transit			0808	I-10 Wildwood Interchange	PB
0352	Regional Representation	CS	0826	I-10/Cherry and I-10/Citrus Ave. Interchange	PB
0353	Program Management	CS	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	0893	SR-60 Central Avenue Interchange	PB
Transit Operations			0894	SR-60 Archibald Avenue Interchange	PB
0320	Ride Share and Park & Ride	CS	0895	I-10/Alabama Street Interchange	PB
0371	San Bernardino to Redlands Rail Service	CS	0896	I-10 Pepper Avenue Interchange	PB
0372	Station Security	CS	0897	I-10 Cedar Avenue Interchange	PB
0374	Private Transportation Provider Pilot Program	CS	0898	I-10 Mount Vernon Avenue Interchange	PB
0375	Metrolink SB Line Fare Discount Program	CS	0899	I-10 University Street Interchange	PB
0377	Metrolink Operating and Maintenance Subsidy	CS	Grade Separation Projects		
Transit Capital			0868	Monte Vista Grade Separation	PB
0324	Redlands Passenger Rail	CS	0876	South Milliken Avenue Grade Separation	PB
0326	Gold Line Extension to Montclair	CS	0884	Laurel Avenue Grade Separation	PB
0328	Lilac to Rancho Double Track	CS	Arterial Projects		
0334	West Valley Connector	CS	0701	Valley Signal Coordination	PB
0336	DMU to ZEMU Vehicle	CS	0810	Metrolink ATP - Phase 2	PB
0337	Rail Access to Ontario International Airport	CS	0811	N.1st Ave Bridge Over-BNSF	PB
0379	Metrolink Capital Subsidy	CS	0813	N.1st Ave Bridge Over-Mojave River-Overflow	PB
Special Projects & Strategic Initiatives			0827	Mount Vernon Avenue Viaduct	PB
0426	Consolidation Study SBCTA/Omnitrans	BV	Administrative		
0427	Claims Management	BV	0920	Financial Management	ADM
0428	Enterprise Resource Planning	BV	0921	Management Services	ADM
0429	Insurance Management	BV	0922	Intergovernmental Relations	ADM
Fund Administration			0923	Legislation	ADM
0373	Federal/State Fund Administration	AZ	0924	Public Affairs	ADM
0500	Transportation Improvement Program	AZ	0925	Building Operation	ADM
0517	MSI Administration	AZ	0926	Environment and Energy Conservation	ADM
0609	Strategic Planning/Delivery Planning	AZ	0927	Vanpool Program	ADM
			0928	Traveler Services	ADM
			0929	Call Box System	ADM
			0930	Freeway Patrol Service/State	ADM
			0931	Planning	ADM

Sub-Task Listing
Fiscal Year 2021/2022

<u>Sub-Task</u>	<u>Title</u>	<u>Mgr</u>
Administrative		
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
0955	Continuity Planning	ADM
0956	Legislative Policy Committee	ADM
0957	Records Retention	ADM
0958	Enterprise Resource Planning	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
Internet Stipend
Personal Computer Allowance

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
Long Term Cash Borrowing Interest
Bank Charges
Other Service Charges
Depreciation Expense

Pass-throughs and Allocations

Pass-through 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
AMF	Arrow Maintenance Facility
ANNUAL REPORT	Comprehensive Annual Financial Report
AQMP	Air Quality Management Plan
ATP	Active Transportation Program
AV	Audio Visual
B2B	Business to Business
BBF	Bus and Bus Facilities
BNSF	Burlington Northern Santa Fe Railroad
BOC	Building Operator Certification
BRT	Bus Rapid Transit
CalSTA	California State Transportation Agency
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CARES	Coronavirus Aid, Relief, and Economic Security Act
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
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
CHSRA	California High Speed Rail Authority
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
COVID-19	Coronavirus Disease
CP	Control Point
CPA	Certified Public Accountant
CPTED	Crime Prevention Through Environmental Design
CPUC	California Public Utilities Commission
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act of 2021
CTC	California Transportation Commission
CTO	Contract Task Order
CTP	Countywide Transportation Plan
CTSA	Consolidated Transportation Services Agency
CTTA	California Tow Truck Association
CVAG	Coachella Valley Association of Governments
DBOM	Design, Build, Operate and Maintenance
DIF	Development Impact Fee
DMAR	Development Mitigation Annual Report
DMO	Data Management Office
DMU	Diesel Multiple Unit

Acronym List (*Continued*)

DOE	Department of Energy
DSBPRP	Downtown San Bernardino Passenger Rail Project
EEP	Establish Existing Planting
EMF	Eastern Maintenance Facility
EPA	Environmental Protection Agency
EIR	Environmental Impact Report
ERP	Enterprise Resource Planning
EV	Electric Vehicle
FAST	Fixing America's Surface Transportation
FCC	Federal Communications Commission
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
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
IEOC	Inland Empire Orange County
IFB	Invitation for Bid
INFRA	Infrastructure for Rebuilding America
iPeMS	Performance Measurement System
IIP	Interregional Improvement Program
IT	Information Technology
ITS	Intelligent Transportation Systems
LACMTA	Los Angeles County Metropolitan Transportation Authority
LAFCO	Local Agency Formation Commission
LBSRA	Local Bridge Seismic Retrofit Account
LCTOP	Low Carbon Transit Operations Program
LED	Light Emitting Diode
LNG	Liquefied Natural Gas
LOS	Level of Service
LPP	Local Partnership Program
LRMTP	Long Range Multimodal Transportation Plan
LRTP	Long Range Transit Plan
LTF	Local Transportation Funds
MAAC	Member Agency Advisory Committee
MAP-21	Moving Ahead for Progress in the 21st Century Act
MARTA	Mountain Area Regional Transportation Authority
MDAQMD	Mojave Desert Air Quality Management District
MLH	Major Local Highway

Acronym List (*Continued*)

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
NTD	National Transit Database
OCTA	Orange County Transportation Authority
OIAA	Ontario International Airport Authority
ONT	Ontario International Airport
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
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
PUC	Public Utilities Commission
QA/QC	Quality Assurance/Quality Control
RCIS	Regional Conservation Investment Strategy
RCTC	Riverside County Transportation Commission
REAP	Regional Early Action Planning
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
SAFE	Service Authority for Freeway Emergencies
SB	Senate Bill
SBC	San Bernardino County
SBREP	San Bernardino Regional Energy Partnership
SBTAM	San Bernardino County Transportation Analysis Model
SBTC	San Bernardino Transit Center
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCAQMP	South Coast Air Quality Management Plan
SCCP	Solutions for Congested Corridors Program
SCG	Sustainable Communities Grants
SCO	State Controller's Office
SCORE	Southern California Optimized Rail Expansion
SCRRA	Southern California Regional Rail Authority

Acronym List (*Continued*)

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 Fund
STBG	Surface Transportation Block Grant Program
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SUV	Sports Utility Vehicle
TAC	Technical Advisory Committee
TBC	The Boring Company
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
TOD	Transit Oriented Development
TSP	Toll System Provider
TTAC	Transportation Technical Advisory Committee
TTY	Tele (text) Type
UPRR	Union Pacific Railroad
USDOT	US Department of Transportation
UZAs	Urbanized Areas'
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 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.