



Fiscal Year 2022/2023

ANNUAL BUDGET

[Adopted]

SR 210 Widening and Baseline Interchange (Highland, CA)



GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
Award*

PRESENTED TO

**San Bernardino County Transportation Authority
California**

For the Fiscal Year Beginning

July 01, 2021

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 1, 2022

To: SBCTA Board of Directors

From: Raymond W. Wolfe, Executive Director

Subject: SBCTA Fiscal Year 2022/2023 Budget

This cover letter serves to transmit the Fiscal Year 2022/2023 Budget. While the COVID-19 pandemic ravaged society throughout this past year, Measure I revenues skyrocketed leading to the largest budget we have ever presented. We are making tremendous progress meeting the commitments made to the voters with Arrow service commencing this fall, construction of the Interstate 10 (I-10) Express Lanes Contract 1 passing the halfway mark, design starting on the Interstate 15 (I-15) Express Lanes Project connecting with similar lanes recently opened in Riverside County, and a number of interchange projects underway.

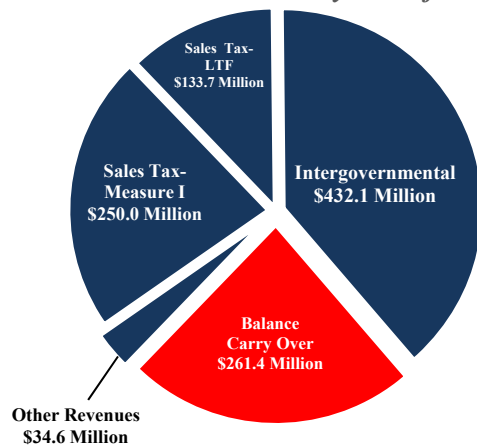
The pandemic has shifted traffic patterns across the County with many white collar employees still working remotely. This makes it easier in some ways to construct projects on the state highway network. Before next year's budget is in effect, the first segment of toll lanes in our County should be opening, the State Route 210 Gap Closure project will be completed, and the West Valley Connector project will be close to starting construction. In late calendar year 2023, we also expect to have the Zero Emission Multiple Unit (ZEMU) Vehicle prototype delivered for testing in our County. Discussions with Brightline West to connect to the Metrolink station in Rancho Cucamonga continue. Efforts to environmentally approve the Tunnel to ONT are underway as well.

Looking ahead, we are working with the Riverside County Transportation Commission to expand express lanes north on I-15 connecting to those they recently opened in Riverside County. We are preparing grant applications pursuing funding to extend the express lanes on I-10 east of I-15, while also seeking grant funds to close the gap on US 395 from I-15 to State Route 18 (SR-18) and the Tunnel to ONT.

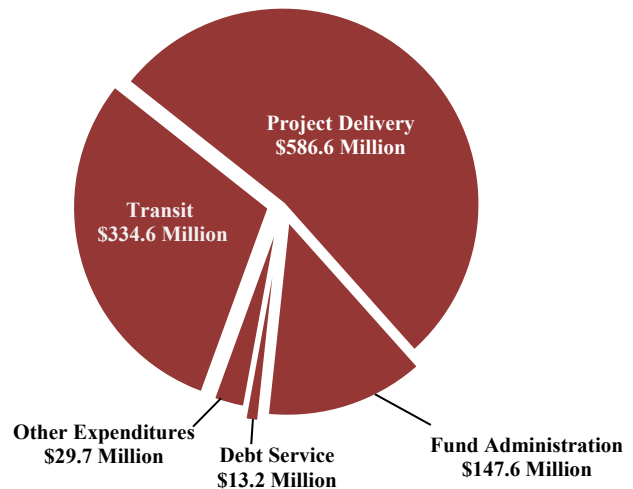
Enactment of the Infrastructure Investment and Jobs Act (IIJA) by Congress provides a significant boost in available funding from the federal government. One of the new funding sources in this bill is bridge rehabilitation and replacement money, which we expect will help us advance the North First Avenue bridge replacement in Barstow. This bridge is in a similar state of deterioration as the Mount Vernon Viaduct was before we demolished it, but State funding is not available for several years. We are hoping that the infusion of more funding to rehabilitate or replace such structures will allow us to proceed more quickly. These funds are also a potential source for the County to tap into as it looks to eventually reopen old Route 66 in the Mojave desert. The passage of IIJA provides opportunities, but we still must work closely with our federal advocates, our Congressional delegation, and various federal agencies to ensure that guidelines developed for the distribution of new funds are accomplished quickly and meet our specific needs.

It is important to remember that the local investment of Measure I has been crucial to leveraging Federal and State funds. Since 2010, we have built approximately \$2 billion worth of transportation improvements spanning all subareas in the County with a mere \$384 million of Measure I funds. That is an important success story for our agency 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.

Where does the money come from?



Where does the money go?



The lion's share of resources to support appropriations for the 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 from State Highway Operation and Protection Program at 15.3%, Senate Bill 1 at 13.2% and Highway Bridge Program at 9.3%. Measure I Sales Tax revenues are estimated at \$250 million, reflecting an increase of 27.5% from prior year's budget of \$196 million. The increase is mainly attributed to the continuous acceleration of on-line shopping and the implementation of the Supreme Court decision of *Wayfair v. South Dakota* that requires vendors to collect and remit sales taxes.

The total budget for Fiscal Year 2022/2023 is \$1.112 billion, representing a 9.18% increase from the prior year due to a number of very large projects moving towards or continuing construction. The budget for Project Delivery is \$586.6 million, followed by Transit at \$334.6 million and Fund Administration at \$147.6 million. New revenues are projected at \$850.4 million. Fund balance from various funds in the amount of \$261.4 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 2022/2023 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. Sustainability and innovation remain central to how we seek solutions to mobility issues. SBCTA staff and our consultant partners truly appreciate the continued leadership, guidance and support of the Board of Directors. Together, we are building a better tomorrow for the residents, businesses and those who recreate in our beautiful vast open spaces. It is truly an exciting time at SBCTA.

Sincerely,

Raymond W. Wolfe
Executive Director

List of Principal Officials

Board of Directors

Name and Represented Jurisdiction

Curt Hagman, County of San Bernardino
Art Bishop, Town of Apple Valley
Daniel Ramos, City of Adelanto
Paul Courtney, City of Barstow
Rick Herrick, City of Big Bear Lake
Eunice Ulloa, City of Chino
Ray Marquez, City of Chino Hills
Frank Navarro, City of Colton
Acquanetta Warren, City of Fontana
Darcy McNaboe, City of Grand Terrace
Rebekah Swanson, City of Hesperia
Larry McCallon, City of Highland
Rhodes “Dusty” Rigsby, City of Loma Linda
John Dutrey, City of Montclair
Edward Paget, City of Needles
Alan Wapner, City of Ontario
L. Dennis Michael, City of Rancho Cucamonga
Paul Barich, City of Redlands
Deborah Robertson, City of Rialto
John Valdivia, City of San Bernardino
Joel Klink, City of Twentynine Palms
Carlos A. 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
Carolyn Schindler, Deputy Executive Director
Hilda Flores, Chief Financial Officer
Otis Greer, Director of Legislative and Public Affairs
Steven Smith, Director of Planning
Josh Lee, Deputy Director of Planning
Victor Lopez, Director of Transit and Rail Programs
Vacant, Deputy Director of Transit and Rail Programs – Capital Delivery
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
Colleen Franco, Director of Management Services
Juanda Daniel, Assistant General Counsel

*Appointed by the Board of Directors

Budget Schedule

Date	Activity
December 08, 2021	General Policy Committee review of Budget Schedule
January 05, 2022	Board Approval of 2022/2023 Budget Schedule
February 10, 2022	Metro Valley Study Session General Overview by Region
February 18, 2022	Mountain/Desert Policy Committee General Overview by Region
March 09, 2022	General Policy Committee Review of Tasks
March 10, 2022	Metro Valley Study Session Review of Tasks
March 10, 2022	Transit Committee Review of Tasks
March 18, 2022	Mountain/Desert Policy Committee Review of Tasks
April 13, 2022	General Policy Committee Further Review, if Required
April 14, 2022	Metro Valley Study Session Further Review, if Required
April 14, 2022	Transit Committee Further Review, if Required
April 15, 2022	Mountain/Desert Policy Committee Further Review, if Required
May 04, 2022	Board approval of the Fiscal Year 2022/2023 Budget Action Plan
May 04, 2022	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 2022/2023
June 01, 2022	Board Adoption of SBCTA's Budget for Fiscal Year 2022/2023

San Bernardino County Transportation Authority and the Community It Serves

The Organization and Its Responsibilities

San Bernardino County Transportation Authority (SBCTA) is the transportation planning, funding and major project delivery agency in San Bernardino County. San Bernardino Associated Governments, operating as the San Bernardino Council of Governments (SBCOG), is the Council of Governments for San Bernardino County. SBCTA and SBCOG each serve over 2.18 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 Joint Powers Authority (JPA) had 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 \$6.93 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 778 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.

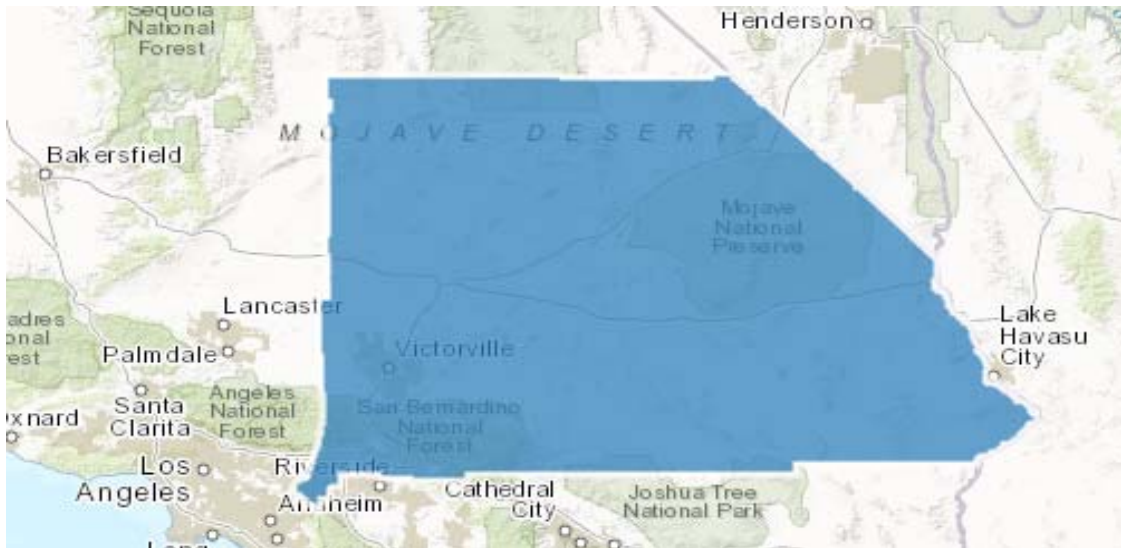
Subregional Planning Agency responsible for representing the San Bernardino County subregion and assisting the Southern California Association of Governments (SCAG) in its role as the metropolitan planning organization. SBCTA performs studies and develops consensus relative to the regional growth forecasts, 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
- Rialto
- San Bernardino
- Yucaipa
- Montclair
- Ontario
- Rancho Cucamonga
- Upland
- Needles
- Twenty Nine Palms
- Victorville
- Yucca Valley
- 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.

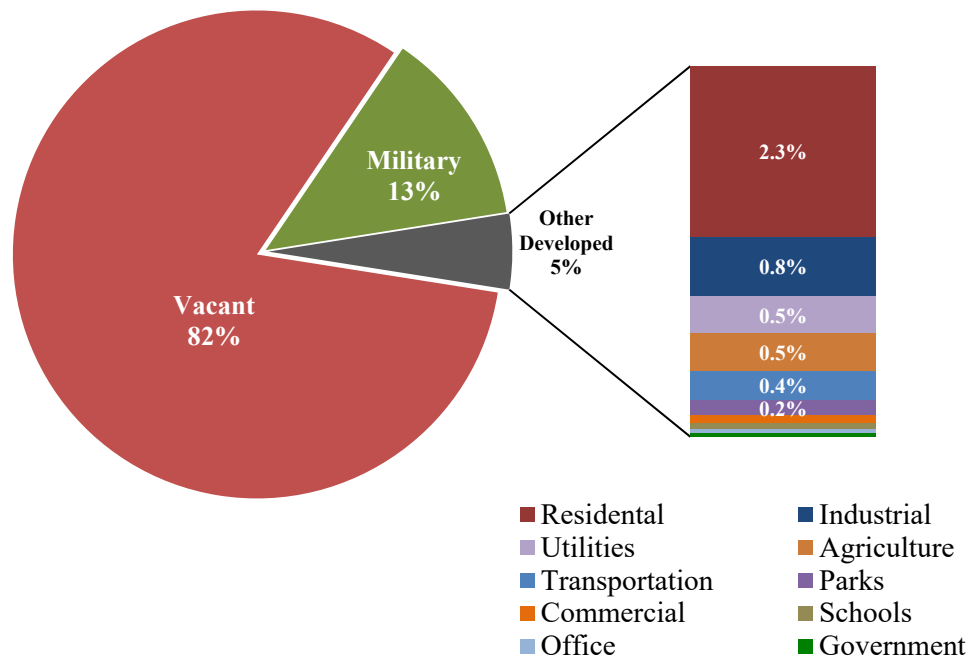
Source: 2021 Community Indicators Report

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: 2021 San Bernardino County Community Indicators Report

San Bernardino County Transportation Authority and the Community It Serves



Population and Demographics

- 2,175,909 (population 2021).
- 16 percent projected growth between 2020 and 2045.
- 51 percent 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. 22% of residents were born outside of the United States.
- 43 percent speak a language other than English at home.
- 3.3 is the average household size.
- 39 percent of households have children under 18.
- 21 percent of families with children under 18 are led by a single parent.
- 23 percent of residents over the age of 25 have a bachelor's degree (2019).
- 81 percent is the high school graduation rate (2019/2020).

Income

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

Economy

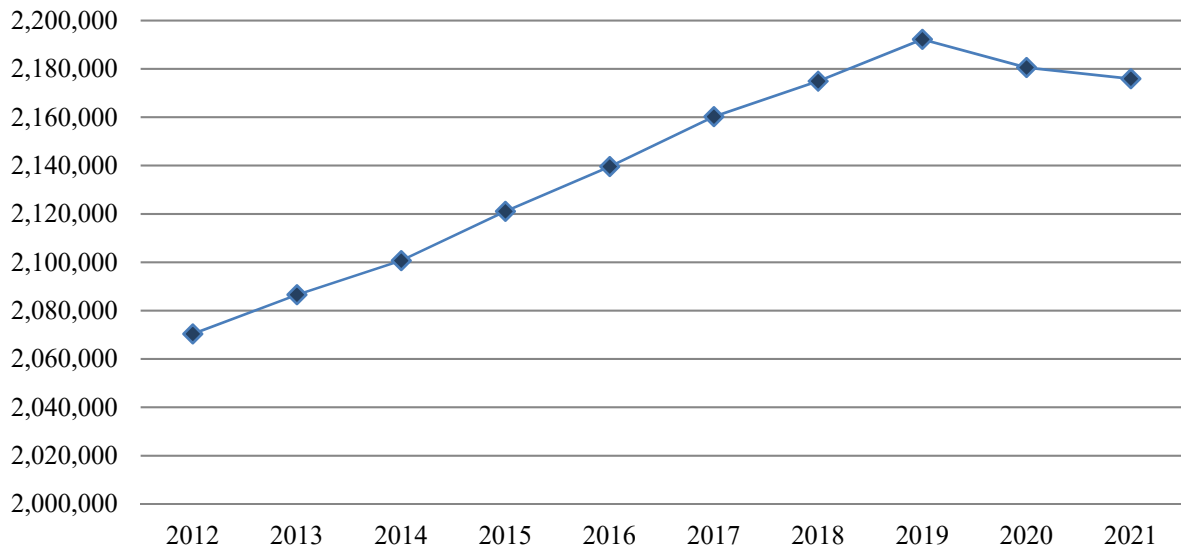
- 8 percent unemployment rate for San Bernardino County (November 2020).
- 67 percent buyers who can afford an entry-level home (priced at 85 percent of median) (2020 Quarter 3).
- \$400,000 median existing single-family existing home price (2021 Quarter 1)¹.
- \$498,500 median new single-family home price (2021 Quarter 1)².

¹ *Husing Economic Report*, John Husing. May 2021

² *Husing Economic Report*, John Husing. May 2021

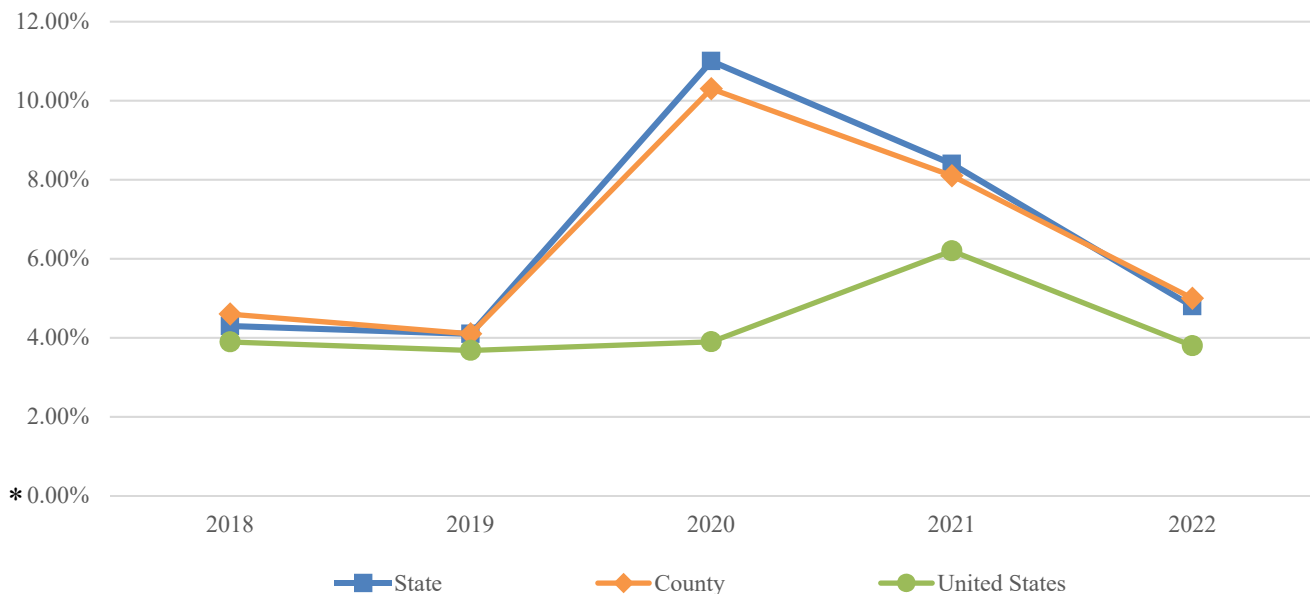
San Bernardino County Transportation Authority and the Community It Serves

San Bernardino County experienced slight decrease in population growth from 2020 to 2021. 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

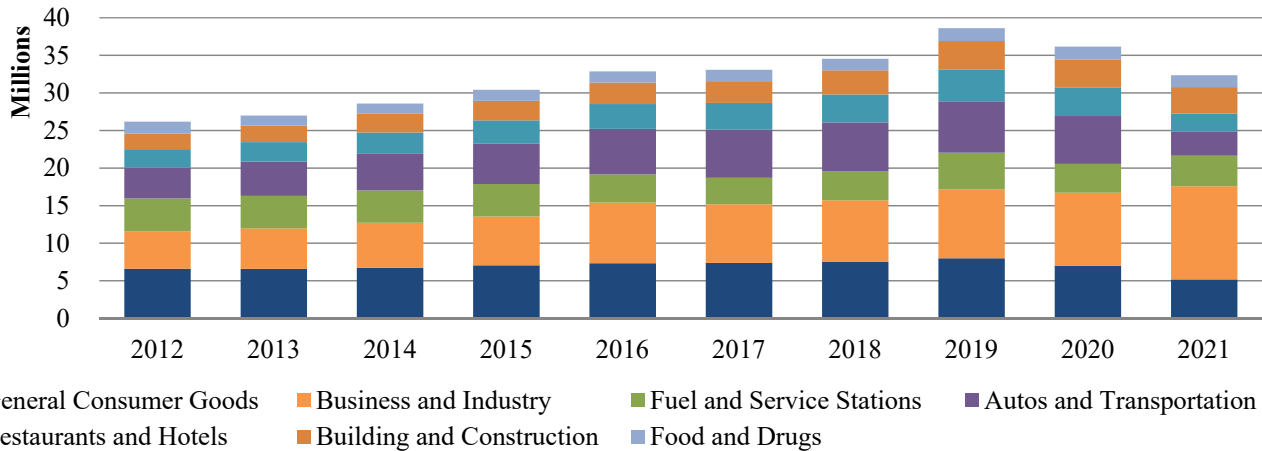


**Percentages are reflected as a Calendar Year.*

Data Source: California Employment Development Department

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 (excludes transfers and unidentified sources).

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 2021.

<u>Fiscal Year</u>	<u>Measure I Direct Rate</u>	<u>County of San Bernardino</u>
2021	0.50%	7.75%
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%

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 2021 are Fulfillment Centers, Service Stations, Drugs/Chemicals, Contractors, Building Materials, and Home Furnishings.

<u>Business Type</u>	<u>Taxable Sale</u>	<u>Rank</u>	<u>Percentage of Total Taxable Sales</u>
Fulfillment Centers	\$ 5,005,351	1	17.14%
Service Stations	3,814,582	2	13.06%
Drugs/Chemicals	2,256,447	3	7.73%
Contractors	1,879,377	4	6.43%
Building Materials	1,472,100	5	5.04%
Home Furnishings	1,393,967	6	4.77%

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 guided by 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 2021 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 2022/2023 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

Strategic Goals and Strategies Addressing Long-term Concerns and Issues

for funds through SBCTA or Federal and State agencies and is responsible for maintaining compliance with various funding requirements. Federal and State funds allocated by the Board are not reflected in the SBCTA budget unless SBCTA is the lead agency for project implementation, with the exception of Transportation Development Act (TDA) Funds and State of Good Repair (SGR) Funds under Senate Bill 1 (SB1).

In November 2021, Congress passed and the President signed into law the Infrastructure Investment and Jobs Act (IIJA). The foundation of the IIJA is a new five-year authorization of the federal Surface Transportation Program to replace the recently expired Fixing America's Surface Transportation (FAST) Act. The IIJA authorizes \$567 billion in spending authority for all transportation programs over 5 years, an increase of \$274 billion (more than 48 percent) above FAST Act baseline spending levels. The \$59.1 billion apportionment for fiscal year (FY) 2022 represents a 31 percent increase above the FY 2021 apportionment of \$45.2 billion. California is estimated to receive a total of \$29.96 billion in apportionments over the life of the bill. Although 90% of the IIJA is dedicated to formula programs, the Act broadened eligibility criteria for many existing programs and added dozens of new formula and competitive grant programs. Consequently, at the time of preparation of the budget, IIJA appropriation amounts for San Bernardino County have not been determined.

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 (STBG). STBG provides the most flexible Federal funding that may be used for projects on any Federal-aid highway, bridge projects on any public road, transit capital projects, and public bus terminals and facilities. The amount of STBG funding apportioned to San Bernardino County under the FAST Act was approximately \$28 million per year, but the IIJA apportionments have not been determined yet. The IIJA adds eligibility for new project types (i.e., electric vehicle charging, vehicle-to-grid infrastructure, intelligent transportation systems, intermodal connectivity, wildlife collision mitigation, and resiliency), and increased the set asides for local bridge and the transportation alternatives.

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 IIJA 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.

Strategic Goals and Strategies Addressing Long-term Concerns and Issues

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. Although the IIJA apportionments have not been finalized at the County level yet, the amount of CMAQ funding apportioned to San Bernardino County under the FAST Act was approximately \$32 million per year, and initial data indicates funding will remain similar.

National Highway Freight Program (NHFP) and National Highway Performance Program (NHPP) – NHFP and NHPP, two (2) freight-related initiatives created by the FAST Act and continued under the IIJA, to provide for 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. The IIJA broadened the NHPP program focus to include increasing resiliency to impacts of sea level rise, extreme weather, flooding and other natural disasters, to bury utility infrastructure and address cybersecurity. It also allows states to use 15 percent of funds to repair damage and mitigate risks on non-NHS federal-aid facilities.

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, which continues to be authorized by the IIJA. 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 IIJA, Congress will continue to appropriate 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.

Strategic Goals and Strategies Addressing Long-term Concerns and Issues

SBCTA and Omnitrans collaborated on competitive grant application for the West Valley Connector Project under FTA's 5309 Capital Improvement Grants (CIG) Small Starts Program, and were successful in receiving an award for \$86.75 million in April 2021. The American Rescue Plan Act (discussed below) made additional funds available to projects with CIG awards, and as a result, the West Valley Connector Project received an additional \$26.1 million in COVID-19 relief funds. This highly competitive program funds new transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.

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. Some local transit agencies will continue to spend CARES Act funds in the upcoming Fiscal Year, but the bulk of the funding has been exhausted.

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 Section 5307, 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. Because operators had reached the 75% cap under Section 5307 with funds received from the CARES Act, no new CRRSAA allocations were made to San Bernardino County operators. CRRSAA Section 5311 funds for rural operators were capped at 125% of 2018 operating costs, and allocated by Caltrans. San Bernardino County rural transit agencies received a total of \$4 million under CRRSAA Section 5311. CRRSAA also provided new funding under Section 5310 for the enhanced mobility of seniors and individuals with disabilities, and funds totaling approximately \$210,000 were 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.

American Rescue Plan Act (ARP Act) – ARP Act legislation was signed into law in March 2021 and included \$30.5 billion to support the transit industry's response to COVID-19. The ARP Act also placed a cap on funding as a percent of 2018 operating costs. When combined with COVID-19 apportionments already received under CARES and CRRSAA, the ARP Act cap was 132% for Section 5307 and Section 125% for Section 5311. San Bernardino County operators received a total of \$62.2 million under the ARP Act for Section 5307 and \$1.8 million under Section 5311. Following the legislative intent, funds received from ARP Act appropriations were distributed evenly to operators so that each operator received the same total percentage of their 2018 operating costs when considering allocations from the previous relief acts.

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. However, the Governor has proposed a gas tax "holiday" that would eliminate the annual inflation-indexed increase set for Fiscal Year 2022/2023.

The Federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (Federal Relief Funds) apportioned \$911.8 million to California to be used for a broad range of surface transportation purposes, a portion of which is being administered through the STIP. Including \$11.5 million of Federal Relief Funds, SBCTA received

Strategic Goals and Strategies Addressing Long-term Concerns and Issues

about \$69.5 million of new programming capacity in the 2022 STIP cycle in addition to the \$100.4 million already programmed for a total programming of \$169.9 million through Fiscal Year 2026/2027. The 2022 STIP was adopted by the CTC in March 2022.

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 2022 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 2022 SB1 competitive program cycle workshops and guidelines were recently completed, with calls for projects anticipated in the fall of 2022, and program adoption expected in mid-2022.

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 and a 60 percent formula component. SBCTA's formulaic share is approximately \$6 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.

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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 2022/2023 is \$4 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, and although SBCTA continued to manage existing funds allocated to various SBCTA projects, it’s anticipated the remaining balance will be expended in Fiscal Year 2022/2023.

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 2022/2023 is \$133.7 million. The total Fiscal Year 2022/2023 apportionment is \$188.1 million, and includes \$56 million of actual revenue received in excess of prior year estimates, less a 10% reserve of estimated new revenue.

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 2022/2023 is \$5.6 million, for planning and programming activities during the fiscal year. A portion of LTF is also allocated to SCAG for its planning activities and to the San Bernardino County Auditor/Controller for performance of administrative functions. The LTF allocations are reported as revenue sources in the *Financial Section* of this report and flow through the SBCTA budget.

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

Strategic Goals and Strategies Addressing Long-term Concerns and Issues

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 2022/2023, 72 percent of the remaining balance, or \$127.3 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 28 percent, or \$48.3 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. Although Senate Bill 1 (SB1) stabilized the STA program after years of uncertain revenues, the COVID-19 pandemic initially caused diesel fuel prices to fall as the demand for fuel decreased. The lower diesel prices directly affected the amount of revenue collected from the diesel sales tax in Fiscal Years 2019/2020 and FY 2020/2021. Currently, the California Energy Commission reports that the demand for diesel has fully recovered to pre-COVID levels, which is evident in the revenue estimate provided to SBCTA by the SCO for Fiscal Year 2022/2023 of \$24.6 million, up 36% over the revenue received in the prior year. Of this, \$20.3 million is distributed to the Valley and Mountain/Desert areas on a population basis and \$4.3 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 2022/2023 is \$6.4 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 fluctuations between \$4.7 million in Fiscal Year 2020/2021, to \$2.7 million in Fiscal Year 2021/2022, to this year’s \$6.4 million in available funding. The SCO distributes these funds using the STA distribution formula.

Budget 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 approval to release request for proposals for audit services - Q4	Fund Administration
Division Strategy: Update construction in progress and conduct annual inventory of capital assets			
1B	Conduct biannual inventory of capital and inventorial 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	Fund Administration, Project Delivery, Transit
		June 30 is California Transportation Commission (CTC) deadline for project allocation or extension requests – Q4	
	Manage projects to ensure funds are not lost.	Request allocation of competitive grant funds for I-10 Truck Climbing Plan project - Q3	Fund Administration
		Request allocation of competitive grant funds for West Valley Connector project - Q3	
		Request allocation of Planning, Programming and Monitoring funds for Fiscal Year 2023/2024 - Q4	
		Program Local Partnership Program formula share funds on I-15 Express Lanes Contract 1 - Q4	
	Request allocation or extension of competitive grant funds awards and State Transportation Improvement Program (STIP) for I-15 Express Lanes Contract 1 - Q4		
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 2024 sales tax revenue bond program through development of the 2023 Update to the 10-Year Delivery Plan.	Monitor implementation of the 2021 Update to the 10-Year Delivery Plan and Measure I revenue receipts to identify need for short-term borrowing – Ongoing	Fund Administration (Finance, Project Delivery, Transit, Planning)
		Begin process of development of the 2023 Update to the 10-Year Delivery Plan for adoption by the Board in December 2023 - Q3	
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.	Work with Victor Valley Transit Authority to identify Federal funds required for implementation of the zero emission bus mandate in the North Desert and Victor Valley Subareas - Q2	Fund Administration (Transit)
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: Obtain Distinguished Budget Presentation Award			
2C	Apply for GFOA award for annual budget.	GFOA Award submittal - Q1	Finance
Division Strategy: Complete internal control self-assessment to identify areas of improvement.			
2D	Complete review of annual internal control self-assessment (AICA).	Review of AICA - Q3	Finance
Division Strategy: Implement the Records Retention Schedule			
2E	Continue with the implementation of the Records Retention Program, including establishing quarterly meetings with records coordinators, an annual clean up day, a system that will assist tracking which documents have passed retention.	Clean up day - Q1	Special Projects and Strategic Initiatives and Executive Administration and Support
		Identify the retention period for boxes located at SBCTA offsite storage for at least four (4) departments - One department per quarter.	
		Automate at least four (4) records series - Q4	
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.	Continue to explore a Housing Trust for our region as a way to leverage additional funds for affordable housing. Work with CCMTAC in Q1/Q2 and report to Board on possible actions and funding.	COG
	Partner with local and government agencies to improve opportunities in workforce development.	Work with state, County and cities to expand participation of our Business to Business event as a tool for improving access for smaller businesses - Event scheduled in Q2.	
		Continue close coordination with Brightline West to support their construction along the San Gabriel Subdivision between I-15 and Cucamonga Station, as well as coordinated development of the Cucamonga Station.	Ongoing
Division Strategy: Enhance COG role			
3B	Organize annual City/County Conference.	In person conference set for Spring 2023.	COG
	Collaborate with Member Agencies through the COG Advisory Group during the decision-making process on items related to the COG work plan and any items related to the Countywide Vision.	Ongoing quarterly meetings with COG Advisory Group and periodic updates to City Managers.	

Budget Action Plan

Action Plan		Milestones	Responsibility
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 (REN).	Adopt formal REN governing documents in Q1 and begin to implement programs in three focus areas of Public Sector, Workforce Education and Training, and Codes and Standards in Q2.	
Initiative #4: Accelerate Delivery of Capital Projects			
Division Strategy: Deliver the Redlands Passenger Rail Project & Implement Arrow Service			
4A	Start revenue service.	Q2	
Division Strategy: Support Delivery the West Valley Connector Phase I			
4B	Execute full funding grant agreement with the Federal Transit Administration (FTA) for the Small Starts funding and supplemental American Recovery Plan funding.	Q1	Transit
	Issue Invitation for Bids (IFB) for construction.	Q3	
Division Strategy: Produce Zero Emission Multiple Unit			
4C	Begin dynamic testing in Europe.	Q2	Transit
Division Strategy: Deliver the Tunnel to ONT Project			
4D	Draft Environmental Document prepared.	Q4	Transit
Division Strategy: Delivery of Capital Projects			
4E	Project Approval and Environmental Document (PA/ED) Milestones:		Project Delivery
	SR-210 Waterman Ave Interchange	PA/ED approval - Q1	
Division Strategy: Delivery of Capital Projects			
4F	Plans, Specifications and Estimate (PS&E); Engineering Reports Milestones:		Project Delivery
	ATP Metrolink Phase II	PS&E approval - Q1	
	I-215 Bi-County Landscaping	PS&E approval - Q1	
	I-10 Eastbound Truck Climbing Lane	PS&E approval - Q1	
	I-215 University Parkway IC	PS&E approval - Q2	
	I-15 Corridor Freight and Express Lanes Contract 1	PS&E approval - Q4	
Division Strategy: Delivery of Capital Projects			
4G	Construction Milestones:		Project Delivery
	North First Avenue Bridge over BNSF	Start construction - Q1	
	I-10 Cedar Avenue Interchange	Start construction - Q1	
	I-215 Bi-County Landscaping	Start construction - Q3	
	ATP Metrolink Phase II	Start construction - Q3	
	I-10 Eastbound Truck Climbing Lane	Start construction - Q3	
	SR-60 Central Avenue Interchange	Complete for Beneficial Use - Q1	
	I-10 Alabama Street Interchange	Complete for Beneficial Use - Q2	
	SR-210 Base line Interchange	Complete for Beneficial Use - Q4	
SR-210 Lane Addition	Complete for Beneficial Use - Q4		
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 legislation regarding increase in federal funding for local bridges (AB 2120), CEQA exemptions for transportation projects (SB 922), and flexible use of state funds for discounted transit fares, as well as Brown Act revisions providing for remote participation. Build coalitions in support of state and federal transportation grant applications and budget items. Maintain good working relationships and communication with state and federal officials.	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 1's contributions to the region's transportation system.	Annual state of transportation event; monthly blog series "Measure 1 (Impact)".	Legislative/Public Affairs, Fund Administration
	Market SBCTA identity, promote awareness of programs and services.	Employee spotlight blog series.	Legislative/Public Affairs
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
	Support Omnitrans with implementation of pilot programs first/last mile shuttles from the Cucamonga Station and San Bernardino Transit Center that are coordinated with the Metrolink service schedule.	Q2	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 Transportation Plan (LRMTP).	Complete bus rapid transit study for Valley - Q2	Planning, Transit, Fund Administration
		Initiate full LRMTP - Q3	
	Complete San Bernardino County input on growth and projects to the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).	Assist SCAG with local growth distribution update - Q3	Planning, Fund Administration
		Provide updated list of RTP projects to SCAG - Q3	

Budget Action Plan

Action Plan		Milestones	Responsibility
Division Strategy: Conduct strategic planning of Measure 1 projects and update policies to be consistent with practice			
7B	Maintain Measure 1 Strategic Plan Parts 1 and 2.	Ongoing	Planning, Fund Administration
Division Strategy: Provide current, quality planning data			
7C	Support other departments with data analysis and mapping/Geographic Information System (GIS).	Ongoing	Planning
	Update SBTAM modeling system.	Complete updated SBTAM for testing - Q3 Complete Model Validation - Q4	
	Upgrade to new Congestion Monitoring System.	Initiate operation - Q1 Prepare documentation - Q2	
	Incrementally implement an SBCTA agency-wide data and analytics dashboard.	Ongoing	
	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 - Q1	Planning
	Conduct SR-18/138 Corridor Study with Metro and Caltrans.	Prepare final report - Q3	
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) Grants submitted - Q2 Award announcements - Q4	Planning, Fund Administration
Division Strategy: Assist jurisdictions, developers, and other stakeholders with area-wide sustainability studies			
8B	Begin development of VMT mitigation bank and/or approaches to mitigation under SB 743.	Initiation of VMT mitigation bank - Q4 (conditioned on REAP funding and Board approval)	Planning
	Complete updated draft of the Regional Conservation Investment Strategy (RCIS).	Updated draft - Q3	
	Assist local agencies with housing initiatives under Regional Early Action Plan (REAP 2.0).	Work with SCAG on REAP application to HCD - Q2	
Division Strategy: Prepare effective active transportation plans			
8C	Prepare Active Transportation Plans: Safe Routes to School Program (with County).	Restart plan development following COVID - Q2	Planning
	Manage TDA Article 3 bike/ped project invoicing.	Ongoing	
	Conduct Countywide Sidewalk Inventory, Phase 2.	Complete inventory, documentation, and update active transportation website with added data - 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	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 - Q1	
	Merge the regional rideshare database with OCTA, LA Metro, RCTC, and VCTC enhancing ride matching functionality and customer experience.	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 CTSA's, to identify key activities for inclusion in the SBCTA LRMTF, 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



Euclid Avenue under reconstruction as part of the Interstate 10 Express Lanes Project. This major interchange was built in two phases to allow traffic to continue during construction.

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 sixty (60) 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 with US Department of Transportation (USDOT) to be repaid with toll revenues. The loan from USDOT under the Transportation Infrastructure Finance and Innovation Act for the construction phase of the I-10 Corridor 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 for the I-10 Corridor Contract 1 Project's included as there will be a draw down from the Transportation Infrastructure Finance and Innovation Act loan (TIFIA) 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. 26*.

Additional information on funding sources is provided in the *Revenue Overview pg. 65*.

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 before 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 and 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 Budget 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 in May 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 2022/2023 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 acceleration or postponement of project schedules.

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 or from one approved funding source/grant to another approved funding source/grant. 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 where an associated increase of appropriation is required.
- 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 2022/2023 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 and 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 2022/2023 Budget includes prior year Board approved appropriations to be expended in Fiscal Year 2022/2023.

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 \$331,276 for the Fiscal Year 2022/2023 budget. This includes a general assessment of \$131,183 which is based on jurisdictions' populations and net assessed property value. Also, an additional assessment of \$200,093 was recommended for approval at the March General Policy Committee meeting on March 9, 2022, and by the Board on April 6, 2022. Additional information on the General Assessment Dues amounts is located in the ***General Assessment Dues Calculation pg. 275*** of the Supplemental Information Section.
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 or refinance existing 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

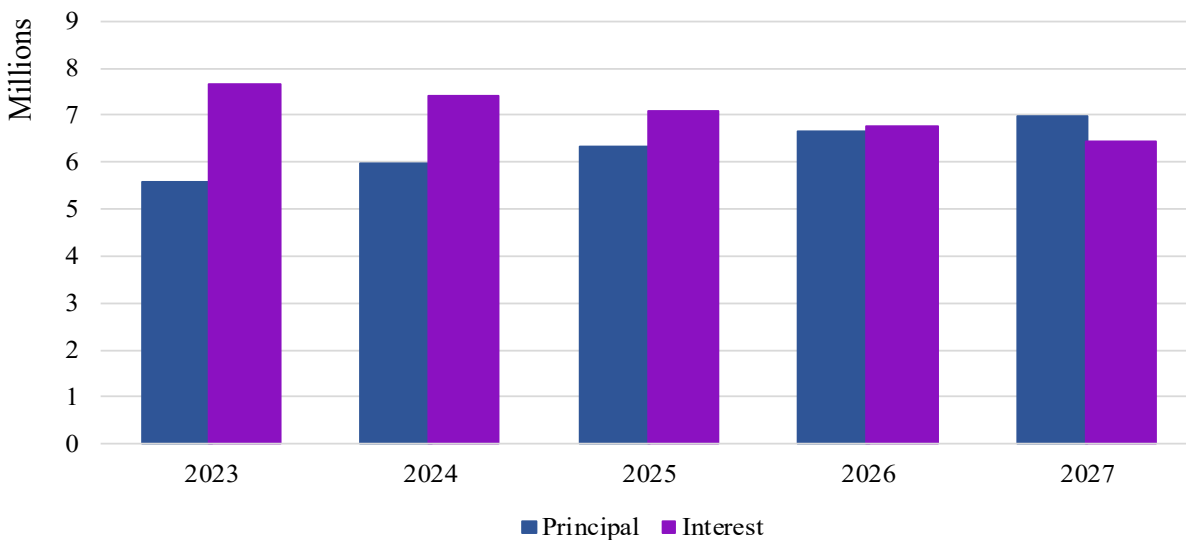
Debt Financing

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.

SBCTA issued \$110.1 million of sales tax revenue bonds in March 2014, for various interchange, grade separation, and transit and rail projects. In addition, in March 2022, SBCTA issued \$60.05 million of sales tax revenue bonds to defease the 2012A sales tax revenue bonds with net present cash savings of \$21.1 million. The following are the outstanding balances for the 2014A and 2022A sales tax revenue bonds:

Debt Service Schedule			
Year	Principal	Interest	Total
2023	5,570,000	7,676,913	13,246,913
2024	5,990,000	7,398,413	13,388,413
2025	6,335,000	7,098,913	13,433,913
2026	6,655,000	6,782,163	13,437,163
2027	6,985,000	6,449,413	13,434,413
2028-2032	40,525,000	26,645,815	67,170,815
2033-2037	51,570,000	15,602,477	67,172,477
2038-2040	36,985,000	3,322,064	40,307,064
	<u>160,615,000</u>	<u>80,976,171</u>	<u>241,591,171</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 13.72 times for Fiscal Year 2020/2021. 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 2022/2023, Debt Service expenditures constitute only 1.19 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 2014A and 2022A 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 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 10 (I-10) Corridor Contract 1 Project. The loan proceeds are used to cover construction cost for Fiscal Year 2022/2023 which are \$125,394,175. SBCTA executed a new TIFIA loan agreement with the US Department of Transportation (USDOT) on June 17, 2021 to reduce the interest rate on the TIFIA loan which generated cash savings of \$53.4 million.

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 No. 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 is not required for Fiscal Year 2022/2023.

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 combined annual operating and maintenance costs of approximately \$11.6 million starting in Fiscal Year 2022/2023 which after accounting for fare revenue, is anticipated to be funded with a mixture of Federal Transit Administration (FTA) Congestion Mitigated & Air Quality (CMAQ) funds, Measure I Valley Metrolink/Rail Program (MSI) Funds, and Low Carbon Transit Operations Program (LCTOP) funds for the first five years. Afterwards, operations will primarily be funded with Measure I Valley Metrolink/Rail Program Funds (MSI).

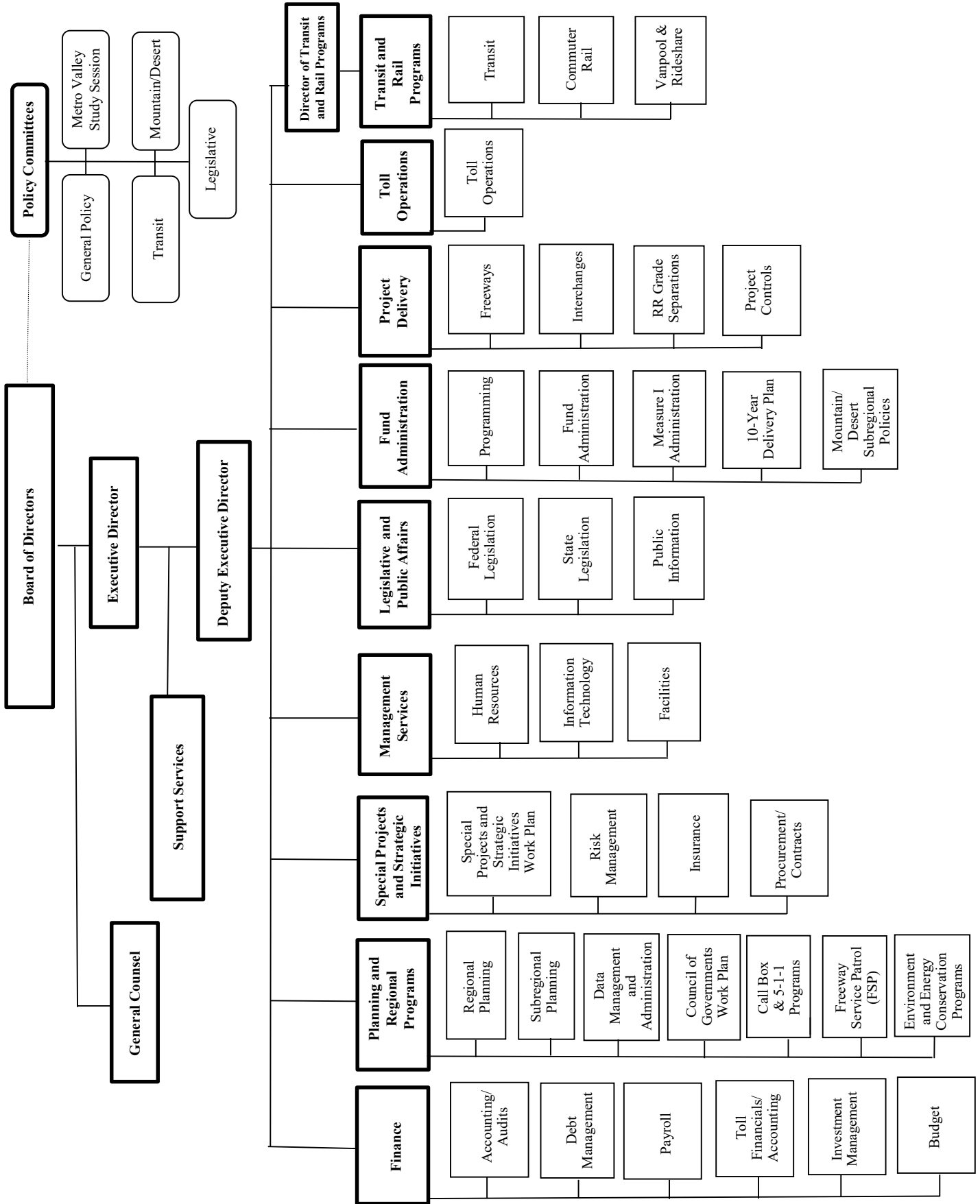
As part of the development of the Toll Express Lanes, SBCTA, through a fifty (50) year lease with Caltrans, will be responsible for operations and maintenance of the Toll Express Lanes being constructed for the I-10 Corridor Contract 1 Project. SBCTA will contract with Caltrans for the maintenance of the Toll Express Lanes and with a Toll Services Provider for the operations and maintenance of the collection system. The I-10 Express Lanes are anticipated to 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 \$7.9 million funded with toll revenues.

The other two (2) Toll 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 2022/2023, Capital outlay is budgeted at \$982,085, which includes expenditures for furniture, equipment and computer hardware and building improvements on the depot.

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 2022/2023. 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 eighty-three (83) regular employees and two (2) student interns (*Table of Regular Positions pg. 34*). This is an increase of five (5) positions from Fiscal Year 2021/2022.

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. 29*.

Staffing

The SBCTA workforce in this budget is comprised of the Executive Director, General Counsel, Deputy Executive Director, Assistant General Counsel and ten (10) director level positions, fifty-seven (57) professional and administrative positions, and twelve (12) support positions. This is a net increase of five positions over what was approved by the Board in Fiscal Year 2021/2022 and includes three (3) new Management Analyst II positions in Planning and Toll Operations, one (1) new Accountant in Finance, and one (1) new Energy Project Manager in Planning.

This budget document recognizes several title changes that were adopted by the Board in October 2021 as finalization to the reorganization of the Project Delivery and Toll Operations and Transit and Rail Departments which was pending the completion of a compensation and classification study. It also recognizes a reorganization of the Finance Department adopted by the Board in November 2021 which included the addition of an Accounting Manager position, title changes and reclassifications.

This budget includes additional reorganizational changes under review at the time of budget preparation to deal with changes in personnel and provide a clearer succession plan for the organization. The changes include the elimination of the Director of Project Delivery and Toll Operations, the addition of a Director of Management Services, the reclassification of Chief of Management Services to Chief of Information Technology, the reclassification of the Chief of Planning to Deputy Director of Planning and salary range adjustments for the Procurement Manager and Risk Manager positions. The Board of Directors adoption of these changes occurred in April 2022.

On January 6, 2021 Board of Directors approved reorganization of the project delivery department. The cost of consultant support was \$4.4 million annually which was reduced to \$2.6 million after the reorganization. The current cost of salaries and benefits for the department, including the eight new positions, is \$6.2 million annually. The net annual savings of hiring in-house staff is \$272,392 or \$22,700 monthly. Additional benefits include institutional knowledge stays within the organization and staff's ownership of the work performed.

Staffing Overview

New Positions

Toll Operations

A Management Analyst II position is being requested for the Toll Operations Department for additional support needed for toll operations analysis, toll program asset management, toll technology development and research, customer service center oversight, roadway operations and maintenance, management of interagency agreements, and internal agency coordination. The Management Analyst position will be assigned to salary range 27 (\$66,199 to \$99,298) and will report to the Chief of Toll Operations.

Finance

An Accountant position is being requested for the Finance Department to process toll transactions and reporting since toll operations are set to begin in 2023. This was previously reviewed and approved by the Board in November 2021 as part of a general Finance reorganization. The Accountant will be assigned to salary range 25 (60,046 to \$90,070) and will report to the Toll Financial Supervisor.

Planning and Regional Programs

A Management Analyst II position is being requested for COG/Planning as additional support needed to allow the Director of Planning the ability to delegate additional tasks and allow for him to absorb management responsibilities to oversee the COG and the Air Quality and Mobility Programs as part of the reorganization reviewed and approved by the Board in April 2022. It will also provide capacity to address housing issues and funding that are being given to COGs as well as assisting with requirements to address equity, environmental justice and land use as mandated by state and federal grants. The Management Analyst position will be assigned to salary range 27 (\$66,199 to \$99,298) and will report to the Council of Governments and Equity Programs Manager.

SBCOG received funding from the California Public Utilities Commission (CPUC) to create, in collaboration with the Coachella Valley Association of Governments (CVAG) and the Western Riverside Council of Governments (WRCOG), a new Inland Regional Energy Network (IREN). The funds from the CPUC include funds for staff to implement the new program. The COG/AQMP is requesting two new positions for the IREN program: an Energy Project Manager position and Management Analyst II position to oversee the implementation of the energy efficiency and training programs in San Bernardino County. Both positions will be fully funded by these new funds. The Energy Project Manager will be assigned to salary range 31 (\$80,467 to \$120,701) and the Management Analyst II will be assigned to salary range 27 (\$66,199 to \$99,298). Both positions will report to the Chief of Air Quality and Mobility Programs.

Positions to be Reclassified or Upgraded

There are three (3) existing positions, one (1) in the Toll Operations Department, one (1) in the Legislative and Public Affairs Department, and one (1) in the Support Services Department that are to be reclassified or upgraded as detailed below.

The budget includes a Toll Operations Administrator position upgrading to a Chief of Toll Operations. This upgraded classification reflects the increase in duties, responsibilities and accountability of the incumbent with toll operations set to begin in 2023. The Chief of Toll Operations is assigned to Salary Range 38 (\$113,226 to \$169,839). This is an approximately 5% increase over the existing Salary Range 37 (\$107,835 to \$161,752).

The budget also includes an existing Management Analyst II position upgrading to a Legislative Analyst. An analysis was performed on this position by Koff & Associates and it has been determined that the independent nature of the work and the duties performed related to bill analyses and work with legislators and legislative staff make the position distinct from the Management Analyst class. Based on the review of the duties performed it is

Staffing Overview

recommended that this position be reclassified. The Legislative Analyst is assigned to Salary Range 30 (\$76,634 to \$114,951). This is an approximately 15% increase over the existing Salary Range 27 (\$66,199 to \$99,298).

Lastly, the budget also includes an existing Administrative Assistant position upgrading to an Administrative Assistant, Senior. With the reorganization and the addition of staff there is more work and more projects which require administrative support. This support ranges from setting meetings, reviewing written reports, processing invoices and general support for Board committees, technical advisory committees and internal project committees. The agency will be better served by a more experienced level position to provide support needed. The Administrative Assistant, Senior is assigned to Salary Range 22 (\$51,870 to \$77,805). This is an approximately 15% increase over the existing Salary Range 19 (\$44,808 to \$67,212).

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.

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. 36* contained in this budget illustrates the total estimated costs for salaries and benefits during the Fiscal Year 2022/2023 budget, as estimated in March 2022. The total salary and benefit cost in the budget is \$16,619,122 which represents 1.5% percent of the total budgeted expenditures.

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

1. A 3.7% Cost of Living Adjustment (COLA) to SBCTA's salaries. The 3.7% is based on the change in the Consumer Price Index from December 2020 – November 2021 for the Riverside area. This will be the first COLA for SBCTA staff since Fiscal Year 2018/2019.
2. Includes a \$1,200/year increase, from \$5,557/year to \$6,757/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.
3. A budget amount of \$445,170 is included to allow the Executive Director to grant merit increases of up to 4 percent based on an employee's annual performance evaluation.

Staffing Overview

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. 40* 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. 39* 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 budgeted to be utilized. 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 2022/2023

Support Group	Fiscal Year 2019/2020	Fiscal Year 2020/2021	Fiscal Year 2021/2022	Fiscal Year 2022/2023
Accounting Assistant	3	3	2	2
Accounting Assistant, Senior	1	1	2	2
Administrative Assistant	1	1	1	0
Administrative Assistant, Senior	4	4	4	5
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	12	12	12	12
Administrative/Professional Group				
Accountant	2	2	2	3
Accounting Manager	0	0	1	1
Accounting Supervisor	1	1	1	1
Assistant Project Manager I	0	1	0	0
Assistant Project Manager II	0	1	0	0
Chief of Air Quality and Mobility Programs	1	1	1	1
Chief of Information Technology	0	0	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	1	0	0
Chief of Planning	1	1	0	0
Chief of Project Controls	0	0	1	1
Chief of Toll Operations	0	0	0	1
Chief of Transit and Rail Programs	1	0	0	0
Clerk of the Board/Administrative Supervisor	1	1	1	1
Construction Manager	1	2	2	2
Corridor Manager	1	1	1	1
Council of Governments Administrator	1	0	0	0
Council of Governments and Equity Programs Manager	0	1	1	1
Deputy Clerk of the Board	1	1	1	1
Deputy Director of Planning	0	0	1	1
Energy Project Manager	0	0	0	1
GIS Administrator	1	1	1	1
GIS Analyst	1	1	1	1
Human Resources/Information Services Administrator	1	0	0	0
Legislative Analyst	0	0	0	1
Management Analyst I	0	0	2	3
Management Analyst II	7	6	6	9
Management Analyst III	6	5	5	3
Mobility Analyst	0	2	0	0
Multimodal Mobility Programs Administrator	0	0	2	2
Procurement Analyst	2	2	2	2

Table of Regular Positions
Fiscal Year 2022/2023

Administrative/Professional Group (continued)	Fiscal Year 2019/2020	Fiscal Year 2020/2021	Fiscal Year 2021/2022	Fiscal Year 2022/2023
Procurement Manager	1	1	1	1
Program Manager	1	0	0	0
Project Controls Analyst II	0	3	3	3
Project Controls Analyst III	0	1	2	2
Project Controls Manager	1	2	1	1
Project Delivery Manager	1	1	1	1
Project Manager	0	1	0	0
Right of Way Administrator	1	1	0	0
Right of Way Manager	0	1	1	1
Right of Way Specialist	0	0	1	1
Risk Manager	1	1	1	1
Senior Accountant	1	1	1	1
Senior Planner	1	1	1	1
Toll Financial Administrator	1	1	0	0
Toll Financial Supervisor	0	0	1	1
Toll Operations Administrator	1	1	1	0
Transit Manager	0	1	1	1
Total Administrative/Professional Group	42	51	52	57
Senior Management Group				
Assistant General Counsel	1	1	1	1
Chief Financial Officer	1	1	1	1
Deputy Director of Transit and Rail Programs – Capital Delivery	0	0	1	1
Deputy Executive Director	1	1	1	1
Director of Capital Delivery	0	1	0	0
Director of Fund Administration	1	1	1	1
Director of Legislative and Public Affairs	1	1	1	1
Director of Management Services	0	0	1	1
Director of Planning	1	1	1	1
Director of Project Delivery	0	1	1	1
Director of Project Delivery and Toll Operations	1	1	0	0
Director of Special Projects and Strategic Initiatives	1	1	1	1
Director of Toll Operations	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	11	14	14	14
TOTAL REGULAR POSITIONS	65	77	78	83

**Salaries and Benefits Schedule
For Fiscal Year 2022/2023**

	Salaries	Retirement	Deferred Comp.	Worker's Comp.	Medicare	Jury Duty Blood/Voting	Medical Retire Trust	UI*	Flexible Benefits	Auto/Cell Allowance	Contracted County Supp.**	Total
Support Group												
Accounting (4)	\$ 787,318	\$ 287,777	\$ 37,944	\$ 24,863	\$ 11,251	\$ 1,044	\$ 802	\$ 1,800	\$ 171,347	\$ 1,340	\$ 13,988	\$ 1,339,474
Administrative Assistants (5)												
Assistant to the Clerk of the Board												
Office Assistant												
Records Technician												
Interns/Part-Time (2)												
Administrative/Professional Group												
Accountant (3)	6,129,538	2,548,734	463,474	201,412	91,143	8,852	10,561	8,550	810,026	44,080	56,617	10,372,987
Accounting Supervisor												
Air Quality/Mobility Positions (3)												
Chief of Air Quality and Mobility Programs												
Chief of Fiscal Resources												
Chief of Fund Administration												
Chief of Information Technology												
Chief of Project Controls												
Chief of Toll Operations												
Clerk of the Board/Administrative Supervisor												
Construction Manager (2)												
Contract/Procurement/Risk (4)												
Corridor Manager												
Council of Governments and Equity Programs Manager												
Data Management (2)												
Deputy Clerk of the Board												
Human Resources/Information Svcs Positions (2)												
Legislative/Public Information Positions (3)												
Management Analyst I												
Management Analyst II (3)												
Management Analyst III												
Planning/Programming Positions (7)												
Project Controls Analyst II												
Project Controls Analyst III (2)												
Project Delivery Manager												
Right of Way Manager												
Right of Way Specialist												
Senior Accountant												
Toll Financial Supervisor												
Transit Positions (6)												
Senior Management Group	2,951,445	1,248,952	228,186	97,488	44,116	4,188	8,503	2,100	176,663	125,520	19,500	4,906,661
Executive Director												
Assistant General Counsel												
Chief Financial Officer												
General Counsel												
Director of Fund Administration												
Director of Management Services												
Director of Project Delivery												
Director of Toll Program												
Director of Legislative Affairs												
Director of Special Projects and Strategic Initiatives												
Deputy Executive Director												
Director of Planning												
Director of Transit and Rail Programs												
Deputy Director of Transit and Rail Program Capital												
TOTALS	\$ 9,868,301	\$ 4,085,463	\$ 729,604	\$ 323,763	\$ 146,510	\$ 14,084	\$ 19,866	\$ 12,450	\$ 1,158,036	\$ 170,940	\$ 90,105	\$ 16,619,122

Employer Provided Benefits:				Employer Mandatory Benefits:			
Retirement Pickup Employer Contribution	\$	249,758		Retirement Employer Contribution	\$	3,835,705	
Deferred Compensation		729,604		Workers' Compensation		323,763	
Flexible Benefit Plan		1,158,036		Medicare		146,510	
Contracted County Supplemental Benefits		90,105		Jury Duty/Blood Donation/Voting		14,084	
Auto/Cell Allowance		170,940		Unemployment Insurance		12,450	
Medical Retirement Trust		19,866		Total	\$	4,332,512	
Total		2,418,309		Employee Paid Retirement Contribution	\$	831,924	

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

Annual Pay Schedule by Class Title Fiscal Year 2022/2023				
Class Title	Salary Range	Bottom of Range*	Top of Range*	Maximum**
Office Assistant	16	\$38,706	\$58,059	\$63,865
Records Technician	17	\$40,642	\$60,963	\$67,059
Accounting Assistant	19	\$44,808	\$67,212	\$73,933
Administrative Assistant, Senior	22	\$51,870	\$77,805	\$85,586
Accounting Assistant, Senior	23	\$54,463	\$81,695	\$89,865
Assistant to the Clerk of the Board	23	\$54,463	\$81,695	\$89,865
Management Analyst I	24	\$57,186	\$85,780	\$94,358
Accountant	25	\$60,046	\$90,070	\$99,077
GIS Analyst	27	\$66,199	\$99,298	\$109,228
Management Analyst II	27	\$66,199	\$99,298	\$109,228
Procurement Analyst	27	\$66,199	\$99,298	\$109,228
Project Controls Analyst II	27	\$66,199	\$99,298	\$109,228
Right of Way Specialist	27	\$66,199	\$99,298	\$109,228
Senior Accountant	28	\$69,510	\$104,265	\$114,692
Deputy Clerk of the Board	29	\$72,986	\$109,479	\$120,427
GIS Administrator	30	\$76,634	\$114,951	\$126,446
Management Analyst III	30	\$76,634	\$114,951	\$126,446
Multimodal Mobility Programs Administrator	30	\$76,634	\$114,951	\$126,446
Project Controls Analyst III	30	\$76,634	\$114,951	\$126,446
Accounting Supervisor	31	\$80,467	\$120,701	\$132,771
Senior Planner	31	\$80,467	\$120,701	\$132,771
Toll Financial Supervisor	31	\$80,467	\$120,701	\$132,771
Clerk of the Board/Administrative Supervisor	33	\$88,716	\$133,075	\$146,383
Right of Way Manager	33	\$88,716	\$133,075	\$146,383
Accounting Manager	35	\$97,809	\$146,713	\$161,384
Risk Manager	35	\$97,809	\$146,713	\$161,384
Procurement Manager	37	\$107,835	\$161,752	\$177,927
Project Controls Manager	37	\$107,835	\$161,752	\$177,927
Transit Manager	37	\$107,835	\$161,752	\$177,927
Chief of Air Quality and Mobility Programs	38	\$113,226	\$169,839	\$186,823
Chief of Fiscal Resources	38	\$113,226	\$169,839	\$186,823
Chief of Fund Administration	38	\$113,226	\$169,839	\$186,823
Chief of Information Technology	38	\$113,226	\$169,839	\$186,823
Chief of Legislative and Public Affairs	38	\$113,226	\$169,839	\$186,823
Chief of Project Controls	38	\$113,226	\$169,839	\$186,823
Chief of Toll Operations	38	\$113,226	\$169,839	\$186,823
Construction Manager	38	\$113,226	\$169,839	\$186,823
Project Delivery Manager	38	\$113,226	\$169,839	\$186,823
Corridor Manager	40	\$124,831	\$187,246	\$205,971
Deputy Director of Planning	40	\$124,831	\$187,246	\$205,971
Assistant General Counsel	42	\$137,628	\$206,441	\$227,085
Chief Financial Officer	42	\$137,628	\$206,441	\$227,085
Director of Fund Administration	42	\$137,628	\$206,441	\$227,085

Annual Pay Schedule by Class Title Fiscal Year 2022/2023				
Class Title	Salary Range	Bottom of Range*	Top of Range*	Maximum**
Director of Legislative and Public Affairs	42	\$137,628	\$206,441	\$227,085
Director of Management Services	42	\$137,628	\$206,441	\$227,085
Director of Planning	42	\$137,628	\$206,441	\$227,085
Director of Project Delivery	42	\$137,628	\$206,441	\$227,085
Director of Special Projects and Strategic Initiatives	42	\$137,628	\$206,441	\$227,085
Director of Toll Operations	42	\$137,628	\$206,441	\$227,085
Deputy Director of Transit and Rail Programs – Capital Delivery	42	\$137,628	\$206,441	\$227,085
Director of Transit and Rail Programs	43	\$144,508	\$216,762	\$238,438
Deputy Executive Director	45	\$159,321	\$238,981	\$262,879

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

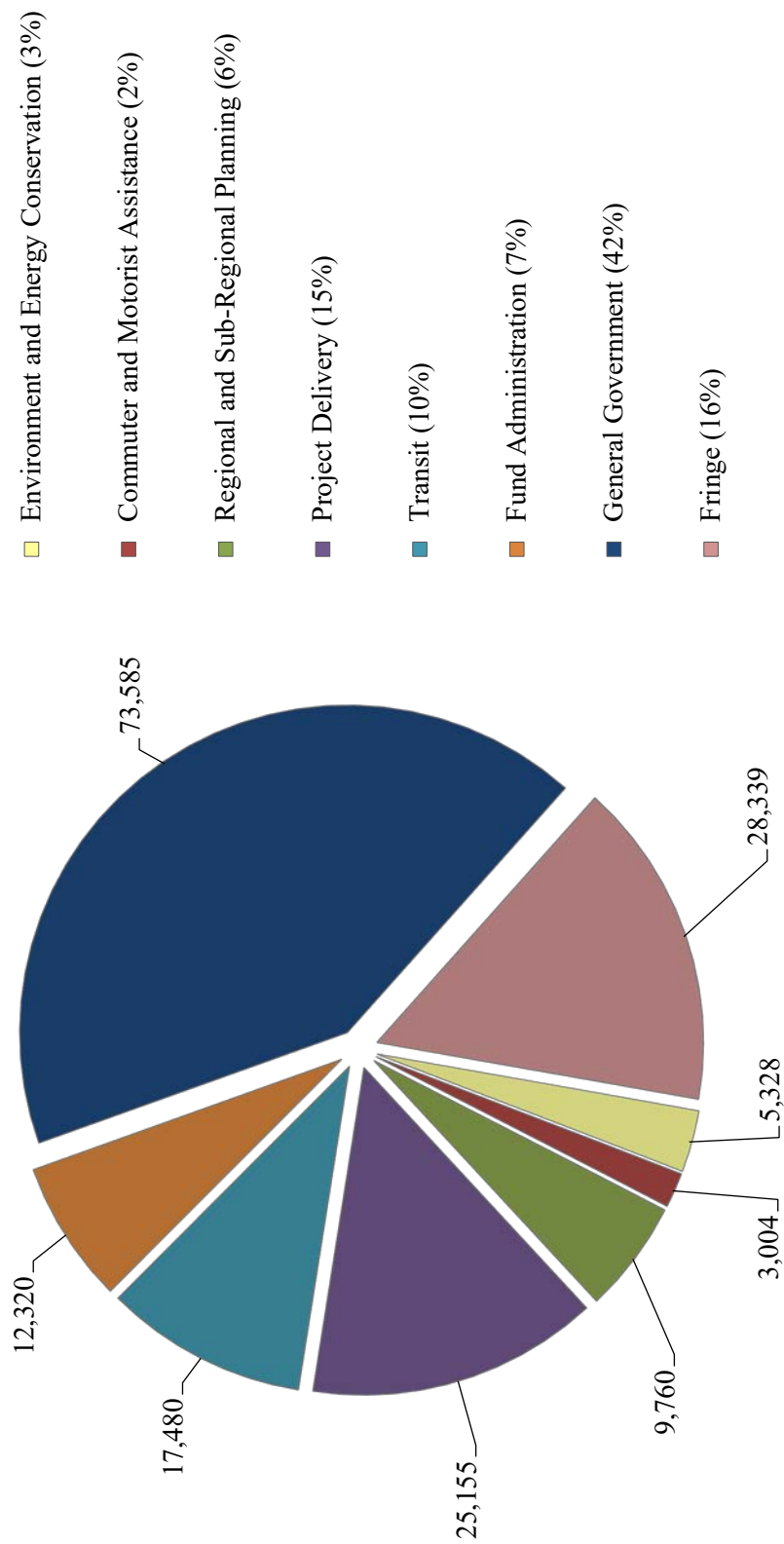
Staff Utilization Report (In Hours)
Fiscal Year 2022/2023

	Deputy Executive Director	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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0350 General Counsel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0400 Financial Management	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0425 Special Projects & Strategic Initiatives	-	-	1,760	-	-	-	-	-	1,760	-	-	-	-	-	-
0450 Management Services	602	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0470 Human Resources	590	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0501 Intergovernmental -COG	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0503 Legislation	-	-	-	1,660	-	-	-	-	-	-	-	-	-	-	-
0605 Publications and Outreach	-	-	-	100	-	-	-	-	-	-	-	-	-	-	-
0805 Building Operation	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL GENERAL GOVERNMENT	1,420	-	1,760	1,760	-	-	-	-	1,760	1,760	1,680	1,720	-	61,725	73,585
ENVIRONMENT and ENERGY CONSERVATION															
0101 Environment	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0111 Energy Conservation	130	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL ENVIRONMENT and ENERGY CONSERVATION	180	-	-	-	-	-	-	-	-	-	-	-	-	5,148	4,575
COMMUTER and MOTORIST ASSISTANCE															
0406 Traveler Services	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0702 Call Box System	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0704 Freeway Patrol and Service/State	80	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL COMMUTER and MOTORIST ASSISTANCE	160	-	-	-	-	-	-	-	-	-	-	-	-	2,844	3,004
REGIONAL and SUB-REGIONAL PLANNING															
0110 Regional Planning	-	-	-	-	-	-	640	-	-	-	-	-	-	-	-
0203 Congestion Management	-	-	-	-	-	-	160	-	-	-	-	-	-	-	-
0206 Data Program Management	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0404 Subregional Planning	-	-	-	-	-	-	790	-	-	-	-	-	-	-	-
0941 Mtn Desert Planning and Project Development	-	-	-	-	-	-	170	-	-	-	-	-	-	-	-
TOTAL REGIONAL and SUB-REGIONAL PLANNING	-	-	-	-	-	-	1,760	-	-	-	-	-	-	8,000	9,760
TRANSIT															
0309 Transit Operator Support	-	-	-	-	-	120	-	-	-	-	-	-	-	-	-
0310 Transit Allocations/Pass Throughs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0312 General Transit	-	-	-	-	180	760	-	-	-	-	-	-	-	-	-
0313 Transit Right of Way Management	-	-	-	-	200	250	-	-	-	-	-	-	-	-	-
0314 Transit Operations	-	-	-	-	80	270	-	-	-	-	-	-	-	-	-
0315 Transit Capital	-	-	-	-	1,300	300	-	-	-	-	-	-	-	-	-
0383 Vampool Program	-	-	-	-	-	20	-	-	-	-	-	-	-	-	-
TOTAL TRANSIT	-	-	-	-	1,760	1,720	-	-	-	-	-	-	-	14,000	17,480
PROJECT DELIVERY															
0815 Measure I Program Management	-	720	-	-	-	-	-	1,760	-	-	-	-	-	-	-
0820 Freeway Projects	-	1,040	-	-	-	-	-	-	-	-	-	-	-	-	-
0830 Interchange Projects	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0840 Grade Separation Projects	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0860 Arterial Projects	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL PROJECT DELIVERY	-	1,760	-	-	-	-	-	1,760	-	-	-	-	-	21,635	25,155
FUND ADMINISTRATION															
0500 Fund Administration	-	-	-	-	-	-	-	-	-	-	-	-	1,720	-	-
0550 Allocations/Pass Throughs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL FUND ADMINISTRATION	-	-	-	-	-	-	-	-	-	-	-	-	1,720	10,600	12,320
FRINGE	320	406	400	320	320	440	520	320	320	320	440	360	360	23,493	28,339
GRAND TOTALS	2,080	2,166	2,160	2,080	2,080	2,160	2,280	2,080	2,080	2,080	2,120	2,080	2,080	147,445	174,971

* OTHER STAFF comprised of (83) FULL-TIME PROFESSIONAL STAFF; (2) PART-TIME.

Hourly Staff Utilization by Program

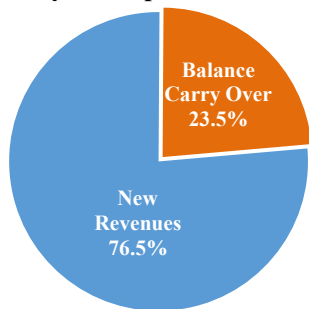
Fiscal Year 2022/2023 - 174,971 Hours



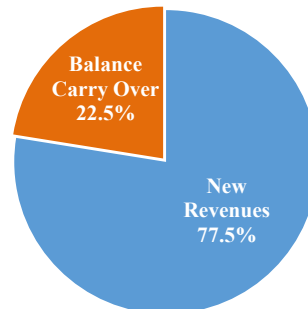
Budget Summary by Organization Type

	County Transportation Authority	Council of Governments	Total
Revenues			
Sales Tax-MSI	250,000,000	-	250,000,000
Sales Tax-LTF	133,685,831	-	133,685,831
Intergovernmental	429,905,590	2,214,477	432,120,067
Charges for Services	244,775	-	244,775
Special Assessments	-	331,276	331,276
Investment Earnings	10,907,265	9,500	10,916,765
Miscellaneous	22,906,900	225,000	23,131,900
Total New Revenues	847,650,361	2,780,253	850,430,614
Balance Carry Over from Prior Years	260,555,192	805,709	261,360,901
Total Revenues and Carry Over Prior Years	1,108,205,553	3,585,962	1,111,791,515
Expenditures			
General Government	13,935,605	869,806	14,805,411
Environment and Energy Conservation	964,596	1,139,753	2,104,349
Commuter and Motorist Assistance	7,559,232	-	7,559,232
Planning and Regional	4,207,822	1,021,632	5,229,454
Transit	334,620,556	-	334,620,556
Project Delivery	586,581,664	-	586,581,664
Fund Administration	147,623,934	-	147,623,934
Debt Service	13,266,915	-	13,266,915
Total Expenditures	1,108,760,324	3,031,191	1,111,791,515
Other Financing Sources			
Transfers In	189,882,153	130,614	190,012,767
Transfers Out	(189,327,382)	(685,385)	(190,012,767)
Total Other Financing Sources	554,771	(554,771)	-
Total Expenditures and Other Financing Sources	1,108,205,553	3,585,962	1,111,791,515

County Transportation Authority



Council of Governments

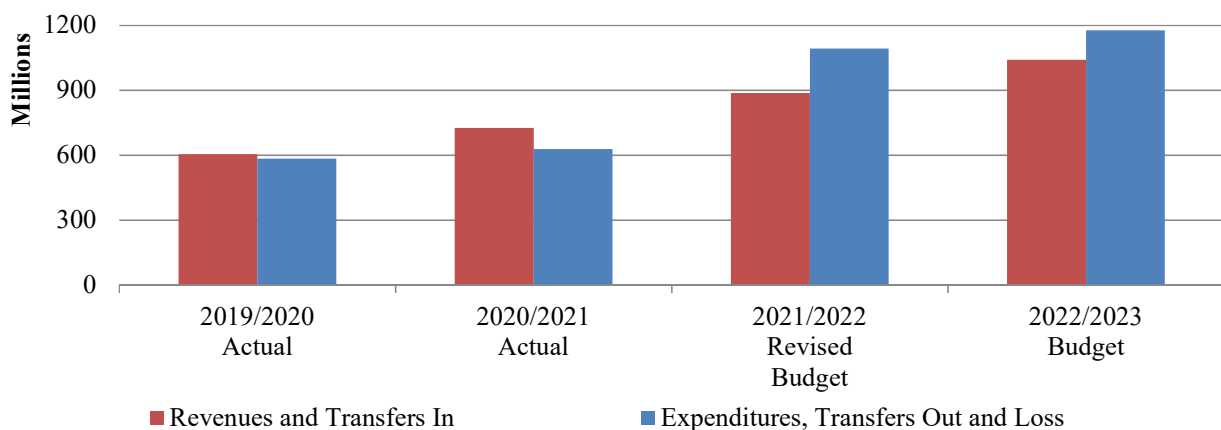


Note: 1. Per Generally Accepted Accounting Principles, Council of Governments (COG) is reported as a blended component unit of the San Bernardino County Transportation Authority (SBCTA), thus COG programs and activities are blended in the overall SBCTA budget.

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

	2019/2020	2020/2021	2021/2022	2022/2023
	Actual	Actual	Revised Budget	Budget
Revenues				
Sales Tax-MSI	179,081,758	222,320,683	196,000,000	250,000,000
Sales Tax-LTF	102,753,612	127,319,839	114,783,337	133,685,831
Intergovernmental	248,086,766	317,644,554	367,337,284	432,120,067
Charges for Services	469,624	610,358	665,730	244,775
Special Assessments	253,143	257,539	260,691	331,276
Investment Earnings	15,090,813	1,687,658	4,240,906	10,916,765
Miscellaneous	7,374,234	5,599,150	40,003,358	23,131,900
Total Revenues	553,109,950	675,439,780	723,291,306	850,430,614
Expenditures				
General Government	10,248,920	10,268,334	13,691,043	14,805,411
Environment and Energy Conservation	1,552,669	545,587	4,609,271	2,104,349
Commuter and Motorist Assistance	6,217,206	4,709,821	6,601,486	7,559,232
Planning and Regional	1,648,690	2,369,693	5,901,813	5,229,454
Transit	250,906,907	196,989,337	339,729,164	334,620,556
Project Delivery	192,385,223	276,841,326	527,833,259	586,581,664
Fund Administration	56,797,349	73,891,605	128,906,919	147,623,934
Debt Service	12,890,251	13,033,700	13,175,255	13,266,915
Total Expenditures	532,647,215	578,649,403	1,040,448,210	1,111,791,515
Other Financing Sources				
Transfers In	52,157,556	50,516,247	163,497,800	190,012,767
Transfers Out	(52,157,556)	(50,516,247)	(52,578,466)	(64,618,592)
Gain (Loss) on Land Held for Resale	(1,533)	-	-	-
Total Other Financing Sources	(1,533)	-	110,919,334	125,394,175
Revenues Over (Under) Expenditures	20,461,202	96,790,377	(206,237,570)	(135,966,726)



Note: Transfers In do not match Transfers Out in Fiscal Year 2021/2022 and 2022/2023 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 and \$125.4 million, respectively.

Budget Summary Changes in Fund Balances - Funding Sources

	Beginning Fund Balances	Revenues	Expenditures	Net Operating Transfers	Ending Fund Balances
General Fund					
MSI Valley Admin	2,324,170	2,518,000	2,196,929	1,000,000	3,645,241
Local Transportation Fund - Admin	104,929	1,200	446,249	651,052	310,932
Local Transportation Fund - Planning	919,491	10,000	4,034,937	3,966,609	861,163
Local Transportation Fund - Rail	-	-	15,788,943	15,788,943	-
State Transit Assistance Fund - Rail	-	-	15,348,923	15,348,923	-
State of Good Repair - SBCTA	(1,032,787)	-	1,000,000	2,032,787	-
Rail Assets	1,977,562	252,000	929,500	-	1,300,062
General Fund-Local/Other	119,212	-	-	-	119,212
Amtrak	4,113	12,000	12,000	-	4,113
Congestion Management Program	19,195	-	-	-	19,195
Modeling Fees	7,705	-	7,705	-	-
Loan Admin Fee	31,539	-	-	-	31,539
EV Charging Stations Fund	19,838	7,000	31,155	4,317	-
Indirect Fund	3,075,155	-	9,658,465	8,520,310	1,937,000
Total General Fund	7,570,122	2,800,200	49,454,806	47,312,941	8,228,457
Federal Highway Fund					
Surface Transportation Program	-	35,201,817	35,201,817	-	-
Congestion Mitigation and Air Quality	-	29,344,740	29,344,740	-	-
Project National and Regional Significance	-	50,000	50,000	-	-
Active Transportation Program - Federal	-	1,405,000	1,405,000	-	-
Highway Bridge Program	-	55,177,663	55,177,663	-	-
Highway Infrastructure Program	-	7,286,000	7,286,000	-	-
Total Federal Highway Fund	-	128,465,220	128,465,220	-	-
Federal Transit Administration Fund					
Federal Transit Administration 5307 - CMAQ	-	10,011,000	10,011,000	-	-
Total Federal Transit Administration Fund	-	10,011,000	10,011,000	-	-
State Highway Fund					
Regional Improvement Program	-	15,165,507	15,165,507	-	-
State Highway Oper and Protection Program	-	65,976,000	65,976,000	-	-
Planning, Programming and Monitoring	-	1,068,000	1,068,000	-	-
Transit and Intercity Rail Capital Progr	-	22,100,600	22,100,600	-	-
Total State Highway Fund	-	104,310,107	104,310,107	-	-
Proposition 1B Fund					
Trade Corridor Improvement Fund-P1B	-	4,872,352	4,872,352	-	-
Public Trans Modern,ImproveandSvc Enhance-P1B	9,754,211	10,169,214	10,094,214	-	9,829,211
Local Bridge Seismic Retrofit Account - LBSRA	-	1,590,000	1,590,000	-	-
Total Proposition 1B Fund	9,754,211	16,631,566	16,556,566	-	9,829,211
Local Transportation Fund					
Local Transportation Fund - Pass-through	240,537,402	135,685,831	113,186,500	(23,314,726)	239,722,007
Total Local Transportation Fund	240,537,402	135,685,831	113,186,500	(23,314,726)	239,722,007

Note: Ending Fund Balance not adjusted by 10% Reserve of \$13,368,583 for Local Transportation Fund - Pass-through pg. 72-73.

State Transit Assistance Fund

State Transit Assistance Fund - Pass-through	94,682,119	25,565,217	18,700,000	(15,348,923)	86,198,413
State of Good Repair Fund - Pass-through	7,454,022	4,125,191	7,534,448	(2,032,787)	2,011,978
Total State Transit Assistance Fund	102,136,141	29,690,408	26,234,448	(17,381,710)	88,210,391

Note: Ending Fund Balance not adjusted by 10% Reserve of \$2,025,336 for State Transit Assistance Fund - Pass-through pg. 72-73.

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	-	1,300,000	1,300,000	-	-
Freeway Service Patrol (SAFE)-SB1	-	3,906,021	2,211,530	-	1,694,491
Sustainable Communities Grants - SB1	-	432,000	432,000	-	-
Trade Corridor Enhancement Program - SB1	-	34,941,981	34,941,981	-	-
Solutions for Congested Corridors Program - SB1	-	16,250,000	16,250,000	-	-
Total Senate Bill 1 Fund	-	56,830,002	55,135,511	-	1,694,491
Measure I 1990-2010 Fund					
MSI 1990-Valley Fund-Major Projects	1,993,826	24,000	1,763,481	-	254,345
MSI 1990-Valley Fund-TMEE	1,873,987	18,000	45,000	-	1,846,987
Total Measure I 1990-2010 Fund	3,867,813	42,000	1,808,481	-	2,101,332
Measure I 2010-2040 Fund					
MSI Valley Fund-Freeway Projects	264,130,913	59,772,200	219,614,899	122,555,400	226,843,614
MSI Valley Fund-Fwy Interchange	73,279,255	22,855,000	87,956,723	(3,064,449)	5,113,083
MSI Valley Fund-Major Streets:					
Grade Separations	6,050,058	6,878,800	2,851,012	(5,078,950)	4,998,896
Arterials	134,936,144	28,515,200	24,968,401	(249,043)	138,233,900
MSI Valley Fund-Local Street	-	40,463,600	40,463,600	-	-
MSI Valley Fund-Metrolink/Rail Service	13,263,623	16,205,400	7,766,615	(1,895,382)	19,807,026
MSI Valley Fund-Express Bus//Rapid Trans	35,198,938	10,285,900	12,447,254	(399,270)	32,638,314
MSI Valley Fund-Senior/Disabled	24,049,592	16,385,400	16,185,400	-	24,249,592
MSI Valley Fund-Traffic Mgmt Sys	16,766,378	4,111,400	5,480,694	(4,317)	15,392,767
MSI Victor Valley Fund-Major Local Hwy	23,089,628	6,775,100	26,491,300	(1,814,738)	1,558,690
MSI Victor Valley Fund-Local Street	-	17,594,400	17,594,400	-	-
MSI Victor Valley Fund-Senior/Disabled	-	1,575,600	1,575,600	-	-
MSI Victor Valley Fund-Traffic Mgmt Sys	1,834,139	541,200	356,276	-	2,019,063
MSI North Desert Fund-Major Local Hwy	10,037,912	1,378,700	4,324,693	(88,811)	7,003,108
MSI North Desert Fund-Local Street	-	3,505,400	3,505,400	-	-
MSI North Desert Fund-Senior/Disabled	-	257,800	257,800	-	-
MSI North Desert Fund-Traffic Mgmt Sys	1,215,586	113,100	11,024	-	1,317,662
MSI Colorado River Fund-Major Local High	442,580	145,300	490,000	(33,769)	64,111
MSI Colorado River Fund-Local Street	-	384,400	384,400	-	-
MSI Colorado River Fund-Senior/Disabled	-	28,300	28,300	-	-
MSI Colorado River Fund-Traffic Mgmt Sys	64,134	11,300	2,013	-	73,421
MSI Morongo Basin Fund-Major Local Hwy	2,639,317	804,400	857,300	(35,634)	2,550,783
MSI Morongo Basin Fund-Local Street	-	2,128,300	2,128,300	-	-
MSI Morongo Basin Fund-Senior/Disabled	-	156,500	156,500	-	-
MSI Morongo Basin Fund-Traffic Mgmt Sys	464,565	66,600	7,524	-	523,641
MSI Mountain Fund-Major Local Highway	3,642,261	780,600	4,027,200	(30,256)	365,405
MSI Mountain Fund-Local Street	-	2,041,500	2,041,500	-	-
MSI Mountain Fund-Senior/Disabled	-	150,100	150,100	-	-
MSI Mountain Fund-Traffic Mgmt Sys	310,855	62,000	111,548	-	261,307
MSI Cajon Pass Fund	20,756,983	7,269,500	100,000	(3,479,941)	24,446,542
Total Measure I 2010-2040 Fund	632,172,861	251,243,000	482,335,776	106,380,840	507,460,925
Note: Ending Fund Balance not adjusted by 20% Reserve of \$31,039,400 for Measure I Funds pg. 72-73.					
Debt Service Fund					
Sales Tax Revenue Notes 2014A Fund	2,879,638	-	7,231,815	7,231,815	2,879,638
Sales Tax Revenue Note 2022A Fund	3,095,702	-	6,035,100	6,035,100	3,095,702
Total Debt Service Fund	5,975,340	-	13,266,915	13,266,915	5,975,340

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	-	97,624,394	97,624,394	-	-
Redlands Passenger Rail Project Fund	13,000	13,000	-	-	26,000
Victorville Project Fund	8,162,669	80,000	-	-	8,242,669
Victor Valley Project Fund	10,976,815	1,981,240	-	-	12,958,055
Valley Projects Fund	1,227,117	407,402	1,229,700	-	404,819
CALTRANS Local Reimbursement	-	501,340	501,340	-	-
Total Capital Projects Fund	<u>20,379,601</u>	<u>100,607,376</u>	<u>99,355,434</u>	<u>-</u>	<u>21,631,543</u>
Nonmajor Governmental Fund					
Low Carbon Transit Operations Program	10,000	1,900,000	400,000	-	1,510,000
Affordable Housing & Sustainable Communities	-	2,200,000	2,200,000	-	-
State of California Wildlife Conservation Board	-	150,000	150,000	-	-
Active Transportation Program - State	-	200,000	200,000	-	-
SAFE-Vehicle Registration Fees	4,472,084	1,943,000	2,224,442	(315,314)	3,875,328
SAFE Reimbursement	227,845	133,352	131,552	-	229,645
Freeway Service Patrol	-	3,055,299	1,581,566	-	1,473,733
SCAQMD/Mobile Source Review Comm.	-	1,752,000	1,752,000	-	-
General Assessment Dues	22,500	331,276	220,076	(133,700)	-
Property Assessed Clean Energy Fund	897,469	234,500	865,463	(130,614)	135,892
Greenhouse Gas Fund	21,632	-	21,632	-	-
COG Capital Projects	-	2,214,477	1,924,020	(290,457)	-
Total Nonmajor Governmental Fund	<u>5,651,530</u>	<u>14,113,904</u>	<u>11,670,751</u>	<u>(870,085)</u>	<u>7,224,598</u>
Enterprise Fund					
I-10 Express Lanes	<u>(93,621,829)</u>	<u>-</u>	<u>-</u>	<u>(125,394,175)</u>	<u>(219,016,004)</u>
Total Enterprise Fund	<u>(93,621,829)</u>	<u>-</u>	<u>-</u>	<u>(125,394,175)</u>	<u>(219,016,004)</u>
Total Changes in Fund Balance	<u>934,423,192</u>	<u>850,430,614</u>	<u>1,111,791,515</u>	<u>-</u>	<u>673,062,291</u>

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

Explanation for Operating Transfers

	Transfers In	Transfers Out	Net Operating Transfers	Explanation for Operating Transfers
General Fund				
Operating Tsfr from LTF Fund	23,314,726	-		Transfer in to Local Transportation Fund (LTF) Admin, LTF Planning, LTF Rail from LTF - Pass-through Fund to support transit administrative activities and capital projects, and fund Indirect expenses.
Operating Tsfr from Measure I Fund	5,746,420	-		Transfer in to the Indirect Cost Fund from the Measure I Fund to fund indirect expenditures.
Operating Tsfr from Special Revenue Fund	870,085	-		Transfer in to the Indirect Cost Fund from SAFE to fund indirect expenditures.
Operating Tsfr from STA Fund	17,381,710	-		Transfer in to STA Rail from STA - Pass-through Fund to support transit capital projects.
Operating Tsfr to General Fund	3,908,122	(3,908,122)		Transfer out from the LTF - Admin, and LTF - Planning Funds to fund the Indirect Cost Fund.
General Fund Total	51,221,063	(3,908,122)	47,312,941	
Local Transportation Fund				
Operating Tsfr to General Fund	-	(23,314,726)		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	-	(23,314,726)	(23,314,726)	
State Transit Assistance Fund				
Operating Tsfr to General Fund	-	(17,381,710)		Transfer out from STA Fund to the General Fund to fund rail administrative activities, capital projects, and the Santa Fe Depot structural improvements funded with SGR SB1.
State Transit Assistance Fund Total	-	(17,381,710)	(17,381,710)	
Measure I 2010-2040 Fund				
Operating Tsfr to Proprietary Fund	125,394,175	-		Transfer in to Measure I - freeway program to account for loan proceeds from the US Department of Transportation under the Transportation Infrastructure Finance and Innovation Act.
Operating Tsfr to Debt Service Fund	-	(13,266,915)		Transfer out from Measure I to Debt Service Fund to pay for debt service obligations.
Operating Tsfr to General Fund	-	(5,746,420)		Transfer out from Measure I to fund Indirect expenditures.
Measure I 2010-2040 Fund Total	125,394,175	(19,013,335)	106,380,840	
Debt Service Fund				
Operating Tsfr from Measure I Fund	13,266,915	-		Transfer in to the Debt Service Fund from the Measure I Fund to pay for debt service obligations.
Debt Service Fund Total	13,266,915	-	13,266,915	
Nonmajor Governmental Funds				
Operating Tsfr Nonmajor Fund	130,614	(130,614)		Transfers within the COG funds - to General Assessment Dues from PACE to fund Indirect expenditures.
Operating Tsfr to General Fund	-	(870,085)		Transfers out from SAFE Vehicle Registration Fee to the General Fund to fund Indirect expenditures.
Nonmajor Governmental Funds Total	130,614	(1,000,699)	(870,085)	
Enterprise Funds				
Operating Tsfr to Measure I Fund	-	(125,394,175)		Transfer out to Measure I - freeway program to account for loan proceeds from the US Department of Transportation under the Transportation Infrastructure Finance and Innovation Act to fund the construction phase of the I-10 Contract 1 project.
Enterprise Funds Total	-	(125,394,175)	(125,394,175)	
Operating Transfer Totals	190,012,767	(190,012,767)	-	

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	2,324,170	2,518,000	2,196,929	1,000,000	3,645,241	1,321,071		56.84%	Estimated revenues and transfers exceed appropriations; thus an increase of fund balance. The funds transferred are a return of prior year transfer that was not necessary to fund the indirect fund operations.
Local Transportation Fund - Admin	104,929	1,200	446,249	651,052	310,932	206,003		196.33%	Estimated revenues and transfers in exceed appropriations and transfers out for local transportation administration activities and indirect expenses; thus an increase in fund balance. Budgeted expenditures are recorded in the General Government, Regional and Subregional Planning, and Fund Administration Programs.
State of Good Repair - SBCTA	(1,032,787)	-	1,000,000	2,032,787	-	1,032,787		-100.00%	Transfers in from the STA exceed appropriations for contributions; thus reducing negative fund balance to zero.
Rail Assets	1,977,562	252,000	929,500	-	1,300,062	(677,500)		-34.26%	Appropriations, mostly in professional services, exceed estimated revenues for transit capital projects; thus fund balance is reduced. Use of fund balance is budgeted.
Modeling Fees	7,705	-	7,705	-	-	(7,705)		-100.00%	Appropriations exceed revenues for modeling fees; thus reducing fund balance to zero.
EV Charging Stations Fund	19,838	7,000	31,155	4,317	-	(19,838)		-100.00%	Appropriations exceed revenues for electronic charging stations; thus reducing fund balance.
Indirect Fund	3,075,155	-	9,658,465	8,520,310	1,937,000	(1,138,155)		-37.01%	Appropriations exceed estimated revenues and transfers in. Based on Policy No. 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	7,454,022	4,125,191	7,534,448	(2,032,787)	2,011,978	(5,442,044)		-73.01%	Appropriations for rail projects are limited with new revenue and fund balance. The idle cash earns interest until expenditures are incurred. Use of fund balance is budgeted.
Measure I 1990-2010 Fund									
MSI 1990-Valley Fund-Major Projects	1,993,826	24,000	1,763,481	-	254,345	(1,739,481)		-87.24%	Appropriations are for projects allowed in the 1990-2010 Measure covered with fund balance. Interest is the only revenue budgeted. Use of fund balance is budgeted.
Measure I 2010-2040 Fund									
MSI Valley Fund-Freeway Projects	264,130,913	59,772,200	219,614,899	122,555,400	226,843,614	37,287,299		14.12%	Appropriations including transfers out for interchange projects exceed estimated revenues and transfers in; thus fund balance is reduced. Use of fund balance is budgeted.
MSI Valley Fund-Fwy Interchange	73,279,255	22,855,000	87,956,723	(3,064,449)	5,113,083	(68,166,172)		-93.02%	Appropriations including transfers out for interchange projects exceed estimated revenues; thus fund balance is reduced. Use of fund balance is budgeted.
MSI Valley Fund-Major Streets: Grade Separations	6,050,058	6,878,800	2,851,012	(5,078,950)	4,998,896	(1,051,162)		-17.37%	Appropriations including transfers out exceed estimated revenues for grade separation projects; thus fund balance is increased. Use of fund balance is budgeted.
MSI Valley Fund-Metrolink/Rail Service	13,263,623	16,205,400	7,766,615	(1,895,382)	19,807,026	6,543,403		49.33%	Estimated revenues exceed appropriations including transfers out for rail projects; thus fund balance is increased.
MSI Victor Valley Fund-Major Local Hwy	23,089,628	6,775,100	26,491,300	(1,814,738)	1,558,690	(21,530,938)		-93.25%	Appropriations including transfers out for major local highway in the Victor Valley Project area exceed estimated revenues; thus reduce fund balance. Use of fund balance is budgeted.
MSI Victor Valley Fund-Traffic Mgmt Sys	1,834,139	541,200	356,276	-	2,019,063	184,924		10.08%	Estimated revenues exceed appropriations for traffic management in the Victor Valley; thus fund balance is increased.

Explanation for Fund Balances Changes Over 10%

	Beginning Fund Balances	Revenues	Expenditures	Operating Transfers	Ending Fund Balances	Difference Between Beginning and Ending	Percent of Change	
MSI North Desert Fund-Major Local Hwy	10,037,912	1,378,700	4,324,693	(88,811)	7,003,108	(3,034,804)	-30.23%	Explanation for change in Fund Balance over 10% Appropriations including transfers out for major local highway in the North Desert Project area exceed estimated revenues; thus fund balance is reduced. Use of fund balance is budgeted.
MSI Colorado River Fund-Major Local High	442,580	145,300	490,000	(33,769)	64,111	(378,469)	-85.51%	Appropriations including for major local highway in the Colorado River Project area exceed estimated revenues; thus fund balance is reduced. Use of fund balance is budgeted.
MSI Colorado River Fund-Traffic Mgmt Sys	64,134	11,300	2,013	-	73,421	9,287	14.48%	Estimated revenues exceed appropriations for traffic management in the Colorado River Project area; thus fund balance is increased.
MSI Morongo Basin Fund-Traffic Mgmt Sys	464,565	66,600	7,524	-	523,641	59,076	12.72%	Estimated revenues exceed appropriations for traffic management in the Morongo Project area; thus fund balance is increased.
MSI Mountain Fund-Major Local Highway	3,642,261	780,600	4,027,200	(30,256)	365,405	(3,276,856)	-89.97%	Appropriations including transfers out exceed estimated revenues for major local highway projects in the Mountain Project area; thus fund balance is reduced. Use of fund balance is budgeted.
MSI Mountain Fund-Traffic Mgmt Sys	310,855	62,000	111,548	-	261,307	(49,548)	-15.94%	Appropriations exceed estimated revenues for traffic management in the Mountain Project area; thus fund balance is reduced. Use of fund balance is budgeted.
MSI Cajon Pass Fund	20,756,983	7,269,500	100,000	(3,479,941)	24,446,542	3,689,559	17.78%	Estimated revenues exceed appropriations for the Cajon Pass fund; thus fund balance is increased.
Capital Projects Fund								
Redlands Passenger Rail Project Fund	13,000	13,000	-	-	26,000	13,000	100.00%	Estimated revenues exceed appropriations for the Redlands Passenger Rail Project; thus fund balance is increased.
Victor Valley Project Fund	10,976,815	1,981,240	-	-	12,958,055	1,981,240	18.05%	Appropriations are not budgeted; thus estimated revenues increase fund balance.
Valley Projects Fund	1,227,117	407,402	1,229,700	-	404,819	(822,298)	-67.01%	Appropriations exceed estimated revenues; thus fund balance is reduced. Use of fund balance is budgeted.
Nonmajor Governmental Fund								
Low Carbon Transit Operations Program	10,000	1,900,000	400,000	-	1,510,000	1,500,000	15000.00%	Estimated revenues exceed appropriations; thus an increase of fund balance. The budgeted expenditures are for transit activity.
SAFE-Vehicle Registration Fees	4,472,084	1,943,000	2,224,442	(315,314)	3,875,328	(596,756)	-13.34%	Appropriations including transfers exceed estimated revenues for SAFE activities. Use of fund balance is budgeted.
General Assessment Dues	22,500	331,276	220,076	(133,700)	-	(22,500)	-100.00%	Appropriations included transfers out to Indirect Fund from Council of Governments and transfer from PACE. Appropriations exceed estimated revenues and ending fund balance is zero.
Property Assessed Clean Energy Fund (PACE)	897,469	234,500	865,463	(130,614)	135,892	(761,577)	-84.86%	Appropriations exceed estimated revenue since fund balance is used for Council of Governments projects. Budgeted transfers out to General Assessment Dues to cover indirect costs.
Greenhouse Gas Fund	21,632	-	21,632	-	-	(21,632)	-100.00%	Use of Fund Balance is being budgeted to cover salary costs.
Enterprise Fund								
I-10 Express Lanes	(93,621,829)	-	-	(125,394,175)	(219,016,004)	(125,394,175)	133.94%	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 Corridor Contract 1 project from loan proceeds. The loan from the US Department of Transportation (USDOT) under Transportation Infrastructure Finance and Innovation Act (TIFIA) program will be recorded as a liability and paid off from toll revenues.

Budget Summary by Fund Type

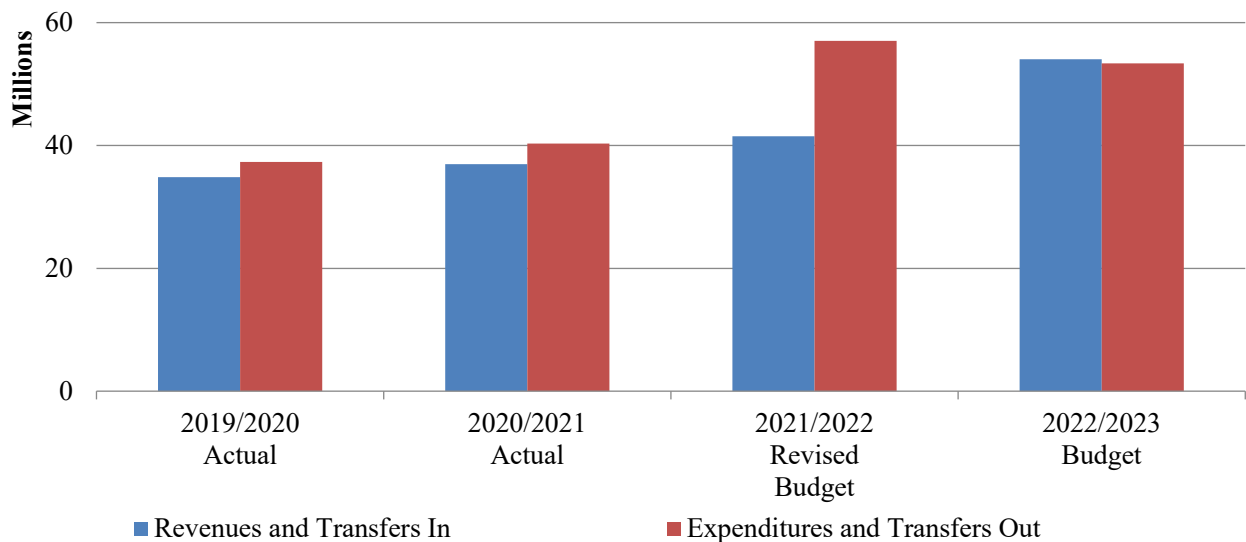
	General Fund	Special Revenue Fund	Capital Projects Fund	Nonmajor Governmental Fund	Debt Service Fund	Enterprise Fund	Total
Revenues							
Sales Tax-MSI	2,500,000	247,500,000	-	-	-	-	250,000,000
Sales Tax-LTF	-	133,685,831	-	-	-	-	133,685,831
Intergovernmental	-	327,990,278	90,671,461	13,458,328	-	-	432,120,067
Charges for Services	244,775	-	-	-	-	-	244,775
Special Assessments	-	-	-	331,276	-	-	331,276
Investment Earnings	55,200	8,733,025	2,074,240	54,300	-	-	10,916,765
Miscellaneous	225	15,000,000	7,861,675	270,000	-	-	23,131,900
Total Revenues	2,800,200	732,909,134	100,607,376	14,113,904	-	-	850,430,614
Expenditures							
General Government	12,689,941	1,158,124	-	957,346	-	-	14,805,411
Environment and Energy Conservation	24,864	280,232	659,500	1,139,753	-	-	2,104,349
Commuter and Motorist Assistance	-	3,208,351	501,340	3,849,541	-	-	7,559,232
Planning and Regional Transit	1,465,618	2,050,470	251,255	1,462,111	-	-	5,229,454
Project Delivery	34,701,307	238,094,606	57,562,643	4,262,000	-	-	334,620,556
Fund Administration	61,414	547,369,254	39,150,996	-	-	-	586,581,664
Debt Service	511,662	145,882,572	1,229,700	-	-	-	147,623,934
	-	-	-	-	13,266,915	-	13,266,915
Total Expenditures	49,454,806	938,043,609	99,355,434	11,670,751	13,266,915	-	1,111,791,515
Other Financing Sources							
Transfers In	51,221,063	125,394,175	-	130,614	13,266,915	-	190,012,767
Transfers Out	(3,908,122)	(59,709,771)	-	(1,000,699)	-	(125,394,175)	(190,012,767)
Total Other Financing Sources	47,312,941	65,684,404	-	(870,085)	13,266,915	(125,394,175)	-
Revenues Over (Under) Expenditures	658,335	(139,450,071)	1,251,942	1,573,068	-	(125,394,175)	(261,360,901)

Note: (1) Expenditures exceed revenues in Special Revenue Fund mainly from use of fund balance in Measure I 2010-2040 Fund, Measure I 1990-2010 Fund and Local Transportation Fund.

(2) Enterprise Fund expenditure exceed revenue due to transfer of loan proceeds to Measure I - Freeway Fund to cover costs on the Interstate 10 Corridor Contract 1 Project.

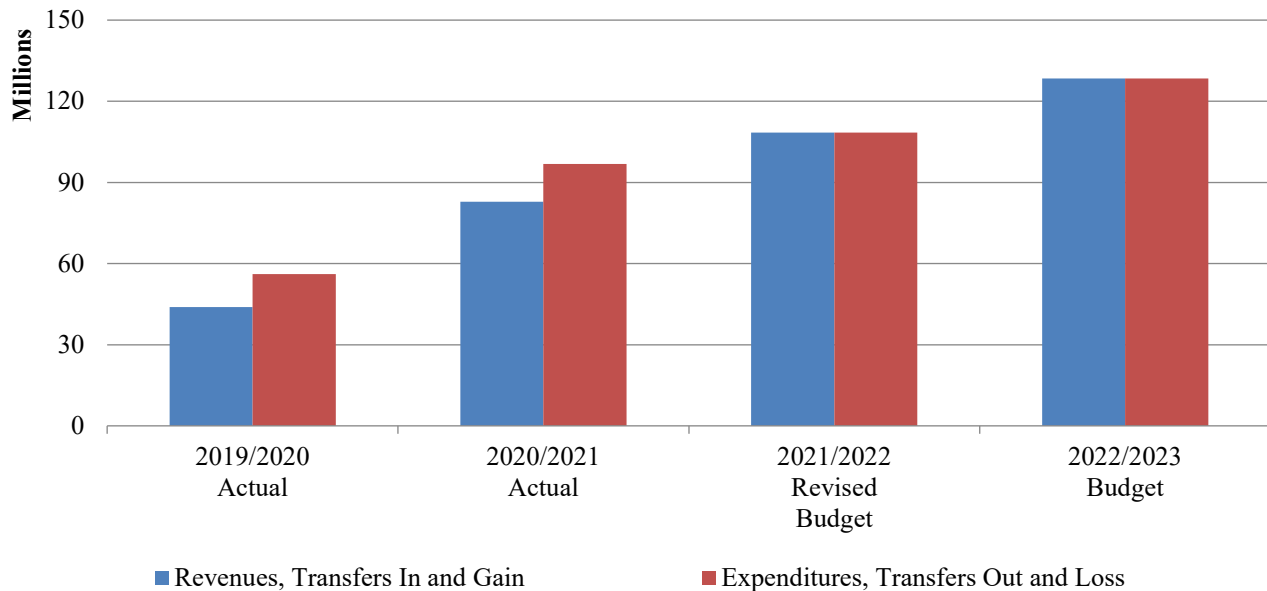
Budget Summary by Fund

	2019/2020	2020/2021	2021/2022	2022/2023
	Actual	Actual	Revised Budget	Budget
General Fund				
Revenues				
Sales Tax-MSI	1,790,169	2,223,207	1,960,000	2,500,000
Intergovernmental	5,500	-	-	-
Charges for Services	467,126	609,139	658,230	244,775
Investment Earnings	219,316	36,483	20,000	55,200
Miscellaneous	763	810	-	225
Total Revenues	2,482,873	2,869,639	2,638,230	2,800,200
Expenditures				
General Government	9,006,182	8,832,575	11,669,157	12,689,941
Environment and Energy Conservation	-	-	-	24,864
Planning and Regional	778,150	452,358	904,700	1,465,618
Transit	27,056,540	25,762,839	42,149,116	34,701,307
Project Delivery	362	-	39,110	61,414
Fund Administration	494,359	512,007	588,912	511,662
Total Expenditures	37,335,593	35,559,779	55,350,995	49,454,806
Other Financing Sources				
Transfers In	32,364,992	34,089,681	38,853,060	51,221,063
Transfers Out	(70)	(4,741,193)	(1,687,673)	(3,908,122)
Total Other Financing Sources	32,364,922	29,348,488	37,165,387	47,312,941
Revenues Over (Under) Expenditures	(2,487,797)	(3,341,652)	(15,547,378)	658,335



Budget Summary by Fund

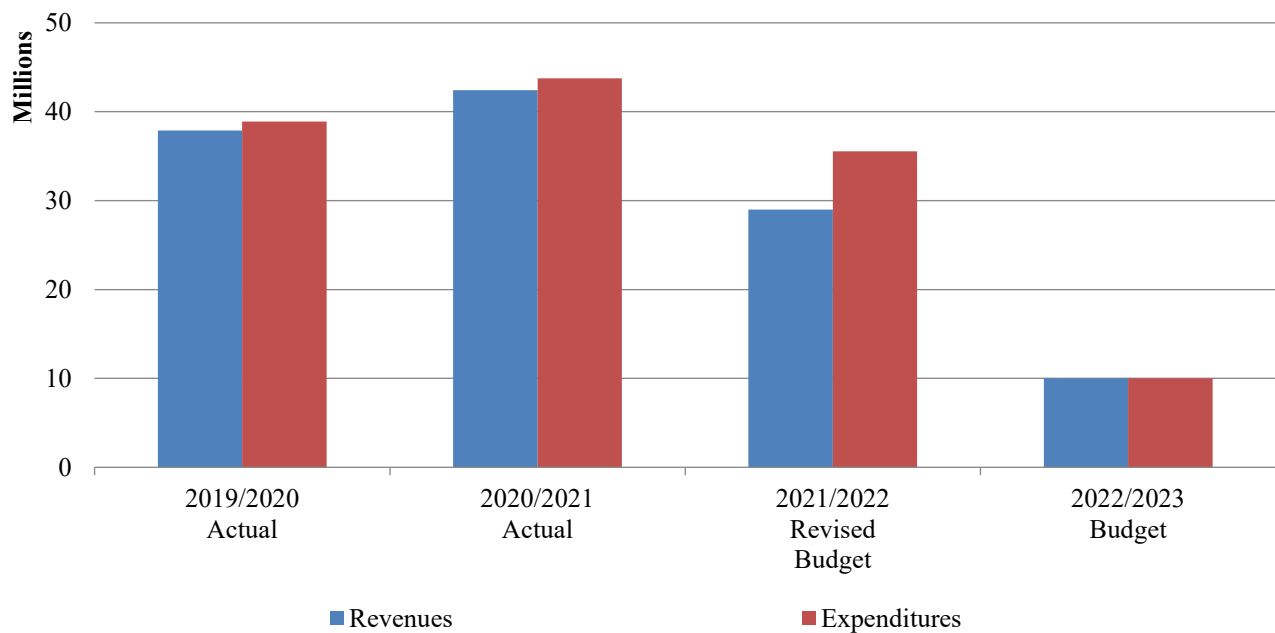
	2019/2020	2020/2021	2021/2022	2022/2023
	Actual	Actual	Revised Budget	Budget
Federal Highway Fund				
Revenues				
Intergovernmental	40,331,866	80,859,136	77,397,002	113,465,220
Investment Earnings	139,540	24,407	-	-
Miscellaneous	-	1,863,291	31,000,000	15,000,000
Total Revenues	40,471,405	82,746,834	108,397,002	128,465,220
Expenditures				
Commuter and Motorist Assistance	927,497	-	-	-
Transit	-	1,092,334	1,089,024	1,064,740
Project Delivery	54,473,056	95,226,190	107,310,657	127,400,480
Total Expenditures	55,400,553	96,318,524	108,399,681	128,465,220
Other Financing Sources				
Transfers In	3,403,677	162,571	-	-
Transfers Out	(742,888)	(542,315)	-	-
Gain (Loss) on Land Held for Resale	(1,413)	-	-	-
Total Other Financing Sources	2,659,376	(379,744)	-	-
Revenues Over (Under) Expenditures	(12,269,772)	(13,951,434)	(2,679)	-



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

Budget Summary by Fund

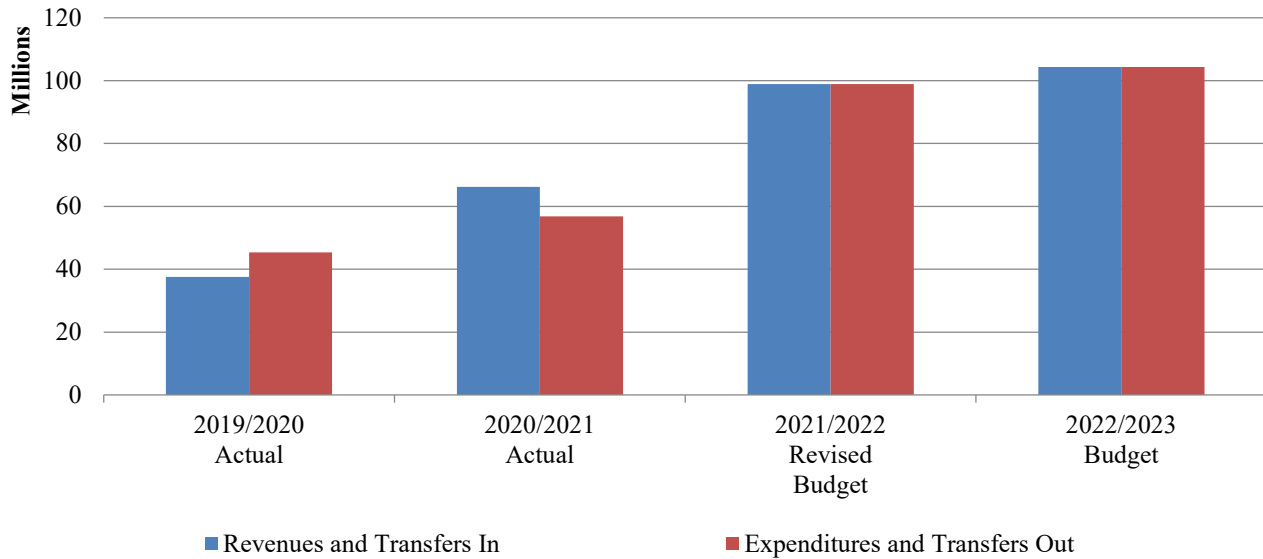
	2019/2020 Actual	2020/2021 Actual	2021/2022 Revised Budget	2022/2023 Budget
Federal Transit Administration Fund				
Revenues				
Intergovernmental	37,895,152	42,440,774	28,991,037	10,011,000
Total Revenues	37,895,152	42,440,774	28,991,037	10,011,000
Expenditures				
Commuter and Motorist Assistance	431,984	-	-	-
Transit	38,467,923	43,752,561	35,560,976	10,011,000
Total Expenditures	38,899,907	43,752,561	35,560,976	10,011,000
Revenues Over (Under) Expenditures	(1,004,755)	(1,311,787)	(6,569,939)	-



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

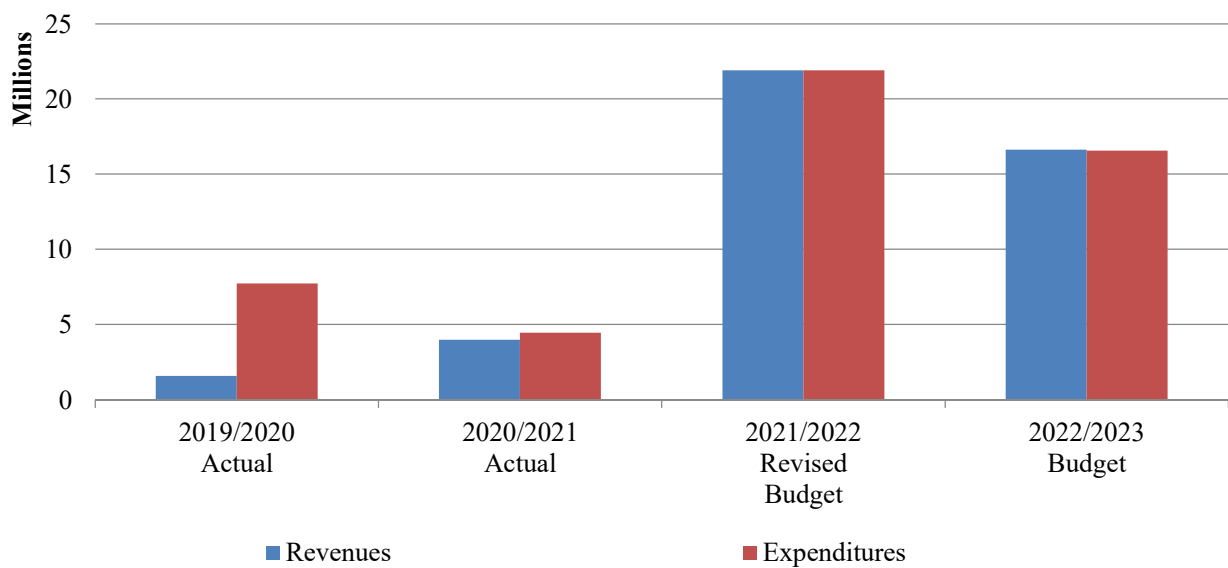
Budget Summary by Fund

	2019/2020 Actual	2020/2021 Actual	2021/2022 Revised Budget	2022/2023 Budget
State Highway Fund				
Revenues				
Intergovernmental	37,434,521	65,855,754	98,940,510	104,310,107
Investment Earnings	14,841	1,319	-	-
Total Revenues	<u>37,449,362</u>	<u>65,857,073</u>	<u>98,940,510</u>	<u>104,310,107</u>
Expenditures				
General Government	621	463	2,840	12,462
Planning and Regional	3,126	377,546	190,072	211,242
Transit	19,648,429	14,332,704	9,592,166	22,100,600
Project Delivery	28,696,628	41,685,478	88,280,344	81,141,507
Fund Administration	631,255	689,991	875,088	844,296
Total Expenditures	<u>48,980,059</u>	<u>57,086,182</u>	<u>98,940,510</u>	<u>104,310,107</u>
Other Financing Sources				
Transfers In	54,685	306,228	-	-
Transfers Out	<u>(3,626,367)</u>	<u>(317,941)</u>	<u>-</u>	<u>-</u>
Total Other Financing Sources	<u>(3,571,682)</u>	<u>(11,713)</u>	<u>-</u>	<u>-</u>
Revenues Over (Under) Expenditures	<u>(15,102,379)</u>	<u>8,759,177</u>	<u>-</u>	<u>-</u>



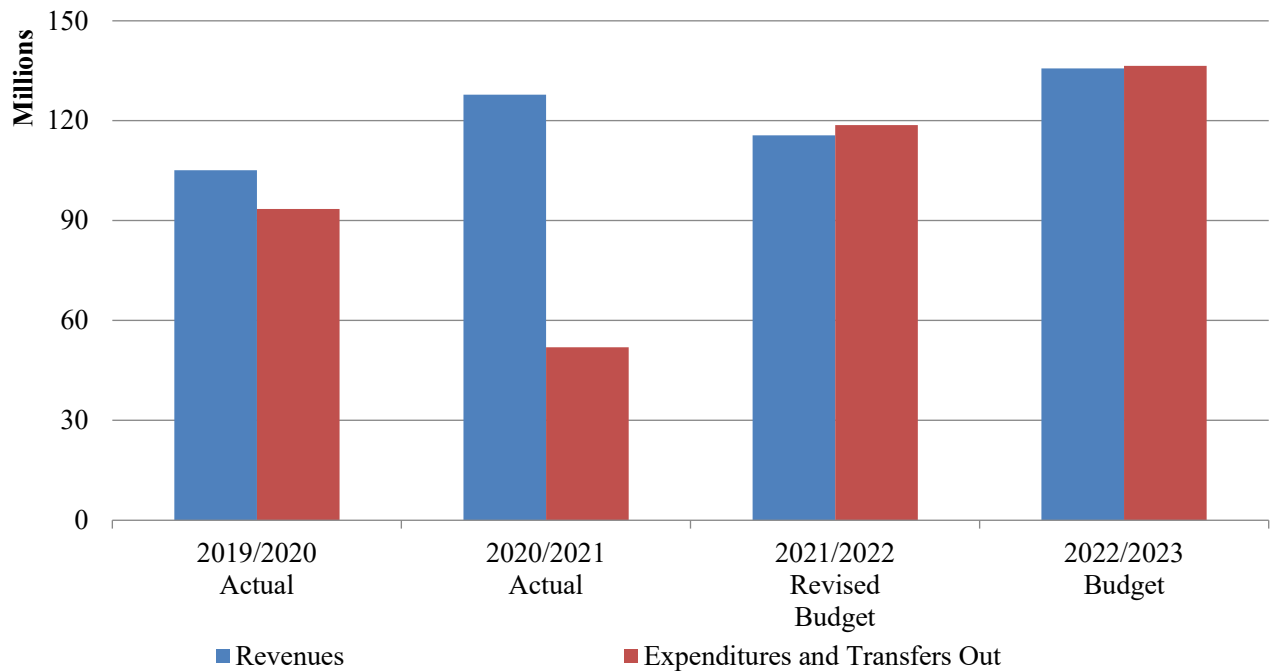
Budget Summary by Fund

	2019/2020 Actual	2020/2021 Actual	2021/2022 Revised Budget	2022/2023 Budget
Proposition 1B Fund				
Revenues				
Intergovernmental	1,153,672	3,680,926	20,155,336	14,733,541
Investment Earnings	424,512	305,981	1,749,706	1,898,025
Total Revenues	1,578,184	3,986,906	21,905,042	16,631,566
Expenditures				
Transit	5,654,783	1,653,929	14,115,210	10,094,214
Project Delivery	2,084,562	2,792,628	7,789,832	6,462,352
Total Expenditures	7,739,345	4,446,557	21,905,042	16,556,566
Revenues Over (Under) Expenditures	(6,161,161)	(459,651)	-	75,000



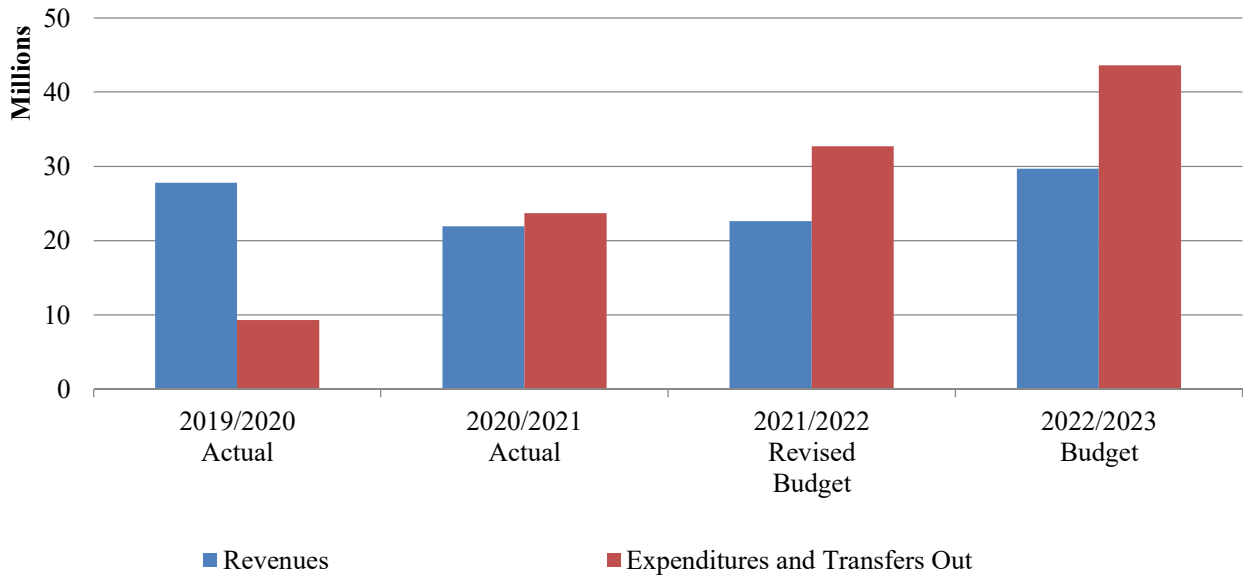
Budget Summary by Fund

	2019/2020 Actual	2020/2021 Actual	2021/2022 Revised Budget	2022/2023 Budget
Local Transportation Fund				
Revenues				
Sales Tax-LTF	102,753,612	127,319,839	114,783,337	133,685,831
Investment Earnings	2,382,017	463,962	800,000	2,000,000
Total Revenues	<u>105,135,629</u>	<u>127,783,801</u>	<u>115,583,337</u>	<u>135,685,831</u>
Expenditures				
Transit	<u>72,437,755</u>	<u>39,760,552</u>	<u>93,830,000</u>	<u>113,186,500</u>
Total Expenditures	<u>72,437,755</u>	<u>39,760,552</u>	<u>93,830,000</u>	<u>113,186,500</u>
Other Financing Sources				
Transfers Out	<u>(21,102,931)</u>	<u>(12,225,668)</u>	<u>(24,812,598)</u>	<u>(23,314,726)</u>
Total Other Financing Sources	<u>(21,102,931)</u>	<u>(12,225,668)</u>	<u>(24,812,598)</u>	<u>(23,314,726)</u>
Revenues Over (Under) Expenditures	<u>11,594,942</u>	<u>75,797,580</u>	<u>(3,059,261)</u>	<u>(815,395)</u>



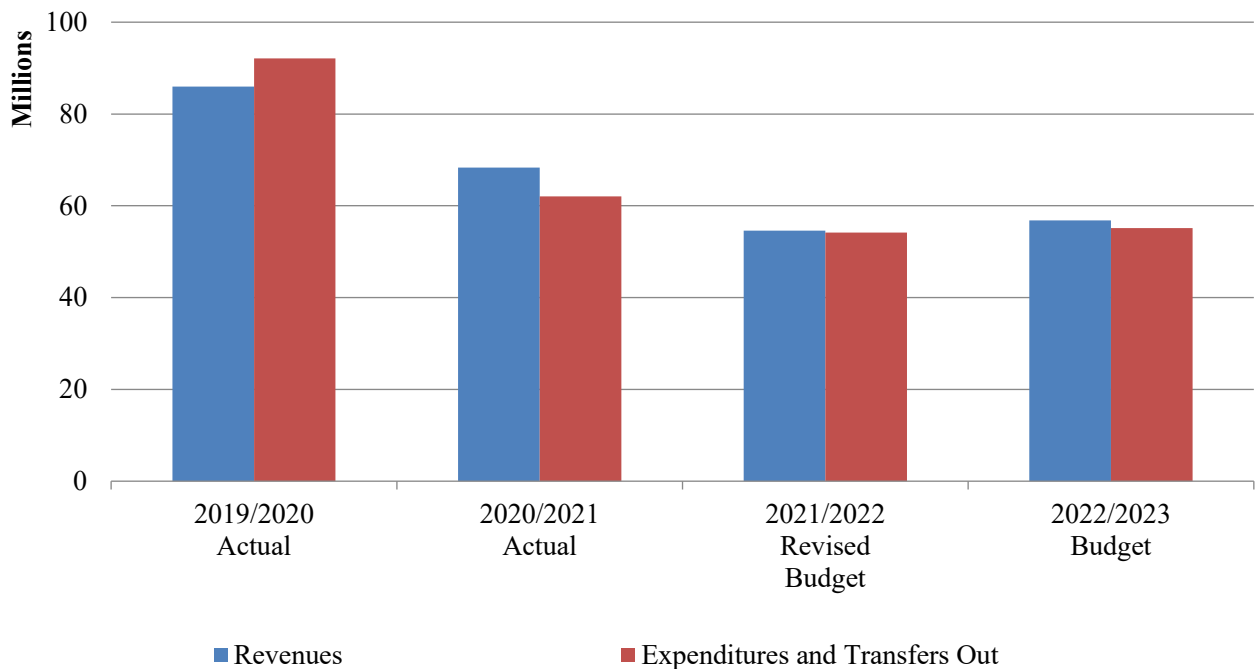
Budget Summary by Fund

	2019/2020 Actual	2020/2021 Actual	2021/2022 Revised Budget	2022/2023 Budget
State Transit Assistance Fund				
Revenues				
Intergovernmental	25,307,807	21,945,032	22,210,573	28,640,408
Investment Earnings	2,482,203	(8,357)	420,000	1,050,000
Total Revenues	<u>27,790,010</u>	<u>21,936,676</u>	<u>22,630,573</u>	<u>29,690,408</u>
Expenditures				
Transit	<u>3,263,270</u>	<u>8,891,324</u>	<u>26,478,114</u>	<u>26,234,448</u>
Total Expenditures	<u>3,263,270</u>	<u>8,891,324</u>	<u>26,478,114</u>	<u>26,234,448</u>
Other Financing Sources				
Transfers Out	<u>(6,040,664)</u>	<u>(14,788,447)</u>	<u>(6,230,822)</u>	<u>(17,381,710)</u>
Total Other Financing Sources	<u>(6,040,664)</u>	<u>(14,788,447)</u>	<u>(6,230,822)</u>	<u>(17,381,710)</u>
Revenues Over (Under) Expenditures	<u>18,486,076</u>	<u>(1,743,096)</u>	<u>(10,078,363)</u>	<u>(13,925,750)</u>



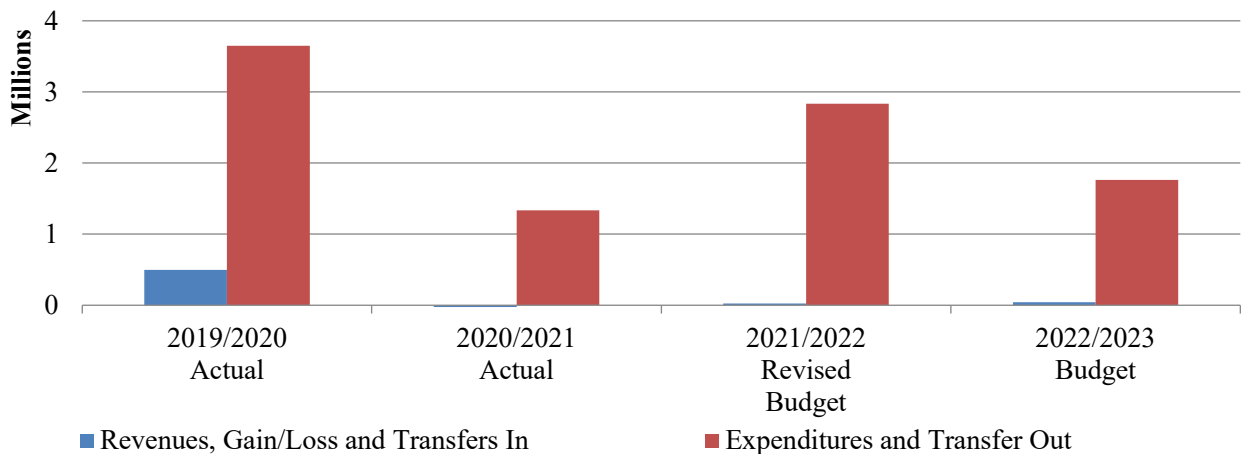
Budget Summary by Fund

	2019/2020 Actual	2020/2021 Actual	2021/2022 Revised Budget	2022/2023 Budget
Senate Bill 1 Fund				
Revenues				
Intergovernmental	85,971,323	68,311,311	54,565,886	56,830,002
Total Revenues	85,971,323	68,311,311	54,565,886	56,830,002
Expenditures				
Commuter and Motorist Assistance	517,587	841,397	1,181,803	2,211,530
Planning and Regional	297,960	31,620	843,535	432,000
Transit	59,422,659	22,472,482	2,114,415	16,250,000
Project Delivery	31,882,805	38,439,988	50,005,000	36,241,981
Total Expenditures	92,121,011	61,785,486	54,144,753	55,135,511
Other Financing Sources				
Transfers Out	(406,140)	(239,130)	-	-
Total Other Financing Sources	(406,140)	(239,130)	-	-
Revenues Over (Under) Expenditures	(6,555,828)	6,286,695	421,133	1,694,491



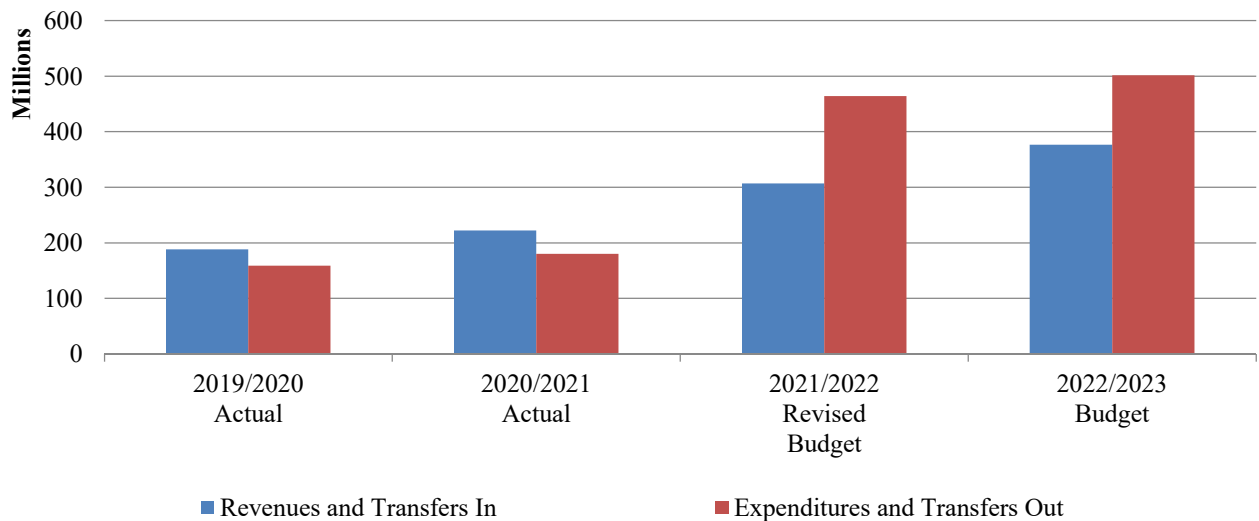
Budget Summary by Fund

	2019/2020	2020/2021	2021/2022	2022/2023
	Actual	Actual	Revised Budget	Budget
Measure I 1990-2010 Fund				
Revenues				
Investment Earnings	167,309	(25,778)	26,000	42,000
Total Revenues	167,309	(25,778)	26,000	42,000
Expenditures				
Environment and Energy Conservation	201,147	67,609	295,500	-
Commuter and Motorist Assistance	21,250	70,845	200,000	-
Project Delivery	3,426,611	1,196,551	2,336,647	1,763,481
Total Expenditures	3,649,008	1,335,006	2,832,147	1,763,481
Other Financing Sources				
Transfers In	331,069	-	-	-
Transfers Out	(82,666)	-	-	-
Gain (Loss) on Land Held for Resale	(21)	-	-	-
Total Other Financing Sources	248,382	-	-	-
Revenues Over (Under) Expenditures	(3,233,317)	(1,360,784)	(2,806,147)	(1,721,481)



Budget Summary by Fund

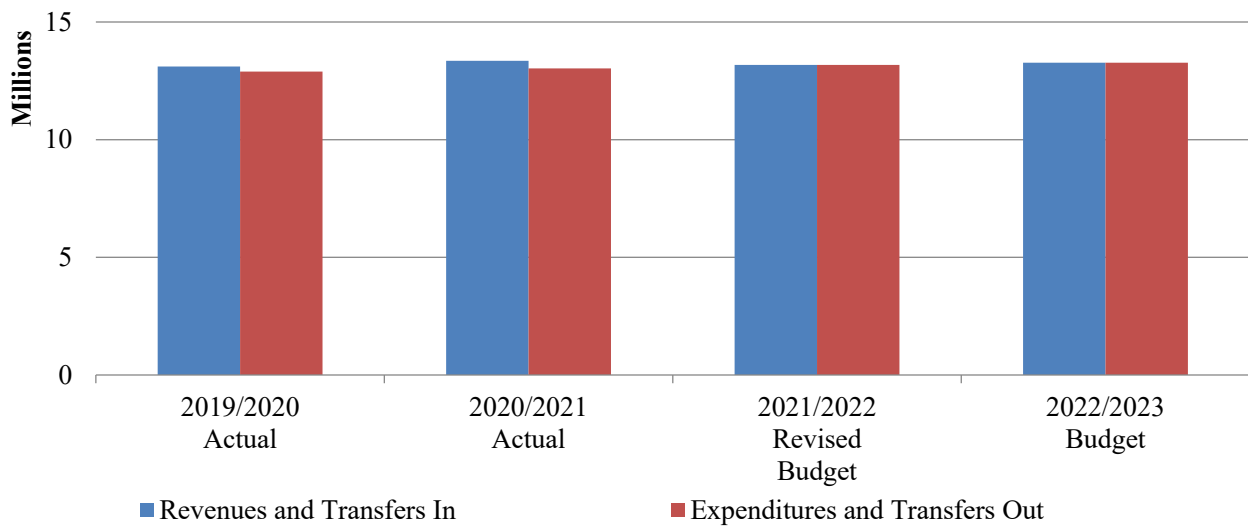
	2019/2020 Actual	2020/2021 Actual	2021/2022 Revised Budget	2022/2023 Budget
Measure I 2010-2040 Fund				
Revenues				
Sales Tax-MSI	177,291,589	220,097,476	194,040,000	247,500,000
Investment Earnings	8,265,914	646,045	1,149,700	3,743,000
Miscellaneous	68,615	-	-	-
Total Revenues	<u>185,626,118</u>	<u>220,743,521</u>	<u>195,189,700</u>	<u>251,243,000</u>
Expenditures				
General Government	805,454	719,759	1,016,770	1,145,662
Environment and Energy Conservation	260,763	193,154	185,874	280,232
Commuter and Motorist Assistance	415,781	224,200	738,488	996,821
Planning and Regional	351,852	599,307	1,666,634	1,407,228
Transit	22,980,377	29,419,480	86,542,483	39,153,104
Project Delivery	60,117,528	60,797,793	236,785,386	294,314,453
Fund Administration	55,671,735	72,689,607	117,875,919	145,038,276
Total Expenditures	<u>140,603,490</u>	<u>164,643,301</u>	<u>444,811,554</u>	<u>482,335,776</u>
Other Financing Sources				
Transfers In	2,557,355	1,495,241	111,469,485	125,394,175
Transfers Out	<u>(18,150,257)</u>	<u>(15,697,443)</u>	<u>(19,532,624)</u>	<u>(19,013,335)</u>
Total Other Financing Sources	<u>(15,592,902)</u>	<u>(14,202,202)</u>	<u>91,936,861</u>	<u>106,380,840</u>
Revenues Over (Under) Expenditures	<u>29,429,726</u>	<u>41,898,018</u>	<u>(157,684,993)</u>	<u>(124,711,936)</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 Years 2021/2022 and 2022/2023 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) program.

Budget Summary by Fund

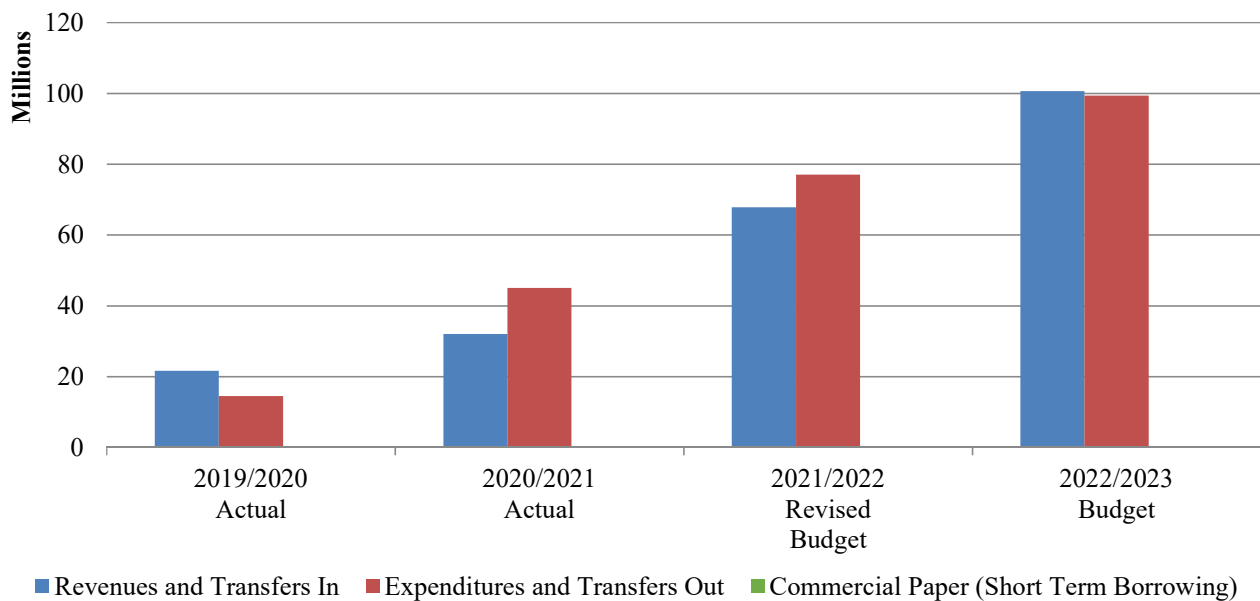
	2019/2020 Actual	2020/2021 Actual	2021/2022 Revised Budget	2022/2023 Budget
Debt Service Fund				
Revenues				
Investment Earnings	59,655	334	-	-
Total Revenues	59,655	334	-	-
Expenditures				
Debt	12,890,251	13,033,700	13,175,255	13,266,915
Total Expenditures	12,890,251	13,033,700	13,175,255	13,266,915
Other Financing Sources				
Transfers In	13,044,893	13,356,063	13,175,255	13,266,915
Transfers Out	(39)	-	-	-
Total Other Financing Sources	13,044,854	13,356,063	13,175,255	13,266,915
Revenues Over (Under) Expenditures	214,258	322,697	-	-



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

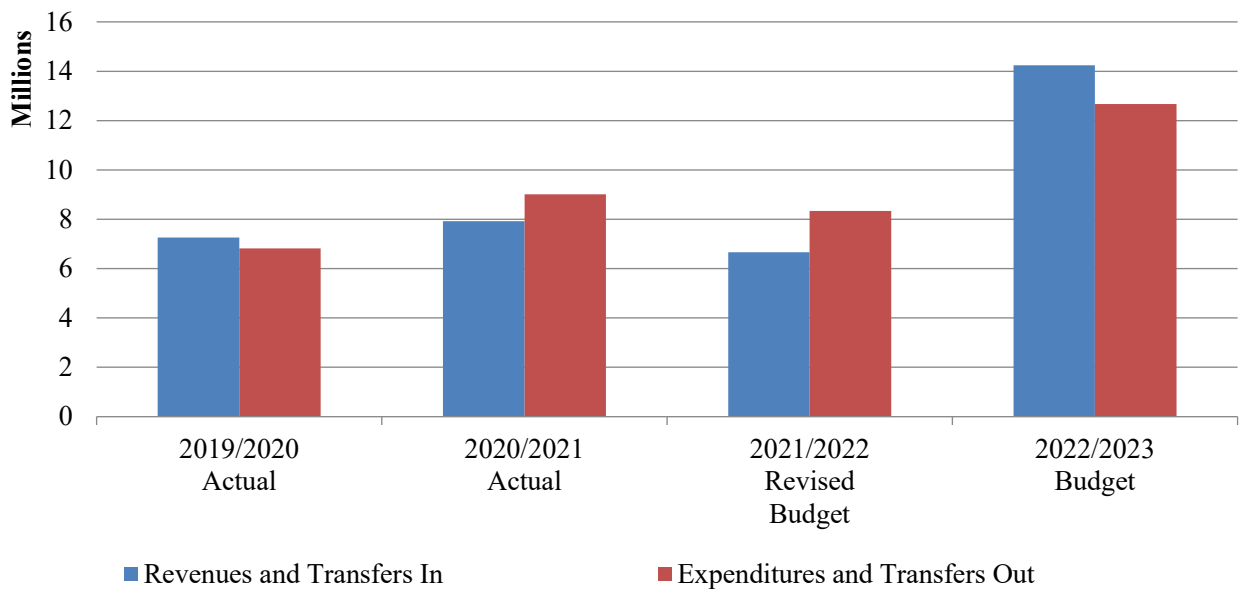
Budget Summary by Fund

	2019/2020 Actual	2020/2021 Actual	2021/2022 Revised Budget	2022/2023 Budget
Capital Projects Fund				
Revenues				
Intergovernmental	13,693,189	27,225,234	59,012,809	90,671,461
Investment Earnings	742,790	235,395	49,000	2,074,240
Miscellaneous	7,039,555	3,409,574	8,701,103	7,861,675
Total Revenues	<u>21,475,534</u>	<u>30,870,203</u>	<u>67,762,912</u>	<u>100,607,376</u>
Expenditures				
Environment and Energy Conservation	125,394	8,324	3,760,000	659,500
Commuter and Motorist Assistance	128,412	95,487	501,327	501,340
Planning and Regional	80,090	28,737	125,000	251,255
Transit	1,204,447	6,700,410	27,757,660	57,562,643
Project Delivery	11,703,671	36,702,698	35,286,283	39,150,996
Fund Administration	-	-	9,567,000	1,229,700
Total Expenditures	<u>13,242,014</u>	<u>43,535,655</u>	<u>76,997,270</u>	<u>99,355,434</u>
Other Financing Sources				
Transfer In	152,596	1,101,226	-	-
Transfers Out	(1,266,920)	(1,456,972)	-	-
Total Other Financing Sources	<u>(1,114,324)</u>	<u>(355,746)</u>	<u>-</u>	<u>-</u>
Revenues Over (Under) Expenditures	<u>7,119,196</u>	<u>(13,021,199)</u>	<u>(9,234,358)</u>	<u>1,251,942</u>



Budget Summary by Fund

	2019/2020	2020/2021	2021/2022	2022/2023
	Actual	Actual	Revised Budget	Budget
Nonmajor Governmental Fund				
Revenues				
Intergovernmental	6,293,738	7,326,386	6,064,131	13,458,328
Charges for Services	2,498	1,219	7,500	-
Special Assessments	253,143	257,539	260,691	331,276
Investment Earnings	192,716	7,868	26,500	54,300
Miscellaneous	265,301	325,475	302,255	270,000
Total Revenues	<u>7,007,396</u>	<u>7,918,487</u>	<u>6,661,077</u>	<u>14,113,904</u>
Expenditures				
General Government	436,663	715,538	1,002,276	957,346
Environment and Energy Conservation	965,365	276,499	367,897	1,139,753
Commuter and Motorist Assistance	3,774,695	3,477,893	3,979,868	3,849,541
Planning and Regional	137,512	880,125	2,171,872	1,462,111
Transit	770,724	3,150,721	500,000	4,262,000
Total Expenditures	<u>6,084,959</u>	<u>8,500,776</u>	<u>8,021,913</u>	<u>11,670,751</u>
Other Financing Sources				
Transfers In	248,191	5,238	-	130,614
Transfers Out	<u>(738,616)</u>	<u>(507,137)</u>	<u>(314,749)</u>	<u>(1,000,699)</u>
Total Other Financing Sources	<u>(490,425)</u>	<u>(501,899)</u>	<u>(314,749)</u>	<u>(870,085)</u>
Revenues Over (Under) Expenditures	<u>432,012</u>	<u>(1,084,188)</u>	<u>(1,675,585)</u>	<u>1,573,068</u>



Budget Summary by Fund

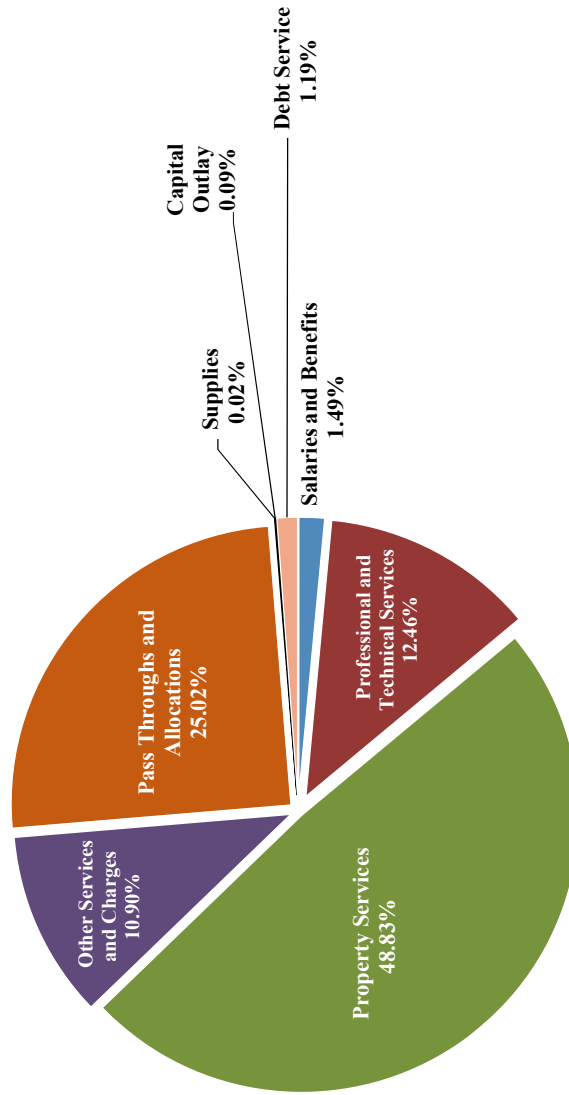
	2019/2020	2020/2021	2021/2022	2022/2023
	Actual	Actual	Revised Budget	Budget
Enterprise Fund				
Other Financing Sources				
Transfers Out	-	-	(110,919,334)	(125,394,175)
Total Other Financing Sources	-	-	(110,919,334)	(125,394,175)
Revenues Over (Under) Expenditures	-	-	(110,919,334)	(125,394,175)

Note: Estimated expenditures for revenues are budgeted for Fiscal Year 2021/2022 and 2022/2023 for the Enterprise Fund. 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 I-10 Express Lanes is expected to commence on August 2023. SBCTA is planning to draw down on the loan from the US Department of Transportation (USDOT) under TIFIA for \$125.4 million for Fiscal Year 2022/2023. The loan payable to TIFIA will be recorded as a liability on the balance sheet of the Enterprise Fund to 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	7,817,534	3,592,150	1,123,328	1,157,125	-	155,189	960,085	-	14,805,411
Environment and Energy Conservation	516,124	1,409,000	450	174,950	-	3,825	-	-	2,104,349
Commuter and Motorist Assistance	317,720	5,984,592	635,720	593,050	-	8,150	20,000	-	7,559,232
Planning and Regional	1,115,799	3,556,255	-	554,550	-	850	2,000	-	5,229,454
Transit	2,083,420	46,354,907	55,314,501	98,976,378	131,886,500	4,850	-	-	334,620,556
Project Delivery	3,424,811	77,630,911	485,810,713	19,713,729	-	1,500	-	-	586,581,664
Fund Administration	1,343,714	15,000	-	30,745	146,232,600	1,875	-	-	147,623,934
Debt	-	-	-	-	-	-	-	13,266,915	13,266,915
Total Expenditures	16,619,122	138,542,815	542,884,712	121,200,527	278,119,100	176,239	982,085	13,266,915	1,111,791,515

* Property Services include construction and right of way among other expenses (see **pg 281-282** Object Category List for more detail)
Operating budget is \$39,710,937.



Revenue Overview

Anticipated new revenue for Fiscal Year 2022/2023 is projected at \$850,430,614. 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 and Commercial Paper Funds.

Debt Service Fund includes the 2014A and 2022A Sale Tax Revenue Bond Funds.

Enterprise Fund include toll revenue which will commence in August 2023 for the I-10 Corridor Contract 1 Project.

Measure I Sales Tax

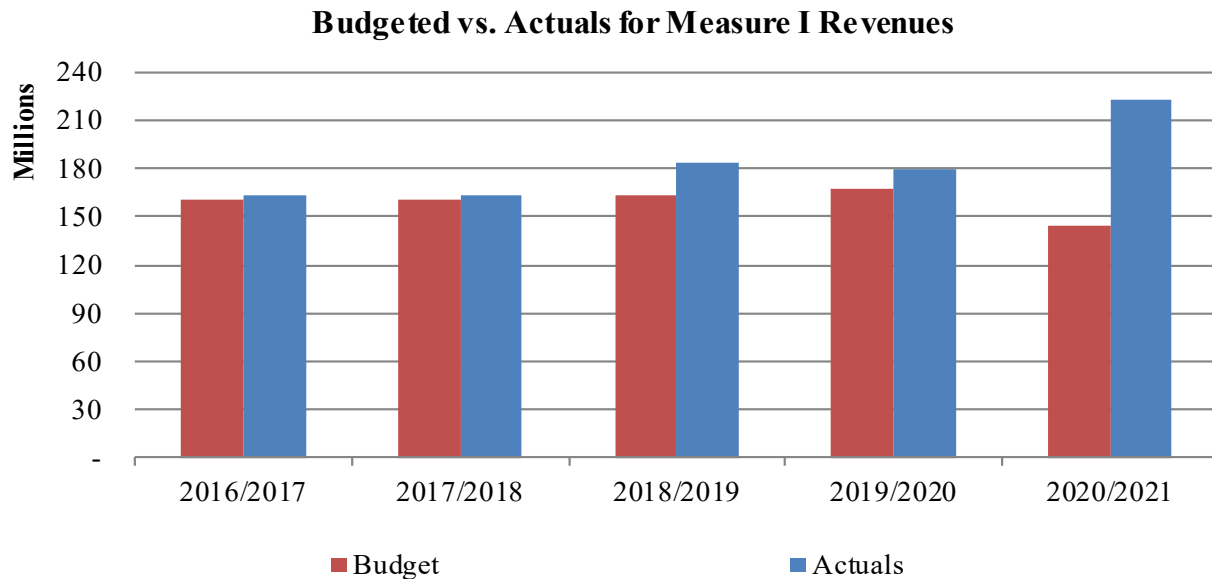
In November 2004, San Bernardino County voters approved an extension of Measure I authorizing SBCTA to impose half-cent retail transactions and use tax applicable in the incorporated and unincorporated territory of the County of San Bernardino for a period of thirty (30) years. SBCTA is authorized to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

Measure I identifies six (6) separate subareas of the county for the purpose of revenue allocation: Colorado River, Morongo Basin, Mountain, North Desert, Victor Valley, and San Bernardino Valley. The San Bernardino Valley Subarea includes not only allocations for local jurisdictions, but also allocations for Freeway Projects, Freeway Interchange Projects, Major Street Projects, Metrolink/Rail, Express Bus/Bus Rapid Transit, Senior and Disabled Transit, and Traffic Management. The Mountain/Desert Subareas include allocations for Major Local Highways, Local Streets, Senior and Disabled Transit, and Traffic Management. Three percent of the revenue generated in the San Bernardino Valley and the Victor Valley subarea will be reserved in advance of other allocations specified in the plan for funding of the Interstate 15 (I-15)/Interstate 215 (I-215) Interchange Devore Road, I-15 widening through Cajon Pass, and truck lane development. Revenue generated in each subarea is returned to that subarea for projects identified in expenditure plans. Revenue from the sales tax can only be used for transportation improvement and traffic management programs as authorized in the Measure and the Expenditure Plan as set forth in Ordinance No. 04-01.

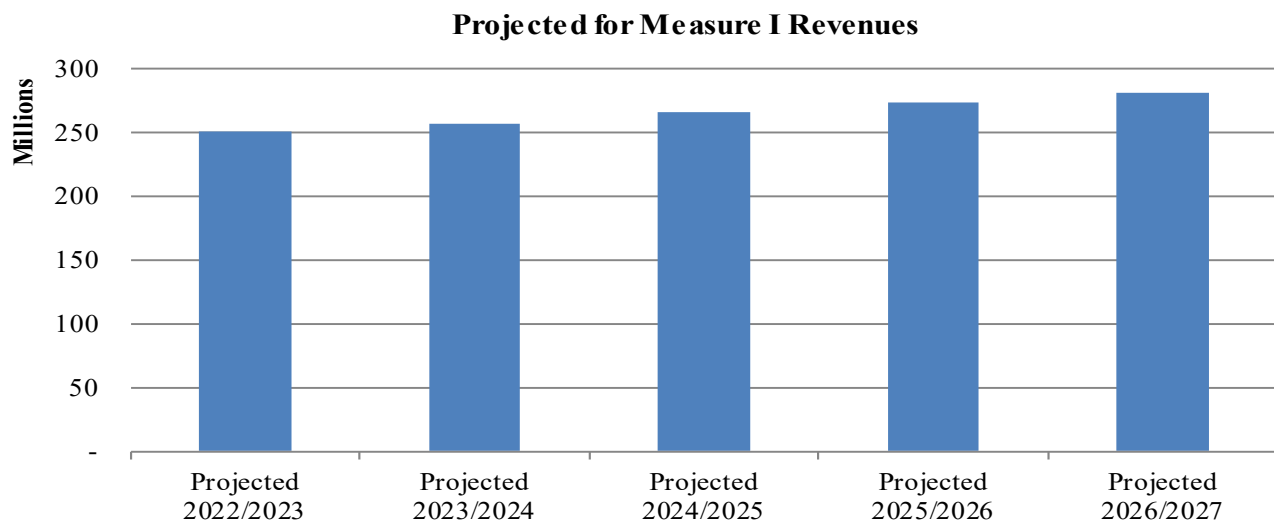
Proper planning calls for continual assessment of the status of projects managed by SBCTA. Revenues determine what can be completed and when. SBCTA has made it a practice to regularly update its revenue projections for budget and strategic project planning purposes. The projections provided by sales tax consultant 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, a sales tax services consultant provides Measure I revenue projections in connection with its quarterly sales tax analysis. Annually, this consultant also provides a long range forecast. In addition, as part of the 10-Year Delivery Plan update, every two (2) years an economist prepares a long-term economic forecast through 2040 which includes both Measure I Sales Tax and Local Transportation Sales Tax revenues. This report is a critical element to the continued assessment of short and long-term cash needs, identification of funding needs, and a basis for establishing a corrective action plan that fulfills the long-term goals and objectives set forth in the Measure I Ordinance, the Expenditure Plan, the Measure I Strategic Plan, and the 10-Year Delivery Plan.

Revenue Overview

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



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 2022/2023 Measure I collections are \$250.0 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

	2019/2020	2020/2021	2021/2022	2022/2023
	Actual	Actual	Revised Budget	Budget
Taxes				
Sales Tax-MSI	179,081,758	222,320,683	196,000,000	250,000,000
Sales Tax-LTF	102,753,612	127,319,839	114,783,337	133,685,831
Total Taxes	281,835,370	349,640,522	310,783,337	383,685,831
Intergovernmental				
Active Transportation Program-Federal	176,492	-	-	1,605,000
Active Transportation Program-State	-	-	182,000	-
Affordable Housing & Sustainable Communities Program	-	-	-	2,200,000
Barstow	-	30,351	95,000	2,765,000
Caltrans	80,326	90,245	501,327	501,340
Chino	291,014	1,785,305	8,908,017	5,672,370
Colton	(176,965)	38,739	233,646	303,960
CONFIRE		26,000	-	-
Congestion Mitigation and Air Quality	17,067,882	32,447,440	29,990,024	29,344,740
Demonstration Priority Project	54,270	-	-	-
Federal ARRA	109,940	60,281	-	-
Federal Repurposed Earmarks	1,592,155	489,482	5,000	-
Federal Transit Administration	32,664,905	39,560,111	28,949,687	10,011,000
Fontana	733,996	510,668	557,327	523,802
Freeway Service Patrol	946,371	2,336,098	2,306,561	3,055,299
Hesperia	1,876,240	1,876,240	1,876,240	-
Highland	1,137,224	2,734,115	5,297,368	3,046,520
Highway Bridge Program	1,781,123	18,240,685	12,520,413	40,177,663
Highway infrastructure Program	-	-	-	7,286,000
Local Agency Formation Commission	33,793	33,793	-	-
Local Bridge Seismic Retrofit Account-P1B	-	-	324,840	1,590,000
Loma Linda	1,350	-	-	-
Low Carbon Transit Operations Program	-	-	1,000,000	1,900,000
Low Carbon Transportation Fund	1,271,497	-	-	-
Metro Transportation Authority	-	-	125,000	273,410
Montclair	1,477,295	462,962	1,650,407	2,406,326
Omnitrans	747,247	-	24,066,490	55,471,989
Ontario	3,961,169	14,584,097	4,386,335	2,031,817
Orange Co. Transportation Authority	27,205	16,288	81,420	110,790
Other Governmental Units	-	-	3,000,000	-
Planning, Programming and Monitoring	635,000	1,068,000	1,068,000	1,068,000
Project National and Regional Significance	2,686,204	334,009	-	50,000
Public Trans Modern, Improve and Svc Enhance	-	-	12,365,504	8,271,189
Public Utilities Commission	-	-	102,844	-
Rancho Cucamonga	15,210	61,197	156,657	1,735,800
Rancho Cucamonga Fire Protection District	5,135	2,264	-	-
Redlands	352,420	558,356	4,689,283	3,168,082
Regional Improvement Program	18,124,155	29,154,030	27,480,618	15,165,507
Rialto		123,256	-	-
Riverside Co. Transportation Commission	62,011	6,846	150,509	102,298
Road Repair and Accountability-SB1	85,971,323	68,311,311	54,565,886	56,830,002
San Bernardino	667,798	2,721,262	950,809	1,200,046
San Bernardino County	210,918	195,615	280,000	11,047,155
San Bernardino County Call Box	452	421	3,331	6,552
San Bernardino County Forest Service	7,437	43,366	-	-
San Bernardino County Public Health	-	-	-	100,000

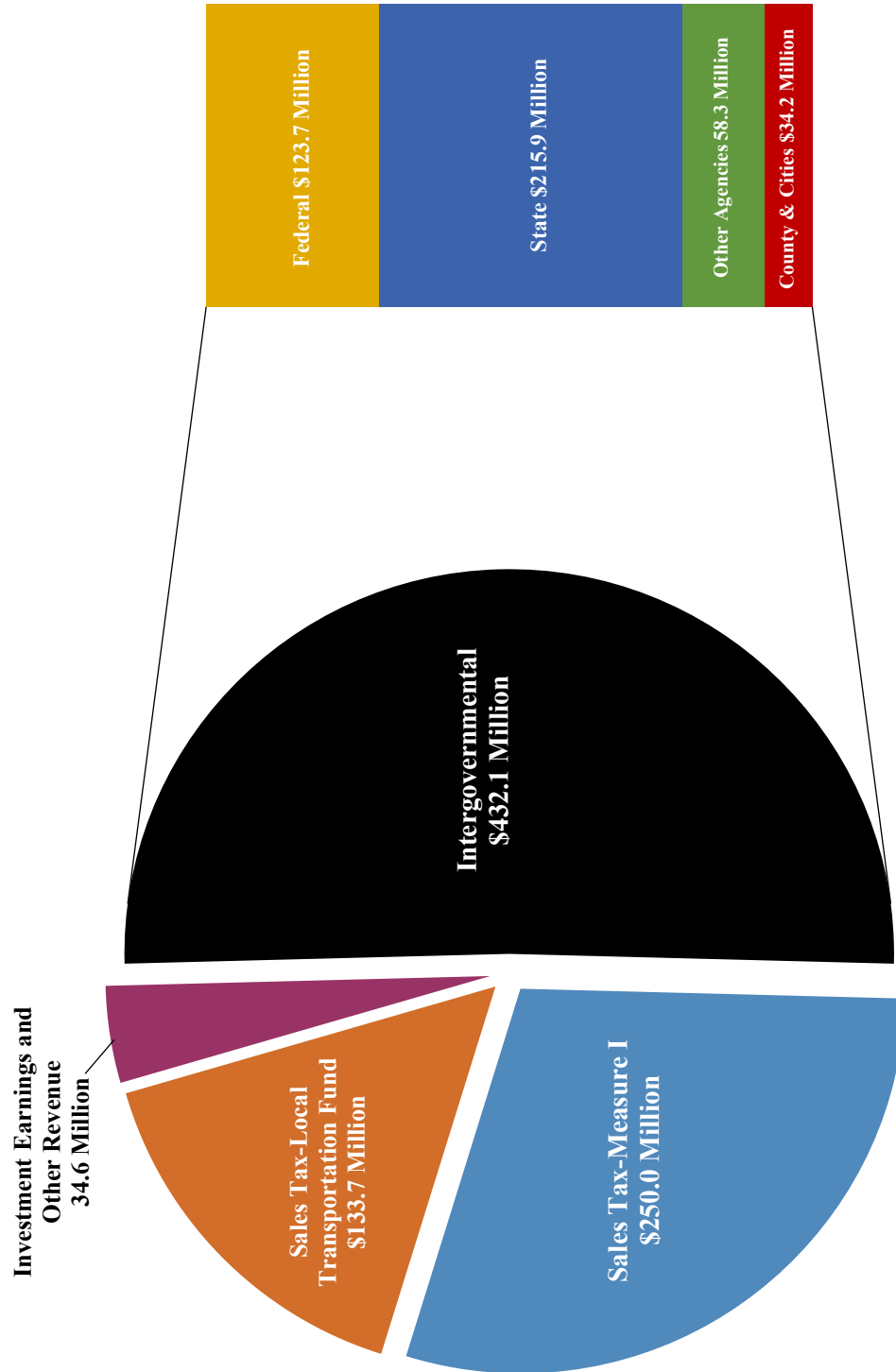
Estimated Revenue Summary

	2019/2020	2020/2021	2021/2022	2022/2023
	Actual	Actual	Revised Budget	Budget
SB Municipal Water Dept	267,173	-	-	-
Southern California Association of Governments	80,090	606,477	1,400,000	1,000,000
SCAQMD/Mobile Source Review Committee	1,841,387	2,086,036	435,810	1,752,000
Southern California Regional Rail Authority	-	-	-	96,000
State Ab118 Program	141,762	-	-	-
State Highway Oper and Protection Program	11,548,129	21,821,727	61,074,000	65,976,000
State of Good Repair (SGR) - Pass-through	3,538,043	3,799,516	3,913,353	4,050,191
State Transit Assistance Fund	21,769,764	18,145,516	18,297,220	24,590,217
State Wildlife Conservation Board	-	130,571	400,000	150,000
Surface Transportation Program	16,973,740	29,347,519	34,699,565	35,201,817
Trade Corridor Improvement	1,153,672	3,680,926	7,362,148	4,872,352
Transit and Intercity Rail Capital Program	7,127,237	13,811,997	9,317,892	22,100,600
Transport Invest Generate Econ Recovery	5,230,247	2,880,662	41,350	-
Upland	26,438	1,373,841	695,403	181,600
Ventura County Transportation Commission	-	-	-	13,156
Vehicle Registration Fees	1,894,835	2,008,263	1,800,000	1,900,000
Victorville	1,901,659	-	-	-
Victor Valley Transit Authority	-	10,665	30,000	-
WRCOG_Regional Energy Network	-	-	-	1,214,477
Yucaipa	-	38,000	-	-
Total Intergovernmental	<u>248,086,766</u>	<u>317,644,554</u>	<u>367,337,284</u>	<u>432,120,067</u>
Charges For Services				
Administration Fee	14,400	48,600	-	-
Amendment or Extension Fee		1,120	-	-
Application Fee	26,830	7,570	-	-
Modeling Fees	5,900	3,400	10,000	-
Property Rental Fees	121,537	84,913	404,230	-
Rail Asset General Revenue	-	218,212	232,000	226,000
Rental Fee - San Bernardino Metrolink EV Station	-	-	7,500	-
Rental Fee - Santa Fe Depot EV Station	2,498	1,219	-	6,775
Use Fee - Surface Uses	500	-	-	-
Use Fee	285,959	233,324	-	-
AMTRAK	<u>12,000</u>	<u>12,000</u>	<u>12,000</u>	<u>12,000</u>
Total Charges For Services	<u>469,624</u>	<u>610,358</u>	<u>665,730</u>	<u>244,775</u>
Special Assessments				
General Assessment Dues	<u>253,143</u>	<u>257,539</u>	<u>260,691</u>	<u>331,276</u>
Total Special Assessments	<u>253,143</u>	<u>257,539</u>	<u>260,691</u>	<u>331,276</u>
Investment Earnings				
Investment Earnings	<u>15,090,813</u>	<u>1,687,658</u>	<u>4,240,906</u>	<u>10,916,765</u>
Total Investment Earnings	<u>15,090,813</u>	<u>1,687,658</u>	<u>4,240,906</u>	<u>10,916,765</u>
Miscellaneous				
BNSF	5,866,692	-	7,876,680	6,965,400
Callbox Knockdown Recovery	11,798	906	-	45,000
CALNEV Pipeline	149,327	507,300	-	50,000
Esri	695,756	1,055,544	40,423	-
Fees for PACE Program	225,991	272,674	231,240	225,000
IEHP		25,000	-	-
In-Kind Revenue	-	2,806,251	31,000,000	15,000,000

Estimated Revenue Summary

	2019/2020	2020/2021	2021/2022	2022/2023
	Actual	Actual	Revised Budget	Budget
Insurance Proceeds	68,615	-	-	-
Low Carbon Fuel Credit		-	-	225
Other Miscellaneous Revenues	1,301	21,762	-	-
Ryder	125,394	8,324	760,000	659,500
Southern California Edison	19,523	-	-	-
Southern California Gas Co.	7,451	5,944	71,015	-
University Of Redlands	-	-	24,000	-
UPRR	202,386	895,446	-	186,775
Total Miscellaneous	<u>7,374,234</u>	<u>5,599,150</u>	<u>40,003,358</u>	<u>23,131,900</u>
Other Financing Sources				
Transfers In	52,157,556	50,516,247	163,497,800	190,012,767
Gain (Loss) on Land Held for Resale	(1,533)	-	-	-
Total Other Financing Sources	<u>52,156,023</u>	<u>50,516,247</u>	<u>163,497,800</u>	<u>190,012,767</u>
Total Revenues and Other Financing Sources	<u><u>605,265,973</u></u>	<u><u>725,956,027</u></u>	<u><u>886,789,106</u></u>	<u><u>1,040,443,381</u></u>

Estimated New Revenues of \$850.4 Million **Fiscal Year 2022/2023**



**Sales Tax Measure I
Revenue Summary**

	2019/2020	2020/2021	2021/2022	2022/2023
	Actual	Actual	Revised Budget	Budget
Measure I Administration				
Administration	1,790,169	2,223,207	1,960,000	2,500,000
Total Measure I Administration	1,790,169	2,223,207	1,960,000	2,500,000
Measure I Valley				
Freeway Projects	42,715,730	51,893,474	45,790,800	58,672,200
Fwy Interchange	16,267,394	19,683,731	17,368,900	22,255,000
Major Street	27,745,669	30,420,312	26,842,900	34,394,000
Local Street	29,459,124	35,788,602	31,579,900	40,463,600
Metrolink/Rail Service	11,783,650	14,315,441	12,632,000	16,185,400
Express Bus/Bus Rapid Trans	4,659,368	8,947,151	7,895,000	10,115,900
Senior/Disabled	11,783,650	14,315,441	12,632,000	16,185,400
Traffic Mgmt Sys	2,945,912	3,578,860	3,158,000	4,046,400
Total Measure I Valley	147,360,497	178,943,012	157,899,500	202,317,900
Measure I Victor Valley				
Major Local Hwy	4,328,513	6,014,105	5,433,000	6,565,100
Local Street	11,657,005	16,117,801	14,560,500	17,594,400
Senior/Disabled	982,252	1,443,385	1,304,000	1,575,600
Traffic Mgmt Sys	346,281	481,128	434,700	525,200
Total Measure I Victor Valley	17,314,050	24,056,420	21,732,200	26,260,300
Measure I North Desert				
Major Local Hwy	759,548	1,136,304	763,500	1,288,700
Local Street	2,065,970	3,090,748	2,076,700	3,505,400
Senior/Disabled	151,910	227,261	152,700	257,800
Traffic Mgmt Sys	60,764	90,904	61,100	103,100
Total Measure I North Desert	3,038,191	4,545,217	3,054,000	5,155,000
Measure I Colorado River				
Major Local Hwy	70,643	115,685	111,900	141,300
Local Street	192,148	314,662	304,300	384,400
Senior/Disabled	14,129	23,137	22,400	28,300
Traffic Mgmt Sys	5,651	9,255	9,000	11,300
Total Measure I Colorado River	282,570	462,739	447,600	565,300
Measure I Morongo Basin				
Major Local Hwy	576,615	755,377	702,500	782,400
Local Street	1,568,393	2,054,625	1,910,900	2,128,300
Senior/Disabled	115,323	151,075	140,500	156,500
Traffic Mgmt Sys	46,129	60,430	56,200	62,600
Total Measure I Morongo Basin	2,306,461	3,021,507	2,810,100	3,129,800
Measure I Mountain				
Major Local Hwy	474,700	697,562	635,250	750,600
Local Street	1,291,183	1,897,369	1,727,900	2,041,500
Senior/Disabled	94,940	139,512	127,050	150,100
Traffic Mgmt Sys	37,976	55,805	50,800	60,000
Total Measure I Mountain	1,898,798	2,790,248	2,541,000	3,002,200
Measure I Cajon Pass				
Cajon Pass	5,091,021	6,278,333	5,555,600	7,069,500
Total Measure I Cajon Pass	5,091,021	6,278,333	5,555,600	7,069,500
Total Sales Tax Measure I	179,081,758	222,320,683	196,000,000	250,000,000

Reserves
Fiscal Year 2022/2023

Measure I 2010-2040 Funds

Valley:

Freeway	11,734,440
Interchange	4,451,000
Major Street - Grade Separation	1,375,760
Major Street - Arterials	5,503,040
Metrolink/Rail	3,237,080
Express Bus/Bus Rapid Transit	2,023,180
Traffic Management	809,280
Total Valley	29,133,780

Mountain/Desert:

Major Local Highway	
Victor Valley	1,313,020
North Desert	257,740
Colorado River	28,260
Morongo Basin	156,480
Mountain	150,120
Total Mountain/Desert	1,905,620
Total Reserves for Measure I Funds	31,039,400

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.

Transportation Development Act (TDA) Funds

Local Transportation Fund	13,368,583
State Transit Assistance Fund	2,025,336
Total Reserves for Transportation Development Act Funds	15,393,919

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	1,437,000
Total Reserve for Indirect Cost Fund	1,937,000

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.

Reserves
Fiscal Year 2022/2023

Net Pension Liability

Measure I 2010-2040 Funds

Valley:

Freeway	5,104,536
Interchange	791,036
Major Street - Grade Separation	775,237
Major Street - Arterials	707,607
Metrolink/Rail	797,614
Express Bus/Bus Rapid Transit	133,381
Total Valley	<u>8,309,411</u>

Mountain/Desert:

Major Local Highway	
Victor Valley	151,287
North Desert	45,117
Colorado River	3,471
Morongo Basin	26,879
Mountain	3,471
Cajon Pass	823
Total Mountain/Desert	<u>231,048</u>

Total MSI	<u>8,540,459</u>
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Local Transportation Fund	4,938,206
Service Authority for Freeway Emergencies	521,335
Total Reserve for Payoff of Net Pension Liability	<u>14,000,000</u>

The reserve for Net Pension Liability is to pay off the liability before the current Measure ends in 2040.

Total Reserves	<u><u>62,370,319</u></u>
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Program Overview

The SBCTA Fiscal Year 2022/2023 budget is organized into nine (9) distinct program areas with budget requirements of \$1,111,791,515. Within these nine (9) program areas, forty-three (43) specific tasks and 111 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 2022/2023 budget. The Fiscal Year 2022/2023 budget request includes prior year Board approved appropriations to be expended in Fiscal Year 2022/2023.

Budget Summary by Program Expenditures

	2019-2020 Actuals	2020-2021 Actuals	2021-2022 Revised Budget	2022-2023 Budget	Percent Budget Change
General Government	10,248,920	10,268,334	13,691,043	14,805,411	8.14%
Environment and Energy Conservation	1,552,669	545,587	4,609,271	2,104,349	-54.35%
Commuter and Motorist Assistance	6,217,206	4,709,821	6,601,486	7,559,232	14.51%
Planning and Regional	1,648,690	2,369,693	5,901,813	5,229,454	-11.39%
Transit	250,906,907	196,989,337	339,729,164	334,620,556	-1.50%
Project Delivery	192,385,223	276,841,326	527,833,259	586,581,664	11.13%
Fund Administration	56,797,349	73,891,605	128,906,919	147,623,934	14.52%
Debt Service	12,890,251	13,033,700	13,175,255	13,266,915	0.70%
Express Lanes	-	-	-	-	
Total Expenditures	<u>532,647,215</u>	<u>578,649,403</u>	<u>1,040,448,210</u>	<u>1,111,791,515</u>	

It should be noted that 96 percent of the total projected expenditures consist of the Transit, Project Delivery, and Fund Administration Programs. These three (3) programs include the substantial investments by SBCTA in transit capital and operations, highway, bridges, and freeway 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 and fringe costs charged to indirect fund.
- Budgeted expenditures for the Environment and Energy Conservation Program decreased due to the majority of the United States Department of Energy related trucks being sold and funding allocation finalized for the Inland Regional Energy Network.
- Budgeted expenditures in the Planning and Regional Program increased due to the need for upgraded traffic analysis data and software used to monitor changes in traffic conditions.
- Budgeted expenditures for the Transit Program decreased primarily due to substantial completion of the Redlands Passenger Rail Project (RPRP). Transit continues on the right of way phase for the West Valley Connector, start of construction for the fueling infrastructure and retrofit of Arrow Maintenance Facility and environmental clearance on the Tunnel to Ontario International Airport (ONT) 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 (SR) 210 Lane Addition, Interstate 10 (I-10) Corridor Contract 1, SR 210 Base Line Interchange, SR 60 Central Avenue Interchange, I-10 Cedar Avenue Interchange, Mount Vernon Viaduct and North First Avenue Bridge in Barstow.

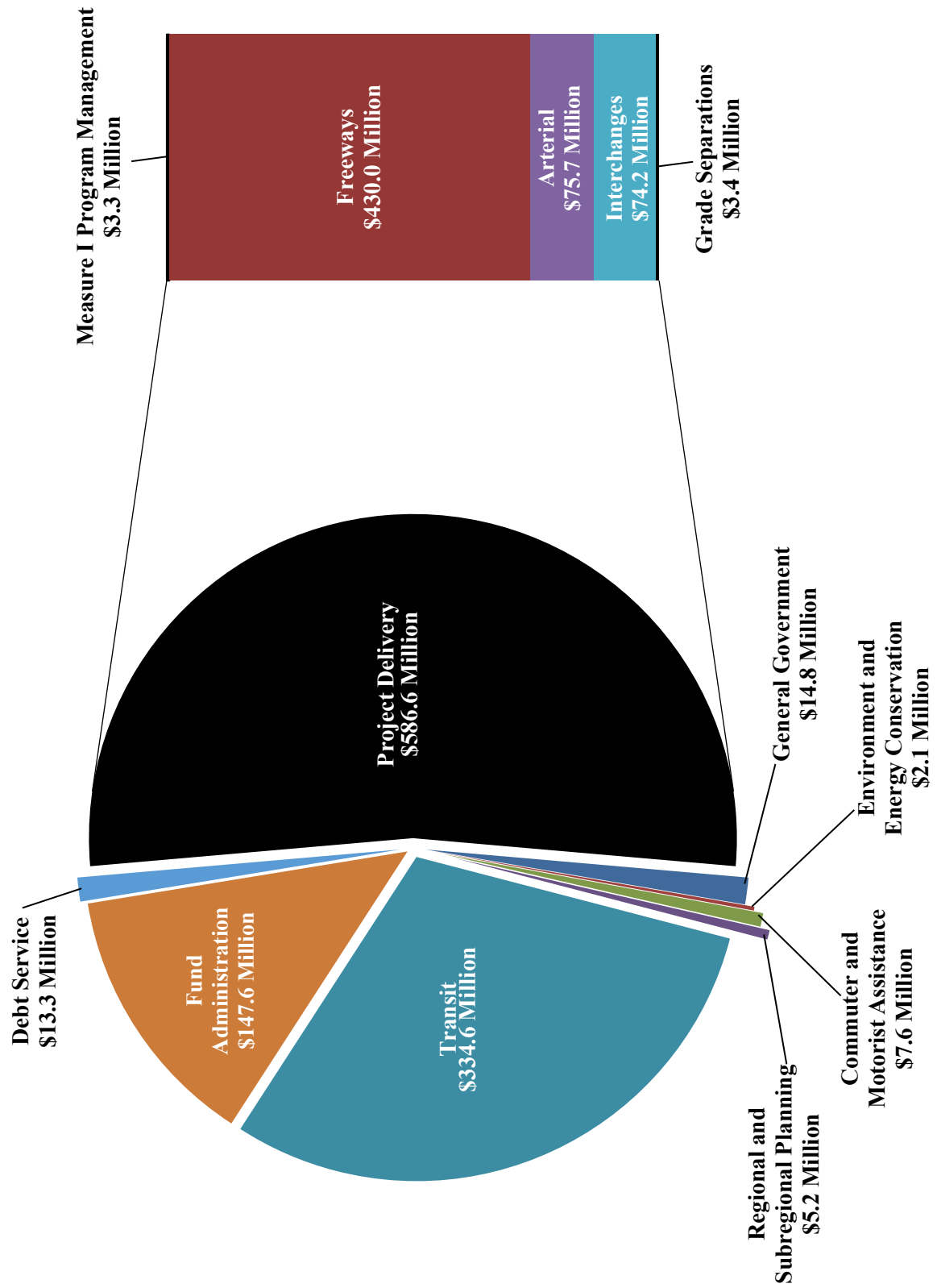
Program Overview

- Budgeted expenditures for the Fund Administration Program increased due to allocation increases to pass through payments and major local highway projects.
- Debt Service increased due to principal repayment recorded for two (2) outstanding bond issues.
- The Express Lanes 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 (TIIFA) approved a \$225 million loan for the construction phase of the I-10 Contract 1 Project. SBCTA drawdowns on the loan and the funds are transferred to Measure I Freeway program to cover construction costs. The Express Lanes 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 2022/2023 pg. 278*** and the ***Sub-Task Listing Fiscal Year 2022/2023 pg. 279***. Please refer to each program in the Program Expenditure Section for detailed information on funding sources and expenditures.

Budgeted Expenditures of \$1.112 Billion

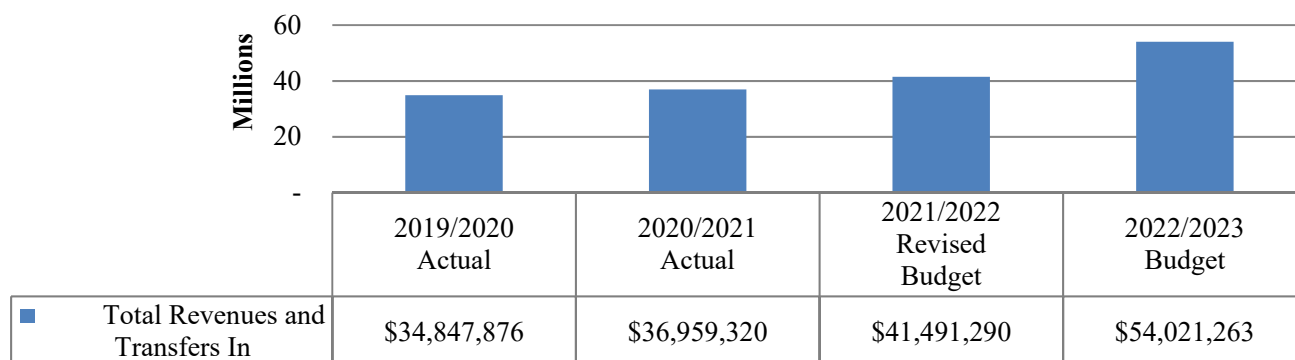
Fiscal Year 2022/2023



REVENUE DETAIL

General Fund Revenue Information

General fund revenues are used to carry out 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 2022/2023 are estimated at \$54 million, a increase of \$12.5 million from the prior year due to increasing 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 \$2.5 million represents 4.63 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 \$244,775 of property rental fees, \$226,000 of rail asset revenue generated from railroad right of way lease revenue, application fees, and user fees, \$6,775 from EV Charging Stations, and \$12,000 in other rental fees. Charges for services represent 0.45 percent of the General Fund revenue.

Investment Earnings

Investment earnings of \$55,200 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 0.10 percent of the General Fund revenue.

Other Financing Sources

Other financing sources of \$51.2 million include operating cash transfers between funds. This category represents 94.82 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.

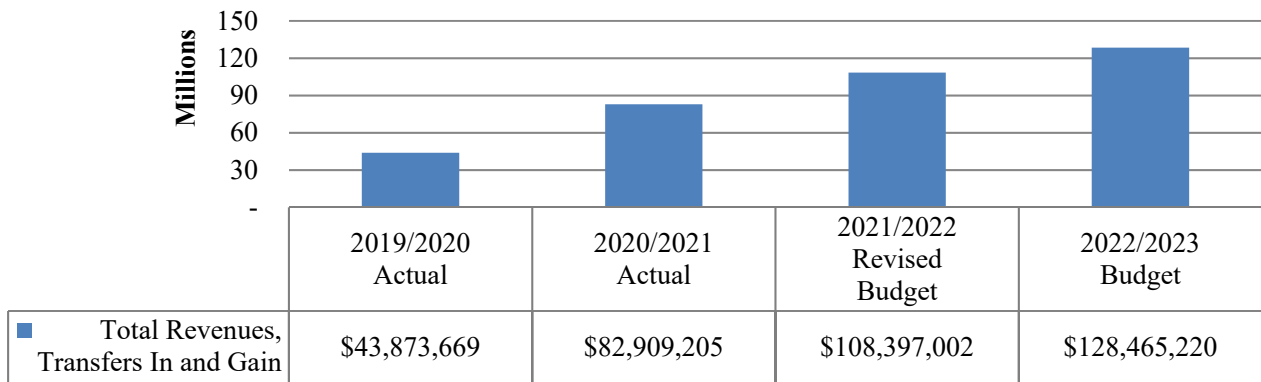
- \$23.3 million is from LTF fund for administration, planning, and rail projects.
- \$17.4 million is from STA fund for rail projects.
- \$5.7 million is from Measure I Programs to fund the Indirect Cost Fund.
- \$3.9 is from the LTF-Planning and LTF-Administration to fund the Indirect Cost Fund.
- \$315,314 is from the SAFE Fund to fund the Indirect Cost Fund.
- \$264,314 is from the General Assesments Dues to fund the Indirect Cost Fund.
- \$290,457 is from the COG Fund to fund the Indirect Cost Fund.

**General Fund
Revenue Information**

	2019/2020	2020/2021	2021/2022	2022/2023
	Actual	Actual	Revised Budget	Budget
Taxes				
Sales Tax-MSI	1,790,169	2,223,207	1,960,000	2,500,000
Total Taxes	1,790,169	2,223,207	1,960,000	2,500,000
Intergovernmental				
Fontana	2,750	-	-	-
Highland	2,750	-	-	-
Total Intergovernmental	5,500	-	-	-
Charges For Services				
Administration Fee	14,400	48,600	-	-
Amendment or Extension Fee	-	1,120	-	-
Application Fee	26,830	7,570	-	-
Modeling Fees	5,900	3,400	10,000	-
Property Rental Fees	121,537	84,913	404,230	-
Rail Asset General Revenue	-	218,212	232,000	226,000
Rental Fee - Santa Fe Depot EV Station	-	-	-	6,775
Use Fee - Lease Fees/Rents	500	-	-	-
Use Fee - Surface Uses	285,959	233,324	-	-
AMTRAK	12,000	12,000	12,000	12,000
Total Charges For Services	467,126	609,139	658,230	244,775
Investment Earnings				
Investment Earnings	219,326	36,483	20,000	55,200
Total Investment Earnings	219,326	36,483	20,000	55,200
Miscellaneous				
Other Miscellaneous Revenues	763	810	-	-
Low Carbon Fuel Credit	-	-	-	225
Total Miscellaneous	763	810	-	225
Other Financing Sources				
Transfers In	32,364,992	34,089,681	38,853,060	51,221,063
Total Other Financing Sources	32,364,992	34,089,681	38,853,060	51,221,063
Total Revenues and Other Financing Sources	34,847,876	36,959,320	41,491,290	54,021,263

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 2022/2023 are estimated at \$128.5 million in comparison to \$108.4 million of the previous year. The increase of \$20.1 million is due to the increase 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)
- Highway Bridge Program (HBP)
- Highway Infrastructure Program (HIP)
- Project National and Regional Significance (PNRS)
- Surface Transportation Program (STP)

Active Transportation Program- Federal (ATP- Federal)

ATP- Federal revenue of \$1.4 million represents 1.09 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 \$29.3 million represents 22.84 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.

Highway Bridge Program (HBP)

HBP revenue of \$40.2 million represents 31.28 percent of the total fund revenue. This Federal revenue is used for arterial projects of the Project Delivery Program.

Highway Infrastructure Program (HIP)

HIP revenue of \$7.3 million represents 5.67 percent of the total fund revenue. This Federal revenue is used for arterial projects of the Project Delivery Program.

Project National and Regional Significance (PNRS)

PNRS revenue of \$50,000 represents 0.04 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 \$35.2 million represents 27.40 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 \$15 million represents in-kind revenue from Burlington Northern Santa Fe Railroad (BNSF) for the Mount Vernon Avenue Viaduct Project. This category represents 11.68 percent of the Federal Highway revenue.

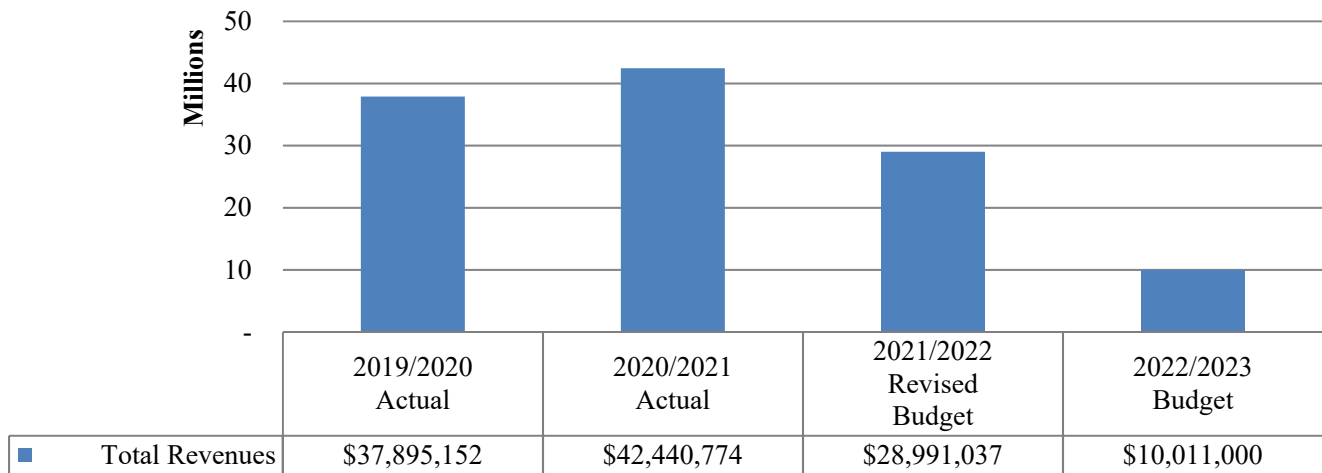
**Federal Highway Fund
Revenue Information**

	2019/2020	2020/2021	2021/2022	2022/2023
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
Active Transportation Program-Federal	176,492	-	-	1,405,000
Active Transportation Program-State	-	-	182,000	-
Congestion Mitigation and Air Quality	17,067,882	32,447,440	29,990,024	29,344,740
Demonstration Priority Project	54,270	-	-	-
Federal Repurposed Earmarks	1,592,155	489,482	5,000	-
Highway Bridge Program	1,781,123	18,240,685	12,520,413	40,177,663
Highway Infrastructure Program	-	-	-	7,286,000
Project National and Regional Significance	2,686,204	334,009	-	50,000
Surface Transportation Program	<u>16,973,740</u>	<u>29,347,519</u>	<u>34,699,565</u>	<u>35,201,817</u>
Total Intergovernmental	<u>40,331,866</u>	<u>80,859,136</u>	<u>77,397,002</u>	<u>113,465,220</u>
Investment Earnings				
Investment Earnings	<u>139,540</u>	<u>24,207</u>	<u>-</u>	<u>-</u>
Total Investment Earnings	<u>139,540</u>	<u>24,207</u>	<u>-</u>	<u>-</u>
Miscellaneous				
In-Kind Revenue	<u>-</u>	<u>1,863,291</u>	<u>31,000,000</u>	<u>15,000,000</u>
Total Miscellaneous	<u>-</u>	<u>1,863,291</u>	<u>31,000,000</u>	<u>15,000,000</u>
Other Financing Sources				
Transfers In	3,403,677	162,571	-	-
Gain (Loss) on Land Held for Resale	<u>(1,413)</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Other Financing Sources	<u>3,402,264</u>	<u>162,571</u>	<u>-</u>	<u>-</u>
Total Revenues and Other Financing Sources	<u>43,873,669</u>	<u>82,909,205</u>	<u>108,397,002</u>	<u>128,465,220</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 2022/2023 are estimated at \$10 million in comparison to \$29 million of the previous year. The decrease of \$19 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)

Federal Transit Administration (FTA)

FTA revenue of \$10 million represents 100 percent of the total revenue. The FTA revenue funds the Arrow Service and Vanpool programs.

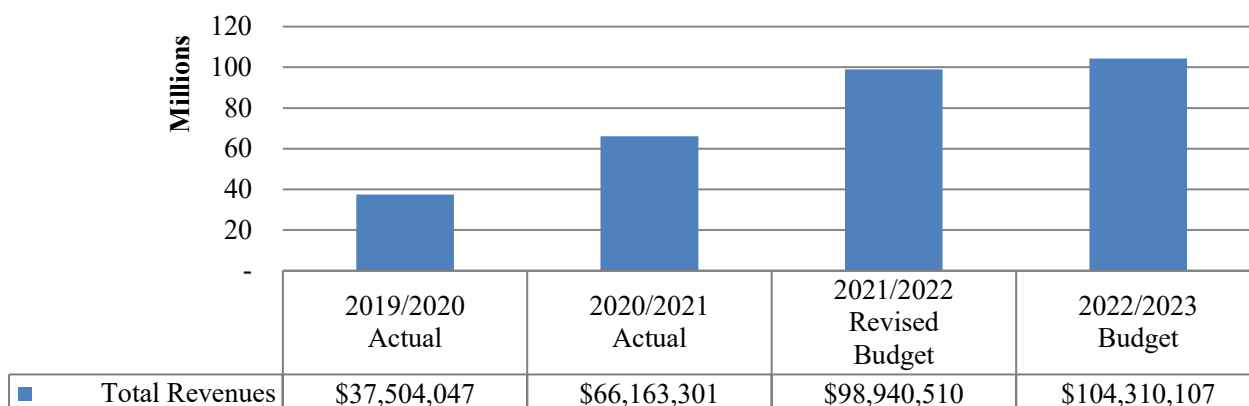
Federal Transit Administration Fund Revenue Information

	2019/2020 Actual	2020/2021 Actual	2021/2022 Revised Budget	2022/2023 Budget
Intergovernmental				
Federal Transit Administration	32,664,905	39,560,111	28,949,687	10,011,000
Transport Invest Generate Econ Recovery	5,230,247	2,880,662	41,350	-
Total Intergovernmental	37,895,152	42,440,774	28,991,037	10,011,000
Total Revenues	37,895,152	42,440,774	28,991,037	10,011,000

Note: Starting in Fiscal Year 2020/2021 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 2022/2023 are estimated to be \$104.3 million in comparison to \$98.9 million of the previous year. The increase of \$5.4 million is largely due to the expected reimbursement of State funds for large capital projects in Fiscal Year 2022/2023. 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 1.02 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 \$15.2 million represents 14.54 percent of the total fund revenue. This State revenue will finance freeway projects of the Project Delivery Program.

State Highway Operation and Protection Program (SHOPP)

SHOPP revenue of \$66 million represents 63.25 percent of the total fund revenue. This State revenue is used for freeway projects of the Project Delivery Program.

Transit and Intercity Rail Capital Program (TIRCP)

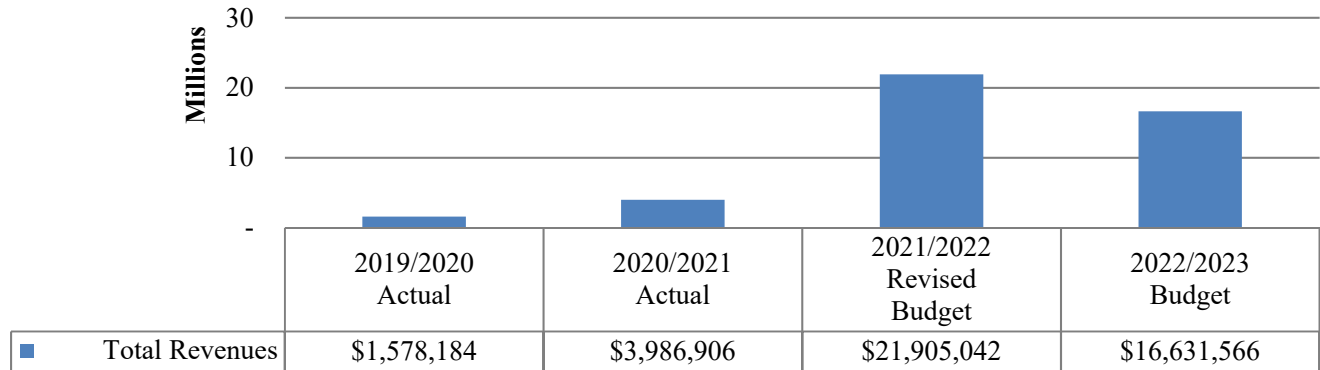
TIRCP revenue of \$22.1 million represents 21.19 percent of the total fund revenue. This State revenue is used for Transit Program capital projects.

**State Highway Fund
Revenue Information**

	2019/2020	2020/2021	2021/2022	2022/2023
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
Planning, Programming and Monitoring	635,000	1,068,000	1,068,000	1,068,000
Regional Improvement Program	18,124,155	29,154,030	27,480,618	15,165,507
State Highway Oper and Protection Program	11,548,129	21,821,727	61,074,000	65,976,000
Transit and Intercity Rail Capital Program	<u>7,127,237</u>	<u>13,811,997</u>	<u>9,317,892</u>	<u>22,100,600</u>
Total Intergovernmental	<u>37,434,521</u>	<u>65,855,754</u>	<u>98,940,510</u>	<u>104,310,107</u>
Investment Earnings				
Investment Earnings	<u>14,841</u>	<u>1,319</u>	<u>-</u>	<u>-</u>
Total Investment Earnings	<u>14,841</u>	<u>1,319</u>	<u>-</u>	<u>-</u>
Other Financing Sources				
Transfers In	<u>54,685</u>	<u>306,228</u>	<u>-</u>	<u>-</u>
Total Other Financing Sources	<u>54,685</u>	<u>306,228</u>	<u>-</u>	<u>-</u>
Total Revenues	<u><u>37,504,047</u></u>	<u><u>66,163,301</u></u>	<u><u>98,940,510</u></u>	<u><u>104,310,107</u></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 2022/2023 are estimated at \$16.6 million in comparison to \$21.9 million of the previous year. The decrease of \$5.3 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)
- Trade Corridor Improvement Fund (TCIF)

Local Bridge Seismic Retrofit Account (LBSRA)

LBSRA revenue of \$1.6 million represents 9.56 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 \$8.3 million represents 49.73 percent of the Proposition 1B Fund revenue. The revenue is for transit projects of the Transit Program.

Trade Corridor Improvement Fund (TCIF)

TCIF revenue of \$4.9 million represents 29.30 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 \$1.9 million represents interest earned on advances received from the Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) grant program. Investment earnings represent 11.41 percent of the Proposition 1B Fund revenue.

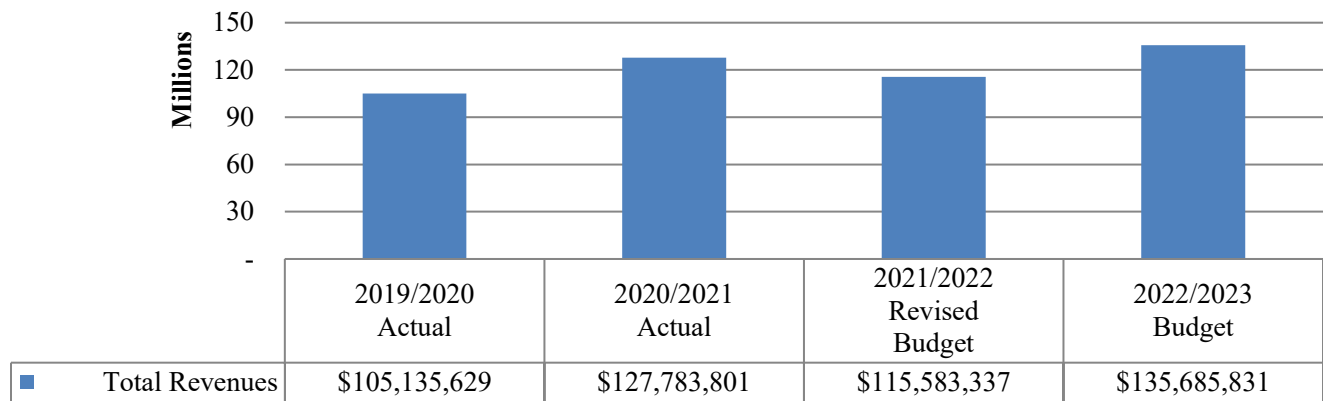
**Proposition 1B Fund
Revenue Information**

	2019/2020	2020/2021	2021/2022	2022/2023
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
Local Bridge Seismic Retrofit Account-P1B	-	-	324,840	1,590,000
Public Trans Modern,Improve and Svc Enhance	-	-	12,365,504	8,271,189
Public Utilities Commission	-	-	102,844	-
Trade Corridor Improvement	<u>1,153,672</u>	<u>3,680,926</u>	<u>7,362,148</u>	<u>4,872,352</u>
Total Intergovernmental	<u>1,153,672</u>	<u>3,680,926</u>	<u>20,155,336</u>	<u>14,733,541</u>
Investment Earnings				
Investment Earnings	<u>424,512</u>	<u>305,981</u>	<u>1,749,706</u>	<u>1,898,025</u>
Total Investment Earnings	<u>424,512</u>	<u>305,981</u>	<u>1,749,706</u>	<u>1,898,025</u>
Total Revenues and Other Financing Sources	<u><u>1,578,184</u></u>	<u><u>3,986,906</u></u>	<u><u>21,905,042</u></u>	<u><u>16,631,566</u></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 2022/2023 are estimated at \$135.7 million which is an increase of \$20.1 million from 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 \$133.7 million represents 98.53 percent of the LTF revenue. Current sales tax revenue and balance carry over will provide \$113.2 million of transit allocations and pass-throughs to local jurisdictions and agencies and \$23.3 million for SBCTA transit, planning and administrative activities in the Transit Program for Fiscal Year 2022/2023.

Investment Earnings

Investment earnings of \$2 million are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year. This revenue source represents 1.47 percent of the LTF revenue.

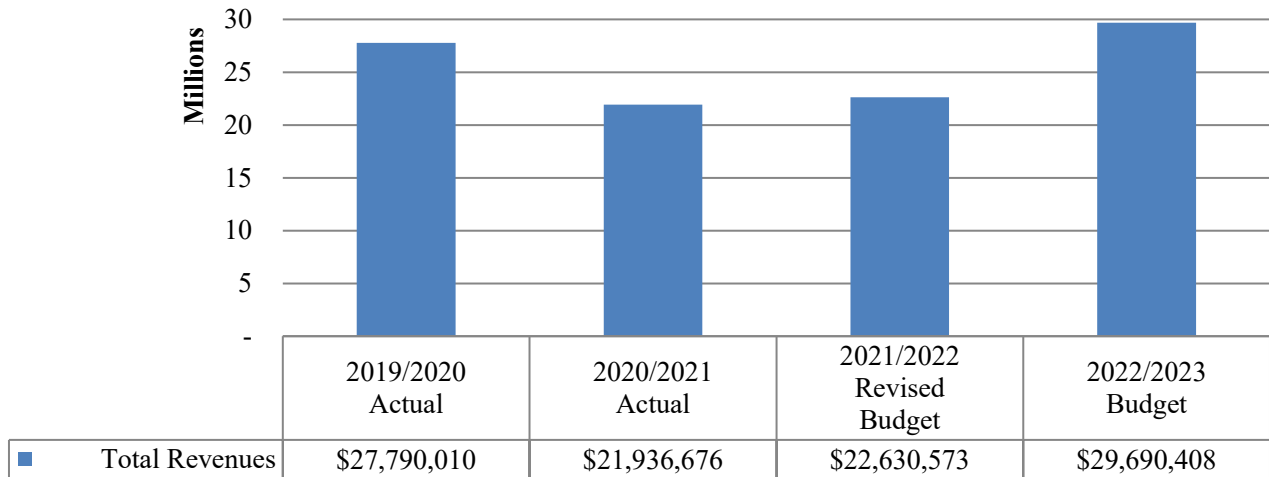
Local Transportation Fund Revenue Information

	2019/2020 Actual	2020/2021 Actual	2021/2022 Revised Budget	2022/2023 Budget
Taxes				
Sales Tax-LTF	102,753,612	127,319,839	114,783,337	133,685,831
Total Taxes	102,753,612	127,319,839	114,783,337	133,685,831
Investment Earnings				
Investment Earnings	2,382,017	463,962	800,000	2,000,000
Total Investment Earnings	2,382,017	463,962	800,000	2,000,000
Total Revenues	105,135,629	127,783,801	115,583,337	135,685,831

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 2022/2023 are estimated at \$29.7 million in comparison to \$22.6 million of the previous year due to an anticipated increase 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 will provide \$24.6 million of transit allocations and pass-throughs for transit agencies and SBCTA transit activities. This revenue represents 82.82 percent of the STA revenue.

State of Good Repair (SGR) – Pass-through

SGR revenue will provide \$4.1 million of transit allocations and pass-throughs for transit agencies and transit activities in Fiscal Year 2022/2023. This revenue represents 13.64 percent of the STA revenue.

Investment Earnings

Investment earnings of \$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. This revenue source represents 3.54 percent of the STA revenue.

**State Transit Assistance Fund
Revenue Information**

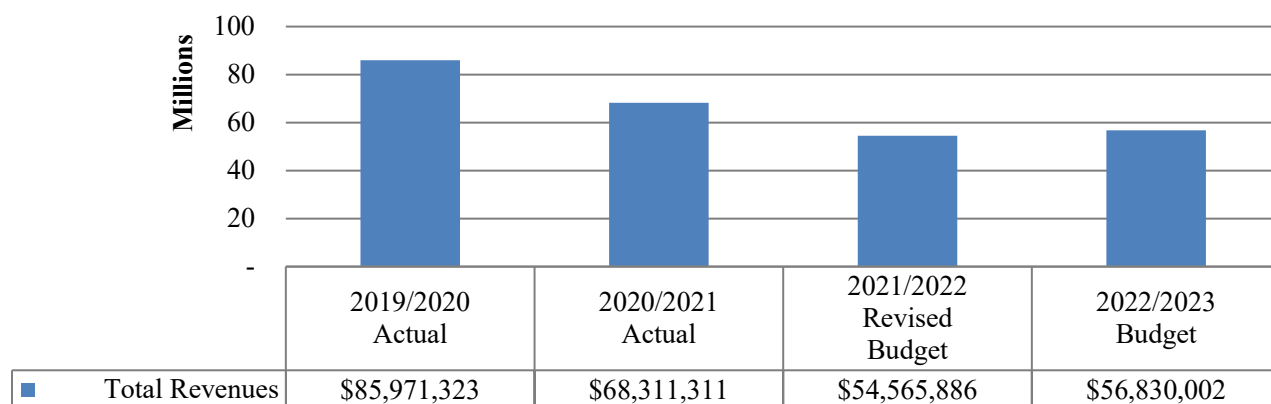
	2019/2020	2020/2021	2021/2022	2022/2023
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
State Transit Assistance Fund	21,769,764	18,145,516	18,297,220	24,590,217
State of Good Repair (SGR)-Pass-through	<u>3,538,043</u>	<u>3,799,516</u>	<u>3,913,353</u>	<u>4,050,191</u>
Total Intergovernmental	<u>25,307,807</u>	<u>21,945,032</u>	<u>22,210,573</u>	<u>28,640,408</u>
Investment Earnings				
Investment Earnings	<u>2,482,203</u>	<u>(8,357)</u>	<u>420,000</u>	<u>1,050,000</u>
Total Investment Earnings	<u>2,482,203</u>	<u>(8,357)</u>	<u>420,000</u>	<u>1,050,000</u>
Total Revenues	<u>27,790,010</u>	<u>21,936,676</u>	<u>22,630,573</u>	<u>29,690,408</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 2022/2023 are estimated at \$56.8 million in comparison to \$54.6 million of the previous year. The increase of \$2.2 million is mainly due to the expected reimbursement of SB1 Funds for large capital projects in Fiscal Year 2022/2023.

Intergovernmental

- Freeway Service Patrol (FSP) – 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 \$3.9 million represents 6.87 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) – Formula – SB1

LPP – Formula – SB1 revenue of \$1.3 million represents 2.29 percent of the total fund revenue. The SB1 revenue will provide funding 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 \$16.3 million represents 28.59 percent of the total fund revenue. The SB1 revenue will provide funding for the West Valley Connector Project of the Transit Program.

**Senate Bill 1 Fund
Revenue Information**

Sustainable Communities Grants (SCG) – SB1

SCG – SB1 revenue of \$432,000 represents 0.76 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

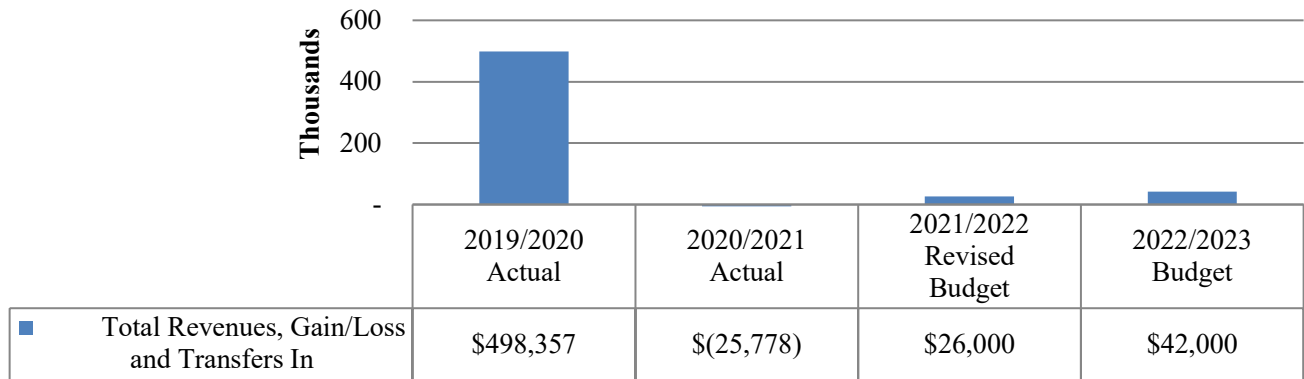
TCEP – SB1 revenue of \$34.9 million represents 61.49 percent of the total fund revenue. The SB1 revenue will provide funding for the I-10 Eastbound Truck Climb/Live Oak/County Line and the I-10 Corridor Contract 1 Project of the Project Delivery Program.

**Senate Bill 1 Fund
Revenue Information**

	2019/2020	2020/2021	2021/2022	2022/2023
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
Freeway Service Patrol (SAFE)-SB1	-	1,274,156	1,602,936	3,906,021
Local Partnership Program-Competitive-SB1	7,759,111	3,071,889	280,562	-
Local Partnership Program-Formula-SB1	5,465,368	3,544,505	3,162,371	1,300,000
Solutions for Congested Corridors Program-SB1	46,573,706	18,426,294	1,671,482	16,250,000
Sustainable Communities Grants-SB1	390,638	28,458	843,535	432,000
Trade Corridor Enhancement Program-SB1	25,782,500	41,966,009	47,005,000	34,941,981
Total Intergovernmental	85,971,323	68,311,311	54,565,886	56,830,002
Total Revenues	85,971,323	68,311,311	54,565,886	56,830,002

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 2022/2023 are estimated to be \$42,000 derived from investment earnings.

Investment Earnings

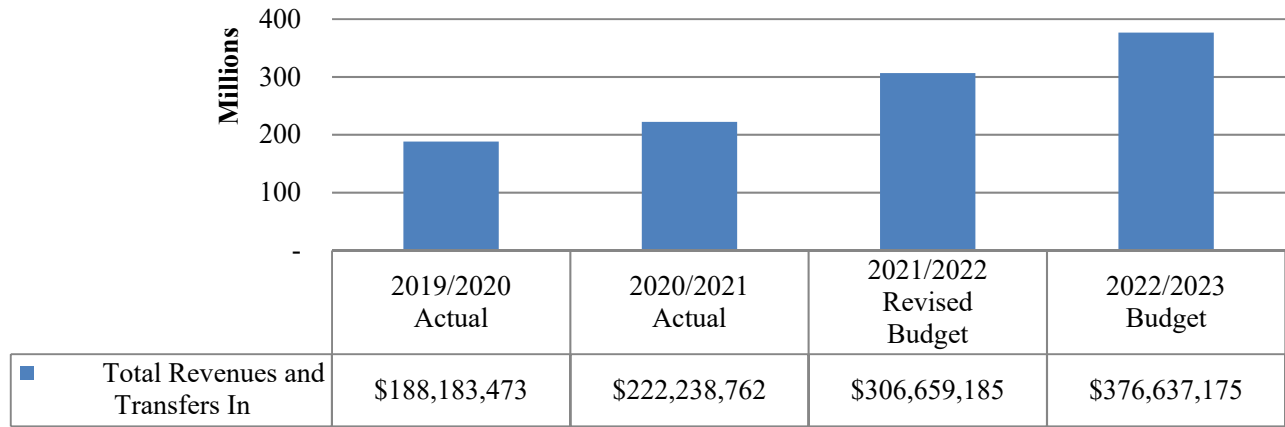
Investment earnings and existing fund balance will provide financing for certain freeway and interchange project activities for projects authorized by Ordinance 89-1 and expenditure plan.

Measure I 1990-2010 Fund Revenue Information

	2019/2020 Actual	2020/2021 Actual	2021/2022 Revised Budget	2022/2023 Budget
Investment Earnings				
Investment Earnings	167,309	(25,778)	26,000	42,000
Total Investment Earnings	167,309	(25,778)	26,000	42,000
Other Financing Sources				
Transfers In	331,069	-	-	-
Gain (Loss) on Land Held for Resale	(21)	-	-	-
Total Other Financing Sources	331,048	-	-	-
Total Revenues and Other Financing Sources	498,357	(25,778)	26,000	42,000

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 2022/2023 are estimated at \$376.6 million in comparison to \$306.7 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 \$247.5 million represent 65.71 percent of the estimated fund revenue.

Investment Earnings

Investment earnings of \$3.7 million are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year for each Measure I Program. This revenue source represents 1 percent of the Measure I 2010-2040 Fund revenues.

Other Financing Sources

Transfers from the Enterprise Fund for a draw down on the loan from the USDOT under the TIFIA for \$125.4 million which represents 33.29 percent of Measure I 2010-2040 Fund revenue.

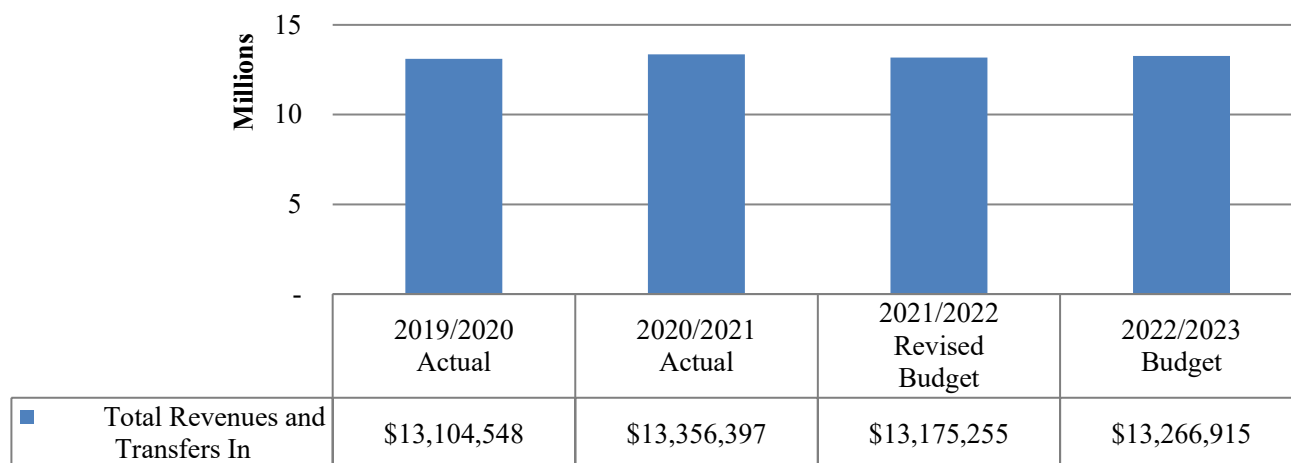
**Measure I 2010-2040 Fund
Revenue Information**

	2019/2020	2020/2021	2021/2022	2022/2023
	Actual	Actual	Revised Budget	Budget
Taxes				
Sales Tax-MSI	<u>177,291,589</u>	<u>220,097,476</u>	<u>194,040,000</u>	<u>247,500,000</u>
Total Taxes	<u>177,291,589</u>	<u>220,097,476</u>	<u>194,040,000</u>	<u>247,500,000</u>
Investment Earnings				
Investment Earnings	<u>8,265,914</u>	<u>646,045</u>	<u>1,149,700</u>	<u>3,743,000</u>
Total Investment Earnings	<u>8,265,914</u>	<u>646,045</u>	<u>1,149,700</u>	<u>3,743,000</u>
Miscellaneous				
Insurance Proceeds	<u>68,615</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Miscellaneous Earnings	<u>68,615</u>	<u>-</u>	<u>-</u>	<u>-</u>
Other Financing Sources				
Transfers In	<u>2,557,355</u>	<u>1,495,241</u>	<u>111,469,485</u>	<u>125,394,175</u>
Total Other Financing Sources	<u>2,557,355</u>	<u>1,495,241</u>	<u>111,469,485</u>	<u>125,394,175</u>
Total Revenues and Other Financing Sources	<u>188,183,473</u>	<u>222,238,762</u>	<u>306,659,185</u>	<u>376,637,175</u>

Note: Transfers In for Fiscal Years 2021/2022 and 2022/2023 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) program.

Debt Service Fund Revenue Information

Debt Service Fund accounts for payments of principal and interest on debt. Bond proceeds are used to accelerate projects for Transit and Project Delivery Programs.



Revenues for payments of debt service are processed as transfers from various Measure I Programs. These programs were allocated bond proceeds to fund projects. The transfers for Fiscal Year 2022/2023 are estimated at \$13.3 million in comparison to \$13.2 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.

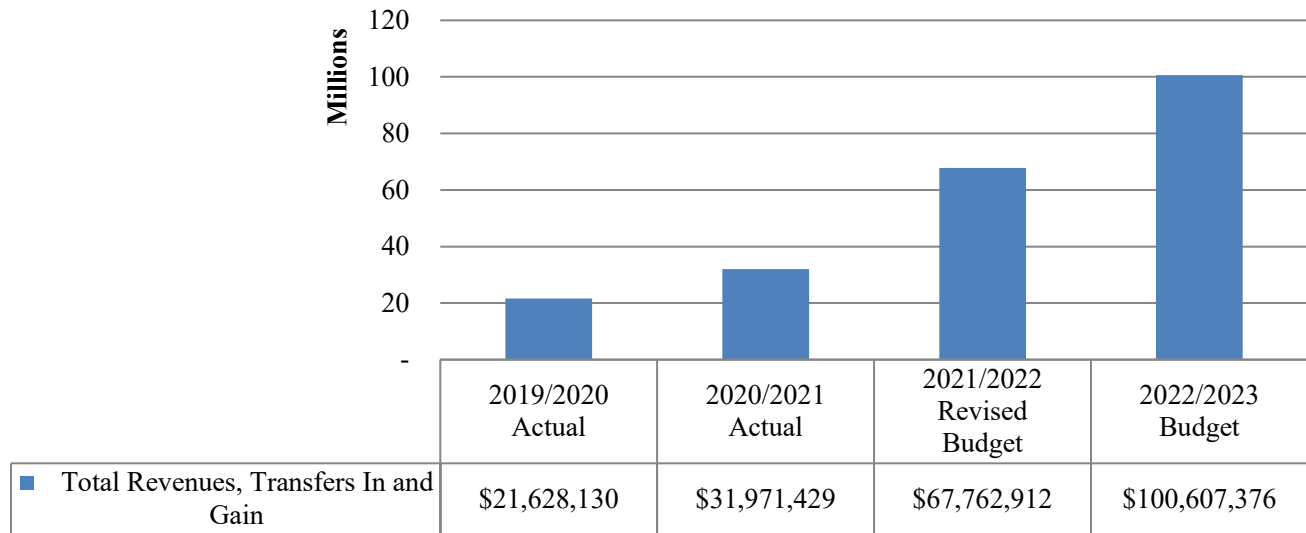
Debt Service Fund Revenue Information

	2019/2020 Actual	2020/2021 Actual	2021/2022 Revised Budget	2022/2023 Budget
Investment Earnings				
Investment Earnings	59,655	334	-	-
Total Investment Earnings	59,655	334	-	-
Other Financing Sources				
Transfers In	13,044,893	13,356,063	13,175,255	13,266,915
Total Other Financing Sources	13,044,893	13,356,063	13,175,255	13,266,915
Total Revenues and Other Financing Sources	13,104,548	13,356,397	13,175,255	13,266,915

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 for the advancement of transportation improvement projects. The revenue is recorded in the Environment and Energy Conservation, Commuter and Motorist Assistance, Planning and Regional, Transit, Projects Delivery Programs, and Fund Administration.



Capital Projects Fund revenues for Fiscal Year 2022/2023 are estimated at \$100.6 million in comparison to \$67.8 million of the previous year mainly due to beginning construction on the West Valley Connector and design phase for Interstate 10 Cedar Avenue.

Intergovernmental

Intergovernmental revenues of \$90.7 million include County of San Bernardino, cities within the county, and other governmental agencies and represent 90.12 percent of the Capital Projects Fund revenue.

Investment Earnings

Investment earnings of \$2.1 million are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year. This revenue source represents 2.06 percent of the Capital Projects Fund revenue.

Miscellaneous

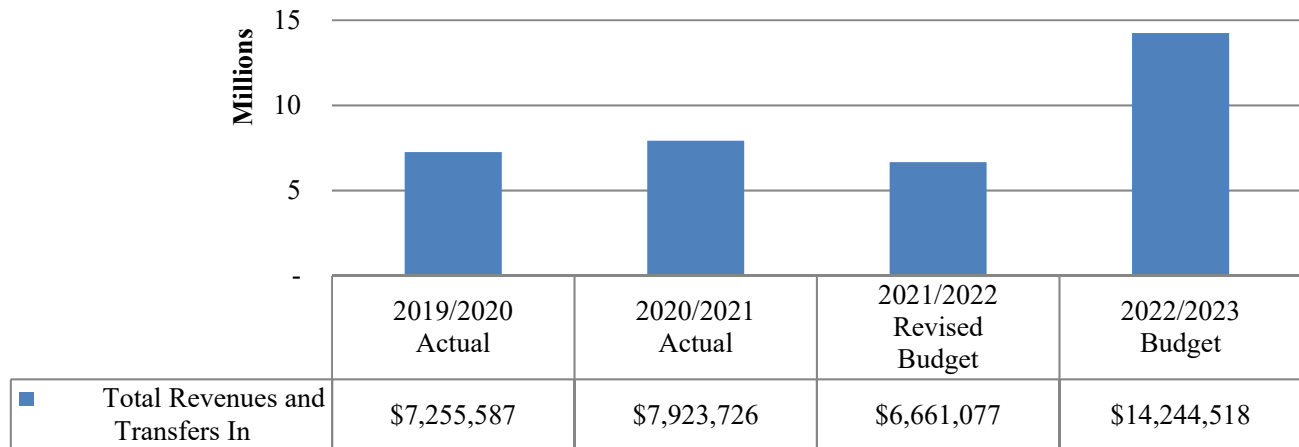
Miscellaneous revenue of \$7.9 million accounts for reimbursement agreements to fund a portion of Capital Projects, which represents 7.82 percent of the Capital Projects Fund revenue.

**Capital Projects Fund
Revenue Information**

	2019/2020	2020/2021	2021/2022	2022/2023
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
Barstow	-	30,351	95,000	2,765,000
Caltrans	80,326	90,245	501,327	501,340
Chino	291,014	1,785,305	8,908,017	5,672,370
Colton	(176,965)	38,739	233,646	303,960
Fontana	731,246	510,668	557,327	523,802
Hesperia	1,876,240	1,876,240	1,876,240	-
Highland	1,134,474	2,734,115	5,297,368	3,046,520
Loma Linda	1,350	-	-	-
Metro Transportation Authority	-	-	125,000	273,410
Montclair	1,477,295	462,962	1,650,407	2,406,326
Omnitrans	747,247	-	24,066,490	55,471,989
Ontario	3,961,169	14,584,097	4,386,335	2,031,817
Orange County Transportation Authority	-	-	-	55,790
Other Governmental Units	-	-	3,000,000	-
Rancho Cucamonga	15,210	61,197	156,657	1,735,800
Redlands	352,420	558,356	4,689,283	3,168,082
Rialto	-	123,256	-	-
Riverside County Transportation Commission	48,087	2,500	113,500	77,298
San Bernardino	667,798	2,721,262	950,809	1,200,046
San Bernardino County	210,918	194,698	280,000	11,047,155
San Bernardino County Public Health	-	-	-	100,000
San Bernardino Municipal Water Dept	267,173	-	-	-
Southern California Association of Governments	80,090	28,737	1,400,000	-
Southern California Regional Rail Authority	-	-	-	96,000
Upland	26,438	1,373,841	695,403	181,600
Ventura County Transportation Commission	-	-	-	13,156
Victorville	1,901,659	-	-	-
Victor Valley Transit Authority	-	10,665	30,000	-
Yucaipa	-	38,000	-	-
Total Intergovernmental	<u>13,693,189</u>	<u>27,225,234</u>	<u>59,012,809</u>	<u>90,671,461</u>
Investment Earnings				
Investment Earnings	<u>742,790</u>	<u>235,395</u>	<u>49,000</u>	<u>2,074,240</u>
Total Investment Earnings	<u>742,790</u>	<u>235,395</u>	<u>49,000</u>	<u>2,074,240</u>
Miscellaneous				
Burlington Northern Santa Fe Railroad (BNSF)	5,866,692	-	7,876,680	6,965,400
CALNEV Pipeline	149,327	507,300	-	50,000
Esri	695,756	1,055,544	40,423	-
In-Kind Revenue	-	942,960	-	-
Ryder	125,394	8,324	760,000	659,500
University Of Redlands	-	-	24,000	-
Union Pacific Railroad (UPRR)	<u>202,386</u>	<u>895,446</u>	<u>-</u>	<u>186,775</u>
Total Miscellaneous	<u>7,039,555</u>	<u>3,409,574</u>	<u>8,701,103</u>	<u>7,861,675</u>
Other Financing Sources				
Transfers In	152,677	1,101,226	-	-
Gain (Loss) on Land Held for Resale	<u>(81)</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Other Financing Sources	<u>152,596</u>	<u>1,101,226</u>	<u>-</u>	<u>-</u>
Total Revenues and Other Financing Sources	<u><u>21,628,130</u></u>	<u><u>31,971,429</u></u>	<u><u>67,762,912</u></u>	<u><u>100,607,376</u></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 2022/2023 are estimated to be \$14.2 million in comparison to \$6.7 million from the previous year, an increase of \$7.5 million mainly due to increase of grant funds. Revenue budgeted is from the following sources:

Intergovernmental

- Active Transportation Program-Federal (ATP- Federal)
- Affordable Housing & Sustainable Communities Program (AHSC)
- 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
- Southern California Association of Governments (SCAG)
- 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)
- Western Riverside Council of Governments (WRCOG)

Active Transportation Program-Federal (ATP- Federal)

ATP- Federal revenue of \$200,000 represents 1.40 percent of Nonmajor Governmental Fund revenue is for the Planning and Regional Program.

Affordable Housing & Sustainable Communities Program (AHSC)

AHSC revenue of \$2.2 million represents 15.44 percent of Nonmajor Governmental Fund revenue is for West Valley Connector for the Transit Program.

Nonmajor Governmental Fund Revenue Information

Freeway Service Patrol (FSP)

FSP Program revenue of \$3 million represents 21.45 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 \$1.9 million represents 13.34 percent of Nonmajor Governmental Fund revenue is for Arrow Service for the Transit Program.

Orange County Transportation Authority (OCTA)

OCTA revenue of \$55,000 is a reimbursement from OCTA for the call box system program and represents 0.39 percent of Nonmajor Governmental Fund revenue.

Riverside County Transportation Commission (RCTC)

RCTC revenue of \$25,000 is a reimbursement from RCTC for the call box system program and represents 0.17 percent of Nonmajor Governmental Fund revenue.

San Bernardino County Call Box

San Bernardino County Call Box revenue of \$6,552 is a reimbursement from the county for managing a call box in their jurisdiction and represents 0.05 percent of Nonmajor Governmental Fund revenue.

Southern California Association of Governments (SCAG)

SCAG revenue of \$1 million represents 7.02 percent of Nonmajor Governmental Fund revenue for Regional Early Action Planning grant to assist Jurisdictions to complete housing program.

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

SCAQMD/MSRC revenue of \$1.8 million represents 12.30 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 \$150,000 represents 1.05 percent of Nonmajor Governmental Fund revenue for planning associated with the Regional Conservation Investment Strategy.

Service Authority for Freeway Emergencies (SAFE)

SAFE revenue of \$1.9 million represents 13.33 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.

Nonmajor Governmental Fund Revenue Information

Western Riverside Council of Governments (WRCOG)

WRCOG revenue of \$1.2 million is a reimbursement from WRCOG for the regional energy network program and represents 8.53 percent of Nonmajor Governmental Fund revenue.

Special Assessments

General Assessment Dues of \$331,276 represents 2.33 percent of the Nonmajor Governmental Fund revenue. 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.

Investment Earnings

Investment earnings of \$54,300 are generated from investing idle cash. Investment earnings represent 0.38 percent of Nonmajor Governmental Fund revenue.

Miscellaneous

Miscellaneous revenue of \$270,000 represents 1.90 percent of Nonmajor Governmental Fund revenue. The miscellaneous revenues are reimbursements from Callbox Recovery and from the Property Assessed Clean Energy (PACE) funds for work related to improving emergency medical services countywide.

Other Financing Sources

Other financing sources of \$130,614 include operating cash transfer between Council of Government (COG) Funds. This category represents 0.92 percent of the estimated General Fund revenue. The main source of the transfer is Property Assessed Clean Energy Fund to General Membership Dues Fund.

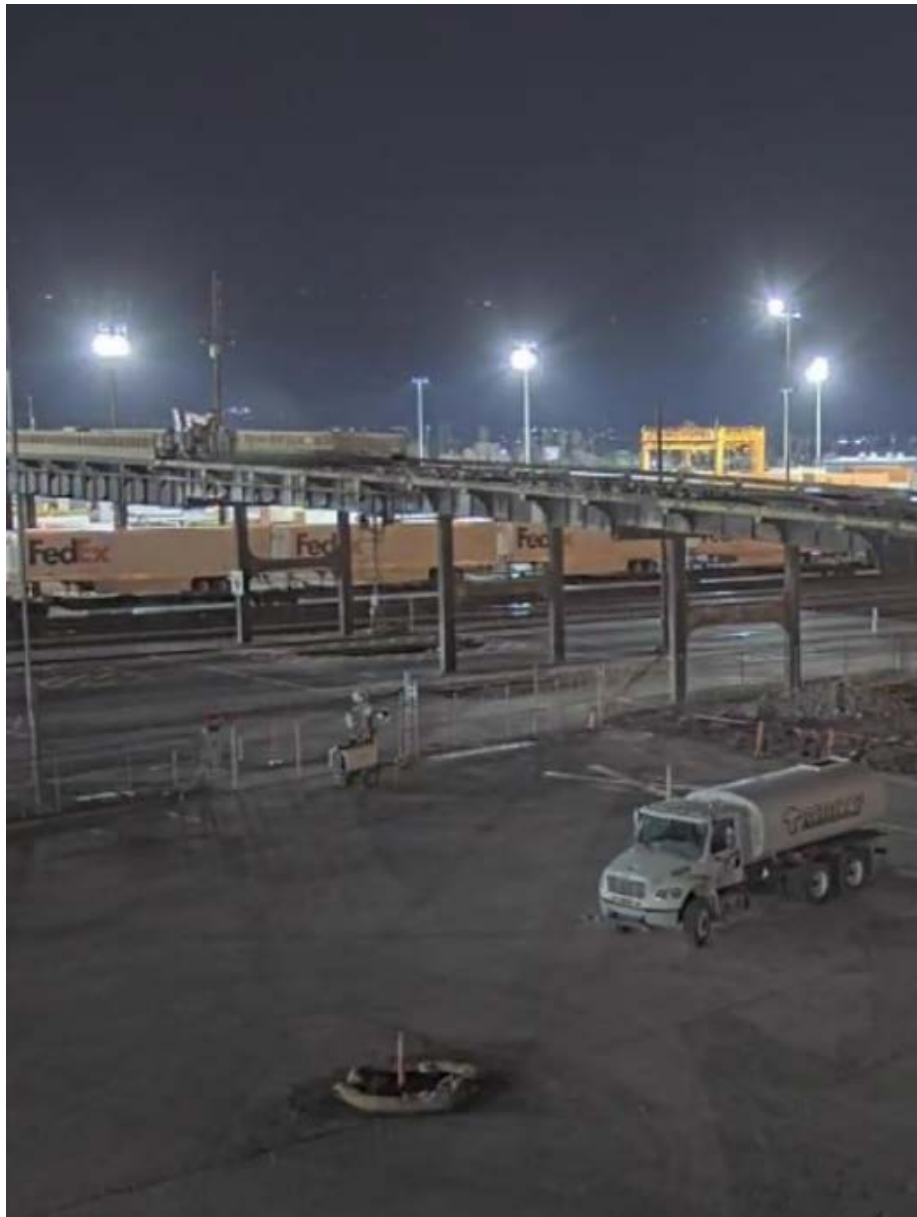
**Nonmajor Governmental Fund
Revenue Information**

	2019/2020	2020/2021	2021/2022	2022/2023
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
Active Transportation Program-Federal	-	-	-	200,000
Affordable Housing & Sustainable Communities Program	-	-	-	2,200,000
CONFIRE	-	26,000	-	-
Federal ARRA	109,940	60,281	-	-
Freeway Service Patrol	946,371	2,336,098	2,306,561	3,055,299
Local Agency Formation Commission	33,793	33,793	-	-
Low Carbon Transit Operations Program	-	-	1,000,000	1,900,000
Low Carbon Transportation Fund	1,271,497	-	-	-
Orange Co. Transportation Authority	27,205	16,288	81,420	55,000
Rancho Cucamonga Fire Protection District	5,135	2,264	-	-
Riverside Co. Transportation Commission	13,924	4,346	37,009	25,000
San Bernardino County	-	917	-	-
San Bernardino County Call Box	452	421	3,331	6,552
San Bernardino County Forest Service	7,437	43,366	-	-
Southern California Association of Governments	-	577,741	-	1,000,000
SCAQMD/Mobile Source Review Committee	1,841,387	2,086,036	435,810	1,752,000
State AB118 Program	141,762	-	-	-
State Wildlife Conservation Board	-	130,571	400,000	150,000
Vehicle Registration Fees (SAFE)	1,894,835	2,008,263	1,800,000	1,900,000
WRCOG_Regional Energy Network	-	-	-	1,214,477
Total Intergovernmental	<u>6,293,738</u>	<u>7,326,386</u>	<u>6,064,131</u>	<u>13,458,328</u>
Charges For Services				
Rental Fee - San Bernardino Metrolink EV Station	-	-	7,500	-
Rental Fee - Santa Fe Depot EV Station	2,498	1,219	-	-
Total Charges For Services	<u>2,498</u>	<u>1,219</u>	<u>7,500</u>	<u>-</u>
Special Assessments				
Special Assessments	<u>253,143</u>	<u>257,539</u>	<u>260,691</u>	<u>331,276</u>
Total Special Assessments	<u>253,143</u>	<u>257,539</u>	<u>260,691</u>	<u>331,276</u>
Investment Earnings				
Investment Earnings	<u>192,716</u>	<u>7,868</u>	<u>26,500</u>	<u>54,300</u>
Total Investment Earnings	<u>192,716</u>	<u>7,868</u>	<u>26,500</u>	<u>54,300</u>
Miscellaneous				
Callbox Knockdown Recovery	11,798	906	-	45,000
Fees for PACE Program	225,991	272,674	231,240	225,000
IEHP	-	25,000	-	-
Other Miscellaneous Revenues	538	20,953	-	-
Southern California Edison	19,523	-	-	-
Southern California Gas Co.	7,451	5,944	71,015	-
Total Miscellaneous	<u>265,301</u>	<u>325,476</u>	<u>302,255</u>	<u>270,000</u>
Other Financing Sources				
Transfers In	<u>248,191</u>	<u>5,238</u>	<u>-</u>	<u>130,614</u>
Total Other Financing Sources	<u>248,191</u>	<u>5,238</u>	<u>-</u>	<u>130,614</u>
Total Revenues and Other Financing Sources	<u>7,255,587</u>	<u>7,923,726</u>	<u>6,661,077</u>	<u>14,244,518</u>

Enterprise Fund Revenue Information

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

Note: Estimated expenditures for revenues are budgeted for Fiscal Year 2021/2022 and 2022/2023 for the Enterprise Fund. 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 I-10 Express Lanes is expected to commence on August 2023. SBCTA is planning to draw down on the loan from the US Department of Transportation (USDOT) under TIFIA for \$125.4 million for Fiscal Year 2022/2023. The loan payable to TIFIA will be recorded as a liability on the balance sheet of the Enterprise Fund to be repaid from toll revenues.



Nighttime crews prepare for the daytime demolition of the old Mt. Vernon Avenue Bridge in San Bernardino. This iconic structure is being replaced after nearly a century of service to the community.

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 Request For Proposals/Invitation For Bids templates.
5. Update SBCTA Administrative Code.
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.

Special Projects and Strategic Initiatives

1. In coordination with the Clerk of the Board and General Counsel, assist in the implementation of the Records Retention Policy including preparation of procedures.
2. Hold annual Business to Business (B2B) Event.
3. Conduct biennial audit on compliance with the Procurement and Special Risk Assessment Policy No. 11000 and Federal and State regulations.

Management Services

1. Provide computer software training to employees.
2. Deploy the use of multi-factor authentication software.
3. Implementation of a write once, read many (WORM) system application.

Human Resources

1. Conduct recruitments to keep SBCTA fully staffed.
2. Perform a classification, compensation and benefits study to preserve the integrity and currency of the staff classification and compensation structure.

General Government Program Budget

Goals and Objectives

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.

Legislation

1. Effectively advocate increasing 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 advance 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 emission 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. Update Board room audiovisual equipment to facilitate hybrid meetings.

General Government Program Budget

Performance/Workload Indicators

	2019/2020 Actual	2020/2021 Actual	2021/2022 Revised Budget	2022/2023 Budget
Realized yield on operating investments	.34%	.28%	.50%	1.0%
Sales Tax revenue note/bond rating (S&P/Fitch)	AAA/AA+	AAA/AA+	AAA/AAA	AAA/AAA
Measure I Sales Tax revenue forecast	YES	YES	YES	YES
Capital budget cash flow bond needs analysis	YES	N/A	YES	N/A
Long-term/Short-term financing	YES	YES	YES	YES
Manage the agency procurement processes efficiently and effectively	YES	YES	YES	YES
Manage the agency insurance program	NO	NO	YES	YES
Manage claims effectively and efficiently	NO	NO	YES	YES
Implementation of Enterprise Resource Planning system	N/A	N/A	N/A	N/A
City/County Conference	NO	NO	YES	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, promoting cooperative regional planning, strengthening economic development efforts, exerting leadership in creative problem solving and establishing priorities for the expenditure of funds in the most efficient and beneficial way to deliver projects and services.

Accomplishments

The COVID-19 pandemic continued to rage, but the SBCTA office was open in a limited sense the entire year. As with last year, we managed to work around the pandemic, keeping staff as safe as possible while continuing to deliver the largest program ever. Significant progress was achieved on the State Route 210 gap closure and Interstate 10 Corridor Contract 1, construction of Redlands Passenger Rail is nearly complete and Metrolink testing has begun, and we accepted delivery of the Diesel Multiple Units and began testing them as well. We made progress on the tunnel connection between Cucamonga Station and Ontario International Airport. A long term lease was signed allowing Brightline West access into the Metrolink corridor from Interstate 15 west to Cucamonga Station.

The leadership and advocacy of the Board on behalf of the residents of San Bernardino County remains key to our success. 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.

Product

Policy direction and goal setting for the agency.

Manager

Marleana Roman, Clerk of the Board/Administrative Supervisor

General Government

Task 0100 Board of Directors

			2021/2022	
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Professional Services	1,125	-	8,000	10,000
Consulting Services	10,000	-	-	-
Attendance Fees	85,500	93,900	147,800	147,800
Security	6,894	-	23,260	23,260
Training/Registration	-	-	6,000	6,000
Travel Expense - Non-Employee	389	-	11,500	11,500
Travel Expense-Mileage-Non-Employee	11,001	-	17,000	17,000
Meeting Expense	6,542	306	17,000	17,000
Office Equipment/Software-Inventorial	13,633	13,224	20,500	20,500
Total Expenditures	<u>135,084</u>	<u>107,429</u>	<u>251,060</u>	<u>253,060</u>

Funding Sources

MSI Admin	145,500
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	<u>5,000</u>
Total Funding Sources	<u>253,060</u>

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. 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.
2. Highlighted the need for State investment in capacity enhancements on Interstate 10 east of Interstate 15. Built a coalition with the Inland Empire Caucus and business interests to help apply pressure with the Administration to ensure our needs are not ignored as the State moves away from highway capacity projects.
3. Revamping the board room to allow teleconferenced as we emerge from the pandemic and the need for social distancing.

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 accomplished. Administrative support included in this task is critical for 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. 22-1002672, Staples/County Participation Agreement, Amount Budgeted \$10,000.
 - xi. 22-1002683, Offsite Record Storage, Total Estimated Contract Amount \$60,000 for a five-year period, with two (2) two-year options for a total not-to-exceed amount of \$120,000.
- b. New Contracts
 - i. RFP, Records and Information Management Consultant and Software, Amount Budgeted \$50,000, Total Estimated Contract Amount \$50,000.

Manager

Marleana Roman, Clerk of the Board/Administrative Supervisor

General Government

Task 0200 Executive Administration and Support

	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	813,712	718,042	808,131	839,042
Overtime	2,510	2,240	14,850	14,850
Fringe Allocation-General	762,767	666,140	926,426	871,991
Professional Services	13,679	-	30,000	30,000
Consulting Services	-	-	120,000	50,000
Maintenance-Office Equipment	863	-	1,500	1,500
Rentals-Office Equipment	40,747	41,902	55,000	55,000
Dues/Memberships	25,028	25,606	34,000	35,000
Training/Registration	2,399	1,165	11,000	14,000
Postage	3,990	1,082	14,150	10,750
Travel Expense - Employee	7,367	119	15,350	15,350
Travel Expense-Mileage-Employee	317	45	2,100	2,100
Travel Expense-Mileage-Non-Employee	55	-	300	300
Advertising	-	-	500	500
Printing - External	1,626	1,944	10,000	7,500
Printing - Internal	4,686	192	26,000	21,000
Record/Equipment Storage	26,960	31,424	58,000	23,000
Office Expense	13,827	5,152	33,500	23,500
Meeting Expense	322	270	3,600	3,600
Office Equip/Software-Inventorial	-	-	20,000	20,000
Total Expenditures	<u>1,720,855</u>	<u>1,495,323</u>	<u>2,184,407</u>	<u>2,038,983</u>

Funding Sources

MSI Admin	548,519
Local Transportation Fund - Planning	231,303
Planning, Programming and Monitoring	12,462
SAFE-Vehicle Registration Fees	4,737
General Assessment Dues	35,029
Property Assessed Clean Energy Fund	10,916
MSI Valley Fund-Freeway Projects	120,444
MSI Valley Fund-Fwy Interchange	17,473
MSI Valley Fund-Traffic Mgmt Sys	23,648
MSI Victor Valley Fund-Traffic Mgmt Sys	5,987
Indirect Cost Fund	<u>1,028,465</u>
Total Funding Sources	<u>2,038,983</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 the transition from the Governor's Executive Orders to the implementation of Assembly Bill 361 (AB361) regarding remote Board and committee meetings during COVID-19 pandemic.
2. Continued to advise staff and consultants regarding force majeure claims arising from COVID-19 pandemic.
3. Revised Procurement and Real Property policies.
4. Revised contract template for Consultant services.
5. Released Request for Qualifications for Legal Services Bench.
6. Supported staff in negotiating lease agreement with Brightline West for Cucamonga Station.
7. 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 Request For Proposals/Invitation For Bids templates.
5. Update SBCTA Administrative Code.

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 \$10,000.
- 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 \$85,000, Total Estimated Contract Amounts will vary based on services provided.

Manager

Julianna Tillquist, General Counsel

General Government

Task 0350 General Counsel

			2021/2022	
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	457,038	445,865	429,317	453,114
Fringe Allocation-General	427,107	412,350	483,283	462,719
Professional Services	8,227	9,478	16,800	10,950
Legal Fees	-	-	80,000	85,000
Dues/Memberships	3,545	1,763	1,820	2,010
Training/Registration	1,532	1,704	5,000	5,000
Postage	18	-	100	100
Travel Expense - Employee	1,782	-	5,500	5,500
Travel Expense-Mileage-Employee	155	-	200	200
Printing - Internal	54	-	200	200
Meeting Expense	-	-	500	500
Office Equip/Software-Inventorial	384	-	10,000	10,000
Total Expenditures	<u>899,842</u>	<u>871,160</u>	<u>1,032,720</u>	<u>1,035,293</u>

Funding Sources

MSI Admin	52,800
Local Transportation Fund - Planning	7,270
Local Transportation Fund - Rail	138,373
MSI Valley Fund-Freeway Projects	186,209
MSI Valley Fund-Fwy Interchange	39,773
MSI Valley Fund-Grade Separations	10,611
Indirect Cost Fund	<u>600,257</u>
Total Funding Sources	<u>1,035,293</u>

General Government

Task 0400 Financial Management

Purpose

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

Accomplishments

1. Received 9th consecutive Government Finance Officers Association (GFOA) award for the Annual Comprehensive Financial Report (ACFR) and award for the Annual Budget.
2. Monitor short-term financing programs including notes, commercial paper and other options.
3. Initiated draw on the United State Department of Transportation (USDOT) loan, under the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program, for the Interstate 10 (I-10) Corridor Contract 1 Project.
4. Completed the refunding of the 2012 Sales Tax Revenue Bonds with the issuance of the 2022 Sales Tax Revenue Bonds to reduce interest cost of over \$21 million through 2040, or \$16.9 million on a net present value basis.
5. Completed the Measure I (MSI) biennial review on MSI programs administered by SBCTA resulting in no findings.
6. Reviewed the internal control assessment to assess the effectiveness and efficiency of internal controls.
7. Performed an annual update of the Investment Policy No. 20100.
8. Comply with monthly and annual reporting requirements per loan agreement for the I-10 Corridor Contract 1 Project with 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, MSI 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.

Budgetary changes are mainly due to reorganization of the Finance department to add and reclassify certain positions to support continued operations and maintain efficient and effective internal controls.

General Government

Task 0400 Financial Management

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 ACFR and budget and submit to GFOA for award consideration.

Contract Information

- a. Existing Contracts
 - i. 16-1001472, Banking and Credit Card Services, Budgeted Amount \$4,500.
 - ii. 17-1001569, Auditing Services for Transit Operators, Amount Budgeted \$252,000.
 - iii. 17-1001569, Auditing Services for Measure I Local Pass-through and Senior and Disabled Recipients, Amount Budgeted \$226,000.
 - iv. 17-1001615, Auditing Services, Amount Budgeted \$140,000.
 - v. 21-1002558, Custodial Banking Services, Amount Budgeted \$1,500.
 - vi. 19-1002229, Trustee Services for Outstanding Bonds, Amount Budgeted \$20,000.
 - vii. 20-1002269, Issuing and Paying Agent for Commercial Paper, Amount Budgeted \$0.*
 - viii. 20-1002281, 20-1002295, 21-1002607, and 22-1002704 Rating Services, Amount Budgeted \$0.*
 - ix. 20-1002292, Investment Advisory Services, Amount Budgeted \$125,000.
 - x. 20-1002320 and 20-1002378, On-Call Audit Services, Amount Budgeted \$50,000.
 - xi. 20-1002322, Financial Advisory Services, Amount Budgeted \$25,000.
 - xii. 21-1002474, On-call Temporary Employment Services, Amount Budgeted \$25,000.
 - xiii. 21-1002552, Payroll and Aerial Photos Services, Amount Budgeted \$100,000.
 - xiv. 21-1002544, Sales Tax Consulting Services, Amount Budgeted \$40,000.
 - xv. 21-1002624, Bond Counsel, Amount Budgeted \$0. *
 - xvi. 21-1002625, Disclosure Counsel, Amount Budgeted \$0.*
- b. New Contracts
 - i. RFP, Banking and Credit Card Services, Amount Budgeted \$1,000, Total Estimated Contract Amount \$5,000.
 - ii. RFP, Auditing Services for Transit Operators, Amount Budgeted \$252,000. Total Estimated Contract Amount \$1,260,000.
 - iii. RFP, Auditing Services for Measure I Local Pass-through and Senior and Disabled Recipients, Amount Budgeted \$226,000. Total Estimated Contract Amount \$1,130,000.
 - iv. RFP, Commercial Paper Dealer Services, Amount Budgeted \$50,000 in Project Delivery Program, Total Estimated Contract Amount \$200,000.
 - v. RFP, Bank Credit Services (letter of credit for commercial paper), Amount Budgeted \$110,000 in in Project Delivery. Total Estimated Contract Amount \$1,710,000.
 - vi. RFP, Trustee Services, Amount Budgeted \$20,000. Total Estimated Contract Amount \$100,000.
 - vii. RFP, Issuing and Paying Agent Services, Amount Budgeted \$8,000. Total Estimated Contract Amount \$40,000.
 - viii. RFP, Economist Services, Amount Budgeted \$40,000. Total Estimated Contract Amount \$200,000.
 - ix. RFP, Financial Model for Toll Operations, Amount Budgeted \$50,000. Total Estimated Contract Amount \$250,000.

* These contracts are managed for performance by Finance, and budgeted by other programs within the agency. The amount budgeted is reflected within each of those respective programs.

Manager

Hilda Flores, Chief Financial Officer

General Government

Task 0400 Financial Management

	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
	Actual	Actual	Budget	Budget
Expenditures				
Regular Full-Time Employees	998,490	860,214	821,517	912,567
Overtime	15,524	22,703	14,850	14,850
Fringe Allocation-General	947,608	816,551	871,543	947,412
Professional Services	169,731	76,286	170,000	231,498
Consulting Services	-	7,800	50,000	25,000
County Fees	6,780	17,594	100,000	100,000
Auditing and Accounting	552,644	673,660	841,000	750,000
Investment Management Fees	79,436	101,321	120,000	125,000
Claims	346	-	-	-
General Liability Insurance	246,298	-	-	-
Property Insurance	30,884	-	-	-
Crime Insurance	11,600	-	-	-
Automotive Insurance	1,373	-	-	-
Cyber Liability Insurance	15,387	-	-	-
Dues/Memberships	3,004	1,950	3,000	3,000
Training/Registration	5,086	4,228	15,000	13,000
Postage	1,637	1,870	2,100	3,100
Travel Expense - Employee	3,168	-	3,000	3,000
Travel Expense-Mileage-Employee	424	-	3,000	3,000
Advertising	842	897	1,000	1,500
Public Information Activities	(1,020)	-	-	-
Printing - External	1,748	1,807	7,000	5,000
Communications	-	138	-	-
Bank Charges	1	5,015	8,000	6,000
Office Expense	356	1,022	-	-
Meeting Expense	560	215	2,000	2,000
Indirect Total Expenditures	<u>3,091,907</u>	<u>2,593,271</u>	<u>3,033,010</u>	<u>3,145,927</u>

Funding Sources

MSI Admin	539,751
Local Transportation Fund - Admin	173,371
Local Transportation Fund - Planning	53,366
SAFE-Vehicle Registration Fees	43,993
MSI Valley Fund-Freeway Projects	191,411
MSI Valley Fund-Fwy Interchange	63,579
MSI Valley Fund-Grade Separations	4,610
MSI Valley Fund-Metrolink/Rail Service	95,975
Indirect Cost Fund	<u>1,979,871</u>
Total Funding Sources	<u>3,145,927</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. In coordination with SBCTA departments, performed annual update to the Continuity of Operations Plan for each department and an Enterprise Continuity of Operations Base Plan for the agency.
2. Updated Policy No. 11000 - Procurement and Special Risk Assessment.
3. Updated Policy No. 10006 - Authority to Act upon Certain Claims.
4. Started the implementation of the Records Retention Program via performing a review of the agency's paper records stored at the offsite facility and destroying those records that have passed their retention period (about 10 percent of the total stored boxes).
5. Changed storage facility and transferred all paper records to new vendor saving over \$30,000 annually.

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 agencies' overall initiatives. The activities involve assisting the Clerk of the Board with the implementation of the Records Retention Program, which includes automating the monitoring of expiring records to assist with the identification of records eligible for destruction (accounted for in Executive Administration Support).

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. 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 negotiating 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)/Invitations 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 sub and prime consultants.

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. Hold B2B annual event.
6. Perform biennial audit on compliance with the Procurement and Special Risk Assessment Policy No. 11000 and Federal and State regulations.

Budgetary changes are due to: 1) postponing the implementation of the Enterprise Resource Planning system and 2) anticipated insurance premium increases.

Product

1. Secure annual insurance policies.
2. In coordination with Executive Administration and Support, continue deploying different modules of the document management retention system and develop and implement corresponding procedures in accordance with policy.
3. Perform annual updates to the Continuity of Operations Plan and continue managing the Continuity of Operations training, testing, and exercising program.

Contract Information

- a. Existing Contracts
 - i. 19-1002035, Insurance Broker and Risk Management Services, Amount Budgeted \$34,000.
 - ii. 21-1002472, Third Party Administrator Services, Amount Budgeted \$15,000.
 - iii. 20-1002339, Disadvantaged Business Enterprise Services, Amount Budgeted \$15,000.
 - iv. 19-1002000, Public Outreach Services, Amount Budgeted \$60,000.
- b. New Contracts
 - i. New contract, Contract Task Order (CTO) - On-call Labor Compliance Services, Amount Budgeted \$8,000, Total Estimated Contract Amount \$500,000.
 - ii. RFP, Insurance Broker and Risk Management Services, Amount Budgeted \$34,000, Total Estimated Contract Amount \$175,000.

Manager

Beatriz Valdez, Director of Special Projects and Strategic Initiatives

General Government

Task 0425 Special Projects & Strategic Initiatives

	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	133,404	324,358	437,426	527,728
Fringe Allocation-General	124,671	299,977	492,409	538,915
Professional Services	29,456	31,146	111,000	127,000
Consulting Services	340,304	150,153	275,000	-
Auditing and Accounting	-	-	-	18,000
Legal Fees	-	12,099	15,000	15,000
Claims	-	-	30,000	50,000
General Liability Insurance	-	166,440	242,500	240,000
Umbrella Liability Insurance	-	51,729	81,000	115,000
Property Insurance	-	37,450	130,000	203,600
Crime Insurance	-	11,020	16,800	16,800
Automotive Insurance	-	1,154	1,500	1,500
Cyber Liability Insurance	-	5,131	10,000	16,000
Dues/Memberships	260	770	100	1,200
Training/Registration	-	335	1,200	11,000
Postage	-	12	10,000	100
Travel Expense - Employee	991	-	3,000	8,000
Travel Expense-Mileage-Employee	55	-	1,000	1,000
Travel Expense-Other-Metrolink Tickets	-	-	50	50
Advertising	-	260	600	600
Bank Charges	26	-	160	160
Meeting Expense	25	-	500	500
Office Equip/Software-Inventorial	9,000	-	-	-
Total Expenditures	<u>638,192</u>	<u>1,092,036</u>	<u>1,859,245</u>	<u>1,892,153</u>

Funding Sources

MSI Admin	154,702
Local Transportation Fund - Planning	290,425
SAFE-Vehicle Registration Fees	20,810
Property Assessed Clean Energy Fund	1,631
MSI Valley Fund-Freeway Projects	198,945
MSI Valley Fund-Fwy Interchange	43,209
Indirect Cost Fund	<u>1,182,431</u>
Total Funding Sources	<u>1,892,153</u>

General Government

Task 0450 Management Services

Purpose

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

Accomplishments

1. Conducted network vulnerability tests to assess the effectiveness of security controls by simulating a real-world cyber attack.
2. Applied the use of record retention/destruction functionality within SharePoint and Laserfiche enterprise systems.
3. Deployed a new mobile Mitel phone application to connect staff to the phone system from remote work locations.
4. Modified procedures, upgraded network tools and worked with staff to enhance telework capabilities.
5. Upgraded from Exchange 2010 to Office 365 Exchange Online.

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 seven (7) 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 are 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, improved disaster recovery solutions, the deployment of multi-factor authentication software, and the deployment of a write once, read many (WORM) system application with Laserfiche.

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. Continue to examine the SharePoint, EDEN, Laserfiche, and MinuteTraq software programs for increased efficiencies and opportunities for integration with each other or other systems.
3. Provide computer software training to increase employee learning and efficiency.
4. Procure new service agreement for SharePoint administration services.
5. Procure new disaster recovery and data protection solution.
6. Enhance identity and access management protection by deploying a multi-factor authentication solution.
7. Procure and institute a WORM solution with Laserfiche as part of the Records Management program.

Contract Information

- a. Existing Contracts
 - i. 17-1001628, Technology Network Consultant, Amount Budgeted \$267,085.
 - ii. 22-1002703, Financial Management Software System, Amount Budgeted \$51,700.
 - iii. 21-1002468, Phone and Internet Communication, Amount Budgeted \$32,500.
 - iv. 21-1002570, Document Management Software, Maintenance and Hardware, Amount Budgeted \$40,000.
 - v. 21-1002653, Project Delivery Software, Amount Budgeted \$3,450.
- b. New Contracts
 - i. RFP, SharePoint Administrator Professional Services – SharePoint Application, Amount Budgeted \$30,000, Total Estimated Contract Amount \$90,000.
 - ii. IFB, Wireless Tablets, Amount Budgeted \$9,000, Total Estimated Contract Amount \$9,000.
 - iii. RFP, Board Room wireless devices, Amount Budgeted \$13,000, Total Estimated Contract Amount \$13,000.
 - iv. RFP, Procurement vendor and bid management software, Amount Budgeted \$7,700, Total Estimated Contract Amount \$75,000.
 - v. RFP, WORM Services – Laserfiche Application, Amount Budgeted \$25,000, Total Estimated Contract Amount \$125,000.
 - vi. IFB, Multi Factor Authentication software, Amount Budgeted \$27,000, Total Estimated Contract Amount \$27,000.

Manager

Colleen Franco, Director of Management Services

General Government

Task 0450 Management Services

	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	141,427	121,896	171,272	201,863
Fringe Allocation-General	132,166	112,734	192,801	206,142
Professional Services	238,494	246,151	395,695	549,585
Maintenance-Motor Vehicles	1,363	3,445	2,500	2,500
Training/Registration	590	-	10,000	10,000
Postage	173	-	700	700
Travel Expense - Employee	836	-	1,000	1,000
Travel Expense-Mileage-Employee	49	-	200	200
Communications	8,071	7,641	58,650	48,500
Office Expense	1,140	-	1,500	1,500
Meeting Expense	-	44	200	200
Office Equip/Software-Inventorial	243,745	269,132	280,382	279,833
Computer Hardware and Software	-	21,997	13,000	49,000
Total Expenditures	<u>768,054</u>	<u>783,039</u>	<u>1,127,900</u>	<u>1,351,023</u>
Funding Sources				
MSI Admin				14,310
Indirect Cost Fund				<u>1,336,713</u>
Total Funding Sources				<u>1,351,023</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; employee relations; and recommending, implementing, and maintaining personnel policies, procedures, and practices in accordance with Federal, State and local guidelines.

Accomplishments

1. Recruited and filled nineteen (19) positions at time of budget preparation with the expectation for an additional eight (8) recruitments.
2. Screened over 989 employment applications.
3. Maintained a COVID-19 pandemic Operating and Prevention Plan to protect employees from exposure to and infection with COVID-19.
4. Implemented a formal telework policy and agreement.
5. Recognized and rewarded employee contributions, longevity, and successes through several service awards and employee recognition events.
6. Conducted a partial classification and compensation study to ensure market/internal structure alignment to the reorganized Project Delivery and Transit and Rail Programs departments and to identify paths for career progression.
7. Conducted agency-wide fire and earthquake drills and certified thirteen (13) employees in first aid, cardiopulmonary resuscitation (CPR) and automated external defibrillator (AED) use.

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. Research, develop, and deliver ways to automate human resources processes to improve efficiency and reduce costs.

General Government

Task 0470 Human Resources

3. Perform a classification and compensation study to ensure market/internal structure alignment, simplify classification structures, identify paths for career progression, address recruitment and retention needs and to review minimum qualifications to facilitate recruitment of talent.
4. Promote the health and wellness campaign program initiative to focus on healthy diet, regular exercise, sun protection, diabetes management and smoking cessation and other healthy lifestyle habits.
5. Legal review of personnel policies and procedures to maintain accordance with Federal, State and local guidelines.

Budgetary changes include an increase to expenditures for professional services for a classification and compensation study.

Contract Information

- a. Existing Contracts
 - i. 21-1002467, Atkinson Andelson Loya Ruud & Romo, Amount Budgeted \$25,000.
 - ii. 20-1002389, Whistleblower Security, Amount Budgeted \$1,250.
- b. New Contracts
 - i. RFP, Classification, Compensation and Benefits Study, Amount Budgeted \$60,000, Total Estimated Contract Amount \$60,000.

Manager

Colleen Franco, Director of Management Services

General Government

Task 0470 Human Resources

			2021/2022	
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	85,401	124,517	135,575	197,675
Fringe Allocation-General	79,808	115,157	152,617	201,866
Professional Services	260	5,455	2,725	62,750
Legal Fees	7,018	12,379	25,000	25,000
Maintenance-Motor Vehicles	174	-	-	-
Dues/Memberships	402	596	1,650	1,700
Training/Registration	2,484	704	15,160	15,630
Postage	-	-	200	200
Travel Expense - Employee	5,765	-	3,000	6,500
Travel Expense-Mileage-Employee	406	-	500	500
Advertising	5,632	9,753	10,750	15,775
Office Expense	4,619	1,854	1,000	1,000
Meeting Expense	(1,198)	368	15,000	15,000
Total Expenditures	<u>190,771</u>	<u>270,782</u>	<u>363,177</u>	<u>543,596</u>
Funding Sources				
Indirect Cost Fund				<u>543,596</u>
Total Funding Sources				<u><u>543,596</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 City/County Manager's Technical Advisory Committee (CCMTAC) 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. Implemented *Right Care, Right Time*, the Emergency Communication Nurse System.
2. Created and Implemented promotion strategy and marketing materials for regional outreach for *Right Care, Right Time*.
3. Completed Forest Management Plans for Lytle Creek and Cucamonga Canyon.
4. Completed Outreach for Lytle Creek Forest Management Plan.
5. Initiated Outreach for Cucamonga Canyon Management Plan.
6. Provided Update on Housing Legislation to CCMTAC and Board of Directors.
7. Established and met regularly with Equity Ad Hoc Committee.
8. Initiated Regional Equity Study, to be completed in Fiscal Year 2022/2023.
9. Initiated Equity Outdoor Program Grant, program to cover three (3) years following potential award.

Work Elements

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

1. Support of SBCOG's CCMTAC 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.
6. Host grant writing seminars for SBCOG member agencies.
7. Partner with local and government agencies to address the housing shortage and to advise policymakers on applying housing policies to our region.
8. Partner with local and government agencies to improve opportunities in workforce development.

Budgetary changes are mainly due to the addition of a staff position and an increase in work performed under the Equity Programs and the travel expenses have gone up from zero in the previous COVID-19 year as it is expected staff will be attending conferences and trainings as is done in "normal" non-COVID-19 Pandemic years.

Product

1. Monthly meeting of the CCMTAC.
2. Annual City/County Conference.
3. Grant writing workshops.
4. COG Marketing Plan.
5. Housing Legislation Analysis and Report.
6. Finalize Regional Equity Study

General Government

Task 0501 Intergovernmental – Council of Governments

Contract Information

- a. Existing Contracts
 - i. 19-1002152, Grant Search and Writing Services, Amount Budgeted \$103,930.
 - ii. 22-1002691, Regional Equity Study, Amount Budgeted \$100,000.
 - iii. 19-1002000, COG Marketing/Promoting, Amount Budgeted \$52,988.

Manager

Steven Smith, Director of Planning

General Government

Task 0501 Intergovernmental – Council of Governments

	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	100,991	106,540	102,160	204,153
Fringe Allocation-General	94,378	98,532	115,001	208,481
Professional Services	58,684	204,022	159,000	230,000
Consulting Services	46,562	133,583	530,000	382,000
Dues/Memberships	-	11,350	500	500
Training/Registration	21,419	9,423	37,750	30,000
Postage	-	-	200	200
Travel Expense - Employee	5,220	-	5,000	5,000
Travel Expense - Non-Employee	-	-	1,000	1,000
Travel Expense-Mileage-Employee	69	-	1,200	1,200
Travel Expense-Mileage-Non-Employee	-	-	200	200
Travel Expense-Other-Metrolink Tickets	26	-	100	100
Contributions/Subsidies	20,009	98,187	5,000	5,000
Office Expense	-	-	100	100
Meeting Expense	7,551	22,084	45,000	45,000
Total Expenditures	<u>354,909</u>	<u>683,720</u>	<u>1,002,211</u>	<u>1,112,934</u>

Funding Sources

MSI Admin	114,800
Local Transportation Fund - Planning	210,704
General Assessment Dues	150,247
Property Assessed Clean Energy Fund	<u>637,183</u>
Total Funding Sources	<u>1,112,934</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 staff 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. Advocacy for support of major transit projects such as SBCTA's pursuit of emerging technology such as a transit tunnel connection between Cucamonga Station and Ontario International Airport (ONT), and piloting of the first self-contained zero emission commuter rail vehicle in the nation.
3. Advocacy for support of SBCTA Federal grant requests.

In Sacramento, SBCTA Board Members' and staff 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 working 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. Educating on the significance on the role San Bernardino County highways play in good movement.
6. Advocating 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 tunnel connection to ONT using zero emission vehicles.
7. 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.

General Government

Task 0503 Legislation

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.

Budgetary changes are mainly due to a reallocation of hours from Task 0605 to Task 0503 based on the projected workload within the legislative affairs division.

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 2022/2023, SBCTA will continue to actively advocate for transportation funding at the Federal and State levels, promote approvals and environmental exemptions for zero emission infrastructure, promote the inclusion of SBCTA corridors into Federal goods movement policies and funding plans, promote expanded alternative project delivery mechanisms and additional environmental process streamlining, as well as to advance SBCTA's adopted legislative platform through the legislative process.

Contract Information

- a. Existing Contracts
 - i. 20-1002385, Federal Advocacy Services, Amount Budgeted \$90,000.
 - ii. 20-1002384, State Advocacy Services, Amount Budgeted \$72,000.

Manager

Otis Greer, Director of Legislative and Public Affairs

General Government

Task 0503 Legislation

			2021/2022	
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	204,748	215,739	115,023	218,569
Fringe Allocation-General	191,341	199,523	129,481	223,203
Professional Services	143,663	153,250	164,200	164,328
Dues/Memberships	9,760	2,548	12,000	12,000
Training/Registration	1,776	75	10,000	10,000
Travel Expense - Employee	8,662	502	26,500	26,500
Travel Expense-Mileage-Employee	624	-	4,000	4,000
Travel Expense-Other-Metrolink Tickets	34	-	200	200
Office Expense	378	-	500	500
Meeting Expense	1,441	-	31,000	31,000
Total Expenditures	<u>562,427</u>	<u>571,637</u>	<u>492,904</u>	<u>690,300</u>
Funding Sources				
MSI Admin				136,045
Local Transportation Fund - Planning				41,280
MSI Valley Fund-Freeway Projects				2,500
MSI Valley Fund-Metrolink/Rail Service				15,598
Indirect Cost Fund				<u>494,877</u>
Total Funding Sources				<u>690,300</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 2021/2022 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 providing virtual meeting platforms, and enhancing our social media and online presence through a growth in Twitter, Facebook, and Instagram, as well as continuing a news blog - @goSBCTA.
4. Implemented a new YouTube series called SBCTA TODAY to help the public appreciate the work being done on their behalf.
5. Introduced the new blog series called MEASURE IMPACT to show the nexus between Measure I and a better San Bernardino County.
6. Maintained web interface for goSBCTA.com to make the user experience efficient and uniform to the agency brand.
7. 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.
8. Continued 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.
9. 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 helping to support the planning and execution of the annual City/County Conference.
10. Hosting web content for a monthly rideshare publication and online content for the Freeway Service Patrol (FSP) Program.
11. 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, creating 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

Budgetary changes are mainly due to a reallocation of hours from Task 0605 to Task 0503 based on the projected workload within the legislative affairs division.

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 2022/2023, 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 of budget is reflected within each of those respective programs. The amount shown represents the budget from this task.

Manager

Otis Greer, Director of Legislative and Public Affairs

General Government

Task 0605 Public Affairs

			2021/2022	
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	163,623	143,880	222,646	172,756
Fringe Allocation-General	152,907	133,065	250,632	176,419
Professional Services	75,453	75,463	120,000	120,000
Dues/Memberships	2,952	5,107	11,600	11,600
Training/Registration	135	40	15,600	15,600
Postage	8	-	-	-
Travel Expense - Employee	951	-	10,000	10,000
Travel Expense-Mileage-Employee	296	-	3,500	3,500
Public Information Activities	23,694	8,591	70,000	70,000
Meeting Expense	155	-	5,000	5,000
Office Equip/Software-Inventorial	702	-	-	-
Total Expenditures	<u>420,876</u>	<u>366,147</u>	<u>708,978</u>	<u>584,875</u>

Funding Sources

MSI Admin	57,762
Local Transportation Fund - Planning	36,053
MSI Valley Fund-Freeway Projects	79,376
MSI Valley Fund-Fwy Interchange	39,151
MSI Valley Fund-Grade Separations	2,163
Indirect Cost Fund	<u>370,370</u>
Total Funding Sources	<u>584,875</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 (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 three (3) tenants leasing space at the Santa Fe Depot, which include San Bernardino Historical and Pioneer Society, Southern California Association of Governments (SCAG) local office and teleconferencing location, and the Local Agency Formation Commission of San Bernardino County (LAFCO). There is currently 714 square feet of preexisting concession space available for lease. The revenue from these leases is used to offset the operations and maintenance costs of the Santa Fe Depot along with the cost sharing arrangement between SBCTA and the City of San Bernardino. In 2021, SBCTA completed ADA accessibility improvements in the Depot lobby. SBCTA's deployment of modern audio/visual, presentation, and video conferencing equipment in SBCTA's largest classroom size conference room was also completed.

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. Ongoing oversight of the Electric Vehicle charging program.
7. Continued oversight over added security measures.
8. Coordinate all building construction and repair activities between SBCTA and the property manager.

Product

1. Active management of the facility.
2. Procure parking lot slurry and stencil services.
3. Procure sound equipment and installation services for the Board Chambers.
4. Procure building exterior coating and painting services.

Expenditures are increasing primarily due to an increase in operating expenses for capital improvement projects and an increase in security and maintenance costs mainly due to a nationwide increase in labor and equipment costs. There is also an increase in salaries and benefits due to the addition of a position and changes in staff time allocation.

Contract Information

- a. Existing Contracts
 - i. 20-1002397, Property and Facility Management Services, Amount Budgeted \$27,810.
 - ii. 21-1002442, Confidential Paper Recycling Services, Amount Budgeted \$1,386.
 - iii. 21-1002644, AV Consulting and Design Services, Amount Budgeted \$45,000.
 - iv. 22-1002682, Visitor Software, Amount Budgeted \$7,200.
 - v. 22-1002732, Auction Services, Amount Budgeted \$0.
 - vi. 22-1002745, ChargePoint Master Services Agreement, Amount Budgeted \$0.

General Government

Task 0805 Building Operation

b. New Contracts

- i. RFP, Board Room AV Upgrade – Equipment and Installation, Amount Budgeted \$180,000, Total Estimated Contract Amount \$180,000.
- ii. RFP, Parking Lot Slurry Seal/Stencil, Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.
- iii. RFP, Replace Depot Exterior Coating, Amount Budgeted \$180,000, Total Estimated Contract Amount \$180,000.

Manager

Colleen Franco, Director of Management Services

General Government

Task 0805 Building Operation

	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	41,132	51,355	57,003	110,439
Fringe Allocation-General	38,439	47,495	64,168	112,780
Professional Services	164,571	130,709	6,260	51,386
Security	-	-	190,537	208,593
Utilities	104,177	122,418	140,000	140,000
Maintenance-Buildings	859,893	990,080	878,534	924,328
Postage	-	-	200	200
Communications	17,603	15,849	20,000	20,000
Office Expense	8,980	11,605	13,729	8,789
Improvements OTBS	46,691	316	180,000	469,428
Office Furniture and Equipment	153,215	46,540	65,000	65,000
Office Equip/Software-Inventorial	32,825	17,208	20,000	46,324
Total Expenditures	<u>1,467,526</u>	<u>1,433,574</u>	<u>1,635,431</u>	<u>2,157,267</u>
Funding Sources				
Amtrak				12,000
EV Charging Stations Fund				31,155
Indirect Cost Fund				<u>2,114,112</u>
Total Funding Sources				<u>2,157,267</u>



Connecting contractors big and small to opportunities generated by SBCTA projects is one of the primary goals of the annual SBCTA Business 2 Business Expo.

ENVIRONMENT AND ENERGY CONSERVATION

Environment and Energy Conservation Program Budget

Description

The Environment and Energy Conservation Program implements programs intended to improve air quality and reduce greenhouse gas emissions, encourage alternative fuels, reduce energy costs, and encourage energy conservation through the Inland Regional Energy Network (I-REN) in collaboration with Coachella Valley Association of Governments (CVAG) and Western Riverside Council of Governments (WRCOG). In addition, it includes continuing efforts related to a grant project involving the United States Department of Energy (DOE).

Accomplishments

1. Assisted thirteen (13) partnership cities/towns (Chino, Chino Hills, Colton, Fontana, Highland, Montclair, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Twentynine Palms, Upland and Town of Yucca Valley) with the San Bernardino Regional Energy Partnership (SBREP), and was able to provide city staff with various notifications regarding a variety of energy savings opportunities by SoCal Gas. A joint Regional Energy Partnership virtual meeting, in collaboration with WRCOG, took place in August of Fiscal Year 2021/2022. SBCOG staff also worked with the City of Rialto's Public Works Department to execute a light emitting diode (LED) Holiday Light and Energy Efficiency Kit exchange.
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. 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 several project trucks in Fiscal Year 2021/2022 and forwarded the appropriate share of the disposition funds to the DOE.

Goals and Objectives

1. Continue to work with local agencies and address questions 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 WRCOG and CVAG, implement an Inland Regional Energy Network (I-REN) for San Bernardino and Riverside Counties to assist cities with reducing energy consumption, as well as achieving energy savings. Additionally, pursue funding through the I-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 of the approximate remaining thirty-one (31) CNG and LNG trucks.

Performance/Workload Indicators

	2019/2020 Actual	2020/2021 Actual	2021/2022 Revised Budget	2022/2023 Budget
San Bernardino Regional Energy Partnership Meetings	9	1	1	0**
LED Holiday Light & Energy Efficiency Kit exchanges	4	N/A*	1*	3

* Due to COVID-19 pandemic no LED Holiday Light & Energy Efficiency Kit exchanges took place in calendar year 2020. The COVID-19 concerns/restrictions continued in calendar year 2021, and as a result many holiday events/opportunities were delayed. Staff is optimistic and hopes that LED Holiday Light & Energy Efficiency exchanges can resume in the fall/winter of 2022.

** San Bernardino Regional Energy Partnership (SBREP) concluded in 2021.

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. 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. Staff has continued to manage the disposition of trucks in Fiscal Year 2021/2022 and forwarded the appropriate portion of the funds to the DOE.
3. Continued to participate on the Mobile Source Air Pollution Reduction Review Committee (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 that may impact SBCTA's transportation programs, local governments, and the private sector.
5. Assist San Bernardino County fleet/site owners/goods movement industry in securing funding sources from the MSRC and other Federal and/or State sources for clean or alternative vehicle implementation.
6. Participate with public and private sectors to study air quality issues important to the Inland Empire, and to formulate and advocate positions that will benefit the county.
7. Continue to collaborate with local agencies to identify possible funding opportunities to address Electric Vehicle (EV) charging locations and EV infrastructure needs throughout the county.
8. Work to achieve Senate Bill 375 (SB375) targets for greenhouse gases as part of Southern California Association of Governments (SCAG) Sustainable Communities Strategy.
9. Continue to explore EV technologies such as solar powered systems.

Budgetary changes are primarily due to the majority of DOE related trucks having been sold. Therefore, there are fewer trucks remaining that are eligible to be sold in the upcoming fiscal year. Other changes are a result of various projects being completed, resulting in the reduction of consulting related fees.

Product

1. Continue to collaborate with local agencies regarding various EV charging station and EV infrastructure opportunities.
2. Identify electric, hydrogen and other alternative fuel funding opportunities to assist the urban Valley in improving air quality.
3. Continue to manage assets (equipment and trucks) that were part of a grant from the DOE.
4. Participate via the MSRC with various work program committees to further assist with emissions reductions in the Inland Empire.

Environment and Energy Conservation

Task 0101 Environment

Contract Information

- a. Existing Contracts
 - i. 17-1001717, CNG/LNG Fleet, Amount Budgeted \$620,000.

Local Funding Source Detail

- i. Ryder - \$659,500.

Manager

Steven Smith, Director of Planning

Environment and Energy Conservation

Task 0101 Environment

			2021/2022	
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	130,783	96,913	61,553	40,180
Regular Part-Time Employees	1,331	60	1,275	2,160
Overtime	884	52	-	-
Fringe Allocation-General	123,045	89,678	70,725	41,031
Professional Services	651,455	35,253	848,500	659,500
Consulting Services	-	-	102,000	99,000
Legal Fees	-	20,578	-	-
Maintenance-Motor Vehicles	-	-	450	450
Training/Registration	232	348	5,000	6,000
Postage	113	-	350	350
Travel Expense - Employee	836	-	9,000	9,000
Travel Expense-Mileage-Employee	1,009	-	4,000	4,000
Travel Expense-Other-Metrolink Tickets	40	-	1,000	1,000
Printing - External	1,499	1,130	1,000	1,200
Printing - Internal	-	-	300	400
Contributions/Subsidies	-	-	100,000	100,000
Office Expense	-	-	325	325
Meeting Expense	75	-	-	-
Electric Vehicle Charging Stations	398,180	70,374	-	-
Office Equip/Software-Inventorial	34,057	7,894	50,000	-
Total Expenditures	<u>1,343,539</u>	<u>322,281</u>	<u>1,255,478</u>	<u>964,596</u>

Funding Sources

MSI Admin	24,864
MSI Valley Fund-Traffic Mgmt Sys	280,232
Local Projects Fund	<u>659,500</u>
Total Funding Sources	<u>964,596</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.

To actively participate in California's Clean Energy Initiatives and build a stronger clean energy economy and community. To connect and provide energy savings programs and equitable access to services to local governments, workforce providers, community colleges, water districts, and tribes in San Bernardino and Riverside Counties.

Accomplishments

1. Administer and levy the annual assessments related to 5,200 existing Property Assessed Clean Energy (PACE) liens originated from 2013 until 2017.
2. Assisted thirteen (13) cities participating in the final year of the San Bernardino Regional Energy Partnership (SBREP) with various SoCal Gas energy efficiency initiatives and opportunities.
3. Due to continued concerns associated with COVID-19 pandemic, the light emitting diode (LED) Holiday Light and the free Energy Efficiency starter kit exchange events were either delayed, or were handled differently than prior years. The City of Rialto Public Works Department offered an exchange opportunity for LED Holiday Light and Energy Efficiency Kits to Southern California Edison and SoCal Gas utility users from December 1 through December 17, 2021. Efforts regarding this task will continue in the fall/winter of 2022.
4. Hosted a virtual SBREP meeting with SoCal Gas and Western Riverside Council of Governments (WRCOG), as well as communicated a number of SoCal Gas programs, webinars and energy saving opportunities to the partnership cities.
5. Recently received approval and funding (total project funding is \$65 million from 2022-2027) by the California Public Utilities Commission (CPUC) for the development and implementation of a Regional Energy Network (REN) for San Bernardino and Riverside Counties, which will be called the Inland Regional Energy Network (I-REN). This partnership, with WRCOG as the lead agency, Coachella Valley Association of Governments (CVAG) and SANBAG seeks to connect residents, businesses, and local governments to a wide range of energy efficiency resources to promote and increase energy savings and provide equitable access to eligible consumers throughout the Inland Empire.

Work Elements

1. Continue to collaborate and partner with WRCOG, CVAG, various utilities, community colleges, tribes and third-part energy providers regarding various incentives and elements of the I-REN Program.
2. Continue to coordinate with participating cities to host LED Holiday Lights and Energy Efficiency Kit exchange opportunities until remaining inventory is depleted.
3. Work closely with WRCOG and CVAG to develop and execute a Governance Charter and a Memorandum of Agreement between WRCOG, CVAG and SANBAG for the I-REN project.
4. Work in collaboration with WRCOG and CVAG to provide the energy efficiency programs related to the public sector, Codes and Standards, and Workforce Education and Training (WET).

Budgetary changes are due to the I-REN funding allocation being finalized earlier this year. In the prior Fiscal Year only an estimated I-REN project budget was available.

Environment and Energy Conservation

Task 0111 Energy Conservation

Product

1. Reduce energy and water consumption by private property owners and public agencies.
2. Collaborate and partner with WRCOG and CVAG regarding various I-REN program opportunities.
3. Execute a number of operational agreements between WRCOG, CVAG and SANBAG such as a Memorandum of Agreement and a Governance Charter.
4. Work closely with WRCOG and CVAG to develop a number of energy saving opportunities and programs for San Bernardino County and Riverside County regions.
5. Work closely with participating cities to address possible opportunities to provide LED Holiday Lights and Energy Efficiency Kit exchange events in the fall/winter of 2022.

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. 22-1002690, Cooperative Agreement with WRCOG and CVAG for the continued 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, Professional services for the expertise in certain fields of knowledge which would be related to I-REN related projects and opportunities. Amount Budgeted \$422,000, Total Estimated Contract Amount \$422,000.

Council of Governments Funding Source Detail

- i. Western Riverside Council of Governments - \$924,020 (related to the I-REN Program).

Manager

Steven Smith, Director of Planning

Environment and Energy Conservation

Task 0111 Energy Conservation

	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	13,128	10,964	26,471	209,227
Regular Part-Time Employees	1,793	53	2,850	4,880
Fringe Allocation-General	12,267	10,139	33,007	218,646
Professional Services	113,500	185,719	3,253,000	650,500
Training/Registration	-	-	3,500	6,000
Postage	7	-	100	800
Travel Expense - Employee	458	-	3,800	10,000
Travel Expense-Mileage-Employee	440	-	500	2,000
Travel Expense-Mileage-Non-Employee	-	-	-	700
Printing - External	-	-	450	5,000
Printing - Internal	-	-	75	500
Contributions/Subsidies	-	-	270	-
Bank Charges	18,600	16,109	22,000	22,000
Other Service Charges	46,069	323	6,000	6,000
Office Expense	814	-	170	500
Meeting Expense	531	-	1,600	3,000
Total Expenditures	<u>207,607</u>	<u>223,306</u>	<u>3,353,793</u>	<u>1,139,753</u>
Funding Sources				
Property Assessed Clean Energy Fund				215,733
Council of Governments Fund				<u>924,020</u>
Total Funding Sources				<u>1,139,753</u>



Applying context sensitive solutions is an important part of projects in the various communities throughout the county. Wall aesthetics are just one way to celebrate history and culture.

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. Recent execution of a regional 511 system merger with Los Angeles County Service Authority for Freeway Emergencies (LA SAFE), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC) so that all five agencies now participate in the Southern California 511 (SoCal 511) system. The goal is to provide seamless regional traveler information through the SoCal 511 system for all commuters in the Southern California region. SoCal 511 will include the regions covered by LA SAFE, OCTA, RCTC, SBCTA and VCTC. The regional SoCal 511 agreement was fully executed in January of 2022, and it is estimated that it will take approximately three (3) months to complete the transition.
2. Continued to explore technology to be used for the FSP Program and provided software updates to existing technology.
3. Continued to market and outreach the FSP Program to potentially qualified tow companies.
4. Continue to review and make 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.
5. Collaboratively worked with all FSP Tow Operators through the challenges of the COVID-19 pandemic.
6. Transitioned all FSP Global Positioning Systems (GPS) tracking system for the FSP Program to the latest digital technology.

Goals and Objectives

1. To work with RCTC to plan and implement a Mobile Call Box Program in the future.
2. Procure and award three (3) FSP contracts for Beats 9, 14 and 31.
3. Procure and award a FSP contract for the I-10 Corridor Contract 1 Express Lanes.
4. Complete the transition of the IE511 system to a regional SoCal 511 system with LA SAFE, OCTA, RCTC and VCTC.
5. Continue to review and evaluate FSP technology for the purpose of making the program as cost-effective and efficient as possible.
6. Continue to evaluate and convert when possible call box sites so they are American with Disabilities Act (ADA) compliant.
7. Increase mobility on area freeways by removing disabled vehicles and other impediments during peak commute hours in a safe and efficient manner.
8. Reduce traffic congestion and contribute to the improvement of air quality in the region by providing and promoting timely accident and congestion travel services information through the formation of the regional SoCal 511 system.

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

Performance/Workload Indicators

	2019/2020	2020/2021	2021/2022	2022/2023
	Actual	Actual	Revised Budget	Budget
Motorists assisted by Freeway Service Patrol	70,164	86,132	86,178	86,178
Calls to 511	82,306	65,046	65,046	65,046
Visits to IE511.org	412,177	204,259	204,259	204,259

Commuter and Motorist Assistance Program

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 smartphone application.

In 2022, the IE511 system received more than 65,046 calls and the IE511 website had, in excess of, 204,259 visits. The smartphone application, which launched in 2012, has had more than 70,000 downloads.

In addition, SBCTA and RCTC have been in discussions with Los Angeles County Service Authority for Freeway Emergencies (LA SAFE), Orange County Transportation Authority (OCTA) and Ventura County Transportation Commission (VCTC), with the goal of merging the region's 511 systems into one regional system to be known as Southern California 511 (SoCal 511). All five (5) agencies are on board, and the merger agreement was recently executed in January 2022. The merger of the two (2) 511 systems is estimated to take approximately three (3) months. The goal is to have a single 511 system for the five (5) county regions in order to provide a higher level of customer service to the traveling public, eliminating any possible confusion over which 511 system a motorist should be accessing while traveling throughout the five (5) county region.

Work Elements

1. Work with LA SAFE, OCTA, RCTC and VCTC to complete the merger of the current two (2) 511 systems into a single regional SoCal 511 system.
2. Attend and participate in the regional SoCal 511 coordination meetings.
3. Participate in the regional Intelligent Transportation Systems (ITS) Architecture workshops. 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. Complete the first phase of the transition of the two 511 systems into SoCal 511 by quarter four (4) of Fiscal Year 2021/2022 with LA SAFE, OCTA, RCTC and VCTC. Will work on updating and installing new SoCal 511 signage in the Inland Empire to assist in promoting and advertising SoCal 511 related services, phone number, website and application.
2. Continue possible partnerships to help promote and advertise the SoCal 511 system.

Contract Information

- a. Existing Contracts
 - i. 20-1002311, LA SAFE Annual Agreement for SoCal 511, Amount Budgeted \$264,000, Total Estimated Contract Amount \$615,176.

Manager

Steven Smith, Director of Planning

Commuter and Motorist Assistance

Task 0406 Traveler Services & Intelligent Transportation Systems

	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	26,115	16,388	39,516	32,960
Regular Part-Time Employees	398	-	600	960
Fringe Allocation-General	24,405	15,157	45,158	33,659
Professional Services	1,128,010	77,926	539,880	264,000
Consulting Services	-	-	20,000	20,000
Maintenance-Motor Vehicles	-	-	200	200
Training/Registration	288	-	1,000	1,500
Postage	79	-	100	100
Travel Expense - Employee	588	-	4,000	4,000
Travel Expense-Mileage-Employee	589	-	2,000	2,000
Travel Expense-Mileage-Non-Employee	-	-	-	100
Travel Expense-Other-Metrolink Tickets	50	-	500	500
Printing - External	-	495	87,000	97,000
Printing - Internal	-	-	100	100
Office Expense	-	-	250	250
Meeting Expense	-	-	2,000	2,000
Total Expenditures	<u>1,180,522</u>	<u>109,966</u>	<u>742,304</u>	<u>459,329</u>
Funding Sources				
SAFE-Vehicle Registration Fees				224,000
MSI Valley Fund-Traffic Mgmt Sys				186,179
MSI Victor Valley Fund-Traffic Mgmt Sys				<u>49,150</u>
Total Funding Sources				<u>459,329</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 778 call boxes along 1,800 centerline highway miles.

Accomplishments

Last year more than 3,700 calls were received through the call box system with the latest digital technology available at this time and satellite call boxes. Satellite call box sites have been 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 continues to monitor and evaluate the current call box system. Staff is also working closely with the call box maintenance contractor to implement an updated TTY connection with the call box answering center as a result of the 4G upgrade. Testing for the updated TTY connection is currently underway and should be implemented in San Bernardino County by Fiscal Year 2022/2023.

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. Continue to research and work closely with Riverside County Transportation Commission (RCTC), as well as the CHP, to collaborate and implement a Mobile Call Box Program in the future.
9. Continue to be the lead agency for Call Box Call Answering Center services on behalf of 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 change includes increased knock down recovery efforts, project controls services, and consultant services for technical and data analysis.

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 ensure 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. 21-1002462, Call Box Liaison Support, Amount Budgeted \$6,500.
 - ii. 18-1001930, Call Box Maintenance, Amount Budgeted \$635,000.
 - iii. 18-1001961, Call Box Call Answering Services, Amount Budgeted \$115,000.
- b. New Contracts
 - i. RFP, Call Box Maintenance, Amount Budgeted \$0 (new contract will not start until July 1, 2023), Total Estimated Contract Amount \$3,000,000.
 - ii. TBD, Verizon Call Box Cellular Services/National Association of State Procurement Officers (NASPO)/Value point Cellco partnership agreement for utilization of cellular rates for the SBCTA Call Box Program, Amount Budgeted \$35,000, Total Estimated Contract Amount \$140,000.
 - iii. RFP, Call Box Technical Analysis Consultant Amount Budgeted \$17,000, Total Estimated Contract Amount \$85,000.

Manager

Steven Smith, Director of Planning

Commuter and Motorist Assistance

Task 0702 Call Box System

	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	51,879	60,918	49,137	50,380
Regular Part-Time Employees	977	53	750	960
Fringe Allocation-General	48,481	56,339	56,158	51,448
Professional Services	79,834	38,733	211,000	376,500
Consulting Services	4,110	2,001	40,000	30,000
Mountain Avenue Callbox	452	421	2,250	6,552
Maintenance-Motor Vehicles	-	-	120	120
Maintenance-Call Boxes	767,900	493,236	625,000	635,000
Training/Registration	-	-	150	150
Postage	-	-	100	100
Travel Expense - Employee	37	-	2,000	3,000
Travel Expense-Mileage-Employee	188	-	2,500	2,000
Travel Expense-Other-Metrolink Tickets	73	-	250	250
Printing - External	-	-	500	4,000
Printing - Internal	-	-	150	150
Communications	5,633	6,766	30,000	35,000
Record/Equipment Storage	2,390	5,045	5,000	10,500
Office Expense	-	-	1,500	1,500
Meeting Expense	8	-	500	500
Office Equip/Software-Inventorial	-	-	20,000	20,000
Total Expenditures	<u>961,962</u>	<u>663,512</u>	<u>1,047,065</u>	<u>1,228,110</u>

Funding Sources

SAFE-Vehicle Registration Fees	911,558
SAFE Reimbursement	131,552
MSI Valley Fund-Traffic Mgmt Sys	<u>185,000</u>
Total Funding Sources	<u>1,228,110</u>

Commuter and Motorist Assistance

Task 0704 Freeway Service Patrol/State

Purpose

To fund, implement, and maintain a Freeway Service Patrol (FSP) Program 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 98.38 centerline miles of highway in the Valley and portions of the Cajon Pass area that assisted more than 86,130 motorists last fiscal year.

Staff is in the process of a procurement for three (3) FSP Beats (9, 14 and 31). Staff plans to reach out to more than 100 tow operators throughout the region to inform them of the tow opportunity, while offering to address any questions they may have about the FSP Program before the Request for Proposal (RFP) is released. Due to the ongoing COVID-19 pandemic, staff has the ability to either conduct the tow yard site visits through virtual technology or in-person, depending on the status of the pandemic at the time. The virtual tow site visits were utilized last fiscal year with success.

In the fall of 2021, staff completed the updating of the FSP Tow Trucks Global Positioning System (GPS) units from 3G to 4G. These GPS units allow for the California Highway Patrol (CHP) officers that provide field supervision to monitor the FSP fleet in real time. In addition, staff is reviewing and investigating other possible radio communication services and systems that may be able to be utilized for the FSP Program. Staff is partnering with Riverside County Transportation Commission (RCTC) in this research endeavor, as SBCTA and RCTC share and coordinate efforts with the same four FSP CHP officers and the CHP Inland Communication Center.

Work Elements

1. Explore new radio 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. Continue to coordinate the program with the RCTC, local and state 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 on-going updates and educational information and instruction regarding driver service procedures, safety issues and customer service awareness. The Quarterly Driver meetings have been taking place through the use of virtual technology through the fall of 2021. However, due to some concerns regarding Driver attentiveness during the virtual meetings, in-person meetings commenced in December of 2021.
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 toward public outreach and awareness of the program, including reaching out to the Inland Empire Chapter of the California Tow Truck Association (CTTA).
8. 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.
9. Continue to seek various opportunities and partnerships to provide ongoing public awareness of the FSP Program. Continue to provide FSP support services for the Interstate 10 (I-10) Corridor Contract 1 Express Lanes construction project along Beat 9.

Commuter and Motorist Assistance

Task 0704 Freeway Service Patrol/State

10. Procure and award Beat 9 (operates along I-10 from Los Angeles County line to Haven Avenue), Beat 14 (covers Interstate 215 (I-215) from the Riverside County line to Devore Road) and Beat 31 (State Route 210 (SR-210) from Los Angeles County line to Citrus Avenue).
11. Possibly procure and award a new FSP radio communication system.
12. Work on developing and releasing an RFP for FSP support services for when the I-10 Corridor Contract 1 Express Lanes are open to the motoring public.

Budgetary changes include an increase due to increasing tow operator costs, FSP Construction Support Projects, and the possible 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 CTTA Inland Empire Chapter, and continuing to reach out to tow operators throughout the region.
2. Conduct periodic driver meetings to reinforce safety, customer service and FSP policies.
3. Continuously monitor and update FSP driver tablet software to provide more efficient user ability and better assist data information for the Program.

Contract Information

- a. Existing Contracts
 - i. 19-1002172, FSP Tow Services Along Beat 5, Amount Budgeted \$391,514.
 - ii. 16-1001523, FSP Tow Services Along Beat 9, Amount Budgeted \$1,111,664.
 - iii. 18-1001969, FSP Tow Services Along Beat 10, Amount Budgeted \$442,491.
 - iv. 20-1002323, FSP Tow Services Along Beat 11, Amount Budgeted \$458,427.
 - v. 16-1001522, FSP Tow Services Along Beat 14, Amount Budgeted \$467,829.
 - vi. 19-1002091, FSP Tow Services Along Beat 23, Amount Budgeted \$332,564.
 - vii. 19-1002171, FSP Tow Services Along Beat 27, Amount Budgeted \$601,057.
 - viii. 20-1002324, FSP Tow Services Along Beat 29, Amount Budgeted \$478,171.
 - ix. 16-1001556, FSP Tow Services Along Beat 31, Amount Budgeted \$485,655.
 - x. 16-1001521, FSP Digital Radio Services, Amount Budgeted \$30,000.
 - xi. 21-1002547, FSP Extra Time for daily oversight and field supervision, Amount Budgeted \$455,371.
- b. New Contracts
 - i. RFP, FSP Beat 9, Amount Budgeted \$1,111,664, Total Estimated Contract Amount \$3,889,060.
 - ii. RFP, FSP Beat 14, Amount Budgeted \$467,829, Total Estimated Contract Amount \$2,916,820.
 - iii. RFP, FSP Beat 31, Amount Budgeted \$485,655, Total Estimated Contract Amount \$2,916,820.
 - iv. RFP, FSP Beat I-10 Corridor Contract 1 Express Lanes tow support services in Task 0820, Sub-Task 0823. Amount Budgeted \$0. Total Estimated Contract Amount \$2,000,000. *
 - v. 22-1002814, FSP Technical Consultant, Amount Budgeted \$36,600, Total Estimated Contract Amount \$196,000.
 - vi. RFP, Digital Radio Purchase, Amount Budgeted \$375,000, (includes Purchase, Lease, Radio Equipment, a Booster, and Transition), Total Estimated Contract Amount \$375,000.

*Contract will be managed for performance by the AQMP Department, and budgeted by the Project Delivery Department within the agency. The amount budgeted is reflected within the Project Delivery Department.

Manager

Steven Smith, Director of Planning

Commuter and Motorist Assistance

Task 0704 Freeway Patrol Service/State

	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	62,483	60,134	51,599	69,484
Regular Part-Time Employees	6,475	6,240	6,750	6,912
Fringe Allocation-General	58,391	55,614	65,683	70,957
Professional Services	3,413,141	3,757,155	4,494,485	5,246,140
Consulting Services	31,355	22,337	29,000	41,400
Maintenance-Motor Vehicles	-	-	400	400
Training/Registration	-	-	300	300
Postage	161	19	1,000	1,000
Travel Expense - Employee	-	-	4,000	5,000
Travel Expense-Mileage-Employee	837	-	3,000	3,000
Printing - External	19,558	20,078	53,500	64,000
Printing - Internal	-	-	500	700
Communications	16,957	13,173	98,200	358,600
Office Expense	1,436	-	700	700
Meeting Expense	3,098	1,594	3,000	3,200
Total Expenditures	<u>3,613,892</u>	<u>3,936,343</u>	<u>4,812,117</u>	<u>5,871,793</u>

Funding Sources

CALTRANS Local Reimbursement	501,340
Freeway Service Patrol (SAFE)-SB1	2,211,530
SAFE-Vehicle Registration Fees	1,000,865
Freeway Service Patrol	1,581,566
MSI Valley Fund-Traffic Mgmt Sys	<u>576,492</u>
Total Funding Sources	<u>5,871,793</u>



The much-anticipated Arrow rail service between San Bernardino and Redlands is slated to start in Fall 2022. Nighttime testing is one of the many requirements prior to opening.

PLANNING AND REGIONAL

Planning and Regional Program Budget

Description

The Planning and Regional Programs Budget 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 2021/2022:

1. Initiated work with Southern California Association of Governments (SCAG) on the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS – “Connect SoCal”).
2. Worked with the City of San Bernardino, San Bernardino County, and California Department of Transportation (Caltrans) to initiate phased improvements of the State Route 210 (SR-210)/Waterman Avenue interchange as part of the Measure I Freeway Interchange Program.
3. Continuation of project delivery on Active Transportation Program (ATP) grants from Cycles 1-5 and assistance to jurisdictions on Cycle 6 applications. Over \$70 million in grants has been awarded to San Bernardino County jurisdictions in Cycles 1-5 of this program.
4. A draft of Phase II of the Regional Conservation Investment Strategy (RCIS) was submitted to the California Department of Fish and Wildlife (CDFW) with leadership from the Environment Element Group of the Countywide Vision.
5. Development of the Environmental Impact Report of the San Bernardino County Sub-regional Greenhouse Gas Reduction Plan was initiated. This will serve as programmatic environmental clearance for individual jurisdiction Climate Action Plans.
6. Sidewalk inventory data were collected and analyzed for Phase 2 of the Comprehensive Pedestrian Sidewalk Connectivity Plan. The project is funded by a Caltrans planning grant.
7. In response to Senate Bill 743 (SB743), Phase 2 of the Countywide Vehicle Miles Traveled (VMT) Implementation Study was completed. Phase 2 was focused on VMT mitigation strategies, including the potential for a VMT mitigation bank.
8. Input was provided to the South Coast Air Quality Management District (SCAQMD) 2022 Air Quality Management Plan (AQMP).
9. SBCTA staff provided comments on a variety of statewide and regional plans and guidelines, including: Guidelines for Senate Bill 1 (SB1) grant programs from the California Transportation Commission; Caltrans District 8 Active Transportation Plan; and the SCAG Integrated Passenger and Freight Rail Forecast.
10. Multiple grant applications were submitted, including: Transit and Intercity Rail Capital Program grants for Tunnel to ONT (autonomous transit tunnel from Cucamonga Station to Ontario International Airport), and Metrolink Double-Track in Rialto (through Metrolink application), and Omnitrans efficiency improvements and Zero-Emission Buses; and SB1 grants for Interstate 10 (I-10) Freight Corridor from Interstate 15 (I-15) to Pepper Avenue, US 395 Freight Corridor from I-15 to State Route 18 (SR-18), Tunnel to ONT, and Metrolink Double-Track.
11. An update to the 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.
12. Completed the 2022 Development Mitigation Nexus Study update.
13. Continued the SR-18/State Route 138 (SR-138) Corridor Study in conjunction with Los Angeles County Metropolitan Transportation Authority (LACMTA).

Planning and Regional Program Budget

Activities Planned for Fiscal Year 2022/2023 include:

1. Work with local jurisdictions to update growth forecasts and project lists for the 2024 RTP/SCS.
2. Continue the SR-18/138 Corridor Study in conjunction with LACMTA.
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. Prepare a proposal for a VMT mitigation bank, pursuant to the SB743 Countywide Implementation Study Phase 2.
5. Aggressively pursue grant awards 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. Work with the Emerging Technology Ad Hoc Committee and local jurisdictions to prepare a Smart County Master Plan.
10. Prepare 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

	2019/2020 Actual	2020/2021 Actual	2021/2022 Revised Budget	2022/2023 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

Planning and Regional

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) 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 2021/2022, SBCTA worked with local jurisdictions to provide input to initial county-level and city-level growth forecasts for the 2024 RTP/SCS. Work began on compiling lists of highway, transit, and other projects for inclusion in San Bernardino County's portion of the RTP/SCS. SBCTA/SBCOG also assisted local jurisdictions with implementation of the SCAG Regional Housing Needs Assessment (RHNA) through updates of their General Plan Housing Elements using \$2.4 million in housing planning grant funds. The RTP/SCS also serves as the basis for the mobile source elements of the South Coast Air Quality Management Plan (AQMP). SBCTA has participated in preparation of all South Coast AQMPs since 1994 and is participating in the 2022 AQMP update. At the State level, SBCTA provided input to multiple processes and documents, such as the California Freight Mobility Plan (CFMP), Interregional Transportation Strategic Plan (ITSP), definition of Senate Bill 671 (SB671) clean truck corridors, and guidelines for the Cycle 3 SB1 grant applications from the California Transportation Commission (CTC). 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 update the Inland Empire Comprehensive Multimodal Corridor Plan, required as part of 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.

Planning and Regional

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 2022 South Coast AQMP and accompanying initiatives of the SCAQMD, and further develop SBCTA's Clean Truck Program to support reduction in criteria pollutants and greenhouse gases (GHGs).
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. Provide input to guidelines for regional, Federal, and State grant applications.
10. 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.
11. 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.
12. 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.
13. Coordinate with SCAG and local jurisdictions to implement SB743 requirements on VMT reduction and develop programs to implement regional mitigation measures where feasible.
14. 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

Planning and Regional

Task 0110 Regional Planning

			2021/2022	
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	224,782	168,502	120,029	144,616
Regular Part-Time Employees	7,854	-	-	-
Fringe Allocation-General	210,062	155,837	135,148	147,768
Professional Services	-	-	10,000	25,000
Postage	29	-	-	-
Travel Expense - Employee	3,018	-	-	-
Travel Expense-Mileage-Employee	-	-	1,000	1,000
Travel Expense-Other-Metrolink Tickets	150	-	300	300
Office Expense	52	-	200	200
Meeting Expense	412	-	500	500
Total Expenditures	<u>446,359</u>	<u>324,339</u>	<u>267,177</u>	<u>319,384</u>

Funding Sources

Local Transportation Fund - Planning	113,018
Planning, Programming and Monitoring	201,814
MSI Valley Fund-Freeway Projects	<u>4,552</u>
Total Funding Sources	<u><u>319,384</u></u>

Planning and Regional

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 California Department of Transportation (Caltrans), are continuing to monitor their Development Impact Fee (DIF) programs in the CMP by preparing Nexus Study Updates and Development Mitigation Annual Reports (DMAR) as a condition of compliance. Tables and graphics on historical congestion levels were available through the SBCTA ClearGuide (which may be replaced by a similar tool pending outcome of Request for Proposals process occurring at the time this document was written). 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. SBCTA will work with Valley and Victor Valley jurisdictions to collect data for their DMARs, presented annually to the Board showing the current state of development and fee collection.
2. Trends in traffic growth will be tracked through congestion monitoring using the SBCTA ClearGuide, or similar application, based on vehicle probe data for freeways and arterials. SBCTA intends to host this data on an external website that will be accessible to local jurisdictions and provide 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 will be available to be used as a basis for traffic studies for roadway and land development projects, for prioritization of transportation projects by SBCTA for discretionary funding, and for grant application exhibits.
3. Review Traffic Impact Analysis (TIA) reports prepared by local governments in the rural Mountain/Desert subareas, and monitor compliance with the program as required by law.
4. 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.
5. Provide travel demand forecasting support to local jurisdictions preparing TIAs, local traffic studies, and Environmental Impact Reports.

Budgetary changes are due primarily to the need for upgraded traffic analysis data and software used to monitor changes in traffic conditions for the CMP and to remain competitive with SBCTA grant applications.

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 Contract
 - i. 22-1002774, CMP Monitoring Tool Maintenance, Amount Budgeted \$220,000.

Manager

Steven Smith, Director of Planning

Planning and Regional

Task 0203 Congestion Management

	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	15,485	14,263	23,439	24,936
Fringe Allocation-General	14,470	13,191	26,386	25,464
Consulting Services	39,800	40,994	100,000	220,000
Travel Expense-Mileage-Employee	-	-	500	-
Meeting Expense	382	-	-	-
Total Expenditures	<u>70,137</u>	<u>68,449</u>	<u>150,325</u>	<u>270,400</u>

Funding Sources

MSI Valley Fund-Traffic Mgmt Sys	257,800
MSI Victor Valley Fund-Traffic Mgmt Sys	<u>12,600</u>
Total Funding Sources	<u>270,400</u>

Planning and Regional

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.

A top priority for the DMO includes updating data for use on the upcoming 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) project, which must be done every four (4) years. This project includes land use analysis and coordinating with member jurisdictions to develop an accurate plan as to where future developments may be located.

In the past, the DMO has shown its commitment to making data available to member jurisdictions and the public by implementing applications such as the “Active San Bernardino Data” application. The site allows users 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. In addition to that, the DMO has also implemented 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.

Currently, Phase 2 of the Comprehensive Pedestrian Sidewalk Connectivity Plan is underway. This project aims to show the location and condition of all sidewalks and ADA ramps within the county. The data collected within the scope of this project will be integrated into the DMO’s GIS platform under Task 0404 and can be viewed by our member jurisdictions upon completion. The goal of this project is to develop a sidewalk network for use in future planning projects. The DMO also provides ongoing support 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. The Story Map 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 is provided on a request basis to all the other departments of SBCTA and SBCOG, consistent with the list of activities included under Work Elements. The DMO seeks to find additional opportunities to leverage our current GIS platform in innovative ways to assist the departments with their needs.

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.

Planning and Regional

Task 0206 Data Program Management

1. Project Delivery Department:
 - i. Freeway project support, including right of way mapping.
 - ii. Maps for quarterly reports.
 - iii. Modeling/analysis support.
 - iv. Interchange analysis.
2. Transit Department:
 - i. Rail right of way maps and exhibits.
 - ii. Small operator data analysis assistance.
 - iii. Miscellaneous mapping.
 - iv. Vanpool Program support.
3. Air Quality and Mobility Department:
 - i. Call Box mapping.
 - ii. Freeway Service Patrol (FSP) mapping.
 - iii. 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 Task 0404 are now being charged to Task 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

Planning and Regional

Task 0206 Data Program Management

	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	15,175	81,409	112,205	134,851
Regular Part-Time Employees	1,386	-	13,350	14,240
Fringe Allocation-General	14,181	75,290	141,339	137,712
Information Technology Services	23,600	27,136	40,000	32,000
Training/Registration	-	-	1,500	1,500
Travel Expense - Employee	2,905	-	4,000	4,000
Travel Expense-Mileage-Employee	169	-	500	500
Travel Expense-Other-Metrolink Tickets	-	-	150	100
Printing - Internal	111	-	300	300
Office Equip/Software-Inventorial	2,126	-	-	-
Total Expenditures	<u>59,653</u>	<u>183,835</u>	<u>313,344</u>	<u>325,203</u>

Funding Sources

MSI Admin	10,074
Local Transportation Fund - Planning	214,356
Planning, Programming and Monitoring	9,428
SAFE-Vehicle Registration Fees	479
MSI Valley Fund-Freeway Projects	9,453
MSI Valley Fund-Fwy Interchange	3,010
MSI Valley Fund-Traffic Mgmt Sys	73,925
Indirect Cost Fund	<u>4,478</u>
Total Funding Sources	<u>325,203</u>

Planning and Regional

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. The Task 0404 includes conducting 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), preparation of grant applications for SBCTA projects, and work on various sustainability initiatives in conjunction with SCAG, local jurisdictions, and other stakeholders.

Accomplishments

Subregional planning is an ongoing process that has provided a basis for SBCTA's input to the SCAG Regional Transportation Plans, including preparation for the 2024 RTP/SCS. The Planning Department continued to support other departments and jurisdictions with transportation analysis and modeling. Phase 2 of the countywide vehicle miles traveled (VMT) implementation 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 VMT and its feasibility of mitigation measures. 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, both as the grantor and as the applicant. As a grantor, SBCTA awarded \$3,119,595 of Transportation Development Act (TDA) Article 3 funds to member jurisdictions for Bicycle and Pedestrian Facilities. As an applicant, the Planning Department submitted applications for the Transit and Intercity Rail Capital Program (TIRCP), Senate Bill 1 (SB1) competitive programs (Solutions for Congested Corridors, Trade Corridor Enhancement Program, Local Partnership Program, and Active Transportation Program), and the California Department of Transportation (Caltrans) Sustainable Transportation Planning Grant Program. The Comprehensive Multimodal Corridor Plan (CMCP) was updated 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 2021/2022. Development of a Regional Conservation Investment Strategy (RCIS) was continued under Assembly Bill 2087 (AB 2087), in conjunction with the San Bernardino County and the Environment Element Group established for the Countywide Vision. A draft of the RCIS has been developed and is currently going through public review process to be submitted to California Department of Fish and Wildlife (CDFW) for its completeness review. Phase 2 of the Comprehensive Pedestrian Sidewalk Connectivity Plan got underway and updates were made to the Digital Active Transportation Plan. 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 and the Programmatic Environmental Impact Report (PEIR) Addendum process is now underway. SBCTA has continued to update and enhance the San Bernardino County Transportation Analysis Model (SBTAM) including additional model updates to improve transit forecasts. A major update of the SBTAM is expected during Fiscal Year 2022/2023 through the grant received from Caltrans Sustainable Transportation Planning Grant Program. In Fiscal Year 2021/2022 the State and the Region put a lot of emphasis on developing plans to increase housing stock in the region. One of these efforts was to support comprehensive updates of each jurisdiction's Housing Element in their General Plans. SBCTA/SBCOG through the REAP 1.0 funding provided direct technical assistance to the member jurisdictions by allowing jurisdictions to have access to the on-call planning consultants hired by SBCTA/SBCOG. Assistance was provided in the areas of Accessory Dwelling Unit (ADU) Capacity Analyst, Affirmatively Furthering Fair Housing (AFFH) Analysis, Site Selection Assistance, Mapping and Data Analysis, and staffing augmentation.

Planning and Regional

Task 0404 Subregional Planning

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. Update and enhance SBTAM to be consistent with the 2020 RTP/SCS.
3. Support the jurisdictions of San Bernardino County in the planning and implementation of sustainability initiatives and the Countywide Vision.
4. 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. Develop and implement a regional telework mitigation measure program to lessen the impact on project specific reduction measures, subject to Board approval.
5. Prepare applications for Federal and State infrastructure and planning grants, including Federal discretionary grants, 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.
6. Support both TTAC and PDTF, consisting of staff from local jurisdictions providing input on transportation and local government planning issues.
7. Manage multiple SCAG and Caltrans grant-funded and other-funded projects, including submitting additional grants for sustainability projects. The budget includes \$200,000 in contributions/subsidies to match planning, project development, and/or construction funds for Sustainability and Active Transportation studies/projects in the Valley and \$50,000 in contributions/subsidies for the Mountain/Desert Region.
8. Initiate development of the LRMTF.
9. Support SBCTA project development efforts with traffic analyses and impact assessments.
10. Maintain the policies in the Measure I 2010-2040 Strategic Plan and update the Strategic Plan narrative as necessary.
11. Seek to implement the San Bernardino County Active Transportation Plan (SBC ATP), in conjunction with local jurisdictions. A digital version of the Countywide Active Transportation Plan is hosted on the SBCTA website and mapping application.
12. Manage the TDA Article 3 Bicycle and Pedestrian Improvements program.
13. Participate in subregional planning efforts led by local jurisdictions, SCAG, transit agencies or other agencies.
14. As needed, provide assistance to local jurisdictions to access and manage planning and project data disseminated by SBCTA.
15. Collect and compile data, and distribute data as appropriate to other agencies and organizations.
16. Continue to manage the remaining grant funds available from the South Coast Air Quality Management District (SCAQMD)/Mobile Source Air Pollution Reduction Review Committee (MSRC) as contributions/subsidies to support signal synchronization and other signal upgrades to improve arterial traffic flow in the Valley.
17. Finalize 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.
18. Administer the REAP Grant program to augment resources available to SBCOG member jurisdictions in implementing the goals of the SCAG RTP/SCS related to housing, sustainability, and reduction of VMT and GHGs.

The slight reduction in budget from the prior year is due mainly to a reduction in activity on consulting support for the REAP 1.0 program and other on-call planning services.

Planning and Regional

Task 0404 Subregional Planning

Products

Products include: updates of SBTAM and a draft of the LRMTTP; Version 2 of the Inland Empire CMCP Phase 2 of the SB743 Implementation Study (SCAG contract); 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.

Contract Information

- a. Existing Contracts
 - i. 15-1001101, MSRC Signal Synchronization Partnership Program (City of Yucaipa), Amount Budgeted \$90,000.
 - ii. 19-1002103, CTO #4, On-Call Planning Services, Amount Budgeted \$40,000.
 - iii. 19-1002185, CTO #2, On-Call Planning Services, Amount Budgeted \$220,000.
 - iv. 19-1002186, CTO #5, On-Call Planning Services, Amount Budgeted \$100,000.
 - v. 19-1002186, CTO #7, On-Call Planning Services, Amount Budgeted \$250,000.
 - vi. 19-1002187, CTO #1, On-Call Planning Services, Amount Budgeted \$50,000.
 - vii. 19-1002188, CTO #6, On-Call Planning Services, Amount Budgeted \$5,000.
 - viii. 19-1002189, CTO #3, On-Call Planning Services, Amount Budgeted \$85,000.
 - ix. 20-1002340, San Bernardino County Regional Conservation Investment Strategy (SBC RCIS) Development, Amount Budgeted \$176,255.
 - x. 19-1002189, CTO #8A, REAP Staff Augmentation, Amount Budgeted \$150,000.
 - xi. 19-1002185, CTO #8B, REAP Staff Augmentation, Amount Budgeted \$350,000.
 - xii. 19-1002186, CTO #9, REAP Site Inventory, Amount Budgeted \$200,000.
 - xiii. 19-1002186, CTO #11, REAP Environmental Justice Toolkit, Amount Budgeted \$100,000.
 - xiv. 19-1002185, CTO #12, REAP Housing Discrimination Toolkit, Amount Budgeted \$20,000.
 - xv. 19-1002189, CTO #13, REAP Infrastructure Pilot Toolkit, Amount Budgeted \$60,000.
 - xvi. 19-1002186, CTO #14, REAP ADU Capacity Analysis, Amount Budgeted \$120,000.
 - xvii. 21-1002466, Comprehensive Pedestrian Sidewalk Connectivity Plan – Phase II, Amount Budgeted \$200,000.
 - xviii. 22-1002670, San Bernardino Transportation Analysis Model Update “Plus”, Amount Budgeted \$232,000.
- b. New Contracts
 - i. RFP, LRMTTP Support, Amount Budgeted \$400,000, Total Estimated Contract Amount \$600,000.
 - ii. 21-1002448 (RFP if still waiting on Board approval to execute), RCIS Project Management Scope of Work Amendment with the County, Amount Budgeted \$26,255, Total Contract Amount \$26,255.
 - iii. RFP, ATP SBC Safe Routes to School Program, Amount Budgeted \$603,000, Total Estimated Contract Amount \$1,053,000.
 - iv. RFP, Professional Services on Technical Studies and Analysis, Amount Budgeted \$173,945, Total Estimated Contract Amount \$500,000.

Local Funding Source Detail

- i. San Bernardino County Department of Public Health - \$100,000.
- ii. San Bernardino County Superintendent of Schools - \$50,000.
- iii. San Bernardino County - \$26,255.

Manager

Steven Smith, Director of Planning

Planning and Regional

Task 0404 Subregional Planning

	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	198,731	187,885	268,210	214,563
Regular Part-Time Employees	-	-	2,250	2,400
Fringe Allocation-General	185,717	173,762	234,503	219,112
Professional Services	217,602	195,125	400,000	150,000
Consulting Services	418,329	830,320	3,007,258	2,958,255
		-	20,000	20,000
Information Technology Services	-	-	1,000	1,000
		577	-	-
Training/Registration	838	700	3,000	3,000
Postage	24	177	150	150
Travel Expense - Employee	-	-	2,000	2,000
Travel Expense-Mileage-Employee	994	-	1,000	1,000
Advertising	291	-	500	500
Printing - Internal	-	-	200	200
Contributions/Subsidies	26,700	162,332	750,810	540,000
Office Expense	-	-	150	150
Computer Hardware and Software	-	-	2,000	2,000
Total Expenditures	1,049,226	1,550,878	4,693,031	4,114,330

Funding Sources

Local Transportation Fund - Admin	13,431
Local Transportation Fund - Planning	702,556
Local Transportation Fund - Rail	400,000
Modeling Fees	7,705
State of California Wildlife Conservatio	150,000
Active Transportation Program - State	200,000
Sustainable Communities Grants-SB1	432,000
SCAQMD/MSRC	90,000
Greenhouse Gas Fund	21,632
MSI Valley Fund-Freeway Projects	16,097
MSI Valley Fund-Fwy Interchange	8,048
MSI Valley Fund-Express Bus/Rapid Trans	8,048
MSI Valley Fund-Traffic Mgmt Sys	819,127
MSI Victor Valley Fund-Traffic Mgmt Sys	55,431
MSI North Desert Fund-Traffic Mgmt Sys	7,000
MSI Morongo Basin Fund-Traffic Mgmt Sys	3,500
MSI Mountain Fund-Traffic Mgmt Sys	3,500
Council of Governments Fund	1,000,000
Local Projects Fund	176,255
Total Funding Sources	4,114,330

Planning and Regional

Task 0941 Mountain/Desert Planning and Project Development

Purpose

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

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 Subareas. In Fiscal Year 2021/2022, SBCTA staff continued a joint project with the Los Angeles County Metropolitan Transportation Authority (LACMTA) and California Department of Transportation (Caltrans) to develop a programming document for the widening of State Route 18 (SR-18) between State Route 138 (SR-138) and US 395. Staff also conducted analysis and prepared grant application material for the US 395 Freight Mobility and Safety Project from Interstate 15 (I-15) to SR-18, the highest priority next project identified by Victor Valley jurisdictions for the 10-Year Delivery Plan. Staff continued coordinating with local jurisdictions on the potential extension of Brightline West rail to the City of Rancho Cucamonga, including a future station at Joshua Street and I-15. In addition, assistance was provided to Mountain/Desert jurisdiction staff on their General Plan Housing Element updates and the preparation of their local input into the Countywide Greenhouse Gas Reduction Plan.

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. Prepare grant applications for Federal and State funding for projects in the Mountain/Desert Subareas. This may include highway, transit, ridesharing, or active transportation projects.
4. Assist Mountain/Desert jurisdictions with: implementation of Vehicle Miles Traveled (VMT) analysis required for development projects under Senate Bill 743 (SB743); preparation of growth forecasts and project lists for the SCAG 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); expansion of the Countywide Sidewalk Inventory database; input to the San Bernardino County Transportation Analysis Model (SBTAM) update; and input to the San Bernardino County Regional Conservation Investment Strategy (RCIS).
5. Assist Mountain/Desert representatives with identification of priority projects and strategies for implementing those projects.
6. Participate on project development teams for major transportation projects in the Mountain/Desert Subareas.
7. Complete the SR-18 project planning effort in coordination with LACMTA and Caltrans, resulting in a Project Study Report/Project Development Support (PSR/PDS) programming document.
8. Monitor development of the Brightline West high speed train from the Town of Apple Valley to Las Vegas and its extension to the City of Rancho Cucamonga.
9. Work with local jurisdictions and transit agencies on development of the Long Range Multimodal Transportation Plan (LRMTP), covering all subareas in the county.

Budgetary reductions from the prior year are due primarily to lower contributions to the preparation of the SR-18/138 PSR/PDS.

Planning and Regional

Task 0941 Mountain/Desert Planning and Project Development

Products

1. SR-18 Corridor PSR/PDS, setting the stage for future improvements on SR-18.
2. Planning and technical assistance in cooperation with Caltrans and local jurisdictions relative to project development in the Mountain/Desert Subareas.
3. Preparation and/or support of grant applications for funding of Mountain/Desert Subarea priorities.

Contract Information

- a. Existing Contracts
 - i. 20-1002383, SR-18 PSR/PDS – SBCTA Agreement with Caltrans District 8 for oversight of PSR/PDS, Amount Budgeted \$150,000.

Local Funding Source Detail

- i. LACMTA - Share of Caltrans District 8 oversight of PSR/PDS - \$75,000.

Manager

Steven Smith, Director of Planning

Planning and Regional

Task 0941 Mountain/Desert Planning and Project Development

	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	12,052	9,711	24,903	24,806
Fringe Allocation-General	11,263	8,981	28,033	25,331
Consulting Services	-	223,500	250,000	150,000
Contributions/Subsidies	-	-	175,000	-
Total Expenditures	<u>23,315</u>	<u>242,192</u>	<u>477,936</u>	<u>200,137</u>

Funding Sources

MSI Victor Valley Fund-Traffic Mgmt Sys	107,028
MSI North Desert Fund-Traffic Mgmt Sys	4,024
MSI Colorado River Fund-Traffic Mgmt Sys	2,013
MSI Morongo Basin Fund-Traffic Mgmt Sys	4,024
MSI Mountain Fund-Traffic Mgmt Sys	8,048
Local Projects Fund	<u>75,000</u>
Total Funding Sources	<u>200,137</u>



US 395 Widening (Phase I) included upgrades to multiple intersection in Victorville and Adelanto. Crews form the ADA curb ramps for enhanced safety and access for the pedestrian community.

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 Utilities 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 Transactions 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 testing and commissioning the three (3) Diesel Multiple Units and start of Arrow service.
2. Begin Zero Emission Multi-Unit (ZEMU) testing in consultation with the FRA and SCRRA.
3. Complete right of way certification for West Valley Connector (WVC), and initiate construction.
4. Execute the WVC full funding grant agreement with the Federal Transit Administration (FTA).
5. Progress with the Tunnel to ONT environmental review and start the procurement process for the subsequent phases.
6. 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.
7. Continue close coordination with Brightline West.
8. Manage SBCTA railroad right of way in an efficient and comprehensive fashion.
9. Support the transit operators with implementation of zero emission buses, and work with Fund Administration and Planning to identify funding and seek grants for the effort.
10. Provide technical assistance to the transit operators and their Consolidated Transportation Service Agencies within San Bernardino County.
11. Merge the regional rideshare database, launch new rideshare incentives, and offer a Telework Employer Assistance program.
12. Manage the SB Loop Vanpool Subsidy Program, National Transit Database reporting, and monitor cost versus FTA 5307 revenue generation.
13. Work with county transit operators through the Multimodal Interconnectivity Working Group to implement countywide multimodal efforts and rebuild ridership.
14. Implement two pilot programs for first/last mile shuttles service Metrolink stations.

Transit Program

Performance/Workload Indicators

	2019/2020 Actual	2020/2021 Budget	2021/2022 Revised Budget	2022/2023 Budget
Redlands Passenger Rail Project	Construction/ Vehicle Design & Assembly	Construction/ Vehicle Assembly & Delivery	Construction/ Pre-revenue Testing	Closeout/Start of Revenue Service
Development of Zero emission Multiple Unit	Determine Technology/ Vehicle Design	Vehicle Design	Vehicle Design/ Assembly	Vehicle Assembly & Testing/AMF Upgrades
West Valley Connector	Environmental Approval/ Seek Funding	ROW Acquisition/ Final Design/ Seek Funding	ROW Acquisition/ Final Design	ROW Acquisition/ Construction
Gold Line Extension	On-hold/Seek Funding	On-hold/ Seek Funding	On-hold/ Seek Funding	On-hold/ Seek Funding
Tunnel to ONT	N/A	Planning/ Procurement	Procurement/ Environmental	Procurement/ Environmental
Metrolink Double Track – CP Lilac to CP Rancho (Preliminary Engineering and CEQA Clearance Only)	On-hold/Seek Funding (SCRRRA)	On-hold/ Seek Funding (SCRRRA)	On-hold/ Seek Funding (SCRRRA)	On-hold/ Seek Funding (SBCTA/ SCRRRA)

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 and the new Infrastructure Investment and Jobs Act (IIJA) 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); and the Low Carbon Transit Operations Program (LCTOP). This provides for assistance and oversight of San Bernardino County transit operators, including review of their cost effectiveness and efficiency, 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 California Department of Transportation (Caltrans), the California Transportation Commission (CTC), and various other Federal and State agencies to assist local implementation of projects funded by Federal and State sources.

Work Elements

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 to 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.

Budgeted values vary minimally between Fiscal Year 2021/2022 and Fiscal Year 2022/2023 and are due to calculated cost estimates for ongoing transit operator support.

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 \$150,000.
 - ii. 19-1002204, General Transit Feed Specification (GTFS) Data Specifications for Operators, Amount Budgeted \$10,000.
 - iii. 19-1002152, Grant Administrative Services, Amount Budgeted \$40,000.

Manager

Victor Lopez, Director of Transit and Rail Projects

Transit

Task 0309 Transit Operator Support

	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	178,312	142,123	90,429	104,883
Fringe Allocation-General	166,635	131,440	101,796	107,107
Professional Services	176,881	222,034	142,000	201,200
Consulting Services	-	-	30,000	-
Dues/Memberships	15,324	-	31,638	21,100
Training/Registration	-	-	2,000	1,500
Postage	-	-	250	100
Travel Expense - Employee	175	38	4,000	4,000
Travel Expense-Mileage-Employee	2	-	1,000	1,000
Travel Expense-Other-Metrolink Tickets	40	-	500	250
Advertising	912	1,108	1,300	250
Printing - External	-	-	5,100	4,000
Meeting Expense	123	-	1,100	500
Total Expenditures	<u>538,404</u>	<u>496,743</u>	<u>411,113</u>	<u>445,890</u>

Funding Sources

Local Transportation Fund - Admin	92,868
Local Transportation Fund - Planning	<u>353,022</u>
Total Funding Sources	<u>445,890</u>

Transit

Task 0310 Transit Allocations/Pass-throughs

Purpose

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

Accomplishments

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

Work Elements

1. Disburse Local Transportation Funds (LTF) to transit operators and local agencies for public transportation, local streets and roads projects, and projects that are provided for use by pedestrians and bicycles in accordance with the TDA Statutes and the California Code of Regulations (CCR).
2. Disburse State Transit Assistance (STA) Funds to transit operators for capital projects and eligible operating costs in accordance with the TDA Statutes and the CCR.
3. Disburse Measure I Senior and Disabled Program Funds based on annual allocations approved by the 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 a projected increase in Measure I 2010-2040 revenue that increases disbursements from the Senior and Disabled Program Funds and to an increase in projected LTF disbursements.

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 \$4,046,350.
 - ii. Senate Bill 1 (SB1) and SGR Pass-through Agreements with Transit Operators, Amount Budgeted \$7,534,448.

Manager

Andrea Zureick, Director of Fund Administration

Transit

Task 0310 Transit Allocations/Pass-throughs

	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Contributions/Subsidies	14,655,134	22,609,106	21,312,264	25,888,148
Pass-through Payments	74,648,629	69,120,347	112,730,000	131,886,500
Total Expenditures	89,303,763	91,729,452	134,042,264	157,774,648

Funding Sources

Local Transportation Fund - Pass-through	113,186,500
State Transit Assist Fund - Pass-through	18,700,000
State of Good Repair (SGR)	7,534,448
MSI Valley Fund-Senior and Disabled	16,185,400
MSI Victor Valley Fund-Senior and Disabled	1,575,600
MSI North Desert Fund-Senior and Disabled	257,800
MSI Colorado River Fund-Senior and Disabled	28,300
MSI Morongo Basin Fund-Senior and Disabled	156,500
MSI Mountain Fund-Senior and Disabled	150,100
Total Funding Sources	157,774,648

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 working with Brightline West and SBCTA's role as a member agency of the Southern California Regional Rail Authority (SCRRA). In addition, facilitate and assist with regional studies and plans associated with transit.

Accomplishments

Since 1992, Metrolink has provided Southern California drivers with a safe, convenient alternative to driving. As drivers choose Metrolink, traffic is relieved and air quality is improved. SCRRA is a joint powers authority made up of an eleven (11) member board representing the transportation commissions of Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties. Metrolink trains operate on seven (7) routes across a six (6) county 538 route-mile network, which includes a portion of northern San Diego County. SBCTA shares operating and capital expenses with the Los Angeles County Metropolitan Transportation Authority (LACMTA), the Riverside County Transportation Commission (RCTC) and the Orange County Transportation Authority (OCTA) for the three (3) Metrolink routes that serve San Bernardino County. These three (3) lines typically carry up to 44 percent of total Metrolink passengers. 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 2021/2022 continued to be significantly lower; however, the San Bernardino Line showed stronger signs of recovery, and a service restoration plan was approved to return to 36 out of 38 round trips per day. Implementation was hampered due to a lack of available operating engineers. Full service restoration is planned as part of the SCRRA Fiscal Year 2022/2023 budget. Additionally, with equity being an important focal point in communities, SBCTA led an effort to provide free fares on February 4, 2022 in celebration of Transit Equity Day, and in recognition of Rosa Parks' birthday. While the initial focus was "Everyone rides free on February 4th, Every bus, Every train, Everywhere in San Bernardino County," in working with SCRRA and the other member agencies, the program was implemented across the Metrolink system. As part of SBCTA's role as a member agency, staff remains engaged in the Member Agency Advisory Committee (MAAC). Staff worked closely with Brightline West to support development of their privately funded high speed rail connection between Las Vegas and Rancho Cucamonga. Specifically, SBCTA approved a lease with Brightline West for a portion of the San Gabriel Subdivision between Interstate 15 and Cucamonga Station.

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 Federal Railroad 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 with Brightline West as they move towards the start of construction.
7. As needed coordination with the California High-Speed Rail Authority Project.
8. Other miscellaneous general transit items including project and program controls.

Transit

Task 0312 General Transit

Budgetary change is due to budgeting for potential studies in Fiscal Year 2022/2023.

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 Brightline West, 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 \$259,119.
 - ii. 00-1000940, CTO #1, Professional Services – General Support Services, Amount Budgeted \$10,000.
 - iii. 00-1000939, CTO #49, Professional Services – Minor Technical Studies in Existing Metrolink Service Corridors, Amount Budgeted \$61,241.
- b. New Contracts
 - i. RFP/CTO, Professional Services for Transit Studies and Analysis, Amount Budgeted \$600,000, Total Estimated Contract Amount \$600,000.

Manager

Victor Lopez, Director of Transit and Rail Programs

Transit

Task 0312 General Transit

	2019/2020	2020/2021	2021/2022	2022/2023
Expenditures	Actual	Actual	Revised Budget	Budget
Regular Full-Time Employees	178,751	212,034	462,468	438,215
Fringe Allocation-General	167,045	196,096	450,646	447,505
Professional Services	785,958	44,353	104,000	671,241
Consulting Services	-	(1,000)	-	-
Program Management Fees	522,984	515,103	300,000	259,119
Dues/Memberships	4,644	1,146	7,500	7,500
Training/Registration	5,004	3,355	10,000	10,000
Postage	46	-	600	500
Travel Expense - Employee	4,236	1,185	20,000	20,000
Travel Expense-Mileage-Employee	323	-	2,000	2,000
Travel Expense-Other-Metrolink Tickets	199	-	1,500	1,000
Public Information Activities	18,497	(517)	-	-
Printing - External	-	-	500	500
Record/Equipment Storage	-	-	1,000	1,000
Office Expense	-	-	100	100
Meeting Expense	318	59	1,000	1,000
Total Expenditures	1,688,005	971,815	1,361,314	1,859,680

Funding Sources

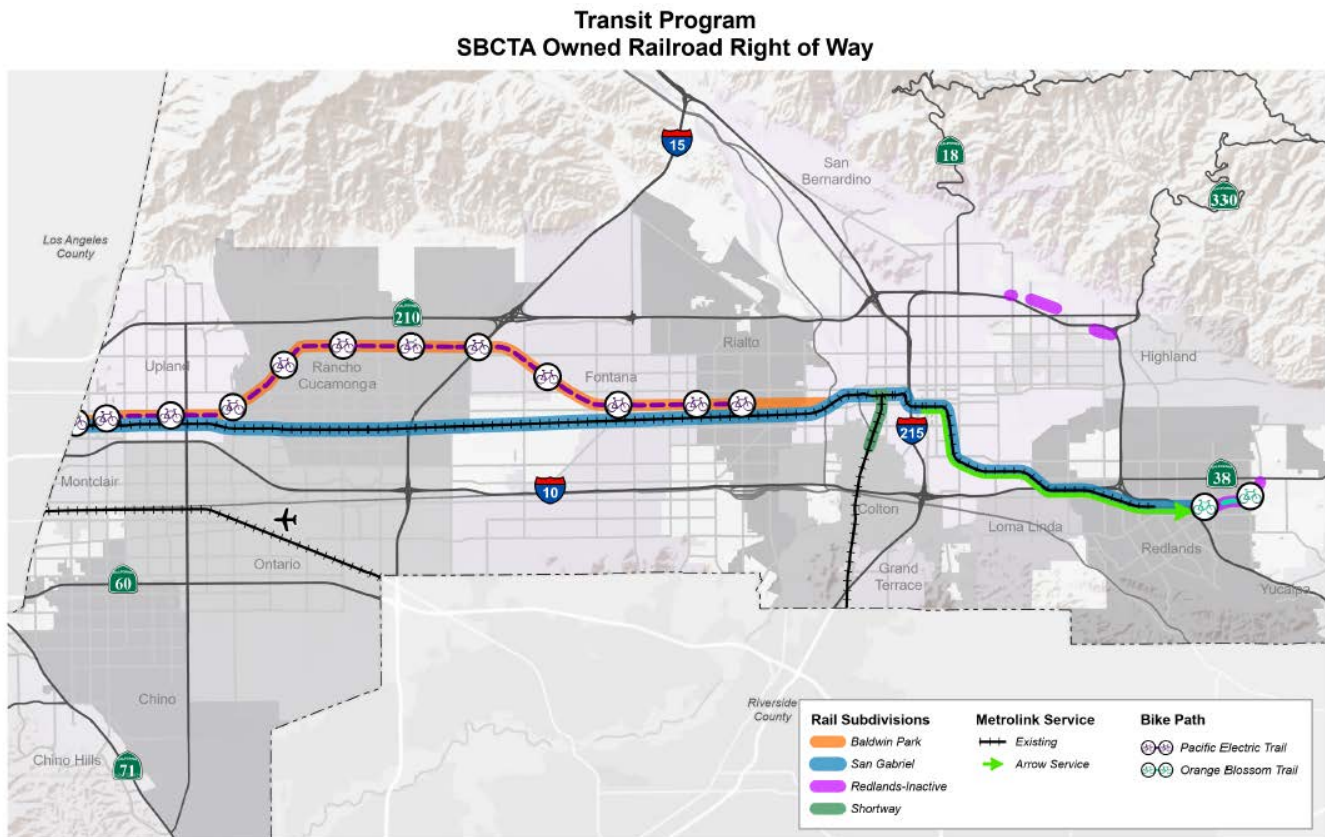
MSI Admin	10,490
Local Transportation Fund - Planning	918,830
Local Transportation Fund - Rail	859,119
State Transit Assistance Fund - Rail	<u>71,241</u>
Total Funding Sources	<u>1,859,680</u>

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.



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 continues, graffiti abatement under a regular maintenance schedule has reduced the number of reported citations, and an ongoing review of existing license agreements has resulted in the termination of agreements for facilities that have been abandoned. Processing of payments for grants of use upon SBCTA property was brought in-house supported by the new Right of Way Manager and Right of Way Specialist positions, which will provide more robust succession planning with respect to management of SBCTA railroad right of way. Work was done with the rail station host cities to update the station agreements to ensure property insurance is in place for the core rail station assets. A successful negotiation was completed for the Brightline West lease of a portion of the San Gabriel Subdivision need to support their connection to the Cucamonga Station. Working with the California Department of Housing and Community Development, SBCTA obtained approval for the sale of the Upland surplus properties to a developer for the purpose of constructing high density residential projects next to the Upland Metrolink Station. SBCTA has been an active partner in resolving a cloud over title with an adjacent property owner to the right of way which will allow development of a high density residential project within a half mile of the newly constructed University Station in the City of Redlands.

Work Elements

1. Process new Rights of Use Agreements.
2. Implement online application tool for new Rights of Use Agreements.

Transit

Task 0313 Transit Right of Way Management

3. Graffiti removal and weed abatement.
4. Records management.
5. Implement Master Agreements with utility agencies where possible.
6. Dispose of surplus property.

Budgetary change is due to a reduction in the anticipated level of outside legal services needed, termination of a long-standing MOU with SCRRA for maintenance of way activities outside the operating envelope, and the budgeting of two (2) in-house positions in lieu of re-procuring the right of way services staff augmentation contract.

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. 00-1000940, CTO #37, Professional Services – On-call Engineering Plan Review, Amount Budgeted \$20,000.
 - ii. 16-1001409, Professional Services – On-call Railroad Right of Way Maintenance Services, Amount Budgeted \$800,000.
 - iii. 20-1002270, Litigation Representation – Railroad Right of Way, Amount Budgeted \$20,013.
 - iv. 21-1002472, Third Party Administrator and Incident Management Services, Amount Budgeted \$720.
 - v. 21-1002570, Professional Services – Laserfiche Software Support Services, Amount Budgeted \$30,000.
 - vi. 21-1002621, Legal Services – Private High-Speed Rail Lease & Station Development Negotiations, Amount Budgeted \$135,000.
- 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 and Appraisal, Amount Budgeted \$80,000, Total Estimated Contract Amount \$80,000.
 - iii. RFP/CTO, Legal Services – Litigation Representation and Legal Services, Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.
 - iv. RFP/CTO, On-call Labor Compliance Support Services, Amount Budgeted \$1,300, Total Estimated Contract Amount \$5,000.
 - v. RFP/CTO, Professional Services – On-call Engineering Plan Review, Amount Budgeted \$20,000, Total Estimated Contract Amount \$20,000.

Manager

Victor Lopez, Director of Transit and Rail Programs

Transit

Task 0313 Transit Right of Way Management

	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	65,364	72,215	133,103	189,599
Fringe Allocation-General	61,084	66,787	149,834	193,618
Professional Services	3,803	13,904	285,850	357,020
Legal Fees	21,539	31,328	320,013	255,013
Rail Maintenance of Way	1,048,883	908,236	947,300	800,000
Training/Registration	-	-	-	7,500
Postage	13	82	324	500
Travel Expense - Employee	352	-	1,000	1,000
Travel Expense-Mileage-Employee	12	-	500	500
Advertising	310	-	1,000	1,000
Bank Charges	3,000	2,770	-	-
Other Service Charges	-	1,988	-	-
Meeting Expense	101	-	500	500
Total Expenditures	<u>1,204,461</u>	<u>1,097,310</u>	<u>1,839,424</u>	<u>1,806,250</u>

Funding Sources

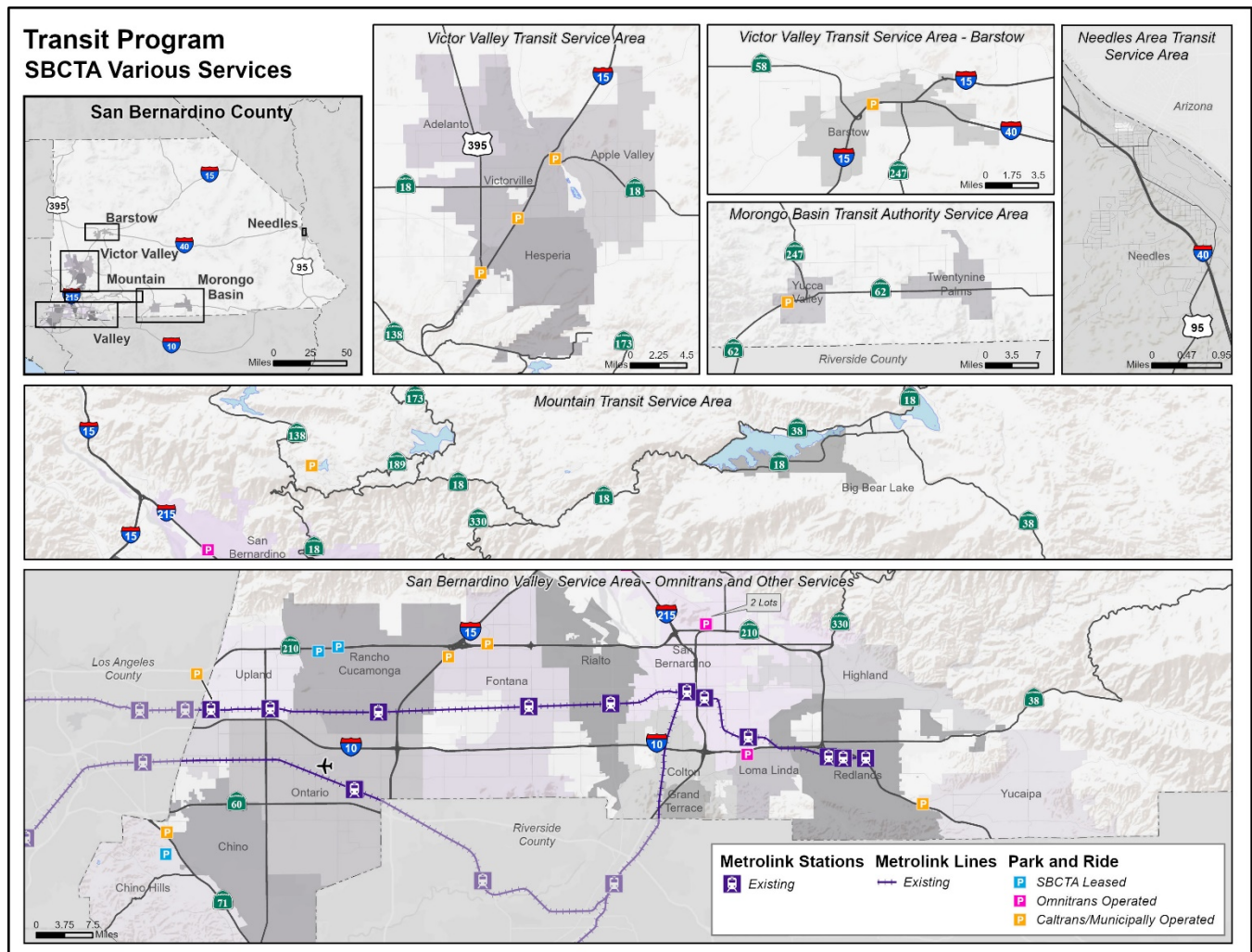
Local Transportation Fund - Planning	394,217
Local Transportation Fund - Rail	1,337,033
Rail Assets	<u>75,000</u>
Total Funding Sources	<u><u>1,806,250</u></u>

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, traffic congestion, vehicle miles traveled and energy consumption.



Accomplishments

The Metrolink San Bernardino Line service, operated by the Southern California Regional Rail Authority (SCRRA), continues to slowly recover ridership, and currently has the highest ridership line in the Metrolink system. In November 2020, two express trains (one roundtrip) were re-introduced between San Bernardino and Los Angeles Union Station in order to provide reduced travel times along the line with a twenty (20) minute saving each way between San Bernardino and Los Angeles Union Station. Although Metrolink ridership has continued to be impacted by the current health pandemic, the service is vital to San Bernardino County commuters.

Transit

Task 0314 Transit Operations

Additionally, with equity being an important focal point in communities, SBCTA led an effort to provide free fares on February 4, 2022 in celebration of Transit Equity Day, and in recognition of Rosa Parks' birthday. While the initial focus was "Everyone rides free on February 4th, Every bus, Every train, Everywhere in San Bernardino County," in working with SCRRA and the other member agencies, the program was implemented across the Metrolink system. SCRRA also implemented new fare products for 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.

SCRRA decommissioned its last Tier 0 locomotive - an engine that was built between 1973-2001 that is generally compliant with less strict EPA standards than newer engines built today - and continued to transition to cleaner technology in its operations by fully incorporating renewable diesel into its revenue and non-revenue fleet in Fiscal Year 2021/2022. They also completed the final tasks of their Climate Vulnerability Assessment Study, which includes the analysis of climate related impacts through the end of this century, and provides adaptation strategies to improve infrastructure resiliency and mitigate risks.

SBCTA has continued to coordinate the implementation of Arrow Service in partnership with SCRRA with the start of pre-revenue testing and commissioning of the Arrow Maintenance Facility. Pre-revenue testing commenced in the 3rd quarter of Fiscal Year 2021/2022 and will continue until revenue service begins in fall 2022.

The contract with Lyft for the Transportation Provider Pilot Program, with the goal of increasing connectivity between the Ontario International Airport and the Metrolink stations in the Cities of Montclair, Upland, Ontario, and Cucamonga, expired on January 31, 2022, with over 500 hundred rides having been offered. Planning activities for a more traditional shuttle service, providing a direct connection between the Cucamonga Metrolink Station and the Ontario International Airport, were initiated.

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 occupancy vehicle trips. 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, employee ridematching, marketing, commuter incentives and assistance. During Fiscal Year 2020/2021, SBCTA and RCTC transitioned IE Commuter to the same software being used by the regional rideshare agencies Los Angeles County Metropolitan Transportation Authority (LACMTA), Orange County Transportation Authority (OCTA) and Ventura County Transportation Commission (VCTC). This transition set the stage for SBCTA to be the contracting entity for common rideshare software on behalf of the regional rideshare agencies, which facilitates the consolidation of rideshare databases to provide a more efficient and robust ridematching system for commuters throughout the region. The transition also reduced the overall cost for the software, and opened up opportunities for regional enhancements. SBCTA also continues to participate in regional rideshare activities with these agencies, which included a monthly *On the Go* rideshare newsletter for commuters and a bi-monthly newsletter for employers. During Fiscal Year 2020/2021, the IE Commuter program provided rideshare resources to 150 employers within the county, assisted fifty-eight (58) employer worksites with SCAQMD Rule 2202 surveying and, as a result of the start-up rideshare incentive, reduced 155,552 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 reduced due to the ongoing pandemic. To recover ridership, incentive programs and strategic marketing have been revamped to garner old and new rideshare participants post-pandemic. This includes updating IE Commuter's historic \$2/Day rideshare gift card incentive to \$5/Day, up to \$125. In response to the continued increase in teleworking, the IE Commuter program continued to offer a Telework Employer Assistance program in addition to offering resources and incentive

Transit

Task 0314 Transit Operations

opportunities for teleworkers. These programs support SBCTA's Senate Bill 743 (SB743) efforts. SBCTA continued to lease three (3) Park and Ride lots adding to the region's total network of eighteen (18) lots, which includes Park and Ride lots owned and maintained or leased by California Department of Transportation (Caltrans), cities, San Bernardino County and SBCTA.

SBCTA continues to actively host ongoing Multimodal Interconnectivity Working Group meetings with the county's transit operators, which includes Metrolink, Morongo Basin Transit Authority, Mountain Transit, Needles Area 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 2021/2022, the working group continued county-wide "back to transit" marketing in efforts to encourage and regain riders lost from the pandemic. Through these efforts the county's transit operators offered a free fare day on September 22, 2021 Car Free Day, providing free rides either to all riders or through their mobile payment apps. Another free fare day was hosted and sponsored by SBCTA on February 4, 2022 Transit Equity Day in commemoration of Rosa Park's birthday, to support that everyone should have access to free or affordable public transportation regardless of age, race or class. The working group is continuing to focus on additional opportunities for county-wide marketing, multi-agency integration of mobile fare apps, microtransit, first/last mile connections and considerations for implementing fare capping policies county-wide in support of transit equity.

Work Elements

1. Provide SBCTA's share of SCRRA's Metrolink service annual operating subsidy.
2. Ridership Recovery; Tracking Actual versus Budget.
3. Rail Station Technical Advisory Committee (RSTAC).
4. IE Commuter rideshare program.
5. SBCTA Park and Ride lease program.
6. Multimodal Interconnectivity Working Group.

Budgetary changes are due to an overall result from the inclusion of the Arrow Service operations subsidy, maintenance and security funding for the Arrow rail stations (SBCTA funds first two (2) years), and the conclusion of procuring vehicle spare parts for operations and maintenance in Fiscal Year 2021/2022.

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, which includes operating, new capital and rehabilitation, parallels SBCTA's budget process, the SCRRA subsidies identified initially in the SBCTA budget are 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. Continue success of the RSTAC, 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 occupancy vehicle trips.

Contract Information

- a. Existing Contracts
 - i. 19-1001998, Transit and Specialized Transit Planning, Amount Budgeted \$50,000.
 - ii. 19-1002203, Rideshare Program Software, Amount Budgeted \$395,178.
 - iii. 20-1002367, Arrow Operations and Maintenance Memorandum of Understanding, Amount Budgeted \$8,975,000.

Transit

Task 0314 Transit Operations

- iv. 21-1002371, Rideshare and Vanpool Program Implementation, Amount Budgeted \$1,300,000.
- v. 22-1002676, Park and Ride Lot Lease, Amount Budgeted \$9,900.
- vi. 22-1002742, Park and Ride Lot Lease, Amount Budgeted \$15,840.
- vii. 22-1002743, Park and Ride Lot Lease, Amount Budgeted \$9,000.

b. New Contracts

- i. Park and Ride Lot Leases, Amount Budgeted \$30,000, Total Estimated Contract(s) Amount \$30,000.
- ii. IFQ, Rideshare Professional Service Assistance, Amount Budgeted \$25,000, Total Estimated Contract Amount \$25,000.
- iii. RFP/CTO, On-Call Professional Services for Cost Estimate and Analysis of Station Security, Amount Budgeted \$50,000, Total Estimated Contract Amount \$100,000.
- iv. City of Redlands Station Security and Operation & Maintenance Agreement, Amount Budgeted \$75,000, Total Estimated Contract Amount \$150,000.
- v. City of San Bernardino Station Security and Operation & Maintenance Agreement(s), Amount Budgeted \$87,500, Total Estimated Contract(s) Amount \$175,000.
- vi. University of Redlands Station Security and Operation & Maintenance Agreement, Amount Budgeted \$125,000, Total Estimated Contract(s) Amount \$250,000.

Local Funding Source Detail

- i. Riverside County Transportation Commission - \$77,298.
- ii. Los Angeles County Metropolitan Transportation Authority - \$198,410.
- iii. Orange County Transportation Authority - \$55,790.
- iv. Ventura County Transportation Commission - \$13,156.

Manager

Victor Lopez, Director of Transit and Rail Programs

Transit

Task 0314 Transit Operations

	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	15,614	47,281	68,489	92,939
Fringe Allocation-General	14,590	43,727	77,098	94,909
Professional Services	16,326	1,744,739	2,145,138	2,078,918
Consulting Services	14,253	120,618	-	50,000
Rail Maintenance of Way	-	141,359	-	-
Dues/Memberships	-	-	71,105	71,110
Training/Registration	-	288	2,100	2,100
Postage	-	10	150	1,150
Travel Expense - Employee	-	-	3,250	3,750
Travel Expense-Mileage-Employee	-	-	500	1,000
Travel Expense-Other-Metrolink Tickets	-	-	500	750
Printing - External	-	-	1,200	2,100
Printing - Internal	-	-	100	200
Contributions/Subsidies	12,946,757	12,478,096	27,283,425	28,055,556
Office Expense	-	-	50	200
Meeting Expense	-	-	500	450
Motor Vehicles	-	338,000	3,026,129	-
Total Expenditures	13,007,540	14,914,116	32,679,734	30,455,132

Funding Sources

Local Transportation Fund - Admin	35,555
Local Transportation Fund - Planning	283,519
Local Transportation Fund - Rail	13,054,418
State Transit Assistance Fund - Rail	1,303,000
State of Good Repair – SBCTA	1,000,000
Congestion Mitigation and Air Quality	1,064,740
Federal Transit Administration 5307-CMAQ	9,000,000
Low Carbon Transit Operations Program	400,000
MSI Valley Fund-Metrolink/Rail Service	3,402,556
MSI Valley Fund-Traffic Mgmt Sys	440,610
MSI Victor Valley Fund-Traffic Mgmt Sys	126,080
Local Projects Fund	344,654
Total Funding Sources	30,455,132

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) is expected to be completed in Fiscal Year 2021/2022. The three (3) Diesel Multiple Unit (DMU) Arrow Service vehicles were delivered and testing commenced. Substantial progress was made on the right of way acquisitions for the West Valley Connector (WVC) Bus Rapid Transit Project and executing the Small Starts Full Funding Grant agreement remained a focus with the Federal Transit Administration (FTA). Design of the hybrid hydrogen fuel cell-battery Zero-Emission Multiple Unit (ZEMU) was completed, substantial progress was made on the hazard mitigation report, and assembly of the vehicle commenced. The request for proposal for the hydrogen fuel station at the AMF was released. Work on the Tunnel to ONT Project continued with completion of the Tunnel to ONT Study and award of the environmental services contract in April 2022.

On an annual basis, as a member agency of the Southern California Regional Rail Authority (SCRRA), SBCTA provides funding for capital related expenditures including rehabilitation and 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.

Budgetary change overall resulted due to the completion of the Redlands Passenger Rail Project, start of construction and continuation of right of way acquisitions for the West Valley Connector Project, start of construction for the Fueling Infrastructure and Retrofit of Arrow Maintenance Facility for the DMU to ZEMU Project, and environmental clearance activities for the Tunnel to ONT 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

Victor Lopez, Director of Transit and Rail Programs

Transit

Task 0315 Transit Capital

	2019/2020	2020/2021	2021/2022	2022/2023
Expenditures	Actual	Actual	Revised Budget	Budget
Regular Full-Time Employees	200,664	211,610	232,457	172,714
Fringe Allocation-General	187,524	195,704	191,723	176,375
Professional Services	10,946,532	19,099,681	53,257,882	32,192,495
Consulting Services	5,247,779	4,442,904	9,498,522	1,823,600
Program Management Fees	2,703,063	4,583,414	2,790,000	3,080,765
Legal Fees	800,756	1,057,802	4,723,411	4,299,536
Utilities	-	-	-	50,000
Construction Capital	110,482,113	69,104,336	31,290,144	26,157,500
Utilities Capital	4,802,940	3,238,157	184,500	4,500,000
Right of Way Capital	702,361	(75,339)	39,994,900	23,807,001
Dues/Memberships	-	3,000	3,000	3,000
Training/Registration	1,350	-	-	-
Postage	151	297	-	10,000
Travel Expense - Employee	3,326	-	-	-
Travel Expense-Mileage-Employee	13	-	-	-
Advertising	645	2,927	-	-
Public Information Activities	91,338	88,536	310,000	50,000
Contributions/Subsidies	485,411	203,752	496,000	250,000
Meeting Expense	992	-	-	-
Motor Vehicles	8,507,776	8,824,433	25,211,103	44,547,289
Total Expenditures	145,164,734	110,981,214	168,183,642	141,120,275

Funding Sources

Local Transportation Fund - Planning	83,813
State Transit Assistance Fund - Rail	13,974,682
Rail Assets	854,500
Transit and Intercity Rail Capital Progr	22,100,600
Public Trans Modern,ImproveandSvc Enhanc	10,094,214
Affordable Housing & Sustainable Communi	2,200,000
Solutions for Congested Corridors Progra	16,250,000
SCAQMD/MSRC	1,662,000
MSI Valley Fund-Metrolink/Rail Service	4,248,987
MSI Valley Fund-Express Bus/Rapid Trans	12,433,490
Local Projects Fund	57,217,989
Total Funding Sources	141,120,275

**Transit Program
Passenger Rail Projects**

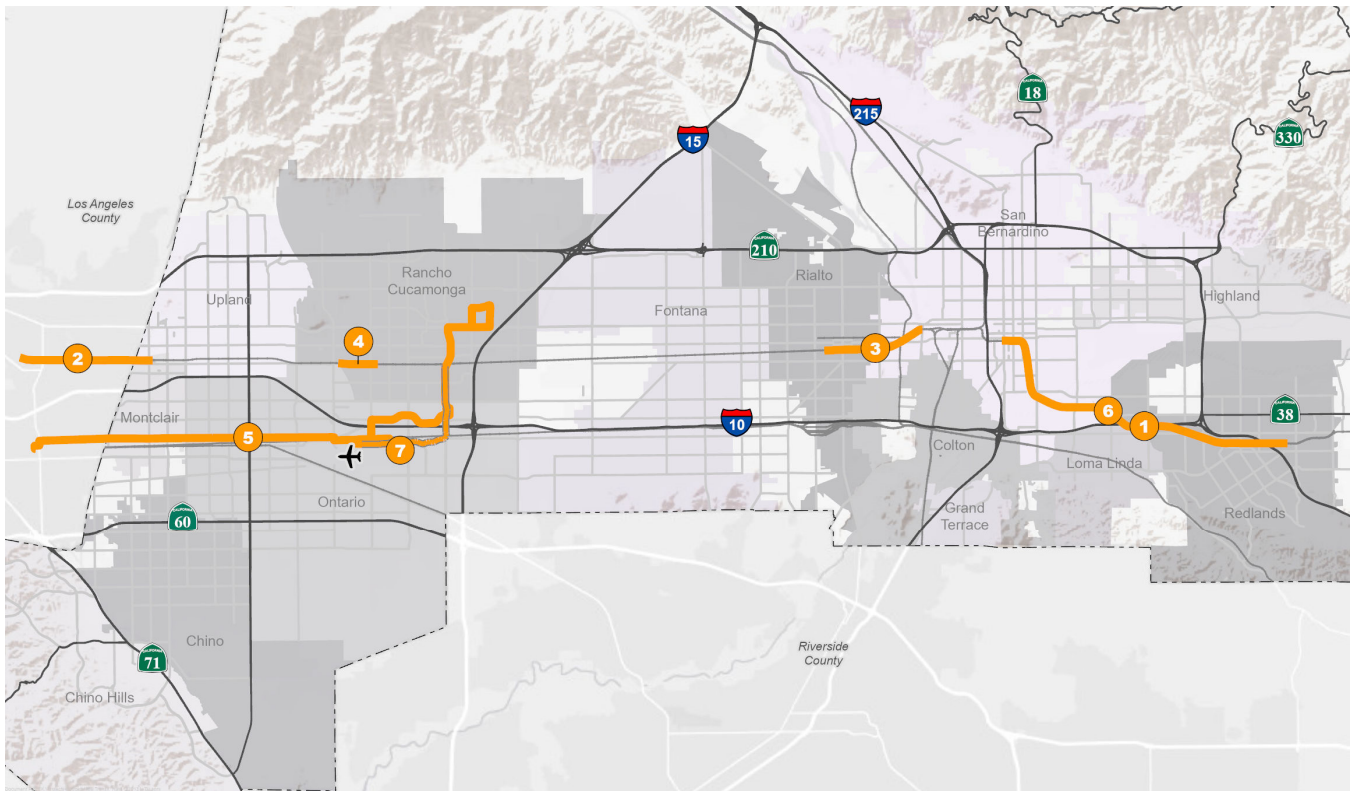
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VALLEY SUBAREA

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Project Descriptions	198-203



Transit Program



Master Schedule										
Fiscal Year										
Project/Phases	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
1 <u>Redlands Passenger Rail</u> <div style="float: right; border: 1px solid black; padding: 5px;"> LEGEND: <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="width: 20px; height: 10px; background-color: #90EE90; border: 1px solid black;"></div> PA/ED <div style="width: 20px; height: 10px; background-color: #00BFFF; border: 1px solid black;"></div> PS&E <div style="width: 20px; height: 10px; background-color: #FFD700; border: 1px solid black;"></div> ROW <div style="width: 20px; height: 10px; background-color: #FF0000; border: 1px solid black;"></div> Cons <div style="width: 20px; height: 10px; background-color: #008000; border: 1px solid black;"></div> Landscape <div style="width: 20px; height: 10px; background-color: #800080; border: 1px solid black;"></div> Closeout </div> </div>										
2 <u>Gold Line to Montclair (On Hold - Pending Funding)</u>										
3 <u>CP Lilac to Rialto Station Double Track (On Hold - Pending Funding)</u>										
4 <u>SCORE Rancho Cucamonga Siding Project</u>										

Transit Program

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1 Project **Redlands Passenger Rail Project (0324)**

Description

The Redlands Passenger Rail Project (RPRP) is a progressive regional transportation project implementing passenger rail service between the San Bernardino Transit Center (SBTC) and the University of Redlands resulting in approximately nine (9) miles of rail improvements. The project consists of three (3) major components: construction of the mainline corridor, procurement of three (3) Diesel Multiple Unit (DMU) vehicles, and construction of a new maintenance facility. The project will use right of way acquired by SBCTA from the Burlington Northern Santa Fe Railway (BNSF) in 1992. Additionally, SBCTA is partnering with private and public agencies to fund specific project improvements and betterments. Agencies include the City of Redlands, the University of Redlands and Esri. 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, Program close-out.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$373,669,233*	\$357,520,310	\$16,046,146	\$102,777

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

Contract Information

- a. Existing Contracts
 - i. 15-1001093, Final Mainline Design Services, Amount Budgeted \$300,000.
 - ii. 15-1001146, Program Management Services, Amount Budgeted \$786,864.
 - iii. 16-1001363, Litigation Services, Amount Budgeted \$130,506.
 - iv. 16-1001440, Mainline Construction Management Services, Amount Budgeted \$300,000.
 - v. 16-1001531, Diesel Multiple Unit Rail Vehicles, Amount Budgeted \$10,396,778.
 - vi. 17-1001587, SCRRA Coordination & Design Services, Amount Budgeted \$3,768,309.
 - vii. 19-1002000, CTO #8, Public Outreach, Amount Budgeted \$50,000.
 - viii. 19-1002180, Southern California Edison Utility Relocations, Amount Budgeted \$28,400.
 - ix. 21-1002472, Claims, Amount Budgeted \$46,566.

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 additional funding was identified, the \$249 million for Los Angeles County was used to build to Pomona, and a contract option which expired on October 7, 2021, was provided for the work between Pomona and Montclair. LACMTA has not identified funding to proceed with work beyond the City of Pomona. The Construction Authority is seeking a one-year extension of the contract option. If the option deadline is extended, it is anticipated that approximately \$740 million is needed to extend the project from Pomona to Montclair. 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 work in San Bernardino County. The Construction Authority notified SBCTA that they do not wish to proceed with execution of the subsequent agreement until a future date. Current Phase: Design-Build (Pomona to Montclair on-hold pending funding).

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$97,800,000*	\$1,936,955	\$16,000	\$95,847,045

*SBCTA has \$80 million identified funding for the estimated \$97 million cost for the portion of the project in San Bernardino County; \$39M non-federal formula funds and \$41M TIRCP grant funds. Any Gold Line Construction Authority grant requests related to extending beyond Pomona are expected to include the additional funding needed to complete the project to Montclair.

Contract Information

- a. Existing Contracts
 - i. 00-1000939 CTO #48, General Coordination – Consultant Review, Amount Budgeted \$13,000.

3

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

This project includes construction of a double track section on the Metrolink San Bernardino Line between Control Point (CP) Lilac and CP Rancho, a three mile segment spanning the cities of Rialto and San Bernardino which includes ten (10) 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. While not funded as part of the initial wave of the Metrolink Southern California Optimized Rail Expansion Plan (SCORE) Program, Metrolink has identified a substantial portion of this segment as a possible initial phase, from CP Lilac, through the Rialto Station, to Sycamore Avenue. Preliminary Engineering and Environmental Clearance have been completed, and an additional \$9 million was identified for the Project in the 2021 10-Year Delivery Plan. Costs shown below are for the shorter project. In coordination with SCRRA, staff is actively seeking grant funding to complete the project. If successful, a budget amendment will be presented to incorporate any funding that will be flowing through SBCTA in Fiscal Year 2022/2023. Current Phase: Final Design (On-hold pending funding)

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
\$52,700,000	\$2,229,187	\$0	\$50,470,813

*Total cost of the longer double track section is \$90.125 million.

4

Project**SCORE Rancho Cucamonga Siding Project (0338)****Description**

Right of Way support for the Rancho Cucamonga Siding Project element of the Southern California Optimized Rail Expansion (SCORE) program which proposes to enable 30-minute bi-directional service on the highest ridership segments of Southern California's busiest regional rail corridors: the Orange County, Ventura County, and San Bernardino Lines. The Rancho Cucamonga Siding Project is for an extension of the existing siding track by approximately 4,600 feet and a new No. 24 power turnout, pedestrian safety improvements at two (2) at-grade crossings, new track panels at the grade crossings (Hellman Ave. and Archibald Ave.), extension of three (3) drainage culverts, and railroad signal modifications to accommodate the siding extension. Right of Way support includes review of acquisition packet templates, approval of Just Compensation, and pursuing condemnation process as necessary for the Rancho Cucamonga Siding Project. Current Phase: Right of Way.

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
\$200,000	\$4,000	\$96,000	\$100,000

*Total estimated cost for SBCTA's support only. Total estimated project cost is \$27,000,000.

Contract Information

- a. Existing Contracts
 - i. 22-1002749, Legal Services Supporting Right of Way Acquisitions, Amount Budgeted \$96,000.

Local Funding Source Detail

- i. Southern California Regional Rail Authority - \$96,000.

Description

The West Valley Connector (WVC) Project is a nineteen (19)-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 WVC will serve the cities of Pomona, Montclair, Ontario and Rancho Cucamonga; interconnect with two Metrolink stations; provide service to the Ontario International Airport; and link to the Ontario Mills shopping/entertainment complex, Ontario Convention Center, and Victoria Gardens as well as other mixed-use development in Rancho Cucamonga planned as part of the HART District. The proposed project includes the purchase of eighteen (18) battery electric buses and improvements to Omnitrans maintenance facility needed to operate and maintain the battery electric buses. Current Phase: Right of Way Acquisition and Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$287,514,408	\$42,650,132	\$101,355,479	\$143,508,797

Contract Information

- a. Existing Contracts
 - i. 00-1000940, CTO #71, Project Management Consulting Services, Amount Budgeted \$2,293,901.
 - ii. 17-1001741, CTO #6, Labor Compliance, Amount Budgeted, \$20,000.
 - iii. 18-1001788, Omnitrans Cooperative Agreement, Amount Budgeted \$600,000.
 - iv. 18-1001870, Environmental and Design Services, Amount Budgeted \$2,400,000.
 - v. 18-1001924, CTO #3, Right of Way Services, Amount Budgeted \$453,463.
 - vi. 18-1001925, Right of Way Legal Services, Amount Budgeted \$500,000.
 - vii. 19-1002000, CTO #16, Public Outreach and Event Management Services, Amount Budgeted \$150,000.
 - viii. 19-1002001, Graphic Design Support, Amount Budgeted \$10,000.
 - ix. 19-1002002, CTO #2, Right of Way Services, Amount Budgeted \$3,203,030.
 - x. 19-1002007, CTO #3, Right of Way Services, Amount Budgeted \$200,000.
 - xi. 19-1002008, CTO #3, Right of Way Services, Amount Budgeted \$200,000.
 - xii. 19-1002009, CTO #3, Right of Way Services, Amount Budgeted \$204,890.
 - xiii. 21-1002532, Administrative Contract, Right of Way Capital Acquisition, Amount Budgeted \$23,806,999.
- b. New Contracts
 - i. RFP/IFB, Mainline Capital Construction, Amount Budgeted \$23,995,500, Total Estimated Contract Amount \$86,681,996.
 - ii. RFP/IFB, Vehicle Procurement, Amount Budgeted \$29,150,511 Total Estimated Contract Amount \$29,150,511.
 - iii. RFP, Construction Management Support Services, Amount Budgeted \$9,524,867, Total Estimated Contract \$16,719,599.
 - iv. Dry Utilities Agreements, Amount Budgeted \$2,500,000, Total Estimated Contract \$16,220,173.

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 Arrow Service. The chosen alternative propulsion system is hybrid battery-hydrogen fuel cell. SBCTA was awarded a \$30 million Transit and Intercity Rail Capital Program (TIRCP) grant to lead the effort, and \$1.662 million from the Mobile Source Review Committee for the hydrogen fueling infrastructure. The current estimate for the base project is \$37 million which includes the vehicle, modifications to the Arrow Maintenance Facility, and hydrogen fueling infrastructure. The TIRCP grant requires conversion of the DMU vehicles purchased for the Arrow Service, at some point in the future, once the technology is proven in the pilot vehicle. An early estimate for conversion of the Arrow Service DMUs is \$7.5 million but this is subject to change. Current Phase: Facility Upgrade Design, and Vehicle Assembly

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$37,000,000	\$20,650,103	\$9,182,600	\$7,167,297

Contract Information

- a. Existing Contracts
 - i. 00-1000939, CTO #64, Planning Professional Services, Amount Budgeted \$1,500,000.
 - ii. 15-1001125, WO #09, SCRRA Support for Operational and Technical Review of the ZEMU, Amount Budgeted \$100,000.
 - iii. 19-1002000, CTO #09, Public Outreach and Event Management Services, Amount Budgeted \$50,000.
 - iv. 19-1002001, Graphic Design Support, Amount Budgeted \$600.
 - v. 20-1002310, Procurement of Zero Emission Multiple Unit Rail Vehicle, Amount Budgeted \$5,000,000.
 - vi. 21-1002666, Hydrogen Safety Panel, Amount Budgeted \$50,000.
 - vii. 22-1002750, Professional Legal Support, Amount Budgeted \$20,000.
- b. New Contracts
 - i. RFP, Hydrogen Fueling Infrastructure, Amount Budgeted \$1,662,000, Total Estimated Contract Amount \$1,662,000.
 - ii. RFP/IFB, Retrofit of Arrow Maintenance Facility, Amount Budgeted \$500,000, Total Estimated Contract Amount \$1,500,000.
 - iii. RFP/IFB, Construction Management AMF Upgrade and Fueling Infrastructure, Amount Budgeted \$200,000, Total Estimated Contract Amount \$900,000.
 - iv. Cooperative Agreement, Implementation Support of the ZEMU Initiative, Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.

Description

Innovative subterranean direct connection between the 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 and build contractor. The connection is approximately four (4) miles long. It includes a surface station at the Cucamonga Metrolink Station to be coordinated with proposed Brightline West improvements and West Valley Connector improvements and two (2) surface stations at ONT. Current Phase: Planning/Environmental.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$492,000,000	\$8,064,455	\$14,090,237	\$469,845,308

Contract Information

- a. Existing Contracts
 - i. 20-1002339, DBE Consulting Services, Amount Budgeted \$4,500.
 - ii. 21-1002451, Legal Services, Amount Budgeted \$850,000.
 - iii. 21-1002452, Program Management/Construction Management, Amount Budgeted \$4,300,000.
 - iv. 22-1002758, Environmental Services Contract, Amount Budgeted \$4,350,000.
- b. New Contracts
 - i. RFP, Infrastructure Developer, Amount Budgeted \$4,500,000, Total Estimated Contract Amount \$4,500,000.

Local Funding Source Detail

- i. City of Rancho Cucamonga - \$1,650,000.

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 neighboring vanpool programs 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. Starting in Federal Fiscal Year 2020/2021, SBCTA recognized an increase of approximately \$313,135 in FTA 5307 from our first ten (10) months of NTD reporting for the program.

SBCTA's Vanpool Program, branded as San Bernardino (SB) Loop, launched on September 1, 2018. SB Loop provides up to a \$400 subsidy per month towards the cost of a vanpool, or \$500 for zero emission vehicles, for vanpools travelling into SBCTA's service area. This includes the Valley, Mountains, Morongo Basin and Colorado River subareas 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 COVID-19 pandemic to allow for social distancing and to accommodate flex schedules.

In September 2021, there were fifty-five (55) vanpools approved to participate in the program, the highest number of vanpools since the inception of the program. As of January 2022, there are fifty-two (52) vanpools in the program. While there was a peak in vanpool usage in Fiscal Year 2021/2022, the passenger miles and vehicle revenue miles have decreased from the prior year. Fewer passengers in vehicles and fewer vehicle commute days has contributed to the decrease, stemming from the pandemic and SBCTA's suspension of vehicle occupancy and minimum required operating days. Despite the decrease, the program continues to add new vanpools, primarily serving essential worksites.

SBCTA works with various consultants to provide program staffing, marketing services, online software and the database that supports the program. SB Loop and the proprietary software customized for the program, provides a sense of ease to participants looking to join or start a stress-free commute. The vanpool vehicles are provided currently through a single vendor, Enterprise, via monthly rentals directly with vanpool participants. Staff continues to offer use of non-federal funds for zero emission vehicles if selected by vanpool groups.

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.

Transit

Task 0383 Vanpool 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.

Product

Incentivize the use of vanpools as an alternative mode of transportation that reduces traffic congestion, improves air quality, and increases the amount of FTA 5307 funds being returned to SBCTA by increasing the number of vanpools participating in SB Loop.

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 \$80,000.
 - iii. 17-1001683, Online System Developer, Amount Budgeted \$40,000.
 - iv. 17-1001616, Vanpool Leasing Vendor, Amount Budgeted \$415,000.
 - v. 17-1001740, Marketing Services, Amount Budgeted \$45,000.
 - vi. 20-1002371, Rideshare and Vanpool Program Implementation, Amount Budgeted \$155,000.

Manager

Victor Lopez, Director of Transit and Rail Programs

Transit

Task 0383 Vanpool Program

	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	14,366	24,433	35,117	32,434
Regular Part-Time Employees	338	-	-	-
Fringe Allocation-General	13,426	22,597	39,531	33,122
Professional Services	320,141	287,470	900,000	786,000
Consulting Services	111,843	90,741	225,000	300,000
Training/Registration	288	288	2,000	2,000
Postage	23	24	200	100
Travel Expense - Employee	211	-	4,250	2,125
Travel Expense-Mileage-Employee	43	-	600	300
Travel Expense-Other-Metrolink Tickets	120	-	500	250
Advertising	-	177	75	150
Printing - Internal	-	-	200	100
Office Expense	-	-	200	100
Meeting Expense	31	-	4,000	2,000
Total Expenditures	<u>460,830</u>	<u>425,730</u>	<u>1,211,673</u>	<u>1,158,681</u>

Funding Sources

Federal Transit Administration 5307-CMAQ	1,011,000
MSI Valley Fund-Traffic Mgmt Sys	<u>147,681</u>
Total Funding Sources	<u><u>1,158,681</u></u>

PROJECT DELIVERY

Project Delivery Program Budget

Description

The Project Delivery Program is responsible for the development and construction of major freeway, interchange, and grade separation projects. The program is funded by an array of funding sources including Measure I, Federal, State, and local funds. The Fiscal Year 2022/2023 budget of \$586.6 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 twelve (12) Freeway/Highway Projects, thirteen (13) Interchange Projects, two (2) Railroad Grade Separation Projects, and four (4) 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

	2019/2020 Actual	2020/2021 Actual	2021/2022 Revised Budget	2022/2023 Budget
Project Approval/Environmental Document	7	2	2	0
Start Construction	6	4	3	5
Open to Traffic	3	1	2	4
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. A continuous 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 and software access. The need for proactive communication was fulfilled as we transitioned back to the office. Though challenging, the Project Delivery team was able to transition from the remote environment to a blend of remote and office work environment while addressing the few technical issues along the way.

Ongoing maintenance, assessment and enhancements of Project Delivery Program Controls were conducted including: 1) Continued re-evaluation and implementation of the Quality Assurance/Quality Control (QA/QC) system; 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, and 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.

The Project Delivery team provided support to the Planning Department staff in the development of the Trade Corridor Enhancement Program (TCEP) grant application which resulted in the award of \$143 million of grant funds to the Project Delivery program. The team is providing ongoing support for reporting on budgets and schedules as required for these grants.

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 Project Delivery 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 as well as succession planning. The proposed plan for in-house positions and the reorganization was presented and approved by the Board in January 2021. The plan is currently fully executed.

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 of 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. Verify the validity of each agreement.
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. **Toll Implementation Activities:** Seek input from the Interstate 10 (I-10)/Interstate 15 (I-15) Express Lanes Sub-committee on toll policies, operational rules and procedures. Participate in California Toll Operators Committee and other toll related groups and events to stay abreast of proposed legislation and new technologies related to the tolling industry. Conduct factory acceptance and on-site toll system testing for the I-10 Corridor Contract 1 Express Lanes.
7. **Other Program Activities:** Other activities include document controls and archiving for records retention purposes; 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 regulations 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 decrease is mainly attributed 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 \$700,000.*
 - ii. 20-1002377, On-Call Environmental Services, Amount Budgeted \$10,000.*
 - iii. 21-1002498, Legal Services, Amount Budgeted \$20,000.*
 - iv. 21-1002555, Legal Services, Amount Budgeted \$542,415.*
 - v. 19-1002000, Public Outreach Service, Amount Budgeted \$20,000.*

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

Manager

Henry Stultz, Director of Project Delivery

Project Delivery

Task 0815 Measure I Program Management

	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	825,196	794,885	1,335,787	1,137,768
Fringe Allocation-General	771,155	735,136	1,293,832	1,161,888
Professional Services	4,717	4,908	200,500	218,000
Program Management Fees	1,707,771	1,999,231	2,030,000	700,000
Legal Fees	47,008	20,010	47,000	41,000
Training/Registration	18,000	(1,341)	44,000	44,000
Postage	-	-	1,000	1,000
Travel Expense - Employee	2,662	(334)	12,000	12,000
Travel Expense-Mileage-Employee	811	-	12,000	12,000
Advertising	242	549	1,000	1,000
Public Information Activities	68	-	20,000	20,000
Bank Charges	78	(39)	1,000	1,000
Meeting Expense	254	45	1,000	1,000
Total Expenditures	<u>3,377,962</u>	<u>3,553,048</u>	<u>4,999,119</u>	<u>3,350,656</u>

Funding Sources

MSI Admin	61,414
MSI Valley Fund-Freeway Projects	1,729,148
MSI Valley Fund-Fwy Interchange	1,515,094
MSI Valley Fund-Grade Separations	5,000
MSI Victor Valley Fund-Major Local Hwy	20,000
MSI North Desert Fund-Major Local Hwy	20,000
Total Funding Sources	<u>3,350,656</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 Interstate 10 (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 Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for the project concluded in spring 2019. Design, right of way, and construction is ongoing, with completion anticipated in 2023. In addition, work packages for the next phases of the I-10 Corridor have been identified with Board approval given to proceed into design and further study on several new projects including the I-10 Contract 2 portion east of Interstate 15 (I-15). 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. Final design on the Contract 1 portion from Cantu Galleano Ranch Road to north of Foothill Boulevard is ongoing with completion targeted for spring 2023. Final Design work is ongoing on the I-10 Eastbound Truck Climbing Lane Project, 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 started in fall 2021. Landscape design for this corridor was initiated in late-2018 and anticipated to be complete by fall 2022. The construction of the US 395, Phase 1 from Palmdale Road to Chamberlaine Way was completed in summer 2020, and the design process for US 395, Phase 2 from I-15 to Palmdale Road has begun.

Work Elements

Budget for Fiscal Year 2022/2023 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 due primarily to projects starting design and continuing to move through construction.

Project Delivery

Task 0820 Freeway Projects

Contract Information – Project Delivery Program*

- a. Existing Contracts
 - i. 20-1002377, Environmental Services, Amount Budgeted \$513,726.*
 - ii. 21-1002555, Legal Services, Amount Budgeted \$464,000.*
 - iii. 18-1001907, Right of Way Services, Amount Budgeted \$108,604.*
 - iv. 20-1002357, Program Management Services, Amount Budgeted \$2,176,775.*
 - v. 19-1002000, Public Outreach Services, Amount Budgeted \$2,083,453.*
 - vi. 22-1002724, Construction Capital, Amount Budgeted \$740,000.*

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

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

Henry Stultz, Director of Project Delivery

Project Delivery

Task 0820 Freeway Projects

			2021/2022	
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	50,875	132,392	348,622	465,778
Fringe Allocation-General	47,543	122,441	423,343	475,652
Professional Services	670,045	1,744,330	10,465,389	26,427,033
Consulting Services	12,242,822	12,933,543	21,148,000	24,682,101
Program Management Fees	1,738,868	2,511,011	2,717,221	2,176,775
Auditing and Accounting	-	19,500	-	-
Legal Fees	1,526,439	1,057,166	1,200,000	563,000
Utilities	46,000	(46,000)	-	-
Construction Capital	121,068,042	174,279,583	349,882,440	349,494,514
Construction Support		-	-	200,000
Utilities Capital	(935,889)	1,818,304	13,034,000	16,900,000
Right of Way Capital	14,605,479	2,496,774	5,776,287	6,411,144
Postage	636	234	1,500	13,000
Advertising	465	224	2,000	2,000
Public Information Activities	497,033	695,490	1,462,199	2,195,315
Printing - External	660	-	-	-
Other Service Charges	-	1	1	-
Meeting Expense	875	33	500	500
Debt Fees	739,594	14,000	31,000	1,000
Total Expenditures	<u>152,299,487</u>	<u>197,779,026</u>	<u>406,492,502</u>	<u>430,007,812</u>

Funding Sources

Surface Transportation Program	34,519,873
Congestion Mitigation and Air Quality	28,280,000
Project National and Regional Significance	50,000
Highway Infrastructure Program	7,286,000
Regional Improvement Program	15,165,507
State Highway Operations & Protection Program	65,976,000
Trade Corridor Improvement Fund	1,100,000
Local Partnership Program-Formula-SB1	1,300,000
Trade Corridor Enhancement Program	34,941,981
MSI Valley Fund-Freeway Projects	217,052,647
MSI Valley Fund-Fwy Interchange	16,090,000
MSI Valley Fund-Arterials	3,759,509
MSI Victor Valley Fund-Major Local Hwy	491,000
MSI 1990-Valley Fund-Major Projects	1,560,000
MSI 1990-Valley Fund-TMEE	45,000
Local Projects Fund	<u>2,390,295</u>
Total Funding Sources	<u>430,007,812</u>

**Project Delivery Program
Freeway Projects**

Page No.

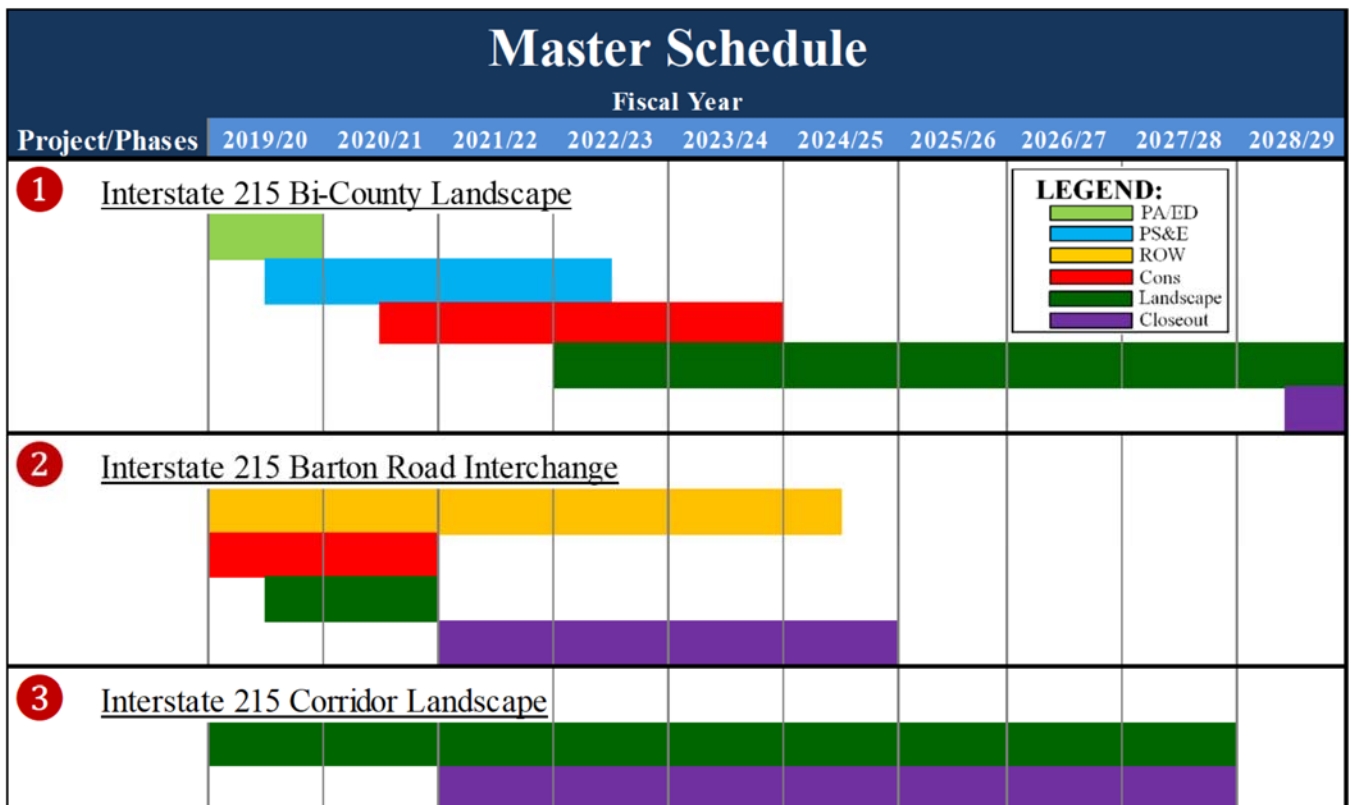
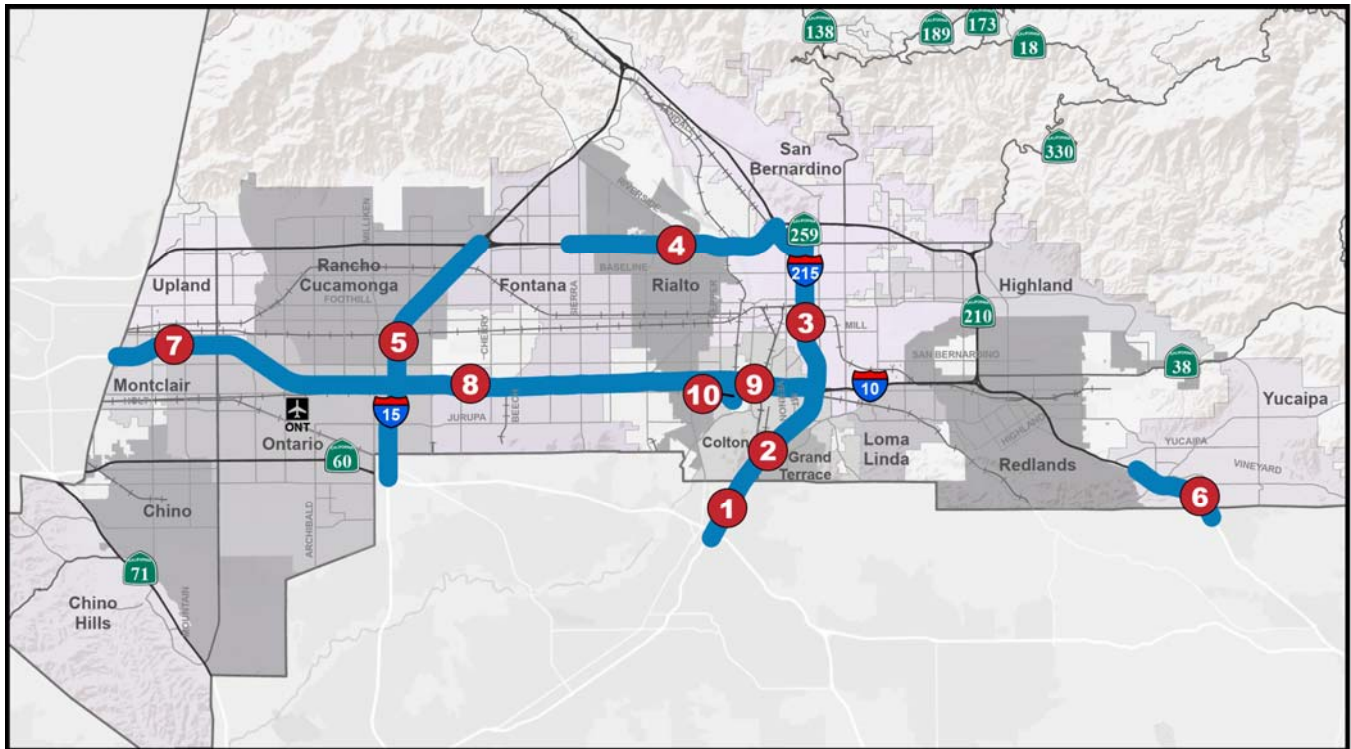
VALLEY SUBAREA

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VICTOR VALLEY SUBAREA

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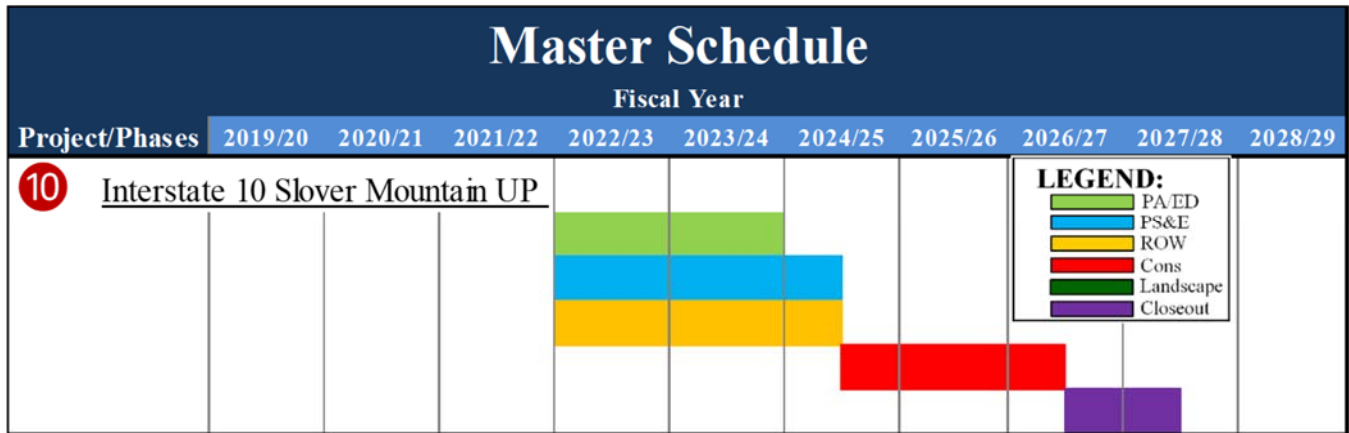
**Project Delivery Program
Freeway Projects
Valley Subarea**



Fiscal Year

SBCTA Fiscal Year 2022/2023

**Project Delivery Program
Freeway Projects
Valley Subarea**



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	\$4,391,265	\$1,670,000	\$4,973,735

Contract Information

- a. Existing Contracts
 - i. 19-1002005, Environmental and Design Professional Services, Amount Budgeted \$753,000.
 - ii. 21-1002534, Construction Management Services, Amount Budgeted \$360,000.
- b. New contracts
 - i. IFB, Construction Capital, Amount Budgeted \$3,500,000, 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 Closeout.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$104,973,000	\$86,806,603	\$161,397	\$5,000

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

Contract Information

- a. Existing Contracts
 - i. 20-1002278, Right of Way Capital and Support, Amount Budgeted \$28,793.

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
\$21,708,300	\$15,276,228	\$2,195,000	\$4,237,072

*Total Estimated Cost and Proposed Budget include \$800k 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 \$225,000.
 - ii. 19-1002026, Construction Capital, Amount Budgeted \$432,000.
- b. New Contracts
 - i. RFP, Segment 5, Design Services, Amount Budgeted \$540,000, Total Estimated Contract Amount \$926,000.

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
\$156,701,000	\$111,337,863	\$42,318,400	\$3,044,737

Contract Information

- a. Existing Contracts
 - i. 15-1001231, Design Services, Amount Budgeted \$210,000.
 - ii. 17-1001681, Construction Management Services, Amount Budgeted \$4,500,000.
 - iii. 19-1002078, Construction Capital, Amount Budgeted \$36,000,000.
- b. New Contracts
 - i. IFB, Establish Existing Planting (EEP), Amount Budgeted \$100,000, Total Estimated Contract Amount \$500,000.
 - ii. IFB, EEP Construction Management Services, Amount Budgeted \$45,000, Total Estimated Contract Amount \$225,000.

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 connecting to RCTC's Express Lanes facility from south of Cantu Galleano Ranch Road in Riverside County and add two lanes in each direction 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
\$317,685,000	\$11,748,579	\$14,150,908	\$291,785,513

Contract Information

- a. Existing Contracts
 - i. 20-1002266, Design Services, Amount Budgeted \$11,000,000.
 - ii. 21-1002656, Railroad Design Support, Amount Budgeted \$5,000.
 - iii. 21-1002657, Railroad Design Support, Amount Budgeted \$5,000.
 - iv. 15-1001125, Railroad Design Support, Amount Budgeted \$50,000.
- b. New Contracts
 - i. RFP, Railroad C&M Agreement, Amount Budgeted \$500,000, Total Estimated Contract Amount \$1,000,000.
 - ii. RFP, Railroad C&M Agreement, Amount Budgeted \$750,000, Total Estimated Contract Amount \$2,000,000.
 - iii. 22-1002757, Construction Support Services, Amount Budgeted \$150,000, Total Estimated Contract Amount \$25,000,000.

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. The remaining budget for design services is for design services during construction/bid. Current phase: Construction and Right of Way.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$35,848,000	\$4,826,425	\$13,374,495	\$17,647,080

Contract Information

- a. Existing Contracts
 - i. 19-1002064, Design Professional Services, Amount Budgeted \$215,507.
- b. New Contracts
 - i. RFP, Construction Management Services, Amount Budgeted \$2,513,000, Total Estimated Contract Amount \$4,859,000.
 - ii. IFB, Construction Contract, Amount Budgeted \$10,053,000, Total Estimated Contract Amount \$24,757,000.

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 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
\$929,097,000	\$563,018,009	\$323,834,852	\$42,244,139

*Total Estimated Costs incorporate added State Highway Operations & Protection Program (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 \$47,000.
 - ii. 16-1001530, Project Management/Construction Management Services, Amount Budgeted \$9,905,500.
 - iii. 17-1001599, Design-Build Capital Construction Contract, Amount Budgeted \$279,639,567.
 - iv. 17-1001617, Design-Build Capital Construction Contract, Amount Budgeted \$13,200,000.
- b. New Contracts
 - i. RFP, Tolling Support, Amount Budgeted \$200,000, Total Estimated Contract Amount \$3,000,000.
 - ii. RFP, Freeway Service Patrol (FSP), Amount Budgeted \$50,000, Total Estimated Contract Amount \$2,000,000.

Local Funding Source Detail

- i. City of Ontario - \$2,340,295.

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. The cities of Montclair and Upland have also provided local contributions to the project for interchanges in their cities.

8 Project Interstate 10 Corridor Contract 2 (0821)

Description

Mitigate traffic congestion and accommodate future traffic on the Interstate 10 (I-10) Corridor from the Interstate 15 (I-15) to Pepper Avenue. Project extends through the Cities of Fontana, Ontario, Rialto, and Colton a distance of approximately eleven (11) miles. Current Phase: Design and Right of Way.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
TBD*	\$424,145	\$20,639,609	TBD*

*To Be Determined: Design work being executed to develop project scope and cost.

Contract Information

- a. Existing Contracts
 - i. 16-1001355, Traffic and Revenue Services, Amount Budgeted \$200,000.
- b. New Contracts
 - i. RFP, Final Design Services, Amount Budgeted \$20,000,000, Total Estimated Contract Amount TBD.

9 Project Interstate 10 Corridor Contract 3 (0855)

Description

Mitigate traffic congestion and accommodate future traffic on the Interstate 10 (I-10) Corridor from Pepper Avenue to Interstate 215 (I-215). Project extends through the city of Colton, a distance of approximately three (3) miles. Current Phase: Planning and Preliminary Engineering.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
TBD*	\$13,323	\$68,249	TBD*

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

10 Project Interstate 10 Slover Mountain Union Pacific Rail Road (0847)

Description

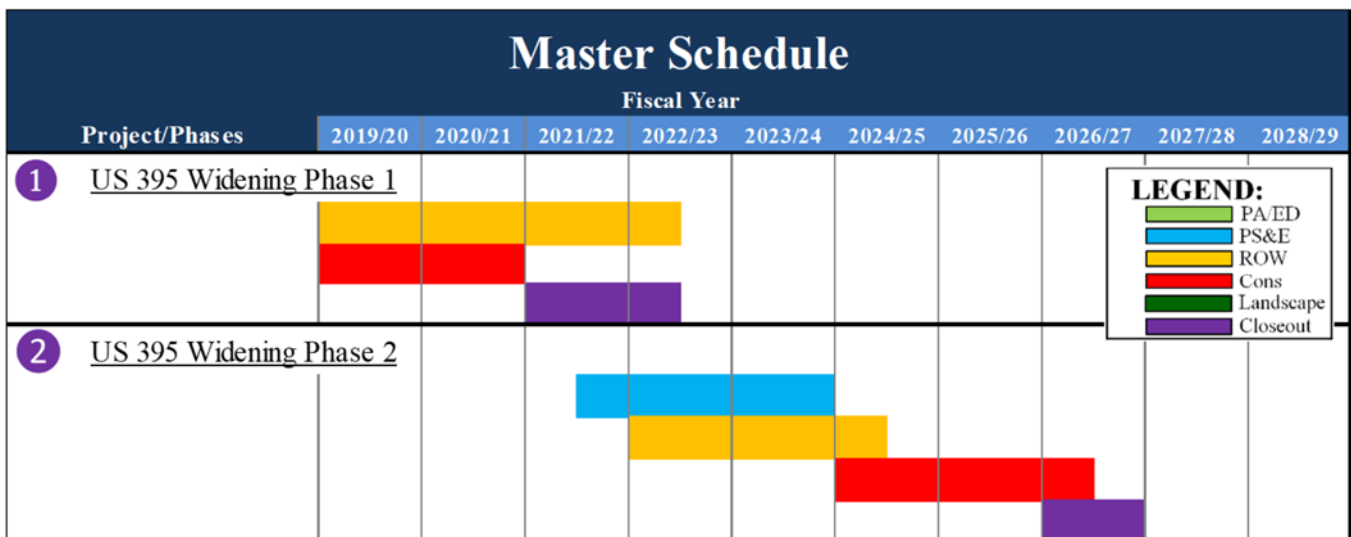
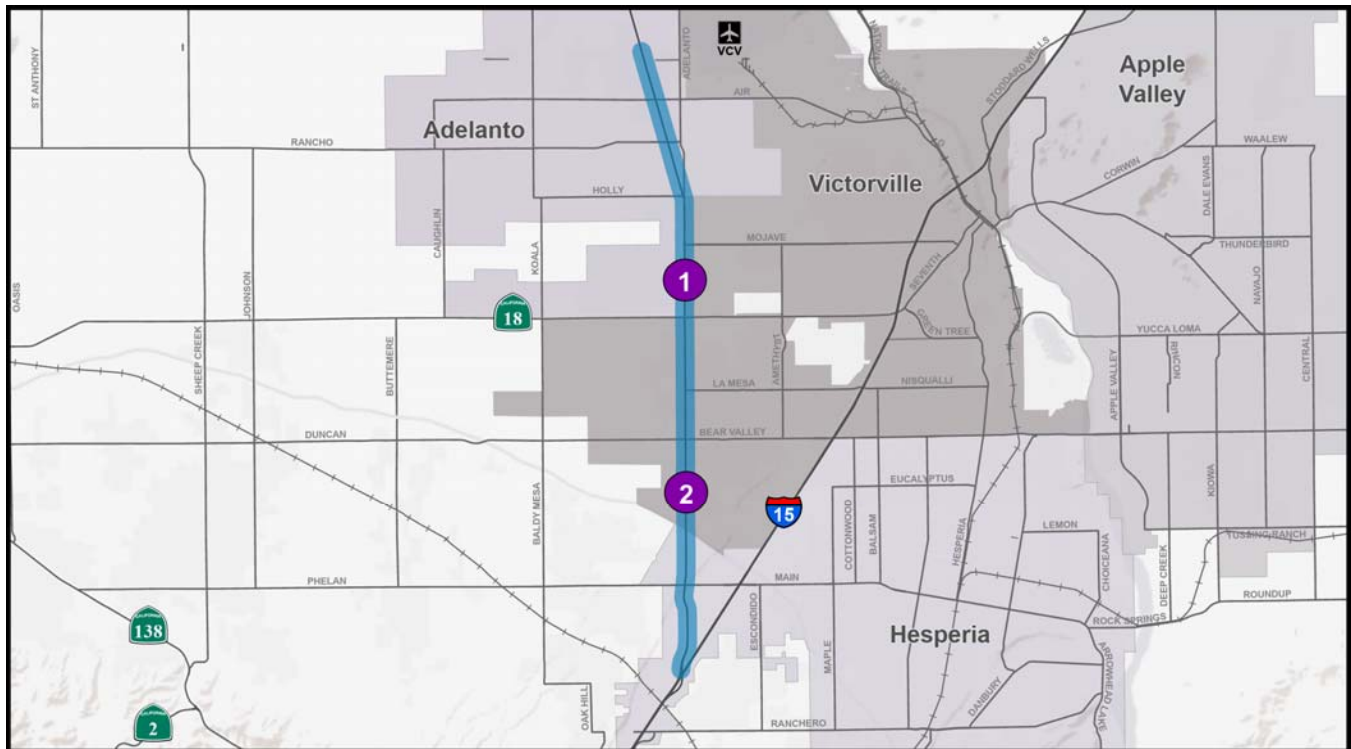
Remove and replace the Slover Mountain Union Pacific Rail Road (UPRR) Overhead (OH) structure at Interstate 10 (I-10) to accommodate the express lanes. California Department of Transportation Caltrans will own and maintain the express lanes and the new OH structure. UPRR will own and maintain the track facility. Current Phase: Design and Planning

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$31,650,000	\$25,000	\$900,000	\$30,725,000

Contract Information

- a. New Contracts
 - i. RFP, Design Services, Amount Budgeted \$800,000, Total Estimated Contract Amount \$2,390,000.

**Project Delivery Program
Freeway Projects
Victor Valley Subarea**



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
\$55,974,000	\$47,074,000	\$50,000	\$0

*Additional \$8.85 million is not going through SBCTA's books and not included in Costs to Date.

2 Project US 395 Widening Phase 2 (0844)

Description

Widen the US 395 to four (4) lanes and improve intersections from 0.4 miles north of Interstate 15 Junction to State Route 18 (SR-18/Palmdale Road) in the Cities of Hesperia and Victorville to accommodate existing and future traffic. Current Phase: Design and Right of Way.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
TBD*	\$0	10,577,000	TBD*

*To Be Determined

Contract Information

- a. New Contracts:
 - i. RFP, Design Services, Amount Budgeted \$3,916,000, Total Estimated Contract Amount \$8,000,000.

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 complete on the I-10 University Street project and the State Route 60 (SR-60) Archibald Avenue project with the latter in the plant establishment phase. The State Route 210 (SR-210) Base Line project is under construction with anticipated completion in 2023 and construction is anticipated to be complete late summer/early fall on the SR-60 Central Avenue and the I-10 Alabama Street projects. Construction is anticipated to start by the end of 2022 on I-10 Cedar Avenue, design and right of way work continues on the Interstate 215 (I-215) University Parkway, and the I-10 Mount Vernon Avenue interchange projects. Project development coordination with the City of Yucaipa 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. A phased interchange project at SR-210 and Waterman Avenue is in the design phase.

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 \$151,349.*
 - ii. 20-1002357, Program Management Services, Amount Budgeted \$435,000.*
 - iii. 19-1002001, Public Outreach Services, Amount Budgeted \$9,000.*
 - iv. 19-1002000, Public Outreach Services, Amount Budgeted \$156,914.*
 - v. 18-1001907, Right of Way Services, Amount Budgeted \$18,378.*
 - vi. 18-1001909, Right of Way Services, Amount Budgeted \$90,000.*
 - vii. 18-1001823, Right of Way Services, Amount Budgeted \$27,484.*
 - viii. 21-1002555, Legal Services, Amount Budgeted \$239,415.*
 - ix. 22-1002734, Construction Capital, Amount Budgeted \$90,000.*

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

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

Henry Stultz, Director of Project Delivery

Project Delivery

Task 0830 Interchange Projects

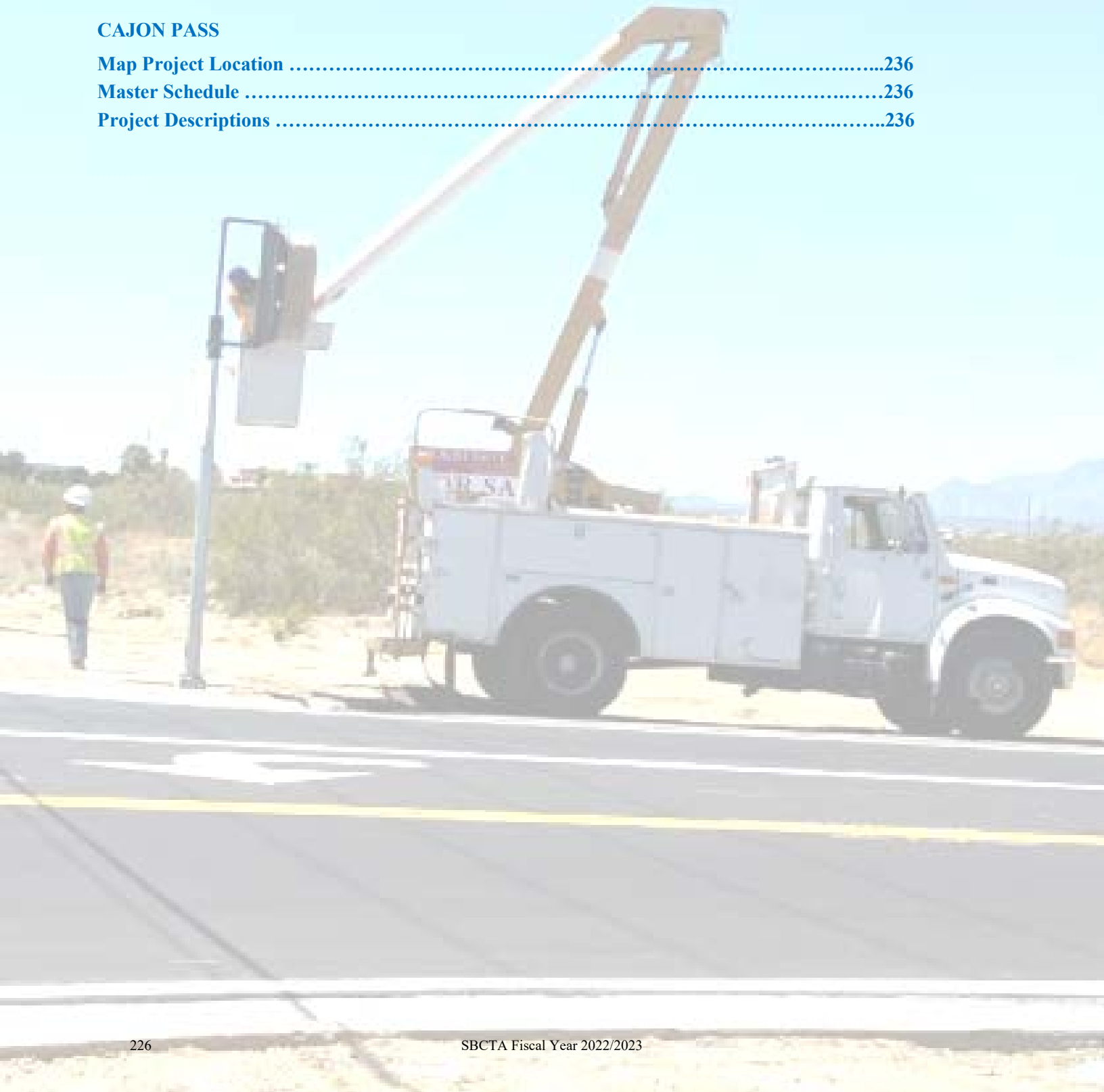
	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Professional Services	969,064	755,092	661,639	188,349
Consulting Services	1,085,155	3,740,494	5,050,412	8,314,648
Program Management Fees	801,576	827,739	982,412	435,000
Auditing and Accounting	7,327	-	-	-
Legal Fees	322,187	788,062	396,762	1,039,415
Construction Capital	8,772,759	21,820,022	41,043,761	56,623,265
Utilities Capital	356,780	(15,406)	385,922	412,500
Right of Way Capital	48,970	1,307,643	9,158,832	6,841,890
Postage	83	100	2,200	8,500
Advertising	688	1,088	-	-
Public Information Activities	40,372	83,908	104,964	165,914
Printing - External	34	2,690	-	-
Contributions/Subsidies	161,438	516	200,000	150,000
Other Service Charges	(4,500)	-	-	-
Meeting Expense	51	-	-	-
Total Expenditures	12,561,984	29,311,948	57,986,904	74,179,481

Funding Sources

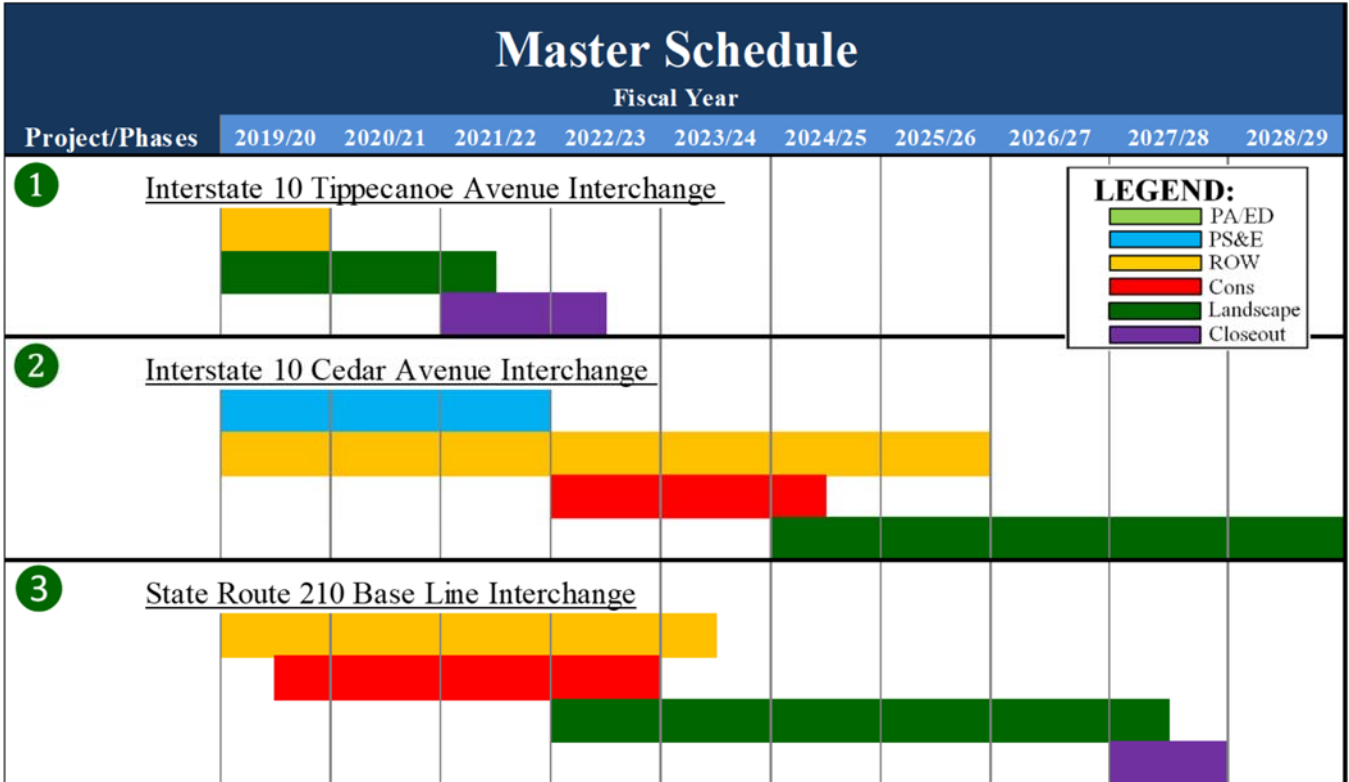
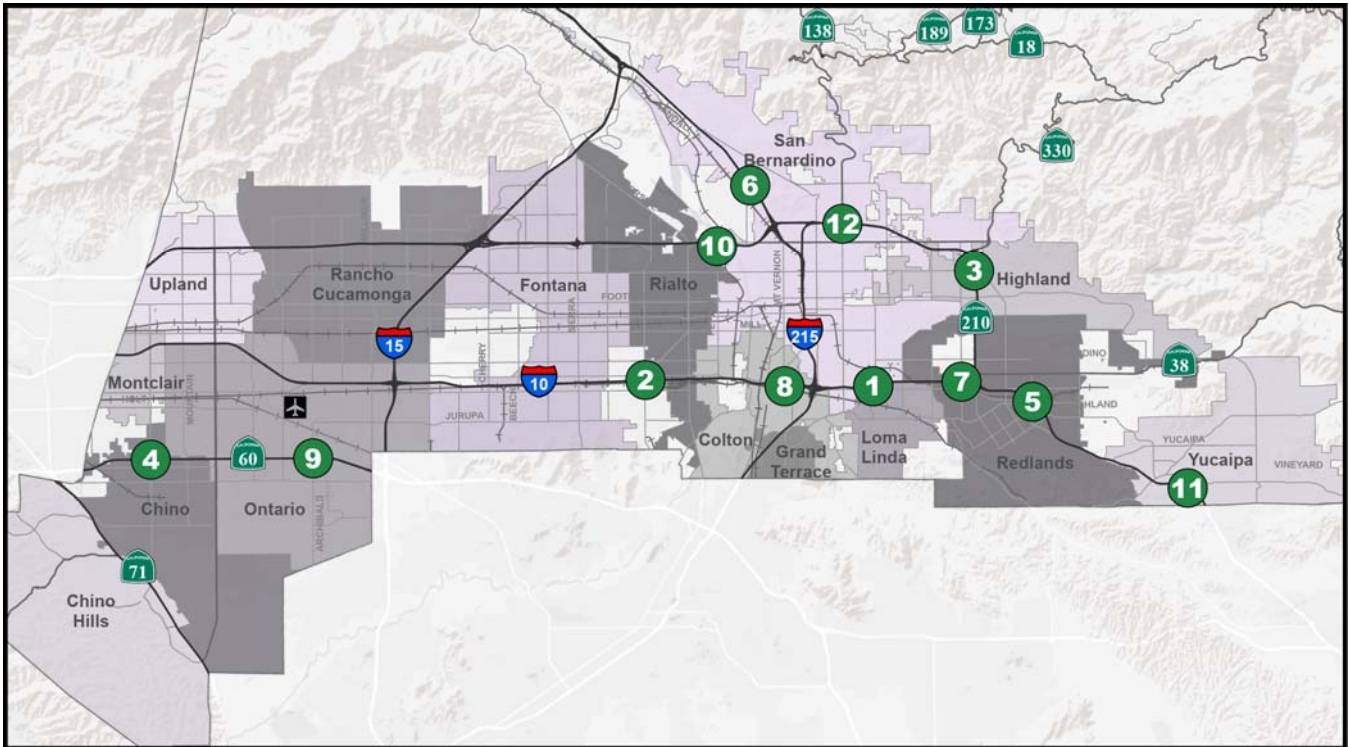
Surface Transportation Program	681,944
Trade Corridor Improvement Fund	3,772,352
MSI Valley Fund-Fwy Interchange	45,094,042
MSI Cajon Pass Fund	100,000
MSI 1990-Valley Fund-Major Projects	203,481
Local Projects Fund	24,327,662
Total Funding Sources	74,179,481

**Project Delivery Program
Interchange Projects**

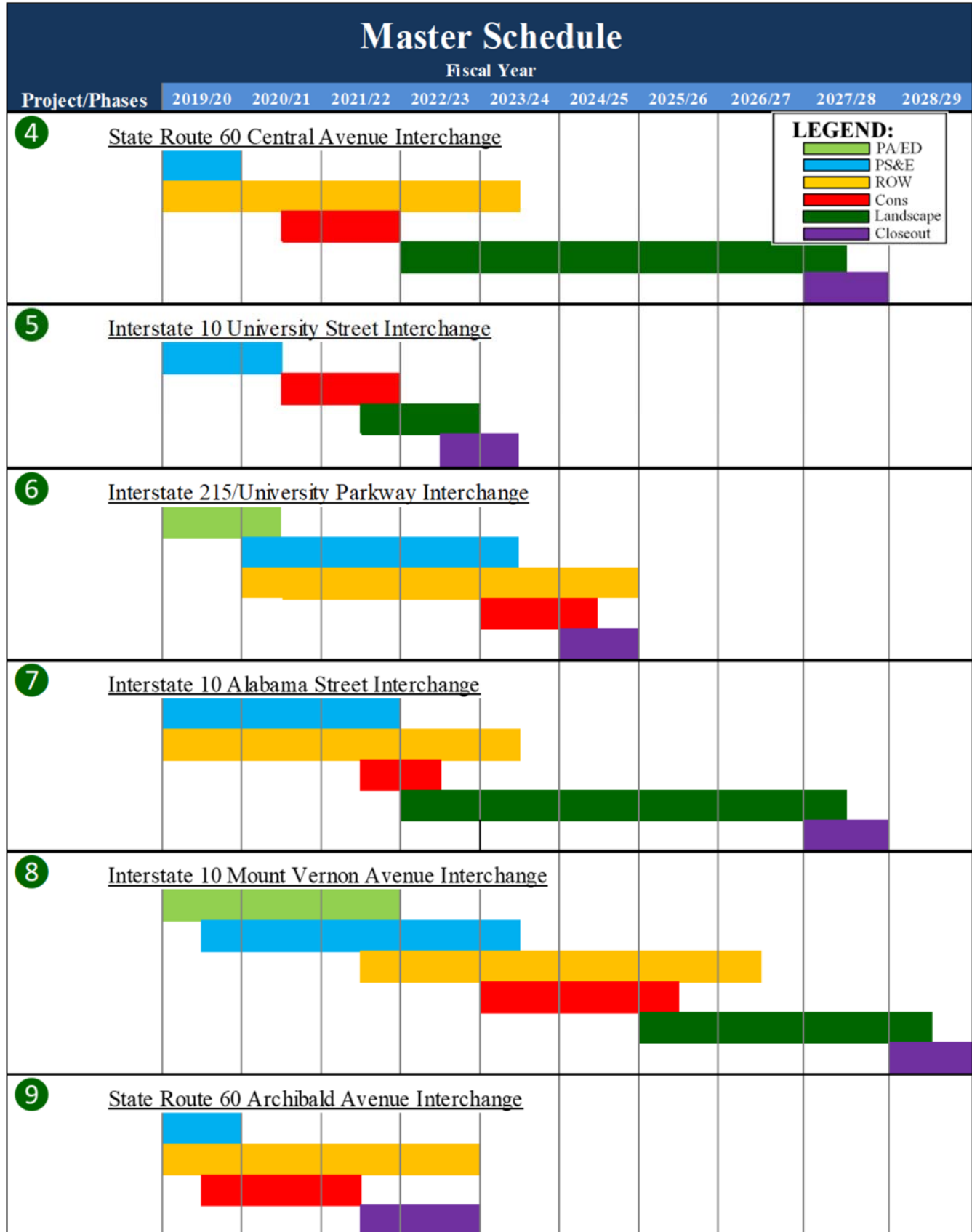
	<u>Page No.</u>
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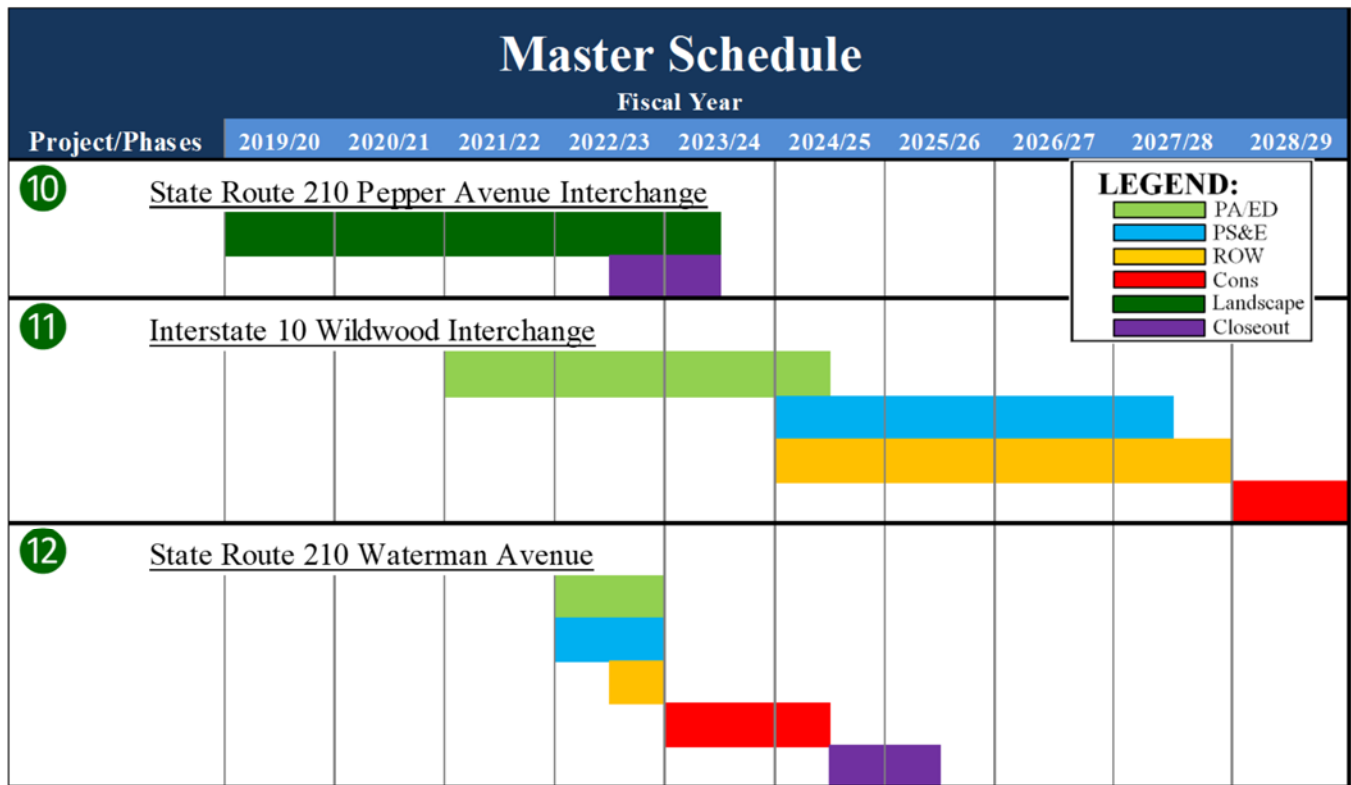
Project Delivery Program Interchange Projects Valley Subarea



**Project Delivery Program
Interchange Projects
Valley Subarea**



**Project Delivery Program
Interchange Projects
Valley Subarea**



1 Project Interstate 10 Tippecanoe Avenue Interchange (0842)

Description

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

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$79,627,108	\$51,000,572	\$10,000	\$0

*Additional \$28.6 million is not going through SBCTA's books and not included in Costs to Date.

2 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
\$109,834,000	\$4,403,974	\$33,698,000	\$71,732,026

*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 \$4,300,000.
- b. New Contracts
 - i. IFB, Construction Capital, Amount Budgeted \$28,500,000, Total Estimated Contract Amount \$80,000,000.

Local Funding Source Detail

- i. San Bernardino County - \$9,970,900.

3

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
\$32,070,000	\$23,957,074	\$7,226,000	\$886,926

Contract Information

- a. Existing Contracts
 - i. 15-1001231, Design Services, Amount Budgeted \$50,000.
 - ii. 17-1001681, Construction Management Services, Amount Budgeted \$550,000.
 - iii. 19-1002078, Construction Capital, Amount Budgeted \$6,000,000.
- b. New Contracts
 - i. IFB, Establish Existing Planting (EEP), Amount Budgeted \$90,000, Total Estimated Contract Amount \$450,000.
 - ii. IFB, EEP Construction Management Services, Amount Budgeted \$40,000, Total Estimated Contract Amount \$200,000.

Local Funding Source Detail

- i. City of Highland - \$3,046,520.

4

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
\$36,033,000	\$22,167,939	\$13,369,236	\$495,825

Contract Information

- a. Existing Contracts
 - i. 15-1001251, Environmental and Design Professional Services, Amount Budgeted \$40,716.
 - ii. 18-1001811, Construction Management Services, Amount Budgeted \$1,004,040.
 - iii. 19-1002196, Construction Capital, Amount Budgeted \$12,035,649.
 - iv. 19-1001999, Right of Way Services, Amount Budgeted \$98,000.

Local Funding Source Detail

- i. City of Chino - \$5,672,372.

5 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	\$4,836,954	\$1,006,046	\$0

Contract Information

- a. Existing Contracts
 - i. 20-1002290, Construction Capital, Amount Budgeted \$1,000,000.

Local Funding Source Detail

- i. City of Redlands - \$184,187.

6 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
\$18,568,000	\$2,909,771	\$2,954,191	\$12,704,038

Contract Information

- a. Existing Contracts
 - i. 20-1002271, Environmental and Engineering Services, Amount Budgeted \$299,410.
- b. New Contracts
 - i. RFP, Construction Management Services, Amount Budgeted \$428,250, Total Estimated Contract Amount \$2,425,000.
 - ii. IFB, Construction Contract, Amount Budgeted \$830,280, Total Estimated Contract Amount \$10,463,000.

Local Funding Source Detail

- i. City of San Bernardino - \$416,287.

7 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: Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$14,379,000	\$7,534,727	\$5,894,000	\$950,273

Contract Information

- a. Existing Contract
 - i. 16-1001516, Planning and Design Services, Amount Budgeted \$60,000.
 - ii. 19-1002248, Construction Management Services, Amount Budgeted \$700,000.
 - iii. 21-1002620, Construction Capital, Amount Budgeted \$5,100,000.

Local Funding Source Detail

- i. City of Redlands - \$2,983,895.

8 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
\$71,590,000	\$5,070,625	\$6,092,000	\$60,427,375

Contract Information

- a. Existing Contracts
 - i. 18-1001869, Preliminary Design, Environmental Services, and Final Design Services, Amount Budgeted \$1,445,000.
- b. New Contracts
 - i. RFP, Right of Way Service, Amount Budgeted \$3,200,000, Total Estimated Contract Amount \$3,800,000.
 - ii. IFB, Construction Management Services, Amount Budgeted \$120,000, Total Estimated Contract Amount \$7,000,000.

Local Funding Source Detail

- i. City of Colton - \$303,960.

9 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 Closeout.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$27,701,000	\$24,599,473	\$3,091,527	\$10,000

Contract Information

- a. Existing Contracts
 - i. 19-1002181, Construction Capital, Amount Budgeted \$1,223,365.

Local Funding Source Detail

- i. City of Ontario - \$1,682,041.

10 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	\$22,955,644	\$203,481	\$336,875

Contract Information

- a. Existing Contracts
 - i. 19-1002072, Construction Capital, Amount Budgeted \$91,416.
 - ii. 19-1002073, Construction Support, Amount Budgeted \$92,065.

11 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 by the City of Yucaipa.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$5,000,000	\$392,028	\$160,000	TBD*

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

12 Project State Route 210 Waterman Avenue (0814)

Description

Construct partial interchange improvements 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*	\$25,000	\$375,000	TBD*

*To Be Determined

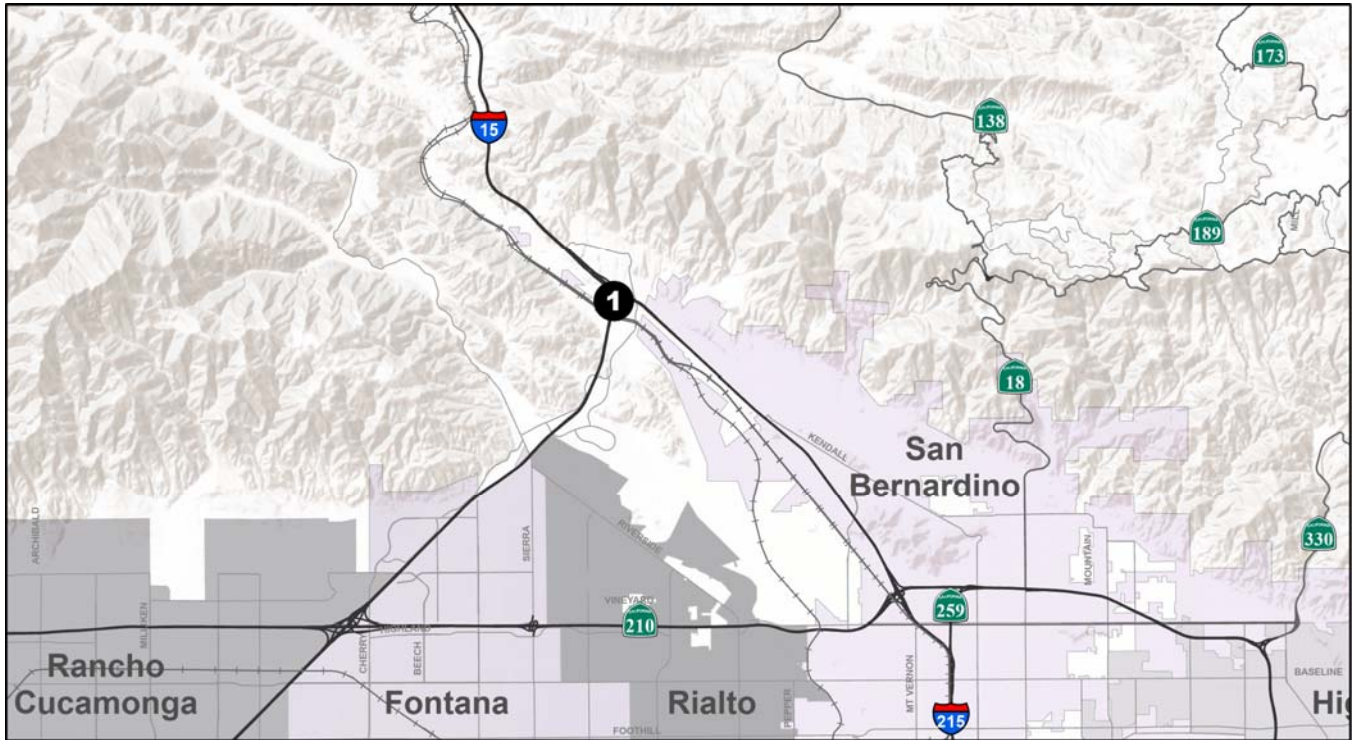
Contract Information

- a. New Contracts
 - i. IFB, Construction Management Services, Estimate Amount \$100,000, Total Estimated Contract Amount \$700,000.

Local Funding Source Detail

- i. City of San Bernardino - \$67,500.

**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, reconnected Cajon Boulevard, and provided other ancillary improvements. Current Phase: Project Close-out including project cost reconciliation and on-going Environmental Mitigation Monitoring and final property disposition.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$325,005,000	\$68,591,737	\$100,000	\$0

*Additional \$256.3 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 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.

Budgetary changes are mainly to account for outstanding potential claims and legal services.

Contract Information –Project Delivery Program*

- a. Existing Contracts
 - i. 20-1002357, Program Management Services, Amount Budgeted \$12,500.*

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

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

Henry Stultz, Director of Project Delivery

Project Delivery

Task 0840 Grade Separation Projects

			2021/2022	
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Professional Services	423,130	15,159	64,900	45,000
Consulting Services	12,551	-	-	-
Program Management Fees	97,412	6,106	13,500	12,500
Legal Fees	-	73,978	73,300	3,309,509
Construction Capital	4,244,862	(152,392)	19,301	-
Right of Way Capital	-	-	1,000,000	-
Postage	18	48	1,000	1,000
Total Expenditures	<u>4,777,973</u>	<u>(57,101)</u>	<u>1,172,001</u>	<u>3,368,009</u>
Funding Sources				
MSI Valley Fund-Grade Separations				2,828,628
Local Projects Fund				<u>539,381</u>
Total Funding Sources				<u>3,368,009</u>

**Project Delivery Program
Grade Separation Projects**

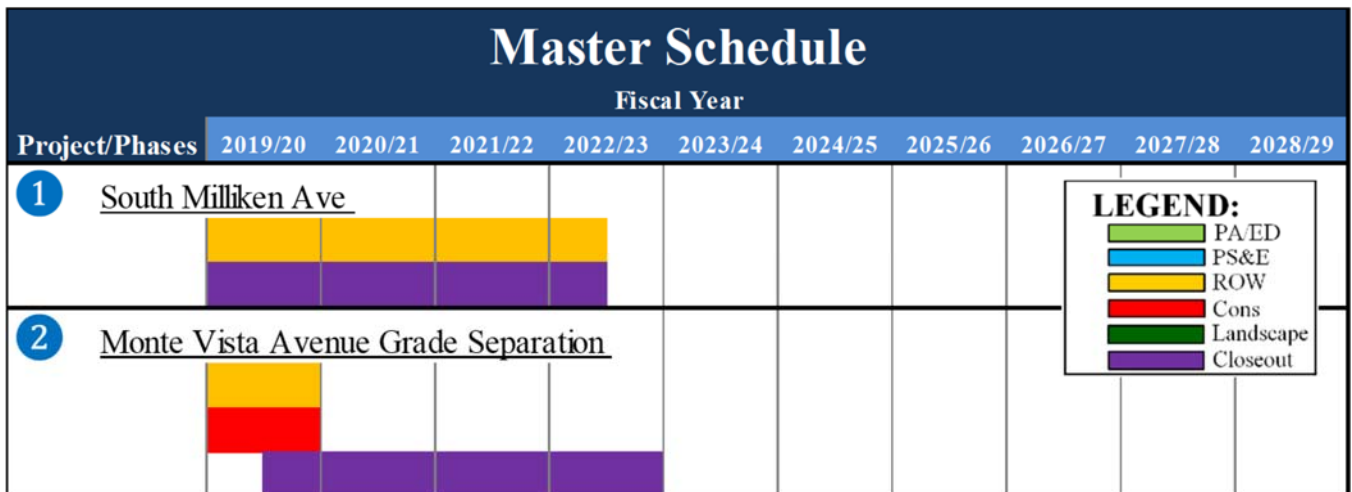
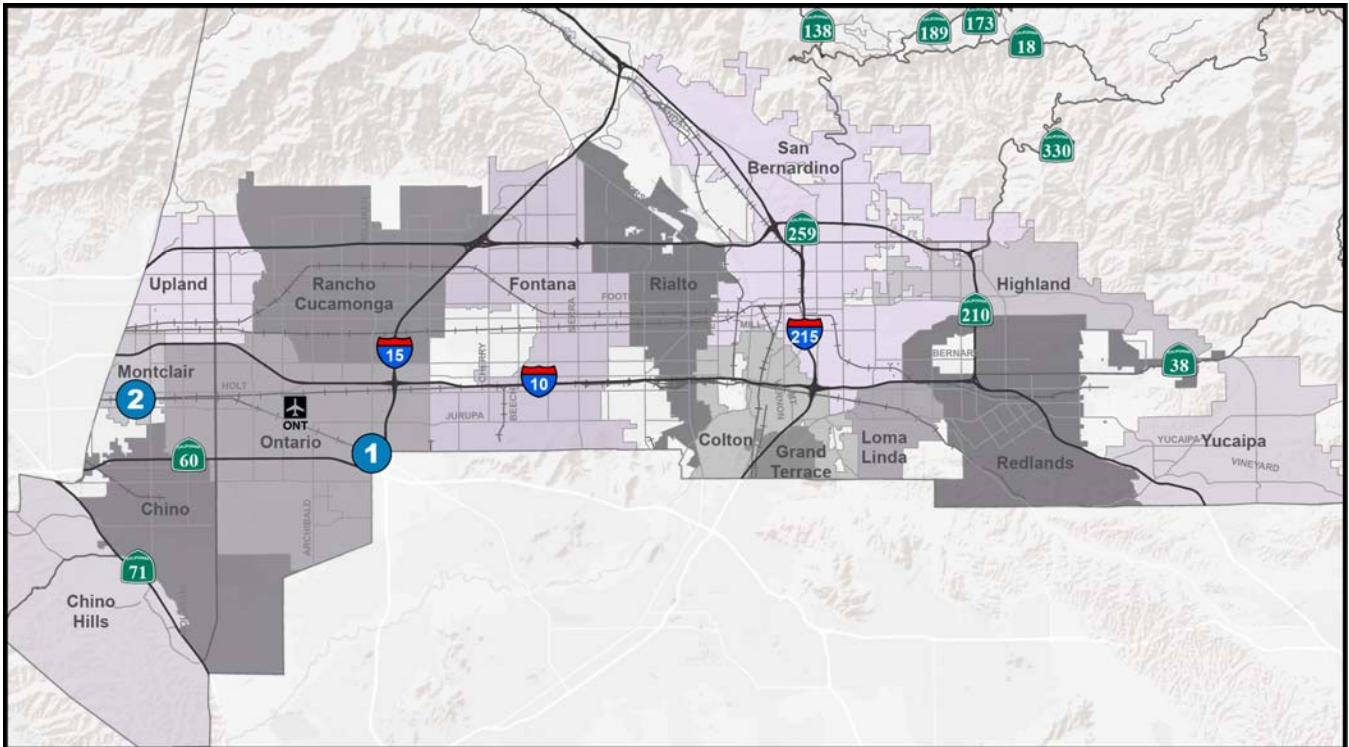
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VALLEY SUBAREA

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Project Delivery Program Grade Separation Projects Valley Subarea



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	\$22,003,082	\$5,000	\$0

*Additional \$49.5 million is not going through SBCTA's books and not included in Costs to Date.

2 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
\$27,030,000	\$23,666,991	\$3,363,009	\$0

*Construction phase costs only

Contract Information

- a. Existing Contracts
 - i. 15-1001298, Construction Management Services, Amount Budgeted \$45,000.
 - ii. 16-1001461, Construction Capital, Amount Budgeted \$3,204,509.
 - iii. 16-1001474, Legal Services, Amount Budgeted, \$45,000.

Local Funding Source Detail

- i. City of Montclair - \$352,606.
- ii. UPRR - \$186,775.

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 project has been programmed and final design and environmental revalidation are 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 complete and final design of the new bridge with construction of the new bridge anticipated to start in this fiscal year. The North First Avenue Bridge project in the City of Barstow is anticipated to start construction in fall 2022 with SBCTA leading this project based on a cooperative agreement with the City.

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

Contract Information –Project Delivery Program*

- a. Existing Contracts
 - i. 20-1002357, Program Management Services, Amount Budgeted \$260,000.*
 - ii. 21-1002555, Legal Services, Amount Budgeted \$150,000.*
 - iii. 19-1002000, Public Outreach Services, Amount Budgeted \$80,000.*

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

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

Henry Stultz, Director of Project Delivery

Project Delivery

Task 0860 Arterial Projects

	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	22,854	28,977	130,245	92,176
Fringe Allocation-General	21,358	26,799	146,618	94,130
Professional Services	973,582	606,905	2,060,362	3,601,000
Consulting Services	3,816,311	3,659,981	2,597,900	5,465,000
Program Management Fees	384,480	569,738	655,700	260,000
Auditing and Accounting	-	15,344	-	-
Financial/Legal Bonding Fees	63,845	-	-	-
Legal Fees	526,229	292,635	310,000	150,000
Construction Capital	3,006,852	36,381,593	12,239,677	46,967,400
Construction Support	-	-	-	260,000
Utilities Capital	-	1,325,274	238,000	-
Right of Way Capital	10,085,325	(25,243)	3,257,444	1,700,000
Postage	104	39	100	-
Advertising	-	277	-	-
Public Information Activities	29,643	128,393	103,307	86,000
In-kind Contribution	-	2,806,251	35,016,380	17,000,000
Meeting Expense	641	80	-	-
Fiscal Agent Fees	436,593	437,017	427,000	-
Total Expenditures	<u>19,367,817</u>	<u>46,254,058</u>	<u>57,182,733</u>	<u>75,675,706</u>

Funding Sources

Active Transportation Program - Federal	1,405,000
Highway Bridge Program	55,177,663
Local Bridge Seismic Retrofit Account-P1	1,590,000
MSI Valley Fund-Arterials	913,692
MSI Valley Fund-Traffic Mgmt Sys	2,490,000
MSI North Desert Fund-Major Local Hwy	2,205,693
Local Projects Fund	<u>11,893,658</u>
Total Funding Sources	<u><u>75,675,706</u></u>

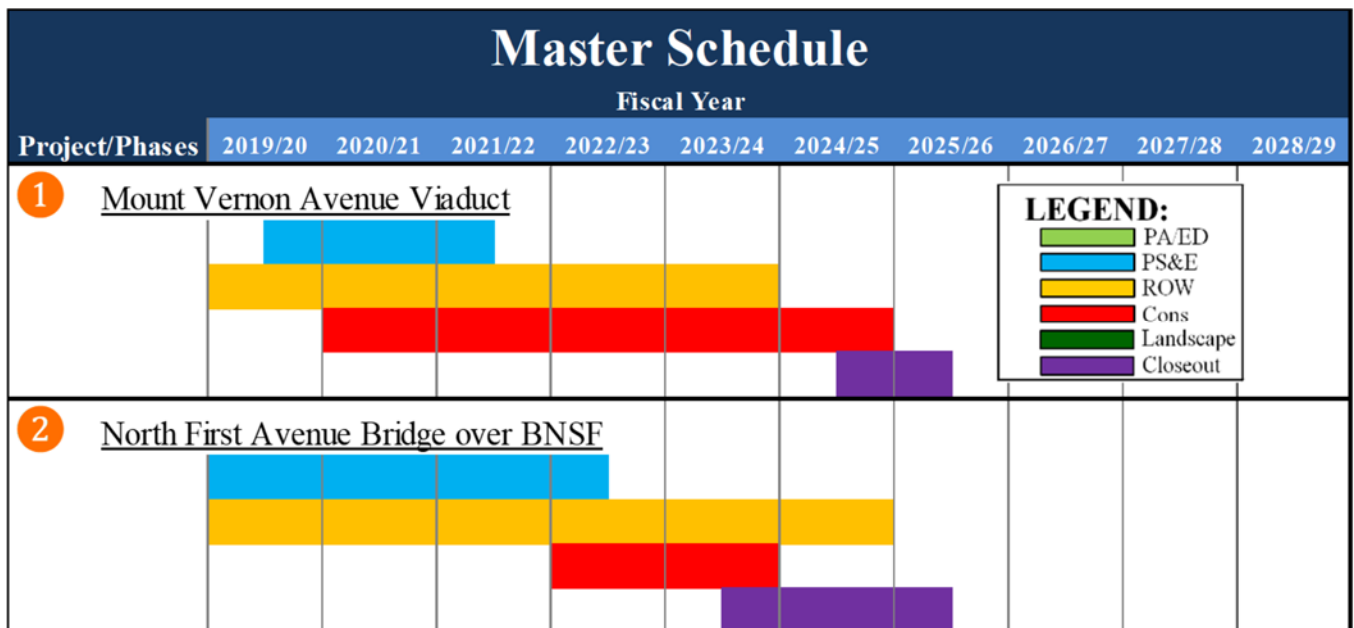
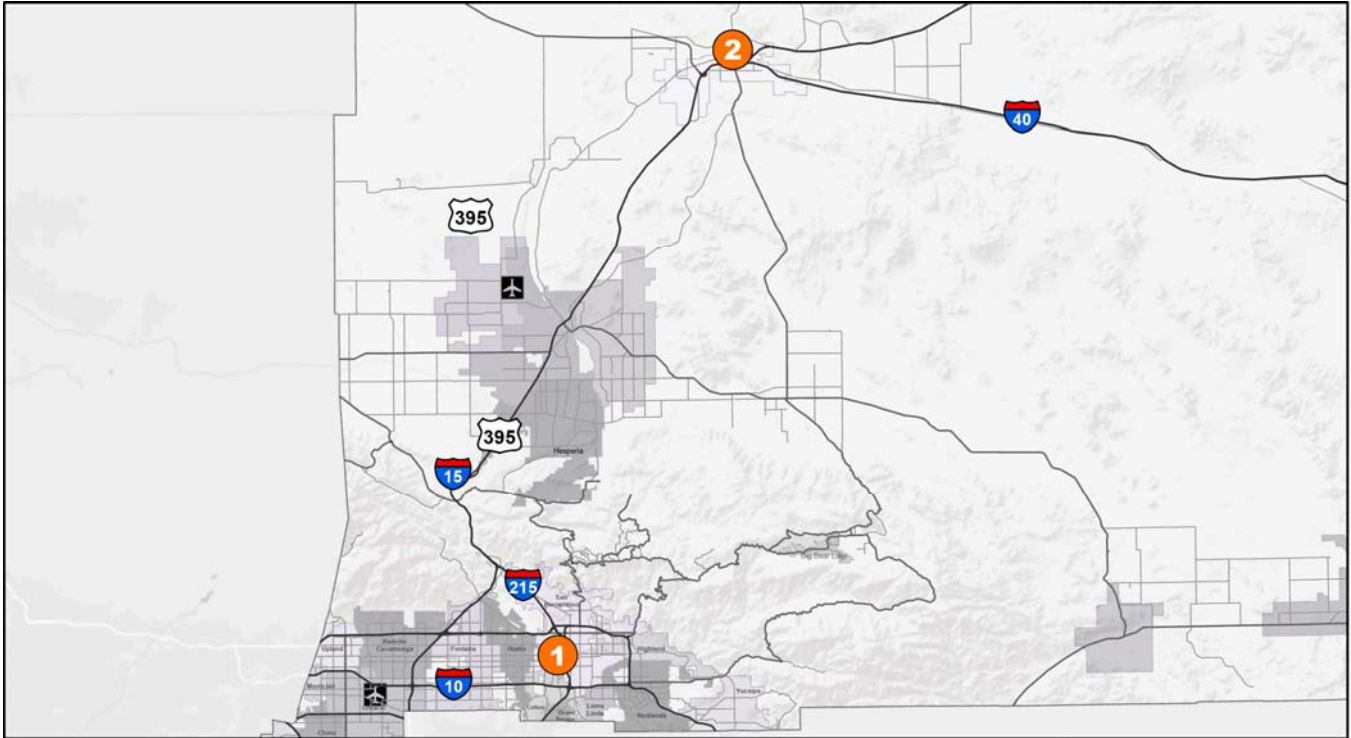
**Project Delivery Program
Arterial Projects**

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Project Delivery Program Arterial Projects



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
\$225,598,000	\$101,739,271	\$51,340,013	\$72,518,716

Contract Information

- a. Existing Contracts
 - i. 18-1001846, Legal Services, Amount Budgeted \$25,000.
 - ii. 16-1001512, Consulting Services, Amount Budgeted \$1,500.
 - iii. 18-1001826, Construction Management Services, Amount Budgeted \$3,050,000.
 - iv. 22-1002699, Railroad Construction Support Services, Amount Budgeted \$1,050,000.
 - v. 19-1002208, Railroad Construction Support and Mitigation Work, Amount Budgeted \$17,640,000.
 - vi. 18-1001966, Design-Build Services, Amount Budgeted \$27,400,000.

Local Funding Source Detail

- i. City of San Bernardino - \$693,258.
- ii. BNSF - \$6,965,400.

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 the City of Barstow, will replace an existing bridge on First Avenue over the Burlington Northern Santa Fe Railroad (BNSF). Sub-task budget to provide project management and administer construction phase for City. The current schedule shows construction contract award July 2022 with an estimated Notice To Proceed (NTP) in early September 2022. Current Phase: Right of Way and Construction.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$84,589,000	\$258,784	\$18,970,693	\$65,359,523

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

Contract Information

- a. Existing Contracts:
 - i. 21-1002469, Construction Management, Amount Budgeted \$2,350,000.
- b. New Contracts:
 - i. IFB, Construction Capital, Amount Budgeted \$16,500,000, Total Estimated Contract Amount \$46,000,000.

Local Funding Source Detail

- i. City of Barstow - \$2,765,000.

③ Project Valley Signal Coordination/Emerging Technology (0701)

Description

Improve the flow of traffic on the San Bernardino Valley arterial streets by coordinating traffic signals. Current Phase: Monitoring, maintenance and implementation of Haven Avenue Pilot project. Support key initiatives of the Emerging Technology Ad-Hoc Committee including the development of a Smart County Master Plan.

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
\$24,067,212	\$17,063,608	\$3,490,000	\$3,513,604

*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 \$1,000,000.
- b. New Contracts
 - i. 22-1002761, SBVCTSS On-Call Support and Development of Smart County Master Plan, Amount Budgeted \$1,500,000, Total Estimated Contract Amount \$2,500,000.

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

Local Funding Source Detail

- i. San Bernardino County - \$1,000,000.

④ Project Metrolink ATP Improvements Phase 2 (0810)

Description

Construct pedestrian and bicycle accessibility improvements to local Metrolink stations, Phase 2. Current Phase: Design.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$7,509,853	\$913,859	\$1,875,000	\$4,720,994

Contract Information

- a. Existing Contracts
 - i. 20-1002388, Professional Services, Amount Budgeted \$100,000.
- b. New Contracts:
 - i. RFP, Construction Management Services, Amount Budgeted \$260,000, Total Estimated Contract Amount \$837,681.
 - ii. IFB, Construction Capital, Amount Budgeted \$1,375,000, Total Estimated Contract Amount \$5,500,000.

Local Funding Source Detail

- i. City of Fontana - \$116,400.
- ii. City of Montclair - \$63,200.
- iii. City of Rancho Cucamonga - \$85,800.
- iv. City of San Bernardino - \$23,000.
- v. City of Upland - \$181,600.



Large wooden forms are built to construct bridge columns at the Baseline Interchange on State Route 210 in Highland.

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 Transportation 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), 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 \$66,117,600 in Measure I funds for road priorities determined by local jurisdictions on their local streets, reimbursement of an estimated \$46,561,200 in Measure I funds for locally delivered projects in the Valley Major Street and Interchange Programs, and \$33,553,800 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 Valley Interchange Program, work with project sponsors to discuss proposed project allocations, recommend allocations to the Metro Valley Study Session and Board, process funding agreements with local jurisdictions, and review and approve invoice submittals for payment.
 - c. For Measure I Mountain/Desert Major Local Highway and Project Development/Traffic Management Systems Programs, convene subarea meetings to review/update projects identified in the 10-Year Delivery Plan, discuss proposed project allocations, recommend allocations to the Mountain/Desert Policy Committee and Board, process funding agreements with local jurisdictions, and review and approve invoice submittals for payment.
 - d. 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 begin the 2023 to the 10-Year Delivery Plan, and update the bonding strategy as necessary to implement projects according to the plan.

Performance/Workload Indicators

	2019/2020 Actual	2020/2021 Actual	2021/2022 Revised Budget	2022/2023 Budget
Federal Funds Delivery ¹	136%	228%	140%	97%
FTIP Amendments	14	17	18	18
Additional Federal funds received ²	\$15,236,120	\$21,124,030	\$7,992,526	TBD
Programming changes processed	115	178	180	180
10-Year Delivery Plan Update	N/A	N/A	12/1/2021	N/A
Measure I Valley Arterial Reimbursements	\$4,857,343	\$10,260,535	\$20,524,000	\$20,295,200
Measure I Mtn./Desert Reimbursements	\$4,550,376	\$2,632,054	\$38,685,830	\$33,553,800
Local Transportation Fund Pass-through ³	\$89,783,692	\$51,986,221	\$111,810,366	\$136,145,322
State Transit Assistance Fund Pass-through ³	\$14,022,451	\$20,521,879	\$39,333,168	\$34,048,923
Local Agency Reimbursements Processed	28	36	36	38
Funding Agreements managed	37	38	36	36
Development Share Loan Agreements managed	10	10	9	9

¹ Lower delivery in fiscal years is intentional when funds are being saved for large projects, like the Interstate 10 Corridor Contract 2 and zero emission bus conversions. 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 Infrastructure Investment and Jobs Act (IIJA) 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 December 2021; program apportionments; and project-specific allocations. In development of the 2021 Update to the 10-Year Delivery Plan, SBCTA staff worked extensively with Mountain/Desert jurisdictions to identify projects eligible for State and Federal funds to make substantial progress in bringing equity to the use of these funds throughout the county. Through strategic fund management and timely delivery of existing committed funds, SBCTA has maximized and protected Federal and State funding revenues. In Fiscal Year 2021/2022, SBCTA maximized delivery of Federal projects as excess funds became available to the State, which resulted in an additional \$8 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 the 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 finalized the Triennial Performance Audit 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.

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. Assist in development of legislative support for candidate projects.

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. Monitor and amend the 2022 STIP as required by the CTC to avoid loss of funds.

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. Apportion Low Carbon Transit Operations Program (LCTOP) for projects that reduce greenhouse gas emissions and SB1 and State of Good Repair (SGR) funds for transit infrastructure repair and service improvements in accordance with State guidance.
3. Working 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, CRRSAA and American Rescue Plan Act 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. Provide assistance in the finalization of the Full Funding Grant Agreement for the West Valley Connector Project.
4. Update the SBCTA TDA Claims Manual to incorporate statutory and legislative changes.
5. 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, ensuring annual fiscal TDA audits are submitted to the State by the December 31st deadline.
6. Release Request for Proposals for the Triennial Performance Audit for the Fiscal Years 2020/2021 to 2022/2023.

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

1. Begin development of the 2023 Update to the 10-Year Delivery Plan for Board approval in late-2023, 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, and recommend policy updates where appropriate.
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, California State Transportation Agency (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 completion of the triennial performance audits of LTF and STA fund recipients in Fiscal Year 2021/2022.

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.
- b. New Contracts
 - i. RFP, Transportation Development Act Triennial Performance Audits, Amount Budgeted \$5,000, Total Estimated Contract Amount \$160,000.

Manager

Andrea Zureick, Director of Fund Administration

Fund Administration

Task 0500 Fund Administration

	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	590,425	552,484	638,275	664,809
Fringe Allocation-General	551,759	510,955	718,503	678,905
Consulting Services	4,280	6,790	10,000	10,000
Auditing and Accounting	-	130,781	100,000	5,000
Training/Registration	550	-	8,350	7,850
Postage	82	84	650	600
Travel Expense - Employee	7,326	-	15,700	16,150
Travel Expense-Mileage-Employee	1,136	-	4,500	4,500
Travel Expense-Other-Metrolink Tickets	-	-	170	170
Advertising	-	612	-	700
Printing - External	-	-	1,325	775
Office Expense	-	292	475	475
Meeting Expense	248	-	1,500	1,400
Total Expenditures	<u>1,155,806</u>	<u>1,201,998</u>	<u>1,499,448</u>	<u>1,391,334</u>

Funding Sources

MSI Admin	325,898
Local Transportation Fund - Admin	121,024
Local Transportation Fund - Planning	61,445
Planning, Programming and Monitoring	844,296
MSI Valley Fund-Freeway Projects	19,117
MSI Valley Fund-Fwy Interchange	7,044
MSI Valley Fund-Metrolink/Rail Service	3,499
MSI Valley Fund-Express Bus/Rapid Trans	5,716
Indirect Cost Fund	<u>3,295</u>
Total Funding Sources	<u>1,391,334</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 Projects Program/Arterial Sub-Program and Measure I Mountain/Desert Major Local Highway Projects Program (MLH) and Project Development/Traffic Management Systems Programs (PD/TMS) expenditures based on invoices received.
2. Reimburse jurisdictions for Measure I Valley Freeway Interchange Projects Program Agreements for interchange/phasing projects managed by Valley jurisdictions.
3. Disburse Measure I Local pass-through funds to Valley jurisdictions and the Valley portion of the San Bernardino County 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 San Bernardino County 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 a projected increase in Measure I 2010-2040 revenue that increases disbursements from the Measure I 2010-2040 local pass-through programs.

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 \$20,295,200.
 - ii. 00-1000892, Rancho Cucamonga, Interstate 15/Baseline Interchange AEA, Valley Interchange Program, Amount Budgeted \$20,853,000.
 - iii. 22-1002717, Highland, State Route 210/5th Street Interchange, Amount Budgeted \$350,000.
 - iv. 22-1002725, Rialto, Interstate 10/Riverside Avenue Interchange Phase 2, Amount Budgeted \$5,063,000.
 - v. 18-1001926, Apple Valley, State Route 18/Apple Valley Road Widening, MLH, Amount Budgeted \$1,326,000.
 - vi. 17-1001692, Hesperia, Ranchero Road Widening, MLH, Amount Budgeted \$8,508,000.

Fund Administration

Task 0550 Allocations/Pass-through

- vii. 20-1002368, San Bernardino County, Phelan Road Widening, MLH, Amount Budgeted \$1,364,800.
- viii. 17-1001700, San Bernardino County, Ranchero Widening, MLH, Amount Budgeted \$1,198,100.
- ix. 19-1002202, San Bernardino County, Rock Springs Road, MLH, Amount Budgeted \$188,200.
- x. 16-1001481, Victorville, Green Tree Boulevard Term Loan Agreement, MLH, Amount Budgeted \$11,259,000.
- xi. 15-1001119, Barstow, First Avenue Bridge over Burlington Northern Santa Fe Railroad (BNSF), MLH, Amount Budgeted \$100,000.
- xii. 15-1001118, Barstow, First Avenue Bridge over Mojave River, MLH, Amount Budgeted \$500,000.
- xiii. 19-1002193, Barstow, Rimrock Road Rehabilitation, MLH, Amount Budgeted \$749,000.
- xiv. 15-1001157, San Bernardino County, Baker Boulevard Bridge, MLH, Amount Budgeted \$750,000.
- xv. 20-1002326, San Bernardino County, Crest Forest Drive/Lake Drive Study, PD/TMS, Amount Budgeted \$100,000.
- xvi. 20-1002325, San Bernardino County, State Route 38/Stanfield Cutoff Roundabout, MLH, Amount Budgeted \$4,027,200.
- xvii. 19-1002195, Twentynine Palms, Split Rock Bridge, MLH, Amount Budgeted \$285,500.
- xviii. 21-1002561, Twentynine Palms, State Route 62 Raised Median, MLH, Amount Budgeted \$571,800.
- xix. 21-1002610, Needles, Colorado River Bridge, MLH, Amount Budgeted \$98,500.
- xx. 22-1002711, San Bernardino County, Needles Highway Segment 1C, Amount Budgeted \$391,500.

b. New Contracts

- i. 22-10002754, Apple Valley, Bear Valley Bridge, Amount Budgeted \$2,136,000, Total Estimated Contract Amount \$4,272,457.

Manager

Andrea Zureick, Director of Fund Administration

Fund Administration

Task 0550 Allocations/Pass-throughs

			2021/2022	
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Pass-through Payments	46,233,823	59,797,018	68,525,141	92,383,600
Major Street Payments	4,857,343	10,260,535	20,524,000	20,295,200
Major Local Highway Payments	4,550,377	2,632,054	38,258,330	33,453,800
Project Develop Traffic Mgmt Sys Pmt	-	-	100,000	100,000
Total Expenditures	<u>55,641,543</u>	<u>72,689,607</u>	<u>127,407,471</u>	<u>146,232,600</u>

Funding Sources

MSI Valley Fund-Fwy Interchange	25,036,300
MSI Valley Fund-Arterials	20,295,200
MSI Valley Fund-Local Street	40,463,600
MSI Victor Valley Fund-Major Local Hwy	25,980,300
MSI Victor Valley Fund-Local Street	17,594,400
MSI North Desert Fund-Major Local Hwy	2,099,000
MSI North Desert Fund-Local Street	3,505,400
MSI Colorado River Fund-Major Local High	490,000
MSI Colorado River Fund-Local Street	384,400
MSI Morongo Basin Fund-Major Local Hwy	857,300
MSI Morongo Basin Fund-Local Street	2,128,300
MSI Mountain Fund-Major Local Highway	4,027,200
MSI Mountain Fund-Local Street	2,041,500
MSI Mountain Fund-Traffic Mgmt Sys	100,000
Valley Project Fund	<u>1,229,700</u>
Total Funding Sources	<u>146,232,600</u>



A pumper trucks supplies the concrete used in the footings for new retaining walls at the Interstate 10 University Interchange in Redlands.

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 2022/2023 Budget includes the 2014A Sales Tax Revenue Bond and the 2022A Sales Tax Revenue Refunding 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			
	2020		2021		2022		2023	
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest
<u>2014 Bond Issue</u>								
Freeway Interchange	359,000	1,002,523	401,000	988,163	444,000	972,123	490,000	956,363
Valley Major Streets	642,610	1,794,516	717,790	1,768,811	794,760	1,740,100	877,100	1,711,890
Rail	403,875	1,127,838	451,125	1,111,682	499,500	1,093,638	551,250	1,075,907
Victor Valley Major								
Local Highway	89,750	250,631	100,250	247,041	111,000	243,031	122,500	239,091
Cajon Pass	299,765	837,107	334,835	825,116	370,740	811,723	409,150	798,564
	<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>2,450,000</u>	<u>4,781,815</u>
<u>2012/2022 Bond Issue</u>								
Valley Major Streets	963,195	1,524,196	1,004,095	1,481,556	1,053,175	1,431,352	1,276,080	1,192,276
Victor Valley Major								
Local Highway	506,325	801,228	527,825	778,813	553,625	752,423	670,800	626,746
Cajon Pass	885,480	1,401,216	923,080	1,362,018	968,200	1,315,865	1,173,120	1,096,078
	<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>	<u>3,120,000</u>	<u>2,915,100</u>
Bond Issue Totals	<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>	<u>5,570,000</u>	<u>7,696,915</u>

Performance/Workload Indicators

	2019/2020 Actual	2020/2021 Actual	2021/2022 Revised Budget	2022/2023 Budget
Debt Service:				
Principal	\$4,150,000	\$4,460,000	\$4,795,000	\$5,570,000
Interest	\$8,739,255	\$8,563,200	\$8,360,255	\$7,696,915
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

1. Finance department monitors the activities of the trustee including investment and disbursement of bond proceeds. This activity relates to the 2012A Sales Tax Revenue Bonds.
2. Refunded the 2012A Sales Tax Revenue Bonds that resulted in reduction of interest cost of over \$21 million through 2040, or \$16.9 million on a net present value basis. The new 2022A Sales Tax Revenue Refunding Bond are reflected in Task 0967.

Work Elements

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

Budgetary changes are a result of the refunding of the 2012 Sales Tax Revenue Bonds that was completed on March 1, 2022. The new bonds are reflected in Task 0967.

Product

Fiscal Accounting.

Manager

Hilda Flores, Chief Financial Officer

Debt Service

Task 0965 2012A Sales Tax Revenue Bond

	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Bond Principal	2,355,000	2,455,000	2,575,000	-
Bond Interest	3,726,638	3,622,388	3,499,640	-
Fiscal Agent Fees	500	5,000	10,000	-
Total Expenditures	<u>6,082,138</u>	<u>6,082,388</u>	<u>6,084,640</u>	<u>-</u>

Funding Sources

Sales Tax Revenue Bonds 2012A Fund	-
Total Funding Sources	<u>-</u>

Debt Service

Task 0966 2014A Sales Tax Revenue Bond

Purpose

Account for the proceeds held by the Bond Trustee and payments for interest, principal, and trustee fee for the Debt Service on the 2014A Sales Tax Revenue Bond.

Accomplishments

Finance department monitors 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

	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Bond Principal	1,795,000	2,005,000	2,220,000	2,450,000
Bond Interest	5,012,613	4,940,813	4,860,615	4,771,815
Fiscal Agent Fees	500	5,500	10,000	10,000
Total Expenditures	<u>6,808,113</u>	<u>6,951,313</u>	<u>7,090,615</u>	<u>7,231,815</u>

Funding Sources

Sales Tax Revenue Bonds 2014A Fund	<u>7,231,815</u>
Total Funding Sources	<u>7,231,815</u>

Debt Service

Task 0967 2022A Sales Tax Revenue Refunding Bond

Purpose

Account for the proceeds held by the Bond Trustee and payments for interest, principal and trustee fee for the Debt Service on the 2022A Sales Tax Revenue Refunding Bond.

Accomplishments

Finance department monitors the activities of the trustee including investment and disbursement of bond proceeds. This activity relates to the 2022A Sales Tax Revenue Refunding Bond issuance. The refunding of the 2012A Sales Tax Revenue Bonds resulted in reduction of interest cost of over \$21 million through 2040, or \$16.9 million on a net present value basis.

Work Elements

This task accounts for the Debt Service of the 2022A Sales Tax Revenue Refunding 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 0967 2022A Sales Tax Revenue Bond

	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Bond Principal	-	-	-	3,120,000
Bond Interest	-	-	-	2,905,100
Fiscal Agent Fees	-	-	-	10,000
Total Expenditures	-	-	-	6,035,100

Funding Sources

Sales Tax Revenue Bonds 2022A Fund	6,035,100
Total Funding Sources	6,035,100



Early morning crews excavate a slope to allow for the widening of ramps at State Route 60 and Central Avenue in Chino.

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 project.

Performance/Workload Indicators

	2019/2020 Actual	2020/2021 Actual	2021/2022 Revised Budget	2022/2023 Budget
Annually comply with reporting requirements mandated by the TIFIA loan	YES	YES	YES	YES
Complete Refinance – interest rate reset on the TIFIA Loan	N/A	YES	N/A	N/A
Submit requisitions requests to TIFIA to fund the Construction phase of the Interstate 10 Corridor Contract 1 Express Lanes Project	N/A	N/A	YES	YES

Express Lanes

Task 0750 Express Lanes Operation

Purpose

Record and provide for SBCTA's express lanes 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.
2. Completed the first draws on the TIFIA loan.

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

	2021/2022			
	2019/2020	2020/2021	Revised	2022/2023
Expenditures	Actual	Actual	Budget	Budget
Other Service Charges	-	-	-	-
Total Expenditures	-	-	-	-
 Funding Sources				
TIFIA Loan				-
Total Funding Sources				-

Note: No estimated expenditures or revenues for Fiscal Year 2022/2023 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 in August of 2023. SBCTA is planning to draw down on the loan from the US Department of Transportation (USDOT) under TIFIA for \$125.4 million for Fiscal Year 2022/2023. 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.



Helping to mitigate anticipated sound impacts is just one of the many features of the Interstate 10 Express Lanes Project. Here, crews prepare the foundation of a sound wall in the western part of the county.

SUPPLEMENTAL INFORMATION SECTION

**Indirect Cost Fund
Fiscal Year 2022/2023**

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.

Reserves of \$1,937,000 for Fiscal Year 2022/2023 are comprised of \$500,000 for emergencies (General Purpose Reserve) and \$1,437,000 for capital projects including the Santa Fe Depot (Capital Improvements Reserve).

In accordance with Policy No. 20600, the revenue allocated to fund indirect costs for Fiscal Year 2022/2023 is \$9,658,465 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 2022/2023**

The Business to Business Expo event is budgeted at \$60,000 in the Indirect Fund. Professional services and Improvements have increased for the current fiscal year mainly due to increased costs associated with a compensation and benefit study and changes/updates to Laserfiche (the paperless document repository), as well as audio/visual equipment to be installed in the Board room.

The funding breakdown is as follows:

Funding Source	Amount
Local Transportation Fund – Administration	\$ 1,230,394
Local Transportation Fund – Planning	1,677,728
Service Authority for Freeway Emergencies Fund	315,314
COG – Assessment Dues	264,314
COG – Regional Energy Network	290,457
Sales Tax MSI – Administration	(1,000,000)
Sales Tax MSI – Valley Freeway	2,838,775
Sales Tax MSI – Valley Interchange	1,618,086
Sales Tax MSI – Valley Grade Separation	21,604
Sales Tax MSI – Valley Arterial	249,043
Sales Tax MSI – Valley Rail	268,225
Sales Tax MSI – Valley Bus Rapid Transit	399,270
Sales Tax MSI – Victor Valley Major Local Highway	155,600
Sales Tax MSI – North Desert Major Local Highway	88,811
Sales Tax MSI – Colorado River Major Local Highway	33,769
Sales Tax MSI – Morongo Basin Major Local Highway	35,634
Sales Tax MSI – Mountain Major Local Highway	30,256
Sales Tax MSI – Cajon Pass	3,030
Total Revenue allocation per Policy No. 20600 to Cover Indirect Costs	\$ 8,520,310

Object Code	Budgeted Tasks to Indirect Fund												Fiscal Year	
	0200	0206	0350	0400	0425	0450	0470	0500	0503	0605	0805	Budget	2022/2023	2021/2022
51010 Salaries	\$ 362,013	\$ 2,296	\$ 237,877	\$ 685,660	\$ 257,531	\$ 194,783	\$ 197,675	\$ 1,630	\$ 138,841	\$ 74,891	\$ 109,434	\$ 2,282,631	\$ 1,965,242	
51030 Overtime	14,850	-	-	14,850	-	-	-	-	-	-	-	29,700	29,850	
51990 Fringe	384,852	2,182	242,920	715,361	262,990	198,912	201,866	1,665	162,208	76,479	111,754	2,361,189	2,245,875	
52001 Professional Services	30,000	-	10,950	100,000	127,000	549,585	62,750	-	164,328	120,000	51,386	1,215,999	996,680	
52005 Consulting Services	50,000	-	-	25,000	-	-	-	-	-	-	-	75,000	170,000	
52015 County Fees	-	-	-	100,000	-	-	-	-	-	-	-	100,000	100,000	
52100 Auditing & Accounting	-	-	-	300,000	18,000	-	-	-	-	-	-	318,000	300,000	
52200 Legal Fees	-	-	85,000	-	15,000	-	25,000	-	-	-	-	125,000	120,000	
52300 Claims	-	-	-	-	50,000	-	-	-	-	-	-	50,000	30,000	
52500 Security	-	-	-	-	-	-	-	-	-	-	-	196,593	178,537	
53120 Utilities	-	-	-	-	-	-	-	-	-	-	-	140,000	140,000	
53400 Maintenance-Buildings	-	-	-	-	-	-	-	-	-	-	-	924,328	878,534	
53450 Maintenance-Motor Vehicles	-	-	-	-	-	2,500	-	-	-	-	-	2,500	2,500	
53465 Maintenance-Office Equipment	1,500	-	-	-	-	-	-	-	-	-	-	1,500	1,500	
53670 Rentals-Office Equipment	55,000	-	-	-	-	-	-	-	-	-	-	55,000	55,000	
54010 General Liability Insurance	-	-	-	-	240,000	-	-	-	-	-	-	240,000	242,500	
54020 Umbrella Liability Insurance	-	-	-	-	115,000	-	-	-	-	-	-	115,000	81,000	
54030 Property Insurance	-	-	-	-	40,000	-	-	-	-	-	-	40,000	15,000	
54040 Crime Insurance	-	-	-	-	16,800	-	-	-	-	-	-	16,800	16,800	
54060 Automotive Insurance	-	-	-	-	1,500	-	-	-	-	-	-	1,500	1,500	
54070 Cyber Insurance	-	-	-	-	16,000	-	-	-	-	-	-	16,000	10,000	
54100 Dues/Memberships	27,000	-	2,010	3,000	1,200	-	1,700	-	2,000	10,000	-	46,910	45,670	
54200 Training/Registration	7,500	-	5,000	13,000	11,000	10,000	15,630	-	3,000	14,000	-	79,130	76,660	
54300 Postage	5,250	-	100	3,000	100	700	200	-	-	-	200	9,550	8,750	
54410 Travel Expense - Employee	8,000	-	5,500	3,000	8,000	1,000	6,500	-	1,500	10,000	-	43,500	35,000	
54430 Travel Expense-Mileage-Employee	1,500	-	200	3,000	1,000	200	500	-	2,000	2,500	-	10,900	10,900	
54450 Travel Expense-Other-Metrolink Tickets	-	-	-	-	50	-	-	-	-	-	-	50	50	
54500 Advertising	500	-	-	1,000	-	-	15,775	-	-	-	-	17,275	12,250	
54520 Public Information Activities	-	-	-	-	-	-	-	-	-	60,000	-	60,000	60,000	
54590 Printing - External	7,500	-	-	5,000	600	-	-	-	-	-	-	13,100	17,300	
54595 Printing - Internal	10,000	-	200	-	-	-	-	-	-	-	-	10,200	15,500	
54640 Communications	-	-	-	-	-	48,500	-	-	-	-	20,000	68,500	78,650	
54655 Record/Equipment Storage	20,000	-	-	-	-	-	-	-	-	-	-	20,000	55,000	
54900 Bank charges	-	-	-	6,000	160	-	-	-	-	-	-	6,160	8,160	
55005 Office Expense	20,000	-	-	-	-	1,500	1,000	-	-	-	8,789	31,289	46,229	
55410 Meeting Expense	3,000	-	500	2,000	500	200	15,000	-	1,000	2,500	-	24,700	24,700	
56200 Improvements OTBS	-	-	-	-	-	-	-	-	-	-	469,428	469,428	180,000	
56600 Office Furniture & Equipment	20,000	-	-	-	-	-	-	-	-	-	65,000	65,000	65,000	
56650 Office Equipment/Software-Inventorial	-	-	10,000	-	-	279,833	-	-	-	-	17,200	327,033	330,382	
56700 Computer Hardware & Software	-	-	-	-	-	49,000	-	-	-	-	-	49,000	13,000	
Total	\$ 1,028,465	\$ 4,478	\$ 600,257	\$ 1,979,871	\$ 1,182,431	\$ 1,336,713	\$ 543,596	\$ 3,295	\$ 494,877	\$ 370,370	\$ 2,114,112	\$ 9,658,465	\$ 8,663,719	
	\$ 1,028,465	\$ 4,478	\$ 600,257	\$ 1,979,871	\$ 1,182,431	\$ 1,336,713	\$ 543,596	\$ 3,295	\$ 494,877	\$ 370,370	\$ 2,102,112	\$ 9,646,465		
	\$ 266,750	\$ -	\$ 119,460	\$ 564,000	\$ 661,910	\$ 943,018	\$ 144,055	\$ -	\$ 173,828	\$ 219,000	\$ 1,892,924	\$ 4,984,945		
Task Descriptions:														
0200 - Financial Management														
0400 - Executive Administration and Support														
0500 - Fund Administration														
0503 - Legislation														
0805 - Building Operation														
0206 - Management Services														
Increase from Fiscal Year 2022 Budget														\$ 994,746

Capital Projects Plan

Fiscal Year	Item Description	Estimated Cost
2022/2023	SBCTA Network Switches	30,000
	Depot Parking Lot Slurry Seal/Stencil	100,000
	SBCTA Board Room AV Upgrade	180,000
	Repair of Exterior Coating of the Depot & Painting of all Exterior Trim	75,000
	Total Fiscal Year 2022/2023	385,000
2023/2024	Painting interior of SBCTA offices	120,000
	Network Infrastructure (Servers, Switches, Firewalls, etc.)	195,000
	Workstation Rotation Plan Group A	75,000
	Replace SBCTA Pool Vehicle	60,000
	SBCTA Office Carpet Replacement	165,000
	Heating, Ventilation, & Air Conditioning (HVAC) Equipment Upgrade -Phase I	170,000
	Total Fiscal Year 2023/2024	785,000
2024/2025	Applicant Tracking System (Could be part of Enterprise Resource Planning (ERP) system)	22,000
	Heating, Ventilation, & Air Conditioning (HVAC) Equipment Upgrade-Phase II	170,000
	Workstation Rotation Plan Group B	75,000
	Total Fiscal Year 2024/2025	267,000
2025/2026	On-premise Backup Appliance/Data Domains	50,000
	Heating, Ventilation, & Air Conditioning (HVAC) Equipment Upgrade-Phase III	170,000
	SBCTA Office Carpet Replacement	165,000
	Total Fiscal Year 2025/2026	385,000
2026/2027	Tile Lobby and Restrooms Interior Painting	12,500
	SBCTA Phone System	65,000
	Total Fiscal Year 2026/2027	77,500
2027/2028	Workstation Rotation Plan Group A	75,000
	Tile Lobby Exterior Door Restoration and Nearby Window Trim	12,500
	Parking Lot Slurry Seal/Stencil	100,000
	Pump House Chemical Treatment Equipment Upgrade	7,500
	Total Fiscal Year 2027/2028	195,000
2028/2029	Depot Elevator Modernization	125,000
	Workstation Rotation Plan Group B	75,000
	Replace Depot's Roof	75,000
	Total Fiscal Year 2028/2029	275,000
Total Capital Projects		\$ 2,369,500
Beginning Fund Balance		\$ 3,075,155
Estimated Revenues:		
Measure I (MSI)		4,742,103
Transportation Development Act (TDA)		2,908,122
Service Authority for Freeway Emergencies (SAFE)		315,314
Council of Governments (COG)		554,771
Total revenues to fund indirect		8,520,310
Indirect expenditures		9,658,465
Amount available for Reserves		\$ 1,937,000
Reserve for Emergencies		\$ 500,000
Reserve for Capital Projects		\$ 1,437,000

San Bernardino County Transportation Authority / San Bernardino Council of Governments
General Assessment Dues Calculation
Fiscal Year 2022/2023 Budget

	JURISDICTION:	POP. 2021	% OF TOTAL	ASSESSED VALUE BEFORE RDA 2021/2022	% OF TOTAL	AVG. % POP. & VALUE	FY2021/2022		FY2022/2023		OTHER MONETARY OBLIGATIONS AMOUNT (\$)	FY2022/2023 TOTAL AMOUNT	VAR FOR FY2022/2023
							TOTAL AMOUNT	MANDATORY ASSESSMENT AMOUNT (\$)	TOTAL AMOUNT	ASSESSMENT AMOUNT (\$)			
Adelanto		35,147	1.615%	\$2,671,342,695	1.003%	1.309%	\$7,003	\$1,718			\$8,004	\$9,722	\$2,719
Apple Valley		74,350	3.417%	\$7,043,358,055	2.646%	3.031%	\$9,195	\$3,977			\$8,004	\$11,981	\$2,786
Barstow		24,205	1.112%	\$1,618,543,664	0.608%	0.860%	\$6,432	\$1,128			\$8,004	\$9,132	\$2,700
Big Bear Lake		5,189	0.238%	\$4,009,439,200	1.506%	0.872%	\$6,447	\$1,144			\$8,004	\$9,148	\$2,701
Chino		88,184	4.053%	\$15,980,444,384	6.003%	5.028%	\$11,736	\$6,595			\$8,004	\$14,599	\$2,863
Chino Hills		82,661	3.799%	\$13,978,276,679	5.251%	4.525%	\$11,096	\$5,936			\$8,004	\$13,940	\$2,844
Colton		54,198	2.491%	\$4,501,961,625	1.691%	2.091%	\$7,998	\$2,743			\$8,004	\$10,747	\$2,749
Fontana		213,944	9.832%	\$24,025,701,078	9.025%	9.428%	\$17,337	\$12,369			\$8,004	\$20,373	\$3,036
Grand Terrace		12,399	0.570%	\$1,287,726,122	0.484%	0.527%	\$6,007	\$691			\$8,004	\$8,695	\$2,688
Hesperia		96,053	4.414%	\$7,306,607,948	2.745%	3.579%	\$9,893	\$4,696			\$8,004	\$12,700	\$2,807
Highland		55,060	2.530%	\$4,202,272,194	1.578%	2.054%	\$7,952	\$2,695			\$8,004	\$10,699	\$2,747
Loma Linda		24,895	1.144%	\$2,633,269,398	0.989%	1.067%	\$6,695	\$1,399			\$8,004	\$9,403	\$2,708
Montclair		39,598	1.820%	\$4,038,011,453	1.517%	1.668%	\$7,460	\$2,189			\$8,004	\$10,193	\$2,733
Needles		5,353	0.246%	\$439,757,312	0.165%	0.206%	\$5,599	\$270			\$8,004	\$8,274	\$2,675
Ontario		182,004	8.365%	\$32,317,419,137	12.139%	10.252%	\$18,385	\$13,449			\$8,004	\$21,453	\$3,068
Rancho Cucamonga		175,131	8.049%	\$30,346,347,842	11.399%	9.724%	\$17,713	\$12,756			\$8,004	\$20,760	\$3,047
Redlands		71,154	3.270%	\$11,417,891,813	4.289%	3.779%	\$10,147	\$4,958			\$8,004	\$12,962	\$2,815
Rialto		102,567	4.714%	\$11,957,246,516	4.491%	4.603%	\$11,195	\$6,038			\$8,004	\$14,042	\$2,847
San Bernardino		216,291	9.940%	\$17,728,678,469	6.659%	8.300%	\$15,900	\$10,888			\$8,004	\$18,892	\$2,992
Twentynine Palms		29,967	1.377%	\$1,023,303,791	0.384%	0.881%	\$6,458	\$1,155			\$8,004	\$9,159	\$2,701
Upland		78,513	3.608%	\$10,805,740,392	4.059%	3.834%	\$10,216	\$5,029			\$8,004	\$13,033	\$2,817
Vieterville		127,170	5.844%	\$10,404,335,696	3.908%	4.876%	\$11,543	\$6,397			\$8,004	\$14,401	\$2,858
Yucaipa		55,634	2.557%	\$5,144,046,115	1.932%	2.245%	\$8,194	\$2,944			\$8,004	\$10,948	\$2,754
Yucca Valley		22,330	1.026%	\$2,019,172,655	0.758%	0.892%	\$6,473	\$1,171			\$8,004	\$9,175	\$2,702
County		303,912	13.967%	\$9,323,653,457	14.771%	14.369%	\$23,617	\$18,848			\$7,997	\$26,845	\$3,228
		2,175,909	100.000%	\$266,224,547,690	100.00%	100.00%	\$260,691	\$131,183			\$200,093	\$331,276	\$70,585

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, 2021/2022.
- 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 on February 2, 2022 and updated to include an additional \$66,678 on April 6, 2022 for a total increase of \$200,093 in 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 1, 2022, establishing appropriation for San Bernardino County Transportation Authority at \$1,540,058,546.

The calculation for the Fiscal Year 2022/2023 appropriations limit is as follows:

Fiscal Year 2021/2022 Appropriations Limit	\$1,429,944,657
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Fiscal Year 2022/2023 adjustment:

Change in California per capita personal income	=	7.55 %
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Change in Population, San Bernardino County	=	.14%
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Per Capita Cost of Living converted to a ratio:

$\frac{7.55 + 100}{100}$	=	1.0755
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Population converted to a ratio:

$\frac{.14 + 100}{100}$	=	1.0014
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Calculation of factor for Fiscal Year 2022/2023: $1.0755 \times 1.0014 = 1.0770057$

$\$1,429,944,657 \times 1.0770057 = \$1,540,058,546$

Fiscal Year 2022/2023 Appropriations Limit	\$1,540,058,546
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Source: California per capita income - California Department of Finance

Population, San Bernardino County - California Department of Finance

Funds/Funding Sources
Fiscal Year 2022/2023

General Fund

General Funds

MSI Valley Admin
Local Transportation Fund-Admin
Local Transportation Fund-Planning
Local Transportation Fund-Rail
State Transit Assistance Fund-Rail
State of Good Repair – SBCTA
Rail Assets
Amtrak
Modeling Fees
EV Charging Stations Fund
Indirect Cost Fund

Special Revenue Funds

Federal Highway Fund:

Surface Transportation Program
Congestion Mitigation and Air Quality
Project National and Regional Significance
Active Transportation Program – Federal
Highway Bridge Program
Highway Infrastructure Program

Federal Transit Administration Fund:

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

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 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
Affordable Housing & Sustainable Communities Program
State of California Wildlife Conservation
Active Transportation Program – State
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
Valley Project Fund

Enterprise Fund:

I-10 Express Lanes Contract 1

Task Listing
Fiscal Year 2022/2023

<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	CF
0470	Human Resources	CF
0501	Intergovernmental - COG	SS
0503	Legislation	OG
0605	Public Affairs	OG
0805	Building Operation	CF
Environment and Energy Conservation		
0101	Environment	SS
0111	Energy Conservation	SS
Commuter and Motorist Assistance		
0406	Traveler Services & Intelligent Transportation Systems	SS
0702	Call Box System	SS
0704	Freeway Service Patrol/State	SS
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	VL
0310	Transit Allocations/Pass -throughs	AZ
0312	General Transit	VL
0313	Transit Right of Way Management	VL
0314	Transit Operations	VL
0315	Transit	VL
0383	Vanpool Program	VL
Project Delivery Program		
0815	Measure I Program Management	HS
0820	Freeway Projects	HS
0830	Interchange Projects	HS
0840	Grade Separation Projects	HS
0860	Arterial Projects	HS
Fund Administration Program		
0500	Fund Administration	AZ
0550	Allocations/Pass -throughs	AZ
Debt Service Program		
0965	2012A Sales Tax Revenue Bond	HF
0966	2014A Sales Tax Revenue Bond	HF
0967	2022A Sales Tax Revenue Bond	HF
Enterprise Program		
0750	Express Lanes Operation	HF

Sub-Task Listing
Fiscal Year 2022/2023

<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	SS	0502	TDA Administration	AZ
	Regional Planning		0515	MSI Valley Apportionment and Allocation	AZ
0112	Regional Safe Routes to School	SS	0516	MSI Mt/Desert Apportionment and Allocation	AZ
0113	Regional Conservation Investment Strategy	SS	0610	Measure I Project Advancement	AZ
	Energy Conservation		0918	Measure I Local Pass-through	AZ
0708	Property Assessed Clean Energy (PACE)	SS		Freeway Projects	
0710	Inland Regional Energy Network	SS	0821	I-10 Corridor Contract 2A	HS
	Subregional Planning		0823	I-10 Corridor Contract 1	HS
0213	High Desert Corridor Studies	SS	0831	I-15 Corridor Express Lanes Improvements Contract 1	HS
0406	Sidewalk Inventory Project	SS	0838	I-215 Construction	HS
0408	Regional Conservation Investment Strategy	SS	0839	I-215 Bi-County HOV Gap Closure Project	HS
0409	SBTAM Update	SS	0840	I-215 Barton Road Interchange	HS
	Transit Operator Support		0844	US-395 Phase 2 Widening Project	HS
0309	Transit Support	VL	0847	Slover Mtn UPRR Overhead	HS
0501	Federal Transit Act Programming	VL	0852	I-15 Corridor Improvement	HS
	Transit Allocations/Pass-throughs		0854	I-10 EB Truck Climb/Live Oak/County	HS
0310	MSI S and D and Other Grants Pass-throughs	AZ	0855	I-10 Corridor Contract 2B	HS
0506	LTF Apportionment	AZ	0887	SR-210 Lane Addition	HS
0507	STAF Apportionment	AZ	0891	US 395 Widen SR-18/Chamberlaine/Adelanto	HS
	General Transit			Interchange Projects	
0352	Regional Representation	VL	0803	SR-210 Baseline Road Interchange	HS
0353	Program Management	VL	0808	I-10 Wildwood Interchange	HS
	Transit Right of Way Management		0814	SR-10 Waterman Avenue	HS
0360	Right of Way Property Management	VL	0842	I-10 Tippecanoe Avenue Interchange	HS
0361	Maintenance of Way	VL	0853	I-215 University Pkwy/State St. Interchange	HS
0362	Plan Reviews	VL	0880	I-15/I-215 Devore Road Interchange	HS
	Transit Operations		0883	SR-210 Pepper Avenue Interchange	HS
0320	Ride Share and Park & Ride	VL	0893	SR-60 Central Avenue Interchange	HS
0340	Multimodal Mobility	VL	0894	SR-60 Archibald Avenue Interchange	HS
0371	Arrow Service	VL	0895	I-10/Alabama Street Interchange	HS
0372	Rail Station Security & Technical Advisory	VL	0897	I-10 Cedar Avenue Interchange	HS
0374	Private Transportation Provider Pilot Program	VL	0898	I-10 Mount Vernon Avenue Interchange	HS
0375	Metrolink SB Line Fare Discount Program	VL	0899	I-10 University Street Interchange	HS
0377	Metrolink Operating and Maintenance Subsidy	VL		Grade Separation Projects	
	Transit Capital		0868	Monte Vista Grade Separation	HS
0324	Redlands Passenger Rail	VL	0876	South Milliken Avenue Grade Separation	HS
0326	Gold Line Extension to Montclair	VL		Arterial Projects	
0334	West Valley Connector	VL	0701	Valley Signal Coordination	HS
0336	DMU to ZEMU Vehicle	VL	0810	Metrolink ATP - Phase 2	HS
0337	Tunnel to ONT	VL	0811	N.1st Ave Bridge Over-BNSF	HS
0338	SCORE Rancho Cucamonga Siding ROW Support	VL	0827	Mount Vernon Avenue Viaduct	HS
0379	Metrolink Capital Subsidy	VL		Administrative	
	Special Projects & Strategic Initiatives		0920	Financial Management	ADM
0427	Claims Management	BV	0921	Management Services	ADM
0428	Enterprise Resource Planning	BV	0922	Intergovernmental Relations	ADM
0429	Insurance Management	BV	0923	Legislation	ADM
	Freeway Patrol Service/State		0924	Public Affairs	ADM
0170	Restrictive	SS	0925	Building Operation	ADM
0171	Unrestrictive	SS	0926	Environment and Energy Conservation	ADM
	Fund Administration		0927	Vanpool Program	ADM
0373	Federal/State Fund Administration	AZ	0928	Traveler Services	ADM
0517	MSI Administration	AZ	0929	Call Box System	ADM
0609	Strategic Planning/Delivery Planning	AZ	0930	Freeway Patrol Service/State	ADM
			0931	Planning	ADM
			0932	Mt./Desert Planning and Project Development	ADM
			0933	General Transit	ADM

Sub-Task Listing
Fiscal Year 2022/2023

<u>Sub-Task</u>	<u>Title</u>	<u>Mgr</u>
	Administrative	
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
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
0959	Procurement	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
- Right of Way Engineering & Administration Costs
- 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
- Construction Support
- Utilities Capital
- Utility Relocation Costs
- Right Of Way Capital
- Right of Way Acquisition
- Right of Way Relocation Assistance

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
ACFR	Annual Comprehensive Financial Report
ADA	Americans with Disabilities Act
AEA	Advance Expenditure Agreement
AFFH	Affirmatively Furthering Fair Housing
AHSC	Affordable Housing & Sustainable Communities Program
AMF	Arrow Maintenance Facility
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
CPNA	Capital Project Needs Analyses
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

Acronym List (*Continued*)

DMAR	Development Mitigation Annual Report
DMO	Data Management Office
DMU	Diesel Multiple Unit
DOE	Department of Energy
DSBPRP	Downtown San Bernardino Passenger Rail Project
EEP	Establish Existing Planting
EMF	Eastern Maintenance Facility
EPA	Environmental Protection Agency
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
IJA	Infrastructure Investment and Jobs Act
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
LA SAFE	Los Angeles County Service Authority for Freeway Emergencies
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

Acronym List (*Continued*)

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
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
SANBAG	San Bernardino Associated Governments
SB	Senate Bill
SBC	San Bernardino County
SBCOG	San Bernardino Counsel of Governments
SBREP	San Bernardino Regional Energy Partnership
SBTAM	San Bernardino County Transportation Analysis Model
SBTC	San Bernardino Transit Center
SBCTA	San Bernardino County Transportation Authority

Acronym List (*Continued*)

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
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.

Amortization

To systematically reduce a balance over time of a loan or an intangible asset over a set period of time.

Annual Budget

A budget that is applicable to a single Fiscal Year. *Refer to Budget.*

Arbitrages

Is the term used to define the profits gained by investing proceeds derived from low-interest-rate debt into higher-yielding investments or securities.

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.

Glossary of Budget Terms (*Continued*)

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.

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 Discount

When a bond is sold for less than its face amount, it is said to have been sold at a discount. The discount is the difference between the amounts received.

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.

Debt Premium

When a bond is sold for more than its face amount, it is said to have been sold at a premium. The premium is the difference between the amounts received.

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.

Glossary of Budget Terms (*Continued*)

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.

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 Powers Authority

Any organization formed by two or more public entities that have agreed in a contract or agreement to jointly exercise any power common to them.

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.

Glossary of Budget Terms (*Continued*)

Operating Transfers

All inter-fund transfers other than residual equity transfers (e.g., legally authorized transfers from a fund receiving revenue to the fund through which the resources are to be expended).

Other Financing Sources

An increase in current financial resources that is reported separately from revenues to avoid distorting revenue trends.

Other Financing Uses

A decrease in current financial resources that is reported separately from expenditures to avoid distorting expenditure trends.

Overhead/Indirect

Expenses that cannot be specifically associated with a given service, program, or department and thus cannot be clearly associated with a particular functional category. These expenses include: rent, utilities, supplies management, general staff support, and general management and supervision.

Principal

In the context of bonds, other than deep-discount debt, the face value or par value of a bond or issue of bonds payable on stated dates of maturity.

Program

Group activities, operations or organizational units directed to attaining specific purposes or objectives.

Program Budget

A budget wherein expenditures are based primarily on programs of work and secondarily on character and object class.

Purchase Order

A document authorizing the delivery of specified merchandise or the rendering of certain services and the making of a charge for them.

Reserved Fund Balance

Portion of a governmental fund's net assets that is not available for appropriation.

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.