

Proposed

ANNUAL 2023/2024 BUDGET



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Zero-Emission Multiple Unit [ZEMU]
running on Hydrogen power.

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San Bernardino County
Transportation Authority



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San Bernardino
Council of Governments

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GOVERNMENT FINANCE OFFICERS ASSOCIATION

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Budget Presentation
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PRESENTED TO

**San Bernardino County Transportation Authority
California**

For the Fiscal Year Beginning

July 01, 2022

Christopher P. Morrell

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 7, 2023

To: SBCTA Board of Directors

From: Raymond W. Wolfe, Executive Director

Subject: SBCTA Fiscal Year 2023/2024 Budget

This cover letter serves to transmit the Fiscal Year 2023/2024 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.

As noted last year, the pandemic has shifted traffic patterns with many white collar employees now working remotely in what may be a permanent shift (I have heard that office space occupancy in downtown Los Angeles is around 40% of pre-pandemic numbers). While highway congestion has returned largely to pre-pandemic levels, transit ridership has largely suffered dramatic losses. This has resulted in discussions statewide concerning the long-term sustainability of transit systems, with agencies in the Bay Area forecasting a “fiscal cliff” that could decimate transit systems in that area. In San Bernardino County, Metrolink and our bus operators, while suffering ridership losses, are not yet forecasting a “fiscal cliff”. However, our subsidies for them have risen dramatically, causing downstream impacts to future capital projects where funds applied to operations are flexible enough to apply in both arenas. This is a challenge we will grapple with likely for several years to come.

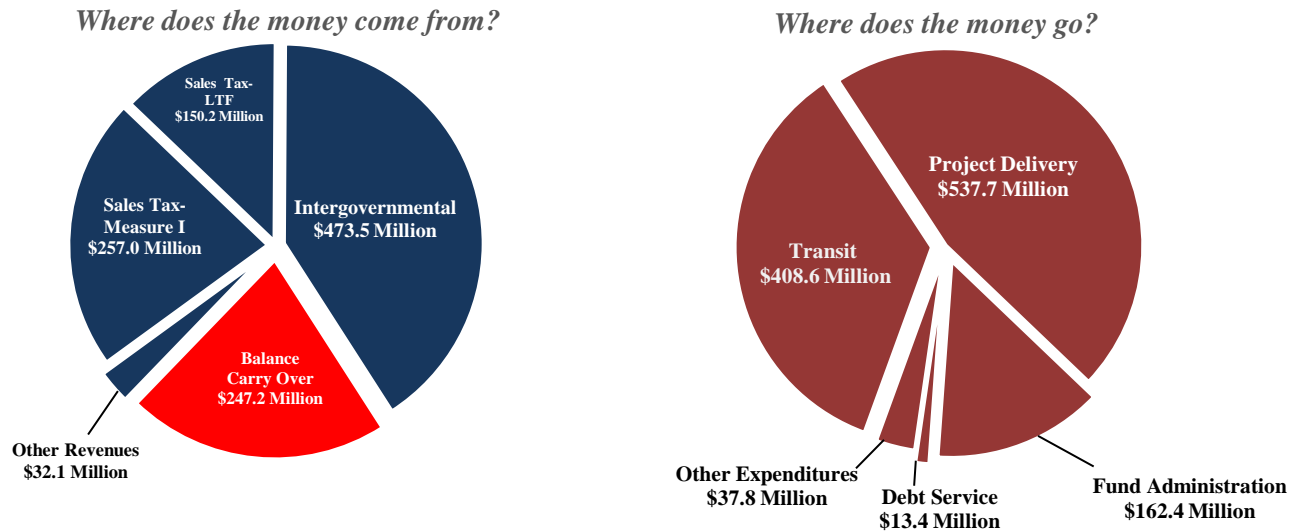
Our large capital program continues, with construction approximately 75% complete on the Interstate (I) 10 Express Lanes (as of drafting this memo), work winding down on the State Route (SR) 210 Gap Closure, and near completion of the SR60 Central Avenue Interchange. Construction activities are now underway to replace the North First Avenue Bridge in Barstow. We continue to work on the design of the I-15 Express Lanes connecting what opened last year in Riverside County north to Foothill Boulevard. Most of the agreements are in place for Brightline West to break ground once they secure funding and permits, and environmental work is progressing on the autonomous shuttle tunnel connection between Cucamonga Station and Ontario International Airport.

The long-awaited Arrow service commenced this past fall. Not surprisingly given the current environment, ridership has not met pre-pandemic estimates, but it is showing better numbers than the traditional Metrolink system, suggesting that more of a focus on local rail service rather than commuter service might be important. September witnessed the unveiling of our Zero Emission Multiple Unit Vehicle (ZEMU) in Berlin, and testing has commenced in Switzerland. ZEMU will be shipped to the States later this year and hopefully will be integrated into Arrow service next year. Omnitrans’ second bus rapid transit service, the West Valley Connector or *Purple Line*, is expected to break ground in this next fiscal year and commence operations in 2025.

While we were successful securing an \$80 million grant commitment from the next cycle of Senate Bill 1 (SB1) funds to use in pursuing \$60 million in federal Infrastructure for Rebuilding America/Mega grant funding for extending express lanes east on I-10 from I-15 to Pepper Avenue, the INFRA announcement last fall did not include our project and Mega has not been formally announced but it appears that those grants have already been awarded. This leaves a \$140 million funding gap that we are trying to fill through another SB1 grant application, for which we expect results towards the beginning of the new fiscal year. We are also seeking grant funds to close the gap on US395 from I-15 to SR18.

Board of Directors
June 7, 2023

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 \$2.4 billion worth of transportation improvements spanning all subareas in the County with a mere \$492.4 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.



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 and Protection Program at 11.1%, Surface Transportation Program at 13.8%, Senate Bill 1 at 20.8% and Highway Bridge Program at 15.5%. Measure I Sales Tax revenues are estimated at \$257 million, reflecting an increase of 2.8% from prior year's budget of \$250 million. The moderate increase is mainly attributed to management's conservative approach of estimating sales tax revenue.

The total budget for Fiscal Year 2023/2024 is \$1.160 billion, representing a 4.32% increase from the prior year due to a number of very large projects moving towards or continuing construction. The budget for Project Delivery is \$537.7 million, followed by Transit at \$408.6 million and Fund Administration at \$162.4 million. New revenues are projected at \$912.8 million. Fund balance from various funds in the amount of \$247.2 million will cover the variance between estimated revenues and appropriations. Additional information on revenue sources and program expenditures is provided in the detail sections of the budget document.

The Fiscal Year 2023/2024 budget continues a legacy supporting our mission of addressing the mobility needs of our communities to ensure a healthy and prosperous tomorrow. Sustainability and innovation remain central to our approach to solving the complex transportation issues we face. SBCTA staff and our consultant partners truly appreciate the continued leadership, guidance and support from our Board of Directors. Together, we are taking the prudent and necessary steps toward a better tomorrow for the residents, businesses and those who recreate in our beautiful County. It is always an exciting time at SBCTA.

Sincerely,



Raymond W. Wolfe
Executive Director

List of Principal Officials

Board of Directors

Name and Represented Jurisdiction

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
Sylvia Robles, 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
Janet Jernigan, 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
Helen Tran, City of San Bernardino
Joel Klink, City of Twentynine Palms
Rudy Zuniga, City of Upland
Debra Jones, City of Victorville
Bobby Duncan, City of Yucaipa
Rick Denison, Town of Yucca Valley
Paul Cook, County of San Bernardino
Jesse Armendarez, County of San Bernardino
Dawn Rowe, County of San Bernardino
Joe Baca, Jr., County of San Bernardino
Curt Hagman, County of San Bernardino

Senior Management

Raymond W. Wolfe, Executive Director*
Julianna Tillquist, General Counsel*
Marleana Roman, Clerk of the Board/Administrative Supervisor
Carrie Schindler, Deputy Executive Director
Hilda Flores, Chief Financial Officer/Treasurer
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
Joy Buenaflor, 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
Vacant, 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 14, 2022	General Policy Committee review of Budget Schedule
January 04, 2023	Board Approval of 2023/2024 Budget Schedule
February 09, 2023	Metro Valley Study Session General Overview by Region
February 17, 2023	Mountain/Desert Policy Committee General Overview by Region
March 08, 2023	General Policy Committee Review of Tasks
March 09, 2023	Metro Valley Study Session Review of Tasks
March 09, 2023	Transit Committee Review of Tasks
March 17, 2023	Mountain/Desert Policy Committee Review of Tasks
April 12, 2023	General Policy Committee Further Review, if Required
April 13, 2023	Metro Valley Study Session Further Review, if Required
April 13, 2023	Transit Committee Further Review, if Required
April 21, 2023	Mountain/Desert Policy Committee Further Review, if Required
May 03, 2023	Board approval of the Fiscal Year 2023/2024 Budget Action Plan
May 03, 2023	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 2023/2024
June 07, 2023	Board Adoption of SBCTA's Budget for Fiscal Year 2023/2024

San Bernardino County Transportation Authority and the Community It Serves

The Organization and Its Responsibilities

San Bernardino County Transportation Authority (SBCTA) is the transportation planning, funding and major project delivery agency in San Bernardino County. San Bernardino Council of Governments (SBCOG) is the Council of Governments for San Bernardino County. SBCTA and SBCOG each serve over 2.19 million residents of San Bernardino County and their Boards include representatives from the County of San Bernardino, and all cities and towns within the county: Adelanto, Apple Valley, Barstow, Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Hesperia, Highland, Loma Linda, Montclair, Needles, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Twentynine Palms, Upland, Victorville, Yucaipa, and Yucca Valley.

Created as a joint powers authority in 1973 for the purpose of serving as a Council of Governments (COG), since that time, the organization has been designated to serve additional roles primarily related to transportation. These roles are listed below:

County Transportation Commission responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.

County Transportation Authority responsible for administration of the voter-approved half-cent transportation transactions and use tax (known as Measure I) which is estimated to generate almost \$6.93 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
- | |
|---|
| <ul style="list-style-type: none">▪ Rialto▪ San Bernardino▪ Yucaipa |
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| <ul style="list-style-type: none">▪ Montclair▪ Ontario▪ Rancho Cucamonga▪ Upland |
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| <ul style="list-style-type: none">▪ Needles▪ Twenty Nine Palms▪ Victorville▪ Yucca Valley |
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- 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.

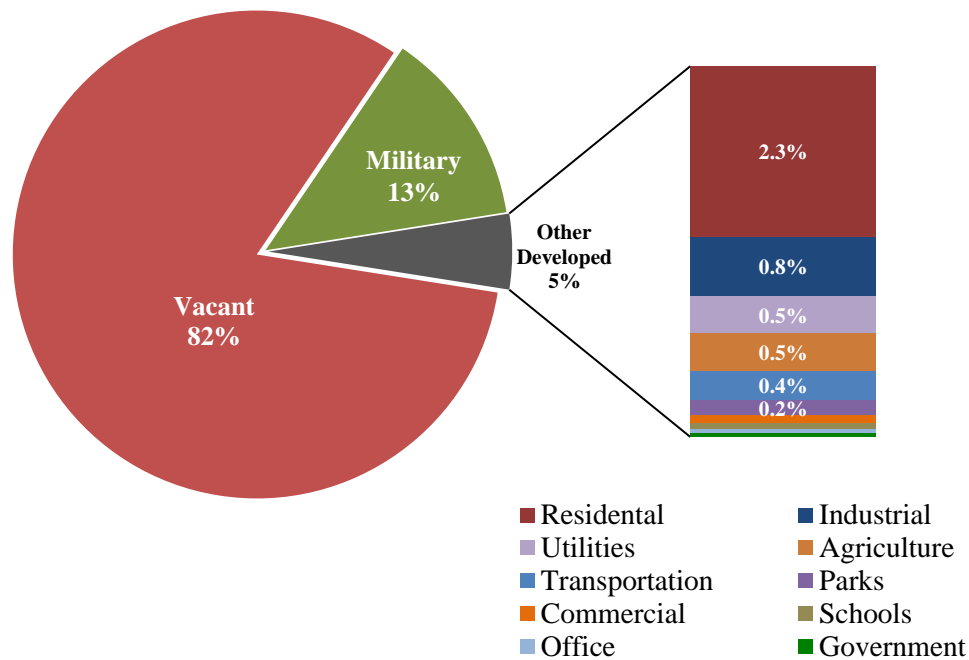
Source: 2021 Community Indicators Report

Land Use

- Six (6) acres of parkland per 1,000 residents.
- 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: 2023 San Bernardino County Community Indicators Report

San Bernardino County Transportation Authority and the Community It Serves



Population and Demographics

- 2,187,665 (population 2022).
- 18 percent projected growth between 2022 and 2045.
- 52 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 percent of the total population by 2045. White residents are projected to decrease as a proportion of the overall population, while residents identifying as Asian or Two or More Races are projected to increase slightly. The share of Black, Native American, and Pacific Islander individuals as a percent of the overall population are projected to remain the same.
- 21 percent of residents were born outside of the United States.
- 44 percent speak a language other than English at home.
- 3.2 is the average household size.
- 39 percent of households have children under 18.
- 23 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 (2021).
- 87 percent is the high school graduation rate (2021/2022).

Income

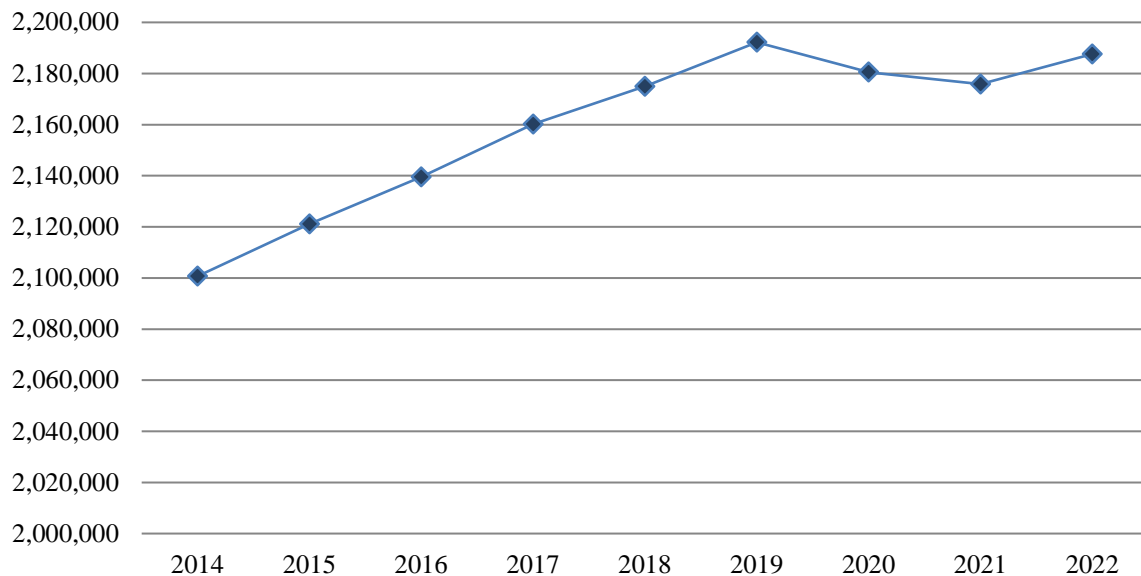
- \$74,846 median household income (2021).
- 13 percent overall poverty rate (2021).
- 17 percent child poverty rate (2021).

Economy

- 4.1 percent unemployment rate for San Bernardino County (November 2022).
- 52 percent buyers who can afford an entry-level home (priced at 85 percent of median) (2022 Quarter 3).
- \$437,500 median existing single-family existing home price (November 2022).

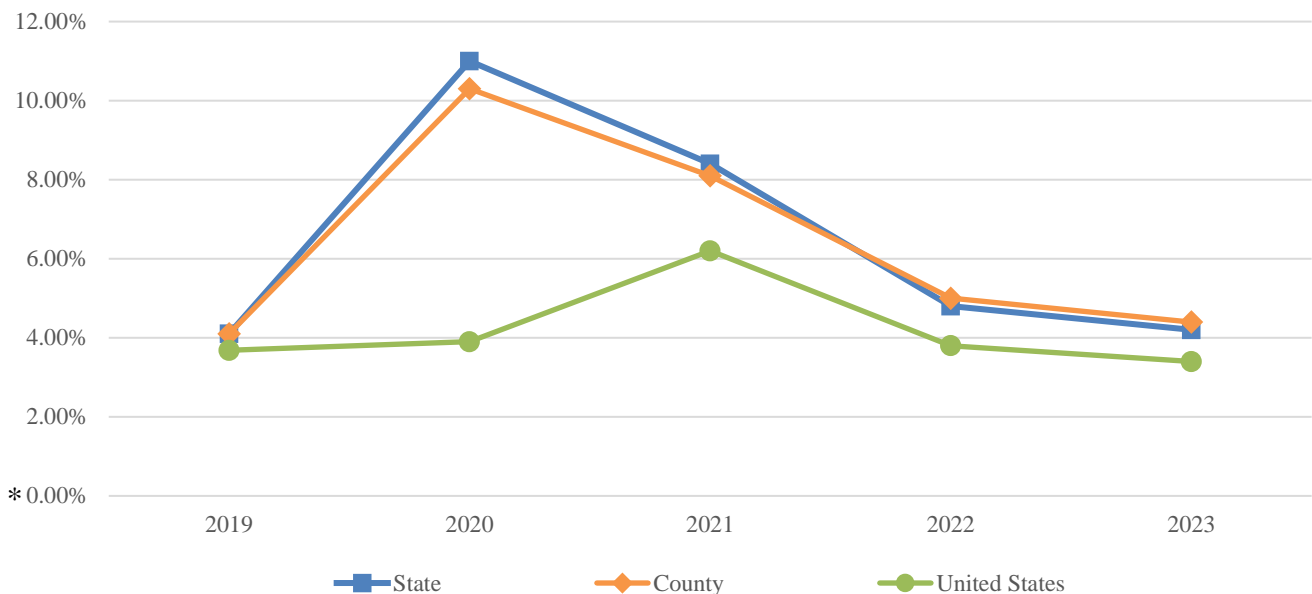
San Bernardino County Transportation Authority and the Community It Serves

San Bernardino County experienced slight increase in population growth from 2021 to 2022. The County has lower priced housing and a lower cost of living compared to the coastal counties. The source of this information is the County of San Bernardino from 2022.



San Bernardino County's unemployment rate has recovered from the impacts of the COVID-19 pandemic.

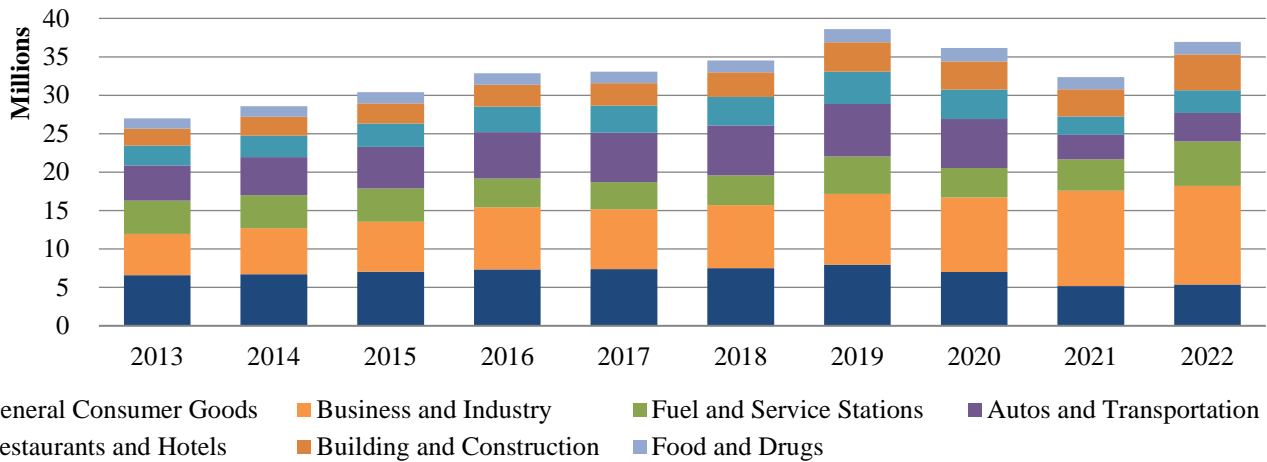
Unemployment Rate County, State and United States Last Five Years



**Percentages reflected by Calendar Year.*
Employment Development Department

San Bernardino County Transportation Authority and the Community It Serves

Retail sales in the county have shown an increase in consumer spending after retailers opened up after the COVID-19 pandemic.



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

Measure I Sales Tax is a one-half of one cent transaction and use tax applicable in the incorporated and unincorporated territory of the county for a period of thirty (30) years for transportation improvements in the county. The county had a 7.75 percent sales tax rate including Measure I rate as of December 2022.

<u>Fiscal Year</u>	<u>Measure I Direct Rate</u>	<u>County of San Bernardino</u>
2022	0.50%	7.75%
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%

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 2022 are Service Stations, Fulfillment Centers, Drugs/Chemicals, Contractors, Building Materials, and New Motor Vehicle Dealers.

<u>Business Type</u>	<u>Taxable Sale</u>	<u>Rank</u>	<u>Percentage of Total Taxable Sales</u>
Service Stations	\$ 5,513,168	1	14.90%
Fulfillment Centers	4,220,626	2	11.41%
Drugs/Chemicals	2,718,199	3	7.35%
Contractors	2,595,011	4	7.01%
Building Materials	1,709,014	5	4.62%
New Motor Vehicle Dealers	1,526,664	6	4.13%

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

Strategic Goals and Strategies Addressing Long-term Concerns and Issues

The SBCTA Budget is an annual undertaking partly intended to fulfill the goals and objectives found in three (3) long-term guiding documents: 1) the Measure I 2010-2040 Ordinance and Expenditure Plan, 2) the Measure I Strategic Plan, and 3) the Measure I 10-Year Delivery Plan. The 10-Year Delivery Plan flows from the Measure I Strategic Plan, which in turn flows from the Measure I Ordinance and Expenditure Plan.

The SBCTA Budget has been developed 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 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 the SBCTA 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, along with Board-approved actions since approval in December 2021, provide 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 2023/2024 that conforms with and provides for accomplishing the long-term goals and objectives set forth in the Measure I Ordinance and Expenditure Plan, the Measure I Strategic Plan, and the 10-Year Delivery Plan.

Federal and State Transportation Fund Allocation Responsibilities

One of the essential roles for SBCTA is the allocation of Federal and State funds to transportation projects within San Bernardino County. Although some of these funds do not flow through the SBCTA budget, the authority to allocate these transportation funds has as much policy and program significance as the agency budget. SBCTA allocates specific Federal and State transportation funds among priority projects in the county and designates a lead agency to administer implementation of the projects. Once the Board approves the allocation and a project is added to the appropriate programming document, the lead agency is usually responsible for applying for funds through SBCTA or Federal and State agencies and is responsible for maintaining compliance with various funding requirements. Federal and State funds allocated by the Board are not reflected in the SBCTA budget unless SBCTA

Strategic Goals and Strategies Addressing Long-term Concerns and Issues

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 five years, an increase of \$274 billion (more than 48 percent) above FAST Act baseline spending levels. The \$59.1 billion apportionment for Fiscal Year 2022 represented a 31 percent increase above the Fiscal Year 2021 apportionment of \$45.2 billion, and IIJA allowed for modest increases through Fiscal Year 2026. California is estimated to receive a total of \$29.96 billion in apportionments over the life of the bill. Although 90 percent 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. What this means for San Bernardino County is discussed in each of the specific fund sources below.

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 to the Surface Transportation Block Grant Program (STP). STP provides the most flexible Federal funding that may be used for projects on any Federal-aid highway, bridge projects on any public road, transit capital projects, and public bus terminals and facilities. The 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. While California implementing statutes apportion these funds to SBCTA for project selection, Federal statute apportions the funds to Southern California Association of Governments (SCAG) for project selection, and Federal statute supersedes State statute. This conflict in State and Federal statute was the impetus for Corrective Actions recently issued to both the California Department of Transportation (Caltrans) and SCAG by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). While SBCTA has historically received an annual apportionment of STP funds of approximately \$30 million per year from Caltrans, the Corrective Action requires that SBCTA now nominate projects to SCAG for a region-wide project selection process beginning in Fiscal Year 2024. Although SCAG has set allocation targets for each county that currently closely align with historical funding levels, there is no guaranteed level of funding.

The 10-Year Delivery Plan will provide the basis for the projects selected for nomination.

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 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 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 Improvement Fund (CMAQ) – CMAQ funds are authorized to fund transportation projects or programs that contribute to attainment or maintenance of ambient air quality standards. 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, with approximately \$33 million available to SBCTA annually. While California implementing statutes authorize SBCTA to select and program CMAQ projects with input from SCAG, Caltrans, and air quality districts, as with STP funds, FHWA and FTA are requiring project selection to be made by SCAG after nomination by SBCTA.

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.

Carbon Reduction Program (CRP) – The CRP is a new formula program in IIJA. CRP funds are authorized to fund transportation projects that reduce carbon emissions. CRP funding may be used on a variety of projects including the creation and expansion of active transportation systems, congestion pricing, and other transportation demand management strategies. Funds are distributed based upon a population formula with approximately \$3.8 million available to SBCTA annually. While California implementing statutes authorize SBCTA to select and program CRP projects, as with STP and CMAQ funds, FHWA and FTA are requiring project selection to be made by SCAG after nomination by SBCTA. The Board has approved focusing these funds on active transportation projects and the SBCTA Vehicle Miles Traveled (VMT) Mitigation Bank for the first four years of the Program, subject to approval by SCAG.

National Highway Freight Program (NHFP) and National Highway Performance Program (NHPP) – NHFP and NHPP, two (2) new freight-related initiatives created by the FAST Act and continued under the IIJA, provide for the first time a dedicated source of Federal funding for freight projects. NHFP is a formula fund program that will fund projects that contribute to the movement of freight on the National Highway Freight Network. The projects will be identified in a freight investment plan of a State Freight Plan. NHPP is a discretionary grant program and 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

Strategic Goals and Strategies Addressing Long-term Concerns and Issues

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.

SBCTA and Omnitrans collaborated on a competitive grant application for the West Valley Connector Project under FTA's 5309 Capital Investment 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 percent of the Urbanized Areas' (UZAs) 2018 operating costs. Because operators had reached the 75 percent 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 percent 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 on 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 percent for Section 5307 and Section 125 percent 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

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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.

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 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. The 2024 STIP is scheduled for adoption in March 2024, but there is no indication of level of funding that will be provided as of this writing.

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 was 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 awards are expected in June 2023.

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.

Strategic Goals and Strategies Addressing Long-term Concerns and Issues

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. In December 2020, SBCTA was successful in securing competitive grant funds under this program, including \$118.7 million for Express Lanes, Auxiliary Lanes and Toll Systems on the Interstate 15 (I-15) from State Route 60 (SR-60) to Foothill Boulevard and \$24.1 million for the Interstate 10 (I-10) Eastbound Truck Climbing Lane in Yucaipa, in addition to \$117.8 million for the I-10 Corridor Contract 1 Project and \$24.2 million for the US 395 Widening Project in the previous cycle.

State of Good Repair Program (SGR) – The SGR provides approximately \$105 million per year in State funding for capital assistance to rehabilitate and modernize California's existing local transit systems, with a focus on upgrading, repairing, and maintaining transit infrastructure in a State of Good Repair. The formulaic revenue estimate provided to SBCTA by the State Controller's Office (SCO) for Fiscal Year 2023/2024 is \$4.2 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.

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 San Bernardino County. The adopted LTF revenue estimate for Fiscal Year 2023/2024 is \$150.2 million. The total Fiscal Year 2023/2024 apportionment is \$182.6 million, and includes \$34 million of actual revenue received in excess of prior year estimates, less a 10 percent 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 2023/2024 is \$5.5 million, for planning and programming activities during the fiscal year. A portion of LTF is also allocated to SCAG for its planning activities and to the San Bernardino County Auditor/Controller for performance of administrative functions. The LTF allocations are reported as revenue sources in the *Financial Section* of this report and flow through the SBCTA budget.

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

Pedestrian and Bicycle Facilities – Under Article 3 of the TDA, 2 percent of the annual LTF apportionment is designated to fund pedestrian and bicycle facilities, bicycle safety programs, bicycle trails, bicycle lockers, or racks and for the development of a comprehensive bicycle and pedestrian facilities plan. SBCTA conducts biennial "calls

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for projects” with 80 percent set aside for bicycle and pedestrian improvements and 20 percent set aside for transit access improvements. Of the 80 percent set aside for bicycle and pedestrian improvements, up to 10 percent is available for maintenance of existing bicycle and pedestrian facilities and a minimum of 50 percent of the balance for smaller projects under \$250,000. 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 2023/2024, 72 percent of the remaining balance, or \$123.4 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 \$47 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 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 2023/2024 of \$31.6 million, up 28 percent over the revenue estimate for the prior year. Of this, \$26.1 million is distributed to the Valley and Mountain/Desert areas on a population basis and \$5.5 million is apportioned by the State to individual operators based on qualifying revenues.

Low Carbon Transit Operations Program (LCTOP) – LCTOP is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014, by Senate Bill 862 (SB862). LCTOP was created to provide transit operating and capital assistance to eligible project sponsors in an effort to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. 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 2023/2024 is \$6.5 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 fluctuations between \$2.7 million in Fiscal Year 2021/2022 to this year’s \$6.5 million in available funding. The SCO distributes these funds using the STA distribution formula.

Budget Action Plan FY 2023/2024

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.	Award consultant contract for preparation of TDA triennial performance audits - Q1	Fund Administration
		Present TDA triennial performance audits to the SBCTA Board - Q4	Fund Administration, Transit
Division Strategy: Use strategic programming to ensure that no funds are lost			
1B	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, Planning
		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 awards, Local Partnership Program formula share, and State Transportation Improvement Program (STIP) for I-15 Express Lanes Contract 1 - Q2	Fund Administration
		Request allocation or extension of competitive grant funds (if awarded) for I-10 Contract 2 - Q4	
		Request allocation or extension of competitive grant funds (if awarded) for US-395 Phase 2 - Q4	
		Request allocation of Planning, Programming and Monitoring funds for Fiscal Year 2024/2025 - Q4	
	Work with SBCTA staff, local agencies, transit operators, and Caltrans to prepare project submittals for inclusion in the 2025 Federal Transportation Improvement Program (FTIP) ensuring consistency with the Regional Transportation Plan and financial constraint requirements.	Coordinate to collect and submit necessary information to SCAG for 2025 FTIP development - Q3	
	Monitor approval of 2024 State Transportation Improvement Program (STIP).	Participate in development of the 2024 STIP Guidelines to seek to align STIP programming with the 2023 Update to the 10-Year Delivery Plan and ensure San Bernardino County receives its equitable share in 2024 STIP – Q3	
Division Strategy: Protect San Bernardino County's equitable share of available state and federal funds			
1C	Develop funding strategies that maximize resources available and result in opportunities to seize additional state and federal funds.	Nominate projects to SCAG for programming of federal formula funds in accordance with the 2023 Update to the 10-Year Delivery Plan and the 10-Year Plan for transit operators' implementation of the zero emission bus mandate - Q3	Fund Administration, Project Delivery, Transit
Division Strategy: Develop long-term bonding needs to help leverage other funds and deliver projects			
1D	Establish plan for 2024 sales tax revenue bond program through development of the 2023 Update to the 10-Year Delivery Plan.	Present current status of Measure I Programs and proposed projects for inclusion in 2023 Update to the 10-Year Delivery Plan to Policy Committees - Q1	Fund Administration (Finance, Project Delivery, Transit, Planning)
		Present final 2023 Update to the 10-Year Delivery Plan to the Board for approval - Q2	
		Monitor implementation of the 2023 Update to the 10-Year Delivery Plan and Measure I revenue receipts to identify need for short-term borrowing – Ongoing	
Division Strategy: Manage geographic equity in fund distribution across the county			
1E	Manage long-term strategy for ensuring geographic equity in fund distribution over the life of the Measure.	Monitor results of SCAG project selection for federal formula funds and ensure long-term equity between subareas of San Bernardino County is maintained - Q4	Fund Administration
Division Strategy: Manage SBCTA railroad right of way in an efficient and comprehensive fashion			
1F	Manage SBCTA railroad right of way in an efficient and comprehensive fashion.	Ongoing	Transit
Initiative #2: Engender Public Trust			
Division Strategy: Secure an unmodified opinion of Comprehensive Annual Financial Report (Annual Report)			
2A	Plan meeting at interim field work with Executive Board officers and Certified Public Accountant (CPA) firm.	Meet with Executive Board - Q2	Finance
Division Strategy: Obtain Certificate of Achievement for Excellence in Financial Reporting			
2B	Apply for Government Finance Officers Association (GFOA) award for the Annual Financial Report (Annual Report).	GFOA Award submittal - Q3	Finance
Division Strategy: Complete Measure I Biennial Agreed Upon Procedures			
2C	Complete agreed upon procedures (AUP) for Measure I programs.	AUP to be completed - Q3	Finance
Division Strategy: Obtain Distinguished Budget Presentation Award			
2D	Apply for GFOA award for annual budget.	GFOA Award submittal - Q1	Finance
Division Strategy: Complete internal control self-assessment to identify areas of improvement.			
2E	Complete review of annual internal control self-assessment (AICA).	Review of AICA - Q3	Finance

Budget Action Plan FY 2023/2024

Action Plan		Milestones	Responsibility
Division Strategy: Implement the Records Retention Schedule			
2F	Continue with the implementation of the Records Retention Program, including establishing quarterly meetings with records coordinators, two annual clean up days, a system that will assist tracking which documents have passed retention.	Clean up day - Q1 & Q3	Executive Administration and Support
		Identify the retention period for all remaining boxes located at SBCTA offsite storage - Q4	
		Automate at least four (4) records series in Laserfiche -one per quarter - Q4	
		Finalize File Plans for SharePoint files for four (4) departments - one per quarter - 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.	
	Establish Housing Trust JPA, pending Board approval and successful REAP application.	Execute JPA with member agencies - Q3	
		Review draft Administrative Plan - Q4	
	Smart County Master Plan.	Complete draft of Early Action Plan - Q1	Transit
	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, and leverage synergy of being the CTA and COG			
3B	Plan annual City/County Conference.	In person conference set for Spring 2024.	Legislative/Public Affairs, COG
	Collaborate with member agencies through City/County Manager Technical Advisory Committee (CCMTAC).	Ongoing monthly meeting	
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 Workshop - Q3	COG
	Communicate grant opportunities to member agencies.	Provide updates to member agencies on new grant opportunities.	
Division Strategy: Assist local governments with environmental and efficiency initiatives			
3D	Develop a plan to replace the EV chargers where needed at the Depot.	Q2	Management Services, Transit
	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 when available in monthly grant updates.	Air Quality/Mobility
	Assist local agencies with reducing energy consumption and achieving savings through formation of the Inland Regional Energy Network (I-REN).	Implement energy programs in partnership with local jurisdictions in three focus areas: Public Sector, Workforce Education and Training, and Codes and Standards - Ongoing	
Initiative #4: Accelerate Delivery of Capital Projects			
Division Strategy: Deliver the Redlands Passenger Rail Project & Implement Arrow Service			
4A	Complete project close-out	Q2	Transit
Division Strategy: Support Delivery the West Valley Connector Phase I			
4B	Start construction	Q1	Transit
Division Strategy: Produce Zero Emission Multiple Unit			
4C	Begin ZEMU testing in US	Q2	Transit
	Start construction of hydrogen fuel station	Q2	
	Start construction of maintenance facility retrofit	Q1	
Division Strategy: Deliver the Tunnel to ONT Project			
4D	Environmental Document approval	Q4	Transit
	Award design-build contract	Q4	
Division Strategy: Delivery of Capital Projects			
4E	Plans, Specifications and Estimate (PS&E); Engineering Reports Milestones:		Project Delivery
	I-15 Corridor Freight and Express Lanes Project (Contract 1)	PS&E approval - Q1	
	SR-210 Waterman Avenue	PS&E approval - Q1	
	I-215 Bi-County Landscaping	PS&E approval - Q2	
	I-10 Mount Vernon Avenue	PS&E approval - Q2	
	I-10 Corridor Freight and Express Lanes Project (Contract 2) Segment 2a	PS&E approval - Q4	
	US-395 Widening Project - Phase 2	PS&E approval - Q4	
Division Strategy: Delivery of Capital Projects			
4F	Construction Milestones:		Project Delivery
	I-10 Eastbound Truck Climbing Lane	Start construction - Q1	
	I-215 University Parkway	Start construction - Q2	
	SR-210 Waterman Avenue	Start construction - Q2	
	I-215 Bi-County Landscaping	Start construction - Q3	
	Metrolink ATP - Phase 2	Start construction - Q3	
	I-10 Mount Vernon Avenue	Start construction - Q4	
	SR-210 Waterman Avenue	Complete for Beneficial Use - Q4	

Budget Action Plan FY 2023/2024

Action Plan		Milestones	Responsibility
Division Strategy: Delivery of Express Lanes Projects			
4G	I-15 Corridor Freight and Express Lanes Project (Contract 1)	Start construction - Q3	Project Delivery
	I-10 Express Lanes Contract 1 Toll Collections	Revenue Service Commencement Readiness - Q2	Toll Operations
	I-10 Corridor Freight and Express Lanes Project (Contract 1)	Complete for Beneficial Use - Q4	Project Delivery
Initiative #5: Maximize Funding Opportunities and Cost-Effectiveness of Investments			
Division Strategy: Conduct regional forums to discuss issues of importance across our region			
5A	Advocate for policies and funding formulas at the state and federal levels that are favorable for SBCTA to construct and deliver transportation projects.	Support for legislation regarding progressive design build delivery and oppose legislation that would adversely impact transportation funding. Build coalitions in support of state and federal transportation grant applications and budget items as well as additional transit operational funding. Maintain good working relationships and communication with state and federal officials.	Legislative/Public Affairs
Division Strategy: Operate and Maintain SB Express Lanes			
5B	I-10 Express Lanes Contract 1 Operations and Maintenance.	Ongoing starting Q3	Toll Operations
Initiative #6: Awareness of SBCTA Programs, Services, and Transit Options			
Division Strategy: Build awareness of SBCTA programs and services			
6A	Highlight Measure I’s contributions to the region’s transportation system.	Ongoing: Annual state of transportation event; monthly blog series "Measure I (Impact)".	Legislative/Public Affairs, Fund Administration
	Market SBCTA identity, promote awareness of programs and services.	Ongoing: 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
Division Strategy: SB Express Lanes Customer Support			
6D	Open SB Express Lanes Walk-In Center.	Q2	Toll Operations
	SB Express Lanes Website Live.	Q2	Toll Operations
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).	Draft Existing Conditions Report - Q2	Planning, Transit, Fund Administration
		Vision Document and Scenario Analysis - Q4	
	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).	Provide input to the Draft RTP/SCS - Q2	Planning, Fund Administration
		Provide comments and final input to the RTP/SCS - Q3	
Division Strategy: Conduct strategic planning of Measure I projects and update policies to be consistent with practice			
7B	Maintain Measure I 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).	Multiple analysis/mapping efforts conducted for Project Delivery, Transit, and Air Quality/Mobility - Ongoing	Planning
	Update SBTAM "Plus" modeling system.	Model Validation Report - Q1	
		VMT/Land Use Model and Scenario Samples - Q2	
		Final Documentation & Presentation - Q4	
		Incrementally implement an SBCTA agency-wide data and analytics dashboard.	
Division Strategy: Conduct subarea and modal studies			
7D	State Route 247/62 Emergency Bypass Lane Study.	Initiate study - Q3	Planning
	Conduct SR-18/138 Corridor Study with Metro and Caltrans.	Prepare two PSR-PDS documents (Project Study Report - Project Development Support): One for near-term and one for long-term - Q2	
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 state (e.g. SB 1, Active Transportation, etc.), federal (e.g. RAISE, INFRA/Mega, etc.) and other funding.	Senate Bill 1 (SB1) Grants Identified - Q2	Planning, Fund Administration
		Other state and federal grants - Ongoing	

Budget Action Plan FY 2023/2024

Action Plan		Milestones	Responsibility
Division Strategy: Assist jurisdictions, developers, and other stakeholders with area-wide sustainability studies			
8B	Begin development of Vehicle Miles Traveled (VMT) mitigation bank and/or approaches to mitigation under SB 743, subject of funding.	Apply for REAP 2.0 VMT Mitigation Bank Funding - Q1	Planning
		Start MOU/RFP Process - Q2/Q3	
	Work with California Department of Fish and Wildlife (CDFW) and other stakeholders to complete the Regional Conservation Investment Strategy (RCIS), subject to Board approval.	Final submittal to CDFW - Q4	
	Assist local agencies with housing initiatives under Regional Early Action Plan (REAP) 2.0.	Apply for REAP 2.0 Planning Funding - Q1	
		Work with SCAG on REAP 2.0 application to California Housing and Community Development - Q2	
Division Strategy: Prepare effective active transportation plans			
8C	Develop Active Transportation Plans for the Safe Routes to School Program (with SBCSS and the County DPH).	Begin outreach to schools - Q1	Planning
	Manage Transit Development Act (TDA) Article 3 bike/ped project invoicing.	Award announcements - Q1	
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.	Construction Completion - Q4	Planning, Project Delivery
	Create Active Transportation Project Prioritization List based on input from local jurisdictions and assessment of funding opportunities.	Completion - Q2	Planning
Division Strategy: Develop and administer programs to improve the efficient use of our existing freeway network			
8E	Implement a mobile call box program for 511 program.	Award program implementation contract. Needs to occur after call handling contractor has been secured and able to implement systems/program - Q4	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	
	Maintain the SB County Call-Box System.	Ongoing	
	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
Initiative #9 Meet Equity Goals of SBCTA/SBCOG			
Division Strategy: Ensure Equity goals met for internal structure and policies			
9A	Begin Equity Policy Framework to establish equity goals and policies for ensuring structural equity within the business processes and procedures within SBCTA/SBCOG.	Begin project following procurement - Q2	COG
Division Strategy: Ensure Equity goals met for projects and programs implemented in collaboration with SBCOG/SBCTA member agencies.			
9B	Outdoor Equity Program, pending funding agreement from state department of parks.	Begin Program - Q1	COG
	Small Business Training Program	Finish study - Q1	COG

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 express lanes revenues and expenditures for Express Lanes, but the loan with US Department of Transportation (USDOT) to be repaid with express lanes revenues. The loan from USDOT under the Transportation Infrastructure Finance and Innovation Act program for the construction phase of the Interstate 10 (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 includes the I-10 Corridor Contract 1 and Interstate 15 (I-15) Corridor Projects. 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. 36*.

Additional information on funding sources is provided in the *Revenue Overview pg. 74*.

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. 18*.

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 2023/2024 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 usually in December of each year. 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 three (3) types of administrative budget amendments that do not result in an increase to the overall program budgets. The three (3) types include:

- i. Transfers from one task, subtask, object code, or revenue code to another task, subtask, object code, or revenue code within the same program and fund. This amendment shall require the approval of the task manager.
- ii. Reallocation of budgeted salary costs and benefits costs and associated revenues from one program or fund to another program or fund when both funds and programs are included in the adopted budget. This amendment shall require the approval of the Chief Financial Officer.
- iii. Substitution of one fund for another fund where both funds are included in the adopted budget within the same program, not-to-exceed \$1 million. This amendment shall require the approval of the Executive Director or designee.

2. Board Approved Amendments

Board approval is required for any budget amendments that are not administrative budget adjustments as outlined above.

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 directly 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 recorded and 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 2023/2024 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 2023/2024 budget includes prior year Board approved appropriations to be expended in Fiscal Year 2023/2024.

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 to the budget will be made as necessary.

Revenue Policies

1. SBCOG establishes General Assessment Dues amounts for all member jurisdictions. The total dues assessment amount is \$404,291 for the Fiscal Year 2023/2024 budget. This includes a general assessment of \$137,523 which is based on jurisdictions' populations and net assessed property value. Also, additional assessment of \$266,768 was approved at the March General Policy 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. 307*** 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

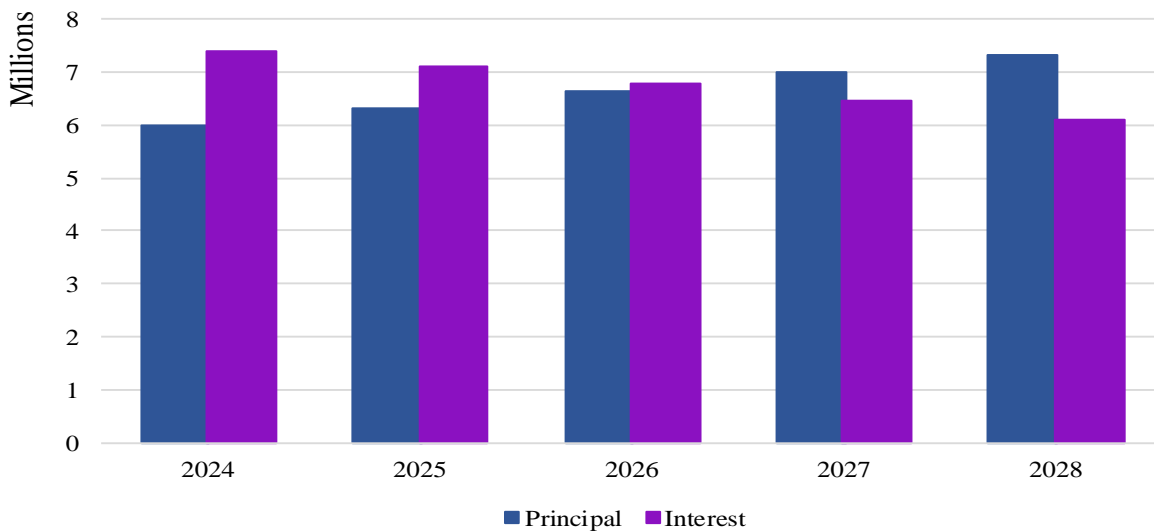
Debt Financing

SBCTA's Debt Program exists to support Measure I project completion. Within Measure I, debt has been issued to finance transit 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 for defeasance of the 2012A sales tax revenue bonds with net present cash savings of \$21.1 million. The following is the outstanding balances for the 2014A and 2022A sales tax revenue bonds:

Debt Service Schedule			
Year	Principal	Interest	Total
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	7,335,000	6,100,163	13,435,163
2029-2033	42,550,000	24,619,565	67,169,565
2034-2038	54,015,000	13,161,027	67,176,027
2039-2040	25,180,000	1,689,601	26,869,601
	<u>155,045,000</u>	<u>73,299,258</u>	<u>228,344,258</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 15.61 times for Fiscal Year 2021/2022. 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 2023/2024, Debt Service expenditures constitute only 1.16 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 United States Department of Transportation (USDOT) loan under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program was executed in Fiscal Year 2018/2019 to finance the construction of the Interstate 10 (I-10) Corridor Contract 1 Project. The loan proceeds for Fiscal Year 2023/2024 are estimated at \$60 million. SBCTA negotiated with US DOT to reduce the interest rate on the loan and executed a new loan on June 17, 2021 with USDOT that generated cash savings of \$53.4 million.

Cash Flow Borrowing

The Measure I 2010-2040 expenditure plan and policy No. 40021 provide for short-term cash flow borrowing for various programs on a need basis that reduces short-term financing and issuance costs to SBCTA. Repayment of the advances is from future program revenues or bond issuance. The dollar amount and ability of the borrowing program to payback is determined during the budget preparation process. Budgeted cash flow borrowing for Fiscal Year 2023/2024 from Cajon Pass program to Measure I interchange for \$22,149,455 to cover appropriations. Upon completion of the actuarial study by San Bernardino County Employees' Retirement Association for SBCTA to payoff for net pension liability, staff will determine if cash flow borrowing is required for Local Transportation Fund Administration and General Membership Dues Fund.

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 West Valley Connector (WVC) project 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 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 transit project that has expanded services is the Redlands Passenger Rail Project (RPRP) and has allowed 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. The estimated cost of operations and maintenance for Fiscal Year 2023/2024 is approximately \$18.1 million, and will be escalated in ongoing future years based on anticipated cost increases on an annual basis. After accounting for fare revenue, operations and maintenance 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 (5) years. Afterwards, operations will primarily be funded with Measure I Valley Metrolink/Rail Program Funds (MSI).

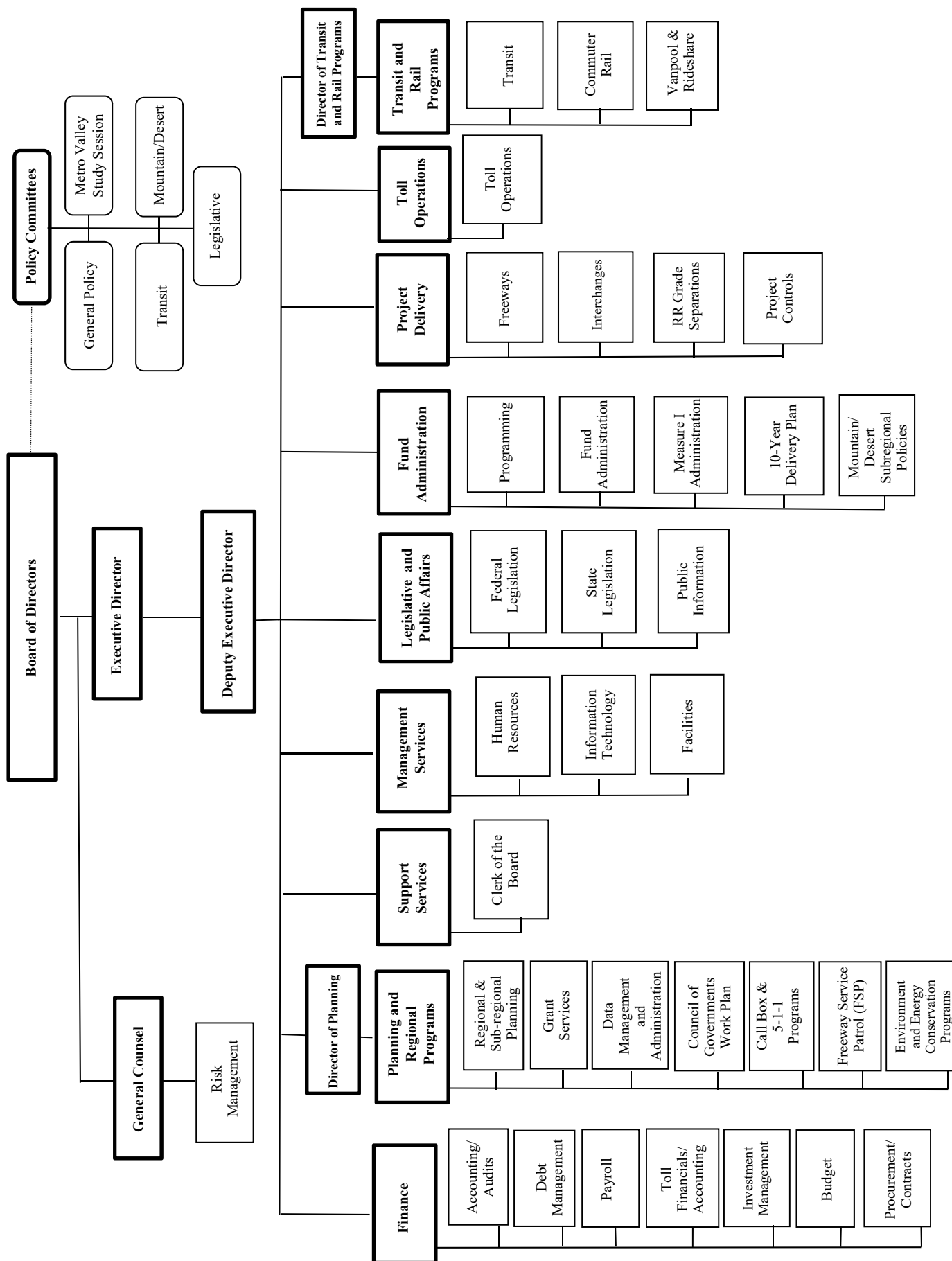
As part of the development of the Express Lanes, SBCTA, through a fifty (50) year lease with Caltrans, will be responsible for operations and maintenance of the I-10 Corridor Contract 1 Express Lanes currently under construction. SBCTA will contract with Caltrans for the maintenance of the Tolled Express Lanes and has contracted with a Toll Services Provider (TransCore) for the operations and maintenance of the collection system. The I-10 Express Lanes are anticipated to begin operations in late 2023 or early 2024. As part of the financial plan for the development of the project, consideration was made regarding ongoing operations and maintenance costs. Annual costs estimates were developed by a consultant engineering firm based on review of comparable facilities and then refined with input from SBCTA. The estimated annual operations and maintenance costs are approximately \$7.6 million funded with express lanes revenues.

The other two (2) Express Lanes Projects, Interstate 15 (I-15) Corridor Express Lanes and I-10 Corridor Express Lanes Contract 2 (east of I-15 to Pepper Avenue), will also 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 2023/2024 Capital outlay is budgeted at \$1,040,000, 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 2023/2024. 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-four (84) regular employees and two (2) student interns (*Table of Regular Positions pg. 43*). This is an increase of one (1) position from Fiscal Year 2022/2023.

Staff Organization Structure

SBCTA has a Deputy Executive Director and eleven (11) 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. 39*.

Staffing

The SBCTA workforce in this budget is comprised of the Executive Director, General Counsel, Deputy Executive Director, Assistant General Counsel and eleven (11) director level positions, fifty-seven (56) professional and administrative positions, and twelve (12) support positions. This budget proposes reclassifying three existing positions. This budget also proposes one additional position.

This budget document recognizes an update to the compensation plan ranges and range placements as a result of a compensation study by Koff & Associates. The classification portion of the study is ongoing and when that study is complete a recommendation will be brought to the Board of Directors. Additionally, at the time of budget preparation the Director of Strategic Initiatives and Special Projects classification became vacant. The organization chart on page 39 reflects the reassignment of staff previously reporting to the Director of Strategic Initiatives and Special Projects, where procurement is under finance and risk management is under general counsel, given the vacant position. The disposition of the classification is under consideration for elimination but has been included in this proposed budget. When the assessment of the position is complete, a recommendation will be brought to the Board of Directors along with an appropriate budget amendment for consideration.

The budget includes a Clerk of the Board/Administrative Supervisor upgrading to Clerk of the Board/Administrative Manager. This upgraded classification reflects the increase in duties, responsibilities and accountability of the incumbent. The Clerk of the Board/Administrative Supervisor is assigned to new Salary Range 27 (\$118,886 to \$178,330). This is an approximately 25% increase over the existing Salary Range 33 (\$88,716 to \$133,075).

The budget also includes a Council of Governments and Equity Programs Manager upgrading to Chief of Council of Governments and Equity Programs. This upgraded classification reflects the increased complexity and level of responsibility associated with managing the Council of Governments programs throughout the County and the initiation of the Housing Trust JPA. The Chief of Council of Governments and Equity Programs is assigned to new Salary Range 29 (\$131,072 to \$196,608) and will report to the Director of Planning. This is an approximately 25% increase over the existing Salary Range 35 (\$97,809 to \$146,713).

Staffing Overview

The budget also proposes upgrading the Director of Planning position. This reclassification recognizes the increased responsibility and complexity associated with the Inland Regional Energy Network (IREN), Housing Trust Joint Powers Authority, Council of Governments and state and federal grants. It is recommended that the Director of Planning salary range be moved from Range 42 (\$137,628 to \$206,441) to new Range 35 (\$175,649 to \$289,821) to put it in line with the Director of Transit and Rail.

The additional position is for a Procurement Analyst III for additional support with the increase in volume and complexity of procurements as a result of taking over projects from other local jurisdictions, increased Measure I funding or grants and unexpected /unplanned work. The Procurement Analyst III position will be assigned to salary range 19 (\$80,467 to \$120,700) and report to the Procurement Manager. It is also proposed to change the title of the two existing Procurement Analyst positions to Procurement Analyst II and create a Procurement Analyst series. This will provide the ability to hire entry level staff that can be developed over time and create opportunity to promote within the series and retain talented employees as they gain experience.

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 transit 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. 45* contained in this budget illustrates the total estimated costs for salaries and benefits during the Fiscal Year 2023/2024 budget, as estimated in April 2023. The total salary and benefit cost in the budget is \$18,436,608 which represents 1.59 percent of the total budgeted expenditures.

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

1. A budget amount of \$647,692 to apply all market adjustments to employees in select classifications identified to be below market as a result of the compensation study completed by Koff & Associates.
2. Includes a \$1,100/year increase, from \$6,757/year to \$7,857/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.

Staffing Overview

3. A budget amount of \$657,012 is included to allow the Executive Director to grant merit increases of up to 5 percent based on an employee's annual performance evaluation.
4. A budget amount of \$18,848 for the implementation of a new longevity pay benefit of 2% for employees with fifteen consecutive years of service or more at SBCTA. A policy will be brought to the Board for final approval before implementation of this benefit.

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. 49* 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. 48* 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 2023/2024

Support Group	Fiscal Year 2020/2021	Fiscal Year 2021/2022	Fiscal Year 2022/2023	Fiscal Year 2023/2024
Accounting Assistant	3	2	2	2
Accounting Assistant, Senior	1	2	2	2
Administrative Assistant	1	1	0	0
Administrative Assistant, Senior	4	4	5	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	3	3
Accounting Manager	0	1	1	1
Accounting Supervisor	1	1	1	1
Assistant Project Manager I	1	0	0	0
Assistant Project Manager II	1	0	0	0
Chief of Air Quality and Mobility Programs	1	1	1	1
Chief of Governments and Equity Programs	0	0	0	1
Chief of Information Technology	0	1	1	1
Chief of Fiscal Resources	1	1	1	1
Chief of Fund Administration	1	1	1	1
Chief of Legislative and Public Affairs	1	1	1	1
Chief of Management Services	1	0	0	0
Chief of Planning	1	0	0	0
Chief of Project Controls	0	1	1	1
Chief of Toll Operations	0	0	1	1
Clerk of the Board/Administrative Supervisor	1	1	1	0
Clerk of the Board/Administrative Manager	0	0	0	1
Construction Manager	2	2	2	2
Corridor Manager	1	1	1	1
Council of Governments and Equity Programs Manager	1	1	1	0
Deputy Clerk of the Board	1	1	1	1
Energy Project Manager	0	0	1	1
GIS Administrator	1	1	1	1
GIS Analyst	1	1	1	1
Legislative Analyst	0	0	1	1
Management Analyst I	0	2	3	3
Management Analyst II	6	6	9	9
Management Analyst III	5	5	3	3
Mobility Analyst	2	0	0	0
Multimodal Mobility Programs Administrator	0	2	2	2
Procurement Analyst	2	2	2	0

Table of Regular Positions
Fiscal Year 2023/2024

Administrative/Professional Group (continued)	Fiscal Year 2020/2021	Fiscal Year 2021/2022	Fiscal Year 2022/2023	Fiscal Year 2023/2024
Procurement Analyst II	0	0	0	2
Procurement Analyst III	0	0	0	1
Procurement Manager	1	1	1	1
Project Controls Analyst II	3	3	3	3
Project Controls Analyst III	1	2	2	2
Project Controls Manager	2	1	1	1
Project Delivery Manager	1	1	1	1
Project Manager	1	0	0	0
Right of Way Administrator	1	0	0	0
Right of Way Manager	1	1	1	1
Right of Way Specialist	0	1	1	1
Risk Manager	1	1	1	1
Senior Accountant	1	1	1	1
Senior Planner	1	1	1	1
Toll Financial Administrator	1	0	0	0
Toll Financial Supervisor	0	1	1	1
Toll Operations Administrator	1	1	0	0
Transit Manager	1	1	1	1
Total Administrative/Professional Group	51	52	57	56
Senior Management Group				
Assistant General Counsel	1	1	1	1
Chief Financial Officer	1	1	1	1
Deputy Director of Planning	0	1	1	1
Deputy Director of Transit and Rail Programs – Capital Delivery	0	1	1	1
Deputy Executive Director	1	1	1	1
Director of Capital Delivery	1	0	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	1	1	1
Director of Planning	1	1	1	1
Director of Project Delivery	1	1	1	1
Director of Project Delivery and Toll Operations	1	0	0	0
Director of Special Projects and Strategic Initiatives *	1	1	1	1
Director of Toll Operations	1	1	1	1
Director of Transit and Rail Programs	1	1	1	1
Executive Director	1	1	1	1
General Counsel	1	1	1	1
Total Senior Management Group	14	14	15	15
TOTAL REGULAR POSITIONS	77	78	83	84

* Disposition of classification under review at time of budget preparation.

**Salaries and Benefits Schedule
For Fiscal Year 2023/2024**

	Salaries	Retirement	Retirements and Longevity Pay	Deferred Comp.	Worker's Comp.	Medicare	Jury Duty Blood/Voting	Medical Retire Trust	UI*	Flexible Benefits	Auto/Cell Allowance	Contracted County Subd.***	Total
<i>Support Group</i>													
Accounting (4)	\$ 831,124	\$ 294,173	\$ 60,655	\$ 43,957	\$ 28,716	\$ 12,994	\$ 1,106	\$ 1,124	\$ 1,800	\$ 175,971	\$ -	\$ 14,141	\$ 1,465,761
Administrative Assistants (5)													
Assistant to the Clerk of the Board													
Office Assistant													
Records Technician													
Interns/Part-Time (2)													
<i>Administrative/Professional Group</i>													
Accountant (3)	6,581,596	2,300,636	9,444	492,301	214,813	97,208	9,390	8,897	8,550	872,095	44,640	58,787	10,698,357
Accounting Supervisor													
Air Quality/Mobility Positions (2)													
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 (5)													
Corridor Manager													
Council of Governments and Equity Programs Manager													
Data Management (2)													
Deputy Clerk of the Board													
Energy Program Manager													
Human Resources/Information Svcs Positions (2)													
Legislative/Public Information Positions (3)													
Management Analyst I													
Management Analyst II (2)													
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)													
<i>Senior Management Group</i>	3,737,301	1,491,960	178,913	296,461	126,658	57,316	5,243	14,245	2,250	207,209	133,800	21,134	6,272,490
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													
Deputy Director of Planning													
Director of Transit and Rail Programs													
Deputy Director of Transit and Rail Program Capital													
TOTALS	\$ 11,150,021	\$ 4,086,769	\$ 249,012	\$ 832,719	\$ 370,187	\$ 167,518	\$ 15,739	\$ 24,266	\$ 12,600	\$ 1,255,275	\$ 178,440	\$ 94,062	\$ 18,436,608

Employer Provided Benefits:	Employer Mandatory Benefits:
Retirement Pickup Employer Contribution	Retirement Employer Contribution
Deferred Compensation	Workers' Compensation
Retirements and Longevity Pay	Medicare
Flexible Benefit Plan	Jury Duty/Blood Donation/Voting
Contracted County Supplemental Benefits	Unemployment Insurance
Auto/Cell Allowance	Total
Medical Retirement Trust	Employee Paid Retirement Contribution
Total	
	\$ 3,860,443
	370,187
	167,518
	15,739
	12,600
	4,426,487
	930,859

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

Annual Pay Schedule by Class Title Fiscal Year 2023/2024				
Class Title	Salary Range	Bottom of Range*	Top of Range*	Maximum**
Office Assistant	4	\$38,706	\$58,059	\$63,865
Records Technician	6	\$42,673	\$64,010	\$70,411
Accounting Assistant	7	44,807	\$67,211	\$73,932
Administrative Assistant, Senior	11	\$54,463	\$81,695	\$89,865
Accounting Assistant, Senior	11	\$54,463	\$81,695	\$89,865
Assistant to the Clerk of the Board	12	\$57,186	\$85,780	\$94,358
Management Analyst I	13	\$60,046	\$90,069	\$99,076
Accountant	15	\$66,200	\$99,301	\$109,231
GIS Analyst	16	\$69,510	\$104,266	\$114,693
Management Analyst II	16	\$69,510	\$104,266	\$114,693
Procurement Analyst II	16	\$69,510	\$104,266	\$114,693
Project Controls Analyst II	16	\$69,510	\$104,266	\$114,693
Right of Way Specialist	16	\$69,510	\$104,266	\$114,693
Deputy Clerk of the Board	17	\$72,986	\$109,479	\$120,427
Legislative Analyst	18	\$76,635	\$114,953	\$126,448
Senior Accountant	18	\$76,635	\$114,953	\$126,448
GIS Administrator	19	\$80,467	\$120,700	\$132,770
Management Analyst III	19	\$80,467	\$120,700	\$132,770
Multimodal Mobility Programs Administrator	19	\$80,467	\$120,700	\$132,770
Procurement Analyst III	19	\$80,467	\$120,700	\$132,770
Project Controls Analyst III	19	\$80,467	\$120,700	\$132,770
Senior Planner	20	\$84,490	\$126,736	\$139,410
Accounting Supervisor	21	\$88,715	\$133,072	\$146,379
Energy Project Manager	21	\$88,715	\$133,072	\$146,379
Right of Way Manager	21	\$88,715	\$133,072	\$146,379
Toll Financial Supervisor	21	\$88,715	\$133,072	\$146,379
Accounting Manager	23	\$97,808	\$146,712	\$161,383
Procurement Manager	25	\$107,833	\$161,750	\$177,925
Project Controls Manager	25	\$107,833	\$161,750	\$177,925
Risk Manager	25	\$107,833	\$161,750	\$177,925
Transit Manager	25	\$107,833	\$161,750	\$177,925
Clerk of the Board/Administrative Manager	27	\$118,886	\$178,330	\$196,163
Chief of Air Quality and Mobility Programs	29	\$131,072	\$196,608	\$216,269
Chief of Council of Governments and Equity Programs	29	\$131,072	\$196,608	\$216,269
Chief of Fiscal Resources	29	\$131,072	\$196,608	\$216,269
Chief of Fund Administration	29	\$131,072	\$196,608	\$216,269
Chief of Information Technology	29	\$131,072	\$196,608	\$216,269
Chief of Legislative and Public Affairs	29	\$131,072	\$196,608	\$216,269
Chief of Project Controls	29	\$131,072	\$196,608	\$216,269
Chief of Toll Operations	29	\$131,072	\$196,608	\$216,269
Construction Manager	29	\$131,072	\$196,608	\$216,269
Project Delivery Manager	29	\$131,072	\$196,608	\$216,269
Corridor Manager	31	\$144,507	\$216,761	\$238,437

Annual Pay Schedule by Class Title Fiscal Year 2023/2024				
Class Title	Salary Range	Bottom of Range*	Top of Range*	Maximum**
Deputy Director of Planning	31	\$144,507	\$216,761	\$238,437
Assistant General Counsel	33	\$159,319	\$238,979	\$262,877
Chief Financial Officer	33	\$159,319	\$238,979	\$262,877
Deputy Director of Transit and Rail Programs – Capital Delivery	33	\$159,319	\$238,979	\$262,877
Director of Fund Administration	33	\$159,319	\$238,979	\$262,877
Director of Legislative and Public Affairs	33	\$159,319	\$238,979	\$262,877
Director of Management Services	33	\$159,319	\$238,979	\$262,877
Director of Project Delivery	33	\$159,319	\$238,979	\$262,877
Director of Special Projects and Strategic Initiatives ***	33	\$159,319	\$238,979	\$262,877
Director of Toll Operations	33	\$159,319	\$238,979	\$262,877
Director of Planning	35	\$175,649	\$263,474	\$289,821
Director of Transit and Rail Programs	35	\$175,649	\$263,474	\$289,821
Deputy Executive Director	38	\$203,336	\$305,004	\$335,504

General Counsel	Employment Agreement	\$236,309
Executive Director	Employment Agreement	\$365,206

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

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

*** Disposition of classification under review at time of budget preparation.

Staff Utilization Report (In Hours)

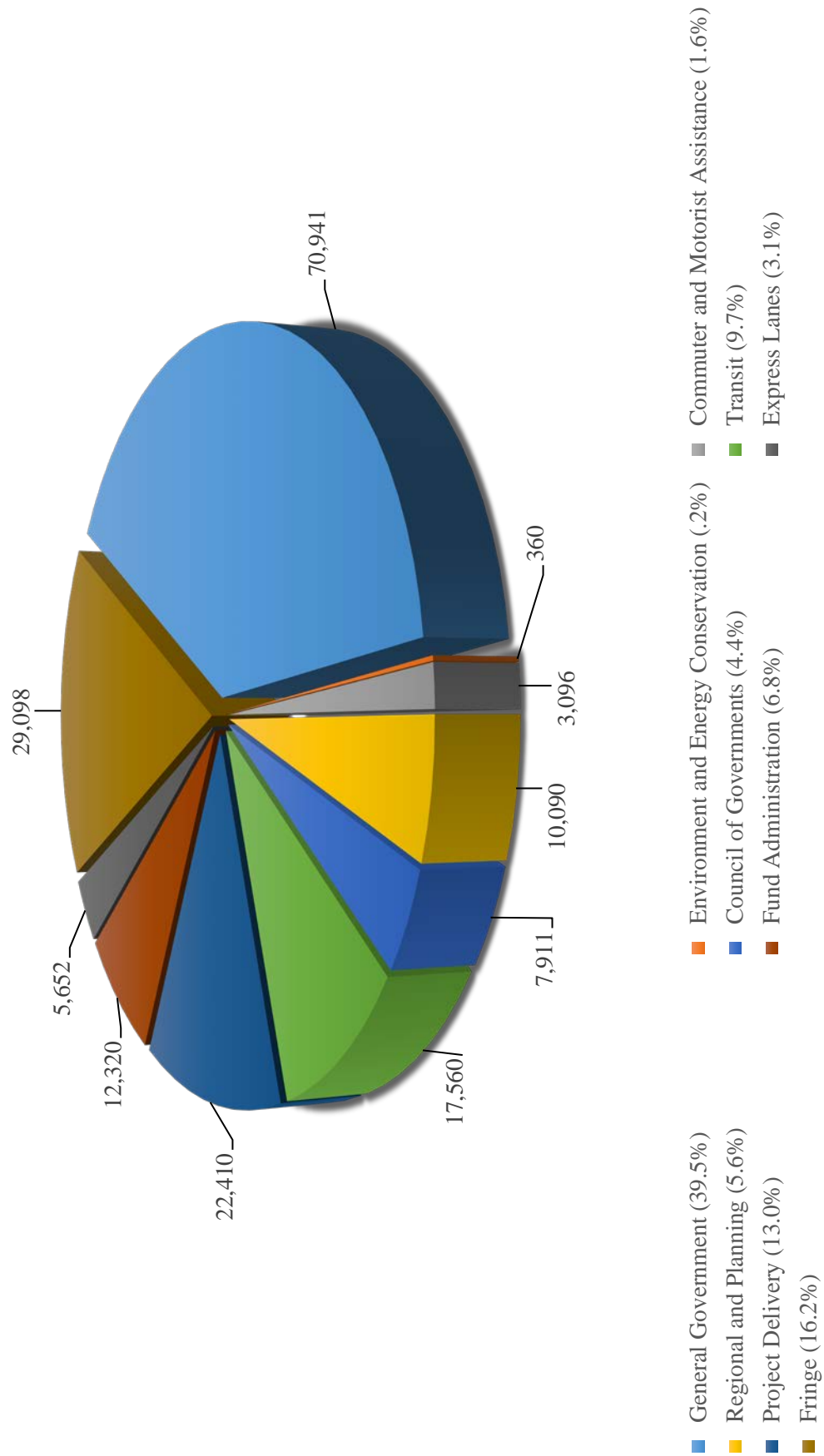
Fiscal Year 2023/2024

	Deputy Director of Transit and Rail Capital Projects	Director of Toll Operations	Assistant General Counsel	Chief Financial Officer	Director of Management Services	Director of Legislative and Public Affairs	Director of Transit and Rail	Deputy Executive Director	Director of Planning	Director of Project Delivery	General Counsel	Director of Special Projects and Strategic Initiatives	Executive Director	Director of Fund Administration	Other Staff *	TOTAL
GENERAL GOVERNMENT																
0100 Board of Directors	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0200 Executive Administration and Support	-	-	-	-	-	-	-	1,700	-	-	-	-	1,620	-	17,300	20,620
0350 General Counsel	-	-	1,725	-	-	-	-	-	-	-	1,710	-	-	-	5,195	5,195
0400 Financial Management	-	-	-	1,220	-	-	-	-	-	-	-	-	-	-	18,846	20,066
0425 Special Projects & Strategic Initiatives	-	-	-	-	-	-	-	-	-	-	-	1,730	-	-	8,570	10,300
0450 Management Services	-	-	-	-	333	-	-	-	-	-	-	-	-	-	2,070	2,403
0470 Human Resources	-	-	-	-	683	-	-	-	-	-	-	-	-	-	1,700	2,383
0501 Intergovernmental - COG	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,210	1,210
0503 Legislation	-	-	-	-	-	1,760	-	-	-	-	-	-	-	-	1,755	3,415
0605 Publications and Outreach	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,155	3,155
0605 Building Operation	-	-	-	-	664	-	-	-	-	-	-	-	-	-	1,430	2,094
TOTAL GENERAL GOVERNMENT	-	-	1,725	1,220	1,680	1,760	-	1,700	-	-	1,710	1,720	1,620	-	57,796	70,921
ENVIRONMENT and ENERGY CONSERVATION																
0101 Environment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	360	360
TOTAL ENVIRONMENT and ENERGY CONSERVATION	-	-	-	-	-	-	-	-	-	-	-	-	-	-	360	360
COMMUTER and MOTORIST ASSISTANCE																
0406 Traveler Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	390	390
0702 Call Box System	-	-	-	-	-	-	-	-	-	-	-	-	-	-	611	611
0704 Freeway Patrol Service/State	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,095	2,095
TOTAL COMMUTER and MOTORIST ASSISTANCE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,096	3,096
PLANNING and REGIONAL																
0110 Regional Planning	-	-	-	-	-	-	-	-	600	-	-	-	-	-	1,639	2,239
0203 Congestion Management	-	-	-	-	-	-	-	-	160	-	-	-	-	-	160	320
0206 Data Program Management	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,321	4,321
0404 Subregional Planning	-	-	-	-	-	-	-	-	750	-	-	-	-	-	2,020	2,770
0941 Mtn. Desert Planning and Project Development	-	-	-	-	-	-	-	-	250	-	-	-	-	-	190	440
TOTAL PLANNING and REGIONAL	-	-	-	-	-	-	-	-	1,760	-	-	-	-	-	8,330	10,090
COUNCIL OF GOVERNMENTS																
0511 Council of Governments	-	-	35	252	-	-	-	20	-	-	50	30	60	-	7,464	7,911
TOTAL COUNCIL OF GOVERNMENTS	-	-	35	252	-	-	-	20	-	-	50	30	60	-	7,464	7,911
TRANSIT																
0309 Transit Operator Support	-	-	-	-	-	-	86	-	-	-	-	-	-	-	2,228	2,314
0310 Transit Allocations/Pass Throughs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0312 General Transit	302	-	-	-	-	-	789	-	-	-	-	-	-	-	6,591	7,682
0313 Transit Right of Way Management	148	-	-	-	-	-	86	-	-	-	-	-	-	-	3,238	3,472
0314 Transit Operations	36	-	-	-	-	-	172	-	-	-	-	-	-	-	831	1,039
0315 Transit Capital	1,274	-	-	-	-	-	569	-	-	-	-	-	-	-	780	2,623
0383 Vapour Program	-	-	-	-	-	-	18	-	-	-	-	-	-	-	412	430
TOTAL TRANSIT	1,760	-	-	-	-	-	1,720	-	-	-	-	-	-	-	14,080	17,560
PROJECT DELIVERY																
0815 Measure I Program Management	-	-	-	-	-	-	-	-	-	880	-	-	-	-	14,880	15,760
0820 Freeway Projects	-	1,360	-	-	-	-	-	-	-	520	-	-	-	-	2,200	2,720
0821 Toll Project Development	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,530	2,880
0830 Interchange Projects	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0840 Grade Separation Projects	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0860 Aerial Projects	-	-	-	-	-	-	-	-	-	360	-	-	-	-	600	1,050
TOTAL PROJECT DELIVERY	-	1,360	-	-	-	-	-	-	-	1,760	-	-	-	-	19,280	22,410
FUND ADMINISTRATION																
0500 Fund Administration	-	-	-	-	-	-	-	-	-	-	-	-	-	1,720	10,600	12,320
0550 Allocations/Pass Throughs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL FUND ADMINISTRATION	-	-	-	-	-	-	-	-	-	-	-	-	-	1,720	10,600	12,320
ENTERPRISE																
0750 Express Lanes Operation	-	400	-	288	-	-	-	-	-	-	-	-	-	-	4,964	5,652
TOTAL ENTERPRISE	-	400	-	288	-	-	-	-	-	-	-	-	-	-	4,964	5,652
FRINGE	320	380	320	480	400	320	360	400	520	440	320	520	400	360	23,555	29,098
GRAND TOTALS	2,080	2,140	2,080	2,240	2,080	2,080	2,080	2,120	2,280	2,200	2,080	2,280	2,080	2,080	149,538	179,438

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

Hourly Staff Utilization by Program

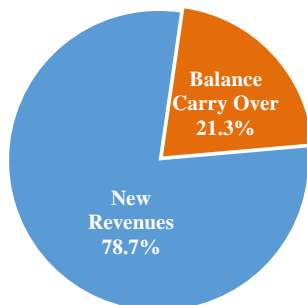
Fiscal Year 2023/2024 - 179,438 Hours



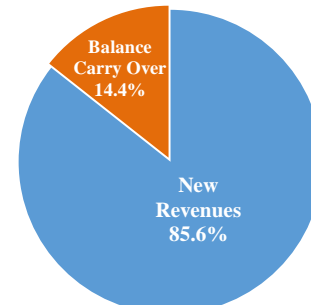
Budget Summary by Organization Type

	County Transportation Authority	Council of Governments	Total
Revenues			
Sales Tax-MSI	257,000,000	-	257,000,000
Sales Tax-LTF	150,157,833	-	150,157,833
Intergovernmental	472,094,511	1,426,811	473,521,322
Charges for Services	270,500	-	270,500
Special Assessments	-	404,291	404,291
Investment Earnings	21,726,000	25,000	21,751,000
Express Lanes Fees And Charges	6,914,000	-	6,914,000
Miscellaneous	2,741,620	-	2,741,620
Total New Revenues	<u>910,904,464</u>	<u>1,856,102</u>	<u>912,760,566</u>
Balance Carry Over from Prior Years	<u>246,844,089</u>	<u>311,647</u>	<u>247,155,736</u>
Total Revenues and Carry Over Prior Years	<u>1,157,748,553</u>	<u>2,167,749</u>	<u>1,159,916,302</u>
Expenditures			
General Government	14,799,791	-	14,799,791
Environment and Energy Conservation	927,551	-	927,551
Commuter and Motorist Assistance	7,875,579	-	7,875,579
Planning and Regional	4,919,279	-	4,919,279
Council of Governments	-	1,691,533	1,691,533
Transit	408,599,865	-	408,599,865
Project Delivery	537,656,410	-	537,656,410
Fund Administration	162,394,829	-	162,394,829
Debt Service	13,418,420	-	13,418,420
Express Lanes Operations	7,633,045	-	7,633,045
Total Expenditures	<u>1,158,224,769</u>	<u>1,691,533</u>	<u>1,159,916,302</u>
Other Financing Sources			
Transfers In	175,083,078	-	175,083,078
Transfers Out	(174,606,862)	(476,216)	(175,083,078)
Total Other Financing Sources	<u>476,216</u>	<u>(476,216)</u>	<u>-</u>
Total Expenditures and Other Financing Sources	<u>1,157,748,553</u>	<u>2,167,749</u>	<u>1,159,916,302</u>

County Transportation Authority



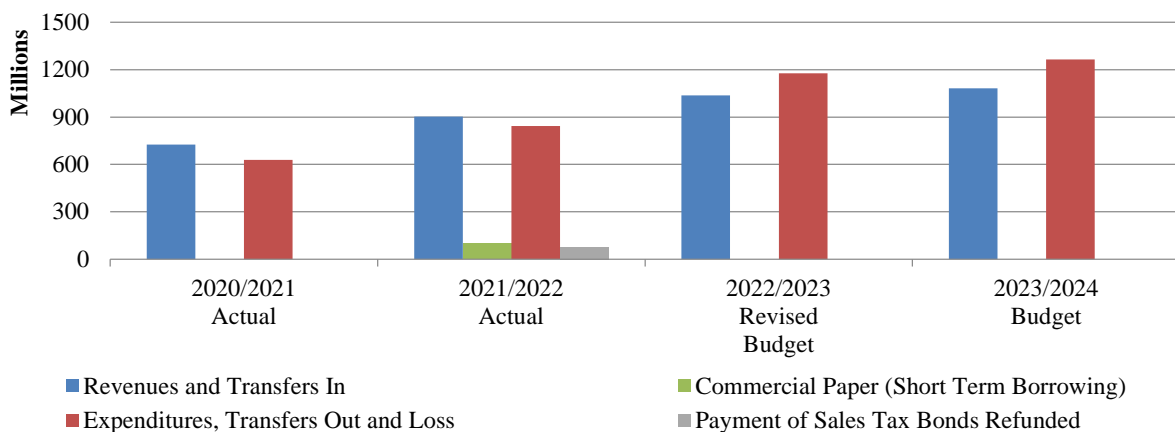
Council of Governments



Note: 1. Per Generally Accepted Accounting Principles, Council of Governments (COG) is reported as a blended component unit of the San Bernardino County Transportation Authority (SBCTA), thus COG programs and activities are blended in the overall SBCTA budget. There is a new program and task created for the COG in the Fiscal Year 2023/2024 budget.

Budget Summary - All Governmental Funds

	2020/2021	2021/2022	2022/2023	2023/2024
	Actual	Actual	Revised Budget	Budget
Revenues				
Sales Tax-MSI	222,320,683	252,227,715	250,000,000	257,000,000
Sales Tax-LTF	127,319,839	147,255,418	133,685,831	150,157,833
Intergovernmental	317,644,554	255,158,587	432,120,067	473,521,322
Charges for Services	610,358	573,523	244,775	270,500
Special Assessments	257,539	260,691	331,276	404,291
Investment Earnings	1,687,658	(9,184,448)	10,916,765	21,751,000
Miscellaneous	5,599,150	26,381,821	23,131,900	2,741,620
Total Revenues	675,439,780	672,673,307	850,430,614	905,846,566
Expenditures				
General Government	10,268,334	10,483,721	14,831,992	14,799,791
Environment and Energy Conservation	545,587	445,004	1,180,329	927,551
Commuter and Motorist Assistance	4,709,821	5,020,698	7,930,562	7,875,579
Planning and Regional	2,369,693	3,859,768	5,229,454	4,919,279
Council of Governments	-	-	924,020	1,691,533
Transit	196,989,337	136,074,830	335,280,556	408,599,865
Project Delivery	276,841,326	356,174,660	586,581,664	537,656,410
Fund Administration	73,891,605	75,088,776	147,623,934	162,394,829
Debt Service	13,033,700	87,575,168	13,266,915	13,418,420
Total Expenditures	578,649,403	674,722,625	1,112,849,426	1,152,283,257
Other Financing Sources				
Transfers In	50,516,247	230,133,894	187,012,767	175,083,078
Transfers Out	(50,516,247)	(168,982,577)	(64,618,592)	(112,228,296)
Commercial Paper (Short Term Borrowing)	-	26,352,000	-	-
Sales Tax Revenue Bonds Issued	-	60,050,000	-	-
Sales Tax Revenue Bonds Premium	-	13,108,295	-	-
Payment of Sales Tax Bonds	-	(78,399,819)	-	-
Total Other Financing Sources	-	82,261,794	122,394,175	62,854,782
Revenues Over (Under) Expenditures	96,790,377	80,212,476	(140,024,637)	(183,581,909)



Note: Transfers In do not match Transfers Out in Fiscal Year 2021/2022, 2022/2023 and 2023/2024 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) program.

Budget Summary Changes in Fund Balances - Funding Sources

	Beginning Fund Balances	Revenues	Expenditures	Net Operating Transfers	Ending Fund Balances
General Fund					
MSI Valley Admin	4,476,968	2,693,000	2,565,843	-	4,604,125
Local Transportation Fund - Admin	(60,845)	28,000	671,939	1,826,151	1,121,367
Local Transportation Fund - Planning	2,228,644	151,000	3,688,672	5,061,591	3,752,563
Local Transportation Article 3 - Bicycle/Pedestrian	-	-	429,945	429,945	-
Local Transportation Fund - Rail	-	-	26,417,402	26,417,402	-
State Transit Assistance Fund - Rail	-	-	56,892,617	56,892,617	-
Rail Assets	2,226,843	316,000	1,183,910	-	1,358,933
General Fund-Local/Other	120,494	-	-	-	120,494
Amtrak	5,093	12,000	12,000	-	5,093
Congestion Management Program	19,020	-	-	-	19,020
Modeling Fees	5,394	-	5,394	-	-
Loan Admin Fee	31,770	-	-	-	31,770
Indirect Fund	3,155,049	-	9,990,622	7,942,573	1,107,000
Total General Fund	12,208,430	3,200,000	101,858,344	98,570,279	12,120,365

Note: Ending Fund Balance not adjusted for Net Pension Liability Reserve of \$3,673,030 for Local Transportation - Admin Funds or Emergencies of \$500,000 and Capital Projects of \$607,000 in the Indirect Fund pg. 81.

Federal Highway Fund

Surface Transportation Program	-	63,504,314	63,504,314	-	-
Congestion Mitigation and Air Quality	-	29,389,992	29,389,992	-	-
Project National and Regional Significance	-	4,951,473	4,951,473	-	-
Active Transportation Program - Federal	-	6,131,664	6,131,664	-	-
Highway Bridge Program	-	72,401,618	72,401,618	-	-
Highway Infrastructure Program	-	5,110,534	5,110,534	-	-
Total Federal Highway Fund	-	181,489,595	181,489,595	-	-

Federal Transit Administration Fund

Federal Transit Administration 5307 - CMAQ	-	1,099,000	1,099,000	-	-
Federal Transit Administration 5309	-	31,526,062	31,526,062	-	-
Total Federal Transit Administration Fund	-	32,625,062	32,625,062	-	-

State Highway Fund

Regional Improvement Program	-	20,403,753	20,403,753	-	-
State Highway Oper and Protection Program	-	52,380,000	52,380,000	-	-
Planning, Programming and Monitoring	-	1,068,000	1,068,000	-	-
Transit and Intercity Rail Capital Progr	-	9,507,353	9,507,353	-	-
Total State Highway Fund	-	83,359,106	83,359,106	-	-

Proposition 1B Fund

Trade Corridor Improvement Fund-P1B	-	1,672,438	1,672,438	-	-
Local Bridge Seismic Retrofit Account - LBSRA	-	3,005,102	3,005,102	-	-
Total Proposition 1B Fund	-	4,677,540	4,677,540	-	-

Local Transportation Fund

Local Transportation Fund - Pass-through	227,363,232	156,157,833	139,640,000	(34,151,952)	209,729,113
Total Local Transportation Fund	227,363,232	156,157,833	139,640,000	(34,151,952)	209,729,113

Note: Ending Fund Balance not adjusted by 10% Reserve of \$15,015,783 for Local Transportation Fund - Pass-through pg. 81.

State Transit Assistance Fund

State Transit Assistance Fund - Pass-through	93,775,484	32,940,462	21,800,000	(56,892,617)	48,023,329
State of Good Repair Fund - Pass-through	1,722,787	4,261,047	5,524,081	-	459,753
Total State Transit Assistance Fund	95,498,271	37,201,509	27,324,081	(56,892,617)	48,483,082

Note: Ending Fund Balance not adjusted by 10% Reserve of \$3,044,046 for State Transit Assistance Fund - Pass-through pg. 81.

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	-	2,308,600	2,308,600	-	-
Freeway Service Patrol (SAFE)-SB1	-	2,576,431	2,576,431	-	-
Sustainable Communities Grants - SB1	-	550,000	550,000	-	-
Trade Corridor Enhancement Program - SB1	-	44,926,625	44,926,625	-	-
Solutions for Congested Corridors Program - SB1	-	47,979,494	47,979,494	-	-
Total Senate Bill 1 Fund	-	98,341,150	98,341,150	-	-
Measure I 1990-2010 Fund					
MSI 1990-Valley Fund-Major Projects	1,775,480	57,000	1,145,040	-	687,440
MSI 1990-Valley Fund-TMEE	2,150,506	64,000	11,000	-	2,203,506
Total Measure I 1990-2010 Fund	3,925,986	121,000	1,156,040	-	2,890,946
Measure I 2010-2040 Fund					
MSI Valley Fund-Freeway Projects	92,337,922	60,654,400	123,503,849	59,042,058	88,530,531
MSI Valley Fund-Fwy Interchange	61,000,579	24,306,800	97,487,936	(3,502,350)	(15,682,907)
MSI Valley Fund-Major Streets:					
Grade Separations	9,635,061	7,111,200	3,350,730	(5,096,712)	8,298,819
Arterials	153,841,412	32,444,800	28,321,254	(207,480)	157,757,478
MSI Valley Fund-Local Street	-	41,830,600	41,830,600	-	-
MSI Valley Fund-Metrolink/Rail Service	14,782,975	16,732,200	10,059,701	(1,806,825)	19,648,649
MSI Valley Fund-Express Bus//Rapid Trans	33,168,669	10,971,700	22,635,652	(76,629)	21,428,088
MSI Valley Fund-Senior/Disabled	19,605,249	17,318,200	23,732,200	-	13,191,249
MSI Valley Fund-Traffic Mgmt Sys	17,476,088	4,684,100	3,666,734	-	18,493,454
MSI Victor Valley Fund-Major Local Hwy	30,410,527	7,479,000	32,247,777	(1,810,707)	3,831,043
MSI Victor Valley Fund-Local Street	-	17,688,100	17,688,100	-	-
MSI Victor Valley Fund-Senior/Disabled	-	1,584,000	1,584,000	-	-
MSI Victor Valley Fund-Traffic Mgmt Sys	2,164,734	591,000	516,207	-	2,239,527
MSI North Desert Fund-Major Local Hwy	10,544,358	1,623,000	5,574,694	(115,503)	6,477,161
MSI North Desert Fund-Local Street	-	3,568,500	3,568,500	-	-
MSI North Desert Fund-Senior/Disabled	-	262,400	262,400	-	-
MSI North Desert Fund-Traffic Mgmt Sys	1,308,947	143,000	11,739	-	1,440,208
MSI Colorado River Fund-Major Local High	425,152	128,800	500,000	(23,135)	30,817
MSI Colorado River Fund-Local Street	-	317,600	317,600	-	-
MSI Colorado River Fund-Senior/Disabled	-	23,400	23,400	-	-
MSI Colorado River Fund-Traffic Mgmt Sys	74,441	11,300	2,370	-	83,371
MSI Morongo Basin Fund-Major Local Hwy	3,439,910	863,700	1,378,720	(36,320)	2,888,570
MSI Morongo Basin Fund-Local Street	-	2,079,900	2,079,900	-	-
MSI Morongo Basin Fund-Senior/Disabled	-	152,900	152,900	-	-
MSI Morongo Basin Fund-Traffic Mgmt Sys	528,014	76,200	8,239	-	595,975
MSI Mountain Fund-Major Local Highway	3,982,874	819,500	4,307,800	(31,957)	462,617
MSI Mountain Fund-Local Street	-	1,916,300	1,916,300	-	-
MSI Mountain Fund-Senior/Disabled	-	140,900	140,900	-	-
MSI Mountain Fund-Traffic Mgmt Sys	314,655	65,400	53,991	-	326,064
MSI Cajon Pass Fund	24,795,018	7,990,100	10,000	(3,507,367)	29,267,751
Total Measure I 2010-2040 Fund	479,836,585	263,579,000	426,934,193	42,827,073	359,308,465
Note: Ending Fund Balance not adjusted by 20% Reserve of \$32,017,640 or Net Pension Liability Reserve of \$7,721,286 for Measure I Funds pg. 81.					
Debt Service Fund					
Sales Tax Revenue Notes 2014A Fund	5,470,901	164,000	7,379,315	7,379,315	5,634,901
Sales Tax Revenue Note 2022A Fund	4,662,883	139,000	6,039,105	6,039,105	4,801,883
Total Debt Service Fund	10,133,784	303,000	13,418,420	13,418,420	10,436,784

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	-	30,679,666	30,679,666	-	-
Redlands Passenger Rail Project Fund	24,755	38,000	-	-	62,755
Victorville Project Fund	8,107,420	243,000	-	-	8,350,420
Victor Valley Project Fund	10,953,604	2,204,240	-	-	13,157,844
Commercial Paper (Short Term Borrowing)	2	-	-	-	2
Valley Projects Fund	1,639,248	407,402	1,627,298	-	419,352
CALTRANS Local Reimbursement	-	1,079,349	1,079,349	-	-
Valley Fwy Interchange Bond Fund	243	-	-	-	243
Cajon Pass Bond Fund	1,813	-	-	-	1,813
Total Capital Projects Fund	20,727,085	34,651,657	33,386,313	-	21,992,429
Nonmajor Governmental Fund					
Low Carbon Transit Operations Program	662,490	619,000	600,000	-	681,490
State of California Wildlife Conservation Board	-	150,000	150,000	-	-
State of California Department Parks & Recreation	-	230,000	230,000	-	-
Active Transportation Program - State	-	700,000	700,000	-	-
SAFE-Vehicle Registration Fees	3,095,360	1,998,000	2,308,192	(440,205)	2,344,963
SAFE Reimbursement	59,790	128,000	125,000	-	62,790
Freeway Service Patrol	-	3,178,812	995,988	-	2,182,824
SCAQMD/Mobile Source Review Comm.	-	1,502,700	1,502,700	-	-
Electric Vehicle Charging Stations	11,689	7,500	-	-	19,189
General Assessment Dues	9,296	404,291	220,366	(193,221)	-
Property Assessed Clean Energy Fund	603,039	25,000	305,719	-	322,320
Greenhouse Gas Fund	21,632	-	21,632	-	-
COG Capital Projects	-	1,196,811	913,816	(282,995)	-
Total Nonmajor Governmental Fund	4,463,296	10,140,114	8,073,413	(916,421)	5,613,576
Note: Ending Fund Balance not adjusted for Net Pension Liability Reserve of \$385,750 for Service Authority for Freeway Emergencies Fund or \$219,934 for General Assessment Dues Fund pg. 81.					
Enterprise Fund					
Interstate 10 Express Lanes	(205,258,660)	6,914,000	7,633,045	(60,207,420)	(266,185,125)
Interstate 15 Express Lanes	-	-	-	(2,647,362)	(2,647,362)
Total Enterprise Fund	(205,258,660)	6,914,000	7,633,045	(62,854,782)	(268,832,487)
Total Changes in Fund Balance	648,898,009	912,760,566	1,159,916,302	-	401,742,273

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 Interstate 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	34,151,952	-		Transfer in to Local Transportation Fund (LTF) Admin, LTF Planning, LTF Bicycle/Pedestrian, 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	6,416,946	(15,077)		Transfer in to the Indirect Cost Fund from the Measure I Fund to fund indirect expenditures. Transfer out to Measure I fund for prior year reimbursement of indirect expenditures.
Operating Tsfr from Proprietary Fund	207,420	-		Transfer in to the Indirect Cost Fund from the Enterprise Fund to fund indirect expenditures.
Operating Tsfr from Special Revenue Fund	916,421	-		Transfer in to the Indirect Cost Fund from SAFE and Council of Governments to fund indirect expenditures.
Operating Tsfr from STA Fund	56,892,617	-		Transfer in to STA Rail from STA - Pass-through Fund to support transit capital projects.
Operating Tsfr from and to General Fund	416,863	(416,863)		Transfer out from the LTF - Planning Funds to fund the Indirect Cost Fund.
General Fund Total	99,002,219	(431,940)	98,570,279	
Local Transportation Fund				
Operating Tsfr to General Fund	-	(34,151,952)		Transfer out from LTF - Pass-through Fund to LTF - Admin, LTF - Planning, LTF Bicycle/Pedestrian, LTF - Rail to fund the Transit activities and projects
Local Transportation Fund Total	-	(34,151,952)	(34,151,952)	
State Transit Assistance Fund				
Operating Tsfr to General Fund	-	(56,892,617)		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	-	(56,892,617)	(56,892,617)	
Measure I 2010-2040 Fund				
Operating Tsfr to Proprietary Fund	62,647,362	-		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 and a loan for the I-15 project.
Operating Tsfr to Debt Service Fund	-	(13,418,420)		Transfer out from Measure I to Debt Service Fund to pay for debt service obligations.
Operating Tsfr from and to General Fund	15,077	(6,416,946)		Transfer out from Measure I to fund Indirect expenditures. Transfer in from the General Fund for prior year reimbursement of indirect expenditures.
Measure I 2010-2040 Fund Total	62,662,439	(19,835,366)	42,827,073	
Debt Service Fund				
Operating Tsfr from Measure I Fund	13,418,420	-		Transfer in to the Debt Service Fund from the Measure I Fund to pay for debt service obligations.
Debt Service Fund Total	13,418,420	-	13,418,420	
Nonmajor Governmental Funds				
Operating Tsfr to General Fund	-	(916,421)		Transfers out from SAFE Vehicle Registration Fee and Council of Governments to the General Fund to fund Indirect expenditures.
Nonmajor Governmental Funds Total	-	(916,421)	(916,421)	
Express Lanes Operations Funds				
Operating Tsfr to General Fund	-	(207,420)		Transfers out from Enterprise Fund to fund Indirect expenditures.
Operating Tsfr to Measure I Fund	-	(62,647,362)		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 and loan for I-15 project.
Express Lanes Operations Funds Total	-	(62,854,782)	(62,854,782)	
Operating Transfer Totals	175,083,078	(175,083,078)	-	

Explanation for Fund Balances Changes Over 10%

General Fund							Difference Between Beginning and Ending	Percent of Change			
Beginning Fund Balances	Revenues	Expenditures	Operating Transfers	Ending Fund Balances	Explanation for change in Fund Balance over 10%						
Local Transportation Fund - Admin							1,121,367	1,182,212	-1942.99%	Estimated revenues and transfers in exceed appropriations and transfers out for local transportation administration activities; thus an increase in fund balance. Budgeted expenditures are recorded in the General Government, Regional and Subregional Planning, Transit, Project Delivery and Fund Administration Programs.	
Local Transportation Fund - Planning							3,752,563	1,523,919	68.38%		
Rail Assets							1,358,933	(867,910)	-38.97%		
Modeling Fees							-	5,394	(5,394)	-100.00%	Appropriations exceed revenues for modeling fees; thus reducing fund balance to zero.
Indirect Fund							1,107,000	(2,048,049)	-64.91%	Appropriations exceed 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											Appropriations and transfers out for transit projects are funded with new revenue and fund balance. The idle cash earns interest until expenditures are incurred. Use of fund balance is budgeted.
State Transit Assistance Fund - Pass-through							48,023,329	(45,752,155)	-48.79%	Appropriations for transit projects are funded with new revenue and fund balance. The idle cash earns interest until expenditures are incurred. Use of fund balance is budgeted.	
State of Good Repair Fund - Pass-through							459,753	(1,263,034)	-73.31%	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 1990-2010 Fund											Appropriations including transfers out for interchange projects exceed estimated revenues; thus fund balance is reduced. Use of fund balance is budgeted.
MSI 1990-Valley Fund-Major Projects							687,440	(1,088,040)	-61.28%	Appropriations including transfers out exceed estimated revenues for grade separation projects; thus fund balance is reduced. Use of fund balance is budgeted.	
Measure I 2010-2040 Fund											Estimated revenues exceed appropriations including transfers out for transit projects; thus fund balance is increased.
MSI Valley Fund-Fwy Interchange							(15,682,907)	(76,683,486)	-125.71%	Appropriations including transfers out exceed estimated revenues for local pass-through; thus fund balance is reduced. Use of fund balance is budgeted.	
MSI Valley Fund-Major Streets: Grade Separations							8,298,819	(1,336,242)	-13.87%	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 Valley Fund-Metrolink/Rail Service							19,648,649	4,865,674	32.91%	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 Valley Fund-Express Bus//Rapid Trans							21,428,088	(11,740,581)	-35.40%	Estimated revenues exceed appropriations for traffic management systems in the North Desert Project area as there are no active major projects budgeted; thus an increase in fund balance.	
MSI Valley Fund-Senior/Disabled							13,191,249	(6,414,000)	-32.72%	Appropriations including transfers out 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 Victor Valley Fund-Major Local Hwy							3,831,043	(26,579,484)	-87.40%		
MSI North Desert Fund-Major Local Hwy							6,477,161	(4,067,197)	-38.57%		
MSI North Desert Fund-Traffic Mgmt Sys							-	131,261	10.03%		
MSI Colorado River Fund-Major Local High							30,817	(394,335)	-92.75%		

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	
						Beginning	Ending		
MSI Colorado River Fund-Traffic Mgmt Sys	74,441	11,300	2,370	-	83,371	8,930	12.00%	12.00%	Explanation for change in Fund Balance over 10% Estimated revenues exceed appropriations for traffic management in the Colorado River Project area as there are no active major projects budgeted; thus fund balance is increased.
MSI Morongo Basin Fund-Major Local Hwy	3,439,910	863,700	1,378,720	(36,320)	2,888,570	(551,340)	-16.03%	-16.03%	Appropriations including transfers out for major local highway in the Morongo Project area exceed estimated revenues; thus fund balance is reduced. Use of fund balance is budgeted.
MSI Morongo Basin Fund-Traffic Mgmt Sys	528,014	76,200	8,239	-	595,975	67,961	12.87%	12.87%	Estimated revenues exceed appropriations for traffic management in the Morongo Project area as there are no active major projects budgeted; thus fund balance is increased.
MSI Mountain Fund-Major Local Highway	3,982,874	819,500	4,307,800	(31,957)	462,617	(3,520,257)	-88.38%	-88.38%	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 Cajon Pass Fund	24,795,018	7,990,100	10,000	(3,507,367)	29,267,751	4,472,733	18.04%	18.04%	Estimated revenues exceed appropriations for the Cajon Pass fund as there are no active major projects budgeted; thus fund balance is increased.
Capital Projects Fund									
Redlands Passenger Rail Project Fund	24,755	38,000	-	-	62,755	38,000	153.50%	153.50%	Estimated revenues from interest exceed appropriations for the Redlands Passenger Rail Project; thus fund balance is increased.
Victor Valley Project Fund	10,953,604	2,204,240	-	-	13,157,844	2,204,240	20.12%	20.12%	Appropriations are not budgeted; thus estimated revenues increase fund balance.
Valley Projects Fund	1,639,248	407,402	1,627,298	-	419,352	(1,219,896)	-74.42%	-74.42%	Appropriations exceed estimated revenues; thus fund balance is reduced. Use of fund balance is budgeted.
Nonmajor Governmental Fund									
SAFE-Vehicle Registration Fees	3,095,360	1,998,000	2,308,192	(440,205)	2,344,963	(750,397)	-24.24%	-24.24%	Appropriations including transfers exceed estimated revenues for SAFE activities. Use of fund balance is budgeted.
Electric Vehicle Charging Stations	11,689	7,500	-	-	19,189	7,500	64.16%	64.16%	Appropriations are not budgeted; thus estimated revenues increase fund balance.
General Assessment Dues	9,296	404,291	220,366	(193,221)	-	(9,296)	-100.00%	-100.00%	Appropriations included transfers out to Indirect Fund from Council of Governments. Appropriations exceed estimated revenues and ending fund balance is zero.
Property Assessed Clean Energy Fund (PACE)	603,039	25,000	305,719	-	322,320	(280,719)	-46.55%	-46.55%	Appropriations exceed estimated revenue since fund balance is used for Council of Governments projects. Use of fund balance is budgeted.
Greenhouse Gas Fund	21,632	-	21,632	-	-	(21,632)	-100.00%	-100.00%	Use of Fund Balance is being budgeted to cover salary costs, thus reducing fund balance to zero.
Enterprise Fund									
Interstate 10 Express Lanes	(205,258,660)	6,914,000	7,633,045	(60,207,420)	(266,185,125)	(60,926,465)	29.68%	29.68%	The estimated revenues for the I-10 Express Lanes are low since operations will commence in late 2023 or early 2024. The operating transfer is to Measure I-Freeway fund to fund the construction phase of the I-10 Corridor Contract I 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.
Interstate 15 Express Lanes	-	-	-	(2,647,362)	(2,647,362)	(2,647,362)	-100.00%	-100.00%	No estimated revenues for the I-15 Express Lanes since operations have commenced. The operating transfer is to Measure I-Freeway fund to fund the construction phase of the I-15 Corridor Contract I project for a loan to the Measure I fund to cover construction costs in Riverside County that will be recorded as a liability and paid off from toll revenues.

Budget Summary by Fund Type

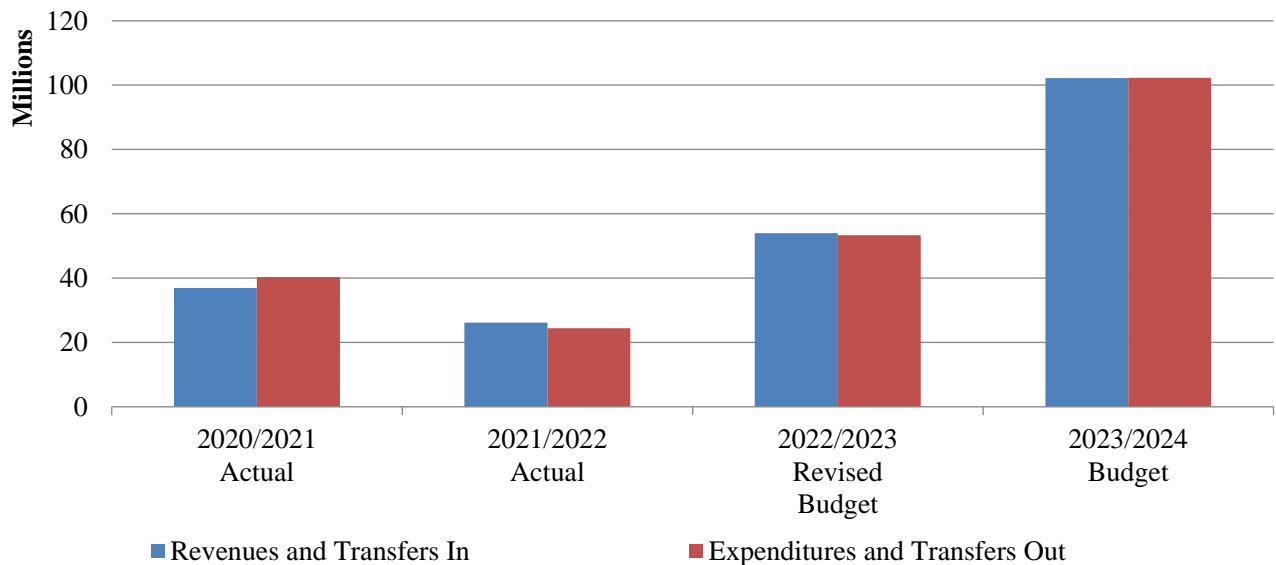
	General Fund	Special Revenue Fund	Capital Projects Fund	Nonmajor Governmental Fund	Debt Service Fund	Express Lanes Operations Fund	Total
Revenues							
Sales Tax-MSI	2,570,000	254,430,000	-	-	-	-	257,000,000
Sales Tax-LTF	-	150,157,833	-	-	-	-	150,157,833
Intergovernmental	-	432,634,962	31,346,757	9,539,603	-	-	473,521,322
Charges for Services	263,000	-	-	7,500	-	-	270,500
Special Assessments	-	-	-	404,291	-	-	404,291
Investment Earnings	367,000	20,329,000	609,000	143,000	303,000	-	21,751,000
Express Lanes Fees And Charges	-	-	-	-	-	6,914,000	6,914,000
Miscellaneous	-	-	2,695,900	45,720	-	-	2,741,620
Total Revenues	3,200,000	857,551,795	34,651,657	10,140,114	303,000	6,914,000	912,760,566
Expenditures							
General Government	13,412,247	1,274,944	-	112,600	-	-	14,799,791
Environment and Energy Conservation	-	270,051	657,500	-	-	-	927,551
Commuter and Motorist Assistance	-	3,481,215	1,079,349	3,315,015	-	-	7,875,579
Planning and Regional	1,496,648	2,179,811	301,255	941,565	-	-	4,919,279
Council of Governments	-	-	-	1,691,533	-	-	1,691,533
Transit	85,815,590	318,403,815	2,367,760	2,012,700	-	-	408,599,865
Project Delivery	441,697	509,861,562	27,353,151	-	-	-	537,656,410
Fund Administration	692,162	160,075,369	1,627,298	-	-	-	162,394,829
Debt Service	-	-	-	-	13,418,420	-	13,418,420
Express Lanes Operations	-	-	-	-	-	7,633,045	7,633,045
Total Expenditures	101,858,344	995,546,767	33,386,313	8,073,413	13,418,420	7,633,045	1,159,916,302
Other Financing Sources							
Transfers In	99,002,219	62,662,439	-	-	13,418,420	-	175,083,078
Transfers Out	(431,940)	(110,879,935)	-	(916,421)	-	(62,854,782)	(175,083,078)
Total Other Financing Sources	98,570,279	(48,217,496)	-	(916,421)	13,418,420	(62,854,782)	-
Revenues Over (Under) Expenditures	(88,065)	(186,212,468)	1,265,344	1,150,280	303,000	(63,573,827)	(247,155,736)

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) Express Lanes Operations 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.

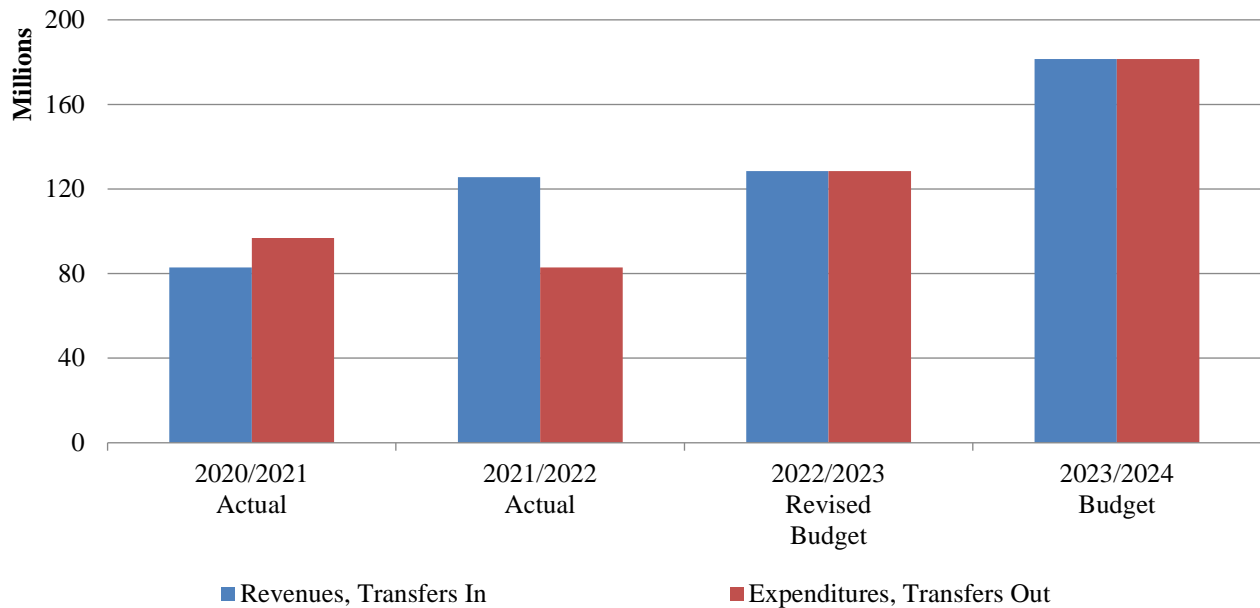
Budget Summary by Fund

	2020/2021	2021/2022	2022/2023	2023/2024
	Actual	Actual	Revised Budget	Budget
General Fund				
Revenues				
Sales Tax-MSI	2,223,207	2,522,277	2,500,000	2,570,000
Charges for Services	609,139	568,592	244,775	263,000
Investment Earnings	36,483	(122,204)	55,200	367,000
Miscellaneous	810	77	225	-
Total Revenues	<u>2,869,639</u>	<u>2,968,743</u>	<u>2,800,200</u>	<u>3,200,000</u>
Expenditures				
General Government	8,832,575	9,389,154	12,689,941	13,412,247
Environment and Energy Conservation	-	143	24,864	-
Planning and Regional	452,358	539,462	1,465,618	1,496,648
Transit	25,762,839	12,976,131	34,701,307	85,815,590
Project Delivery	-	23	61,414	441,697
Fund Administration	512,007	363,452	511,662	692,162
Total Expenditures	<u>35,559,779</u>	<u>23,268,365</u>	<u>49,454,806</u>	<u>101,858,344</u>
Other Financing Sources				
Transfers In	34,089,681	23,224,738	51,221,063	99,002,219
Transfers Out	<u>(4,741,193)</u>	<u>(1,137,522)</u>	<u>(3,908,122)</u>	<u>(431,940)</u>
Total Other Financing Sources	<u>29,348,488</u>	<u>22,087,216</u>	<u>47,312,941</u>	<u>98,570,279</u>
Revenues Over (Under) Expenditures	<u>(3,341,652)</u>	<u>1,787,595</u>	<u>658,335</u>	<u>(88,065)</u>



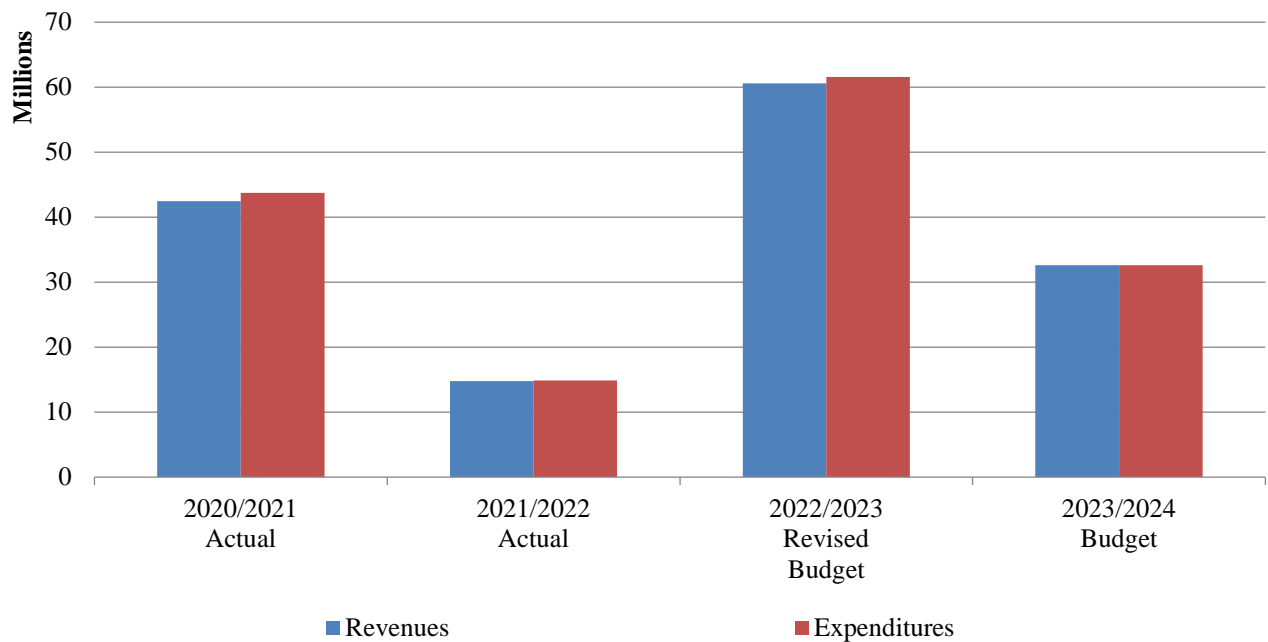
Budget Summary by Fund

	2020/2021	2021/2022	2022/2023	2023/2024
	Actual	Actual	Revised Budget	Budget
Federal Highway Fund				
Revenues				
Intergovernmental	80,859,136	76,349,051	113,465,220	178,943,595
Investment Earnings	24,407	13,729	-	2,546,000
Miscellaneous	1,863,291	22,896,898	15,000,000	-
Total Revenues	82,746,834	99,259,678	128,465,220	181,489,595
Expenditures				
Transit	1,092,334	1,145,986	1,064,740	1,686,932
Project Delivery	95,226,190	50,210,648	127,400,480	179,802,663
Total Expenditures	96,318,524	51,356,634	128,465,220	181,489,595
Other Financing Sources				
Transfers In	162,571	26,386,268	-	-
Transfers Out	(542,315)	(31,558,145)	-	-
Total Other Financing Sources	(379,744)	(5,171,877)	-	-
Revenues Over (Under) Expenditures	(13,951,434)	42,731,167	-	-



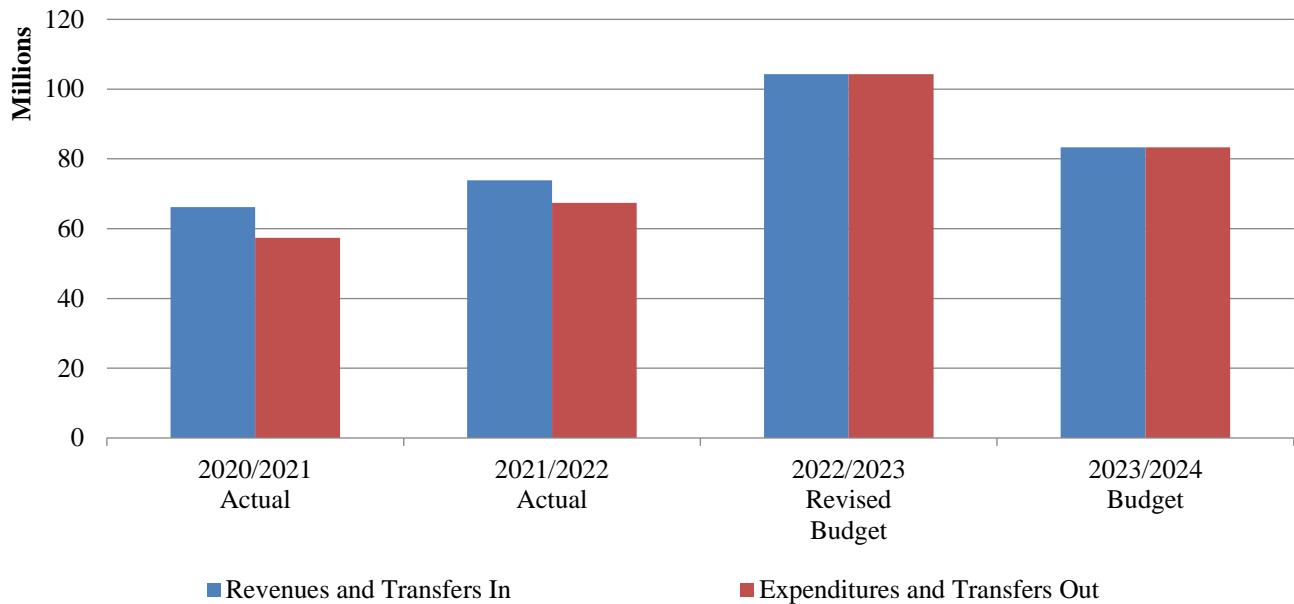
Budget Summary by Fund

	2020/2021	2021/2022	2022/2023	2023/2024
	Actual	Actual	Revised Budget	Budget
Federal Transit Administration Fund				
Revenues				
Intergovernmental	42,440,774	14,741,619	60,593,155	32,625,062
Investment Earnings	-	7,526	-	-
Total Revenues	<u>42,440,774</u>	<u>14,749,146</u>	<u>60,593,155</u>	<u>32,625,062</u>
Expenditures				
Transit	<u>43,752,561</u>	<u>14,868,192</u>	<u>61,593,155</u>	<u>32,625,062</u>
Total Expenditures	<u>43,752,561</u>	<u>14,868,192</u>	<u>61,593,155</u>	<u>32,625,062</u>
Revenues Over (Under) Expenditures	<u>(1,311,787)</u>	<u>(119,046)</u>	<u>(1,000,000)</u>	<u>-</u>



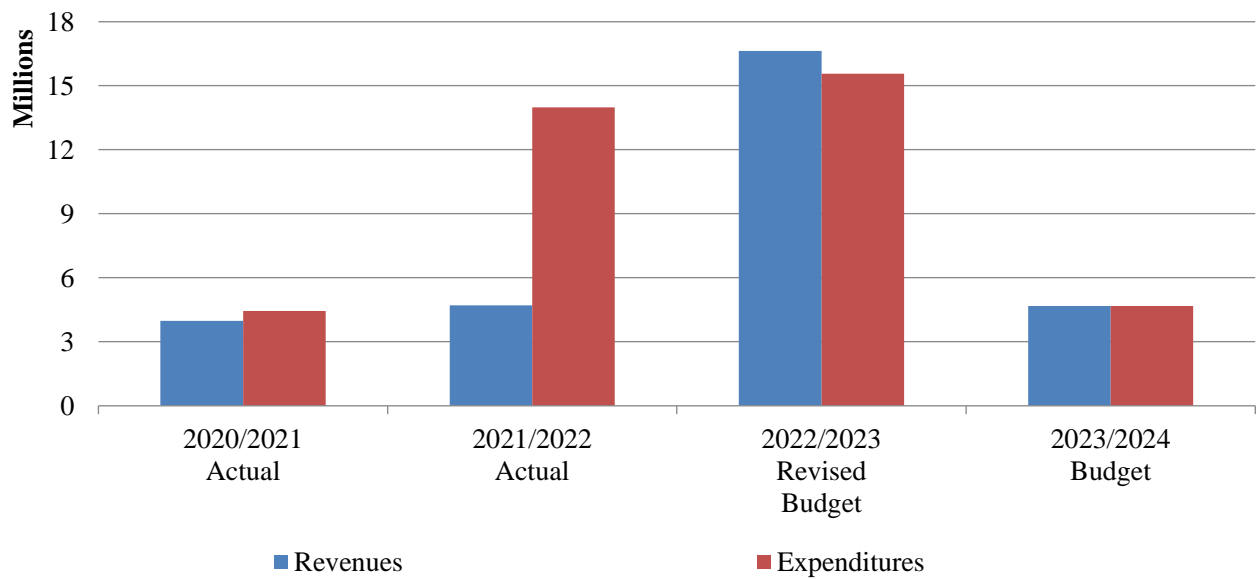
Budget Summary by Fund

	2020/2021	2021/2022	2022/2023	2023/2024
	Actual	Actual	Revised Budget	Budget
State Highway Fund				
Revenues				
Intergovernmental	65,855,754	73,825,933	104,310,107	83,359,106
Investment Earnings	1,319	-	-	-
Total Revenues	<u>65,857,073</u>	<u>73,825,933</u>	<u>104,310,107</u>	<u>83,359,106</u>
Expenditures				
General Government	463	142	12,462	10,132
Planning and Regional	377,546	336,352	211,242	270,774
Transit	14,332,704	4,861,202	22,100,600	9,507,353
Project Delivery	41,685,478	61,378,188	81,141,507	72,783,753
Fund Administration	689,991	731,506	844,296	787,094
Total Expenditures	<u>57,086,182</u>	<u>67,307,390</u>	<u>104,310,107</u>	<u>83,359,106</u>
Other Financing Sources				
Transfers In	306,228	41,135	-	-
Transfers Out	(317,941)	(120,570)	-	-
Total Other Financing Sources	<u>(11,713)</u>	<u>(79,435)</u>	<u>-</u>	<u>-</u>
Revenues Over (Under) Expenditures	<u>8,759,177</u>	<u>6,439,108</u>	<u>-</u>	<u>-</u>



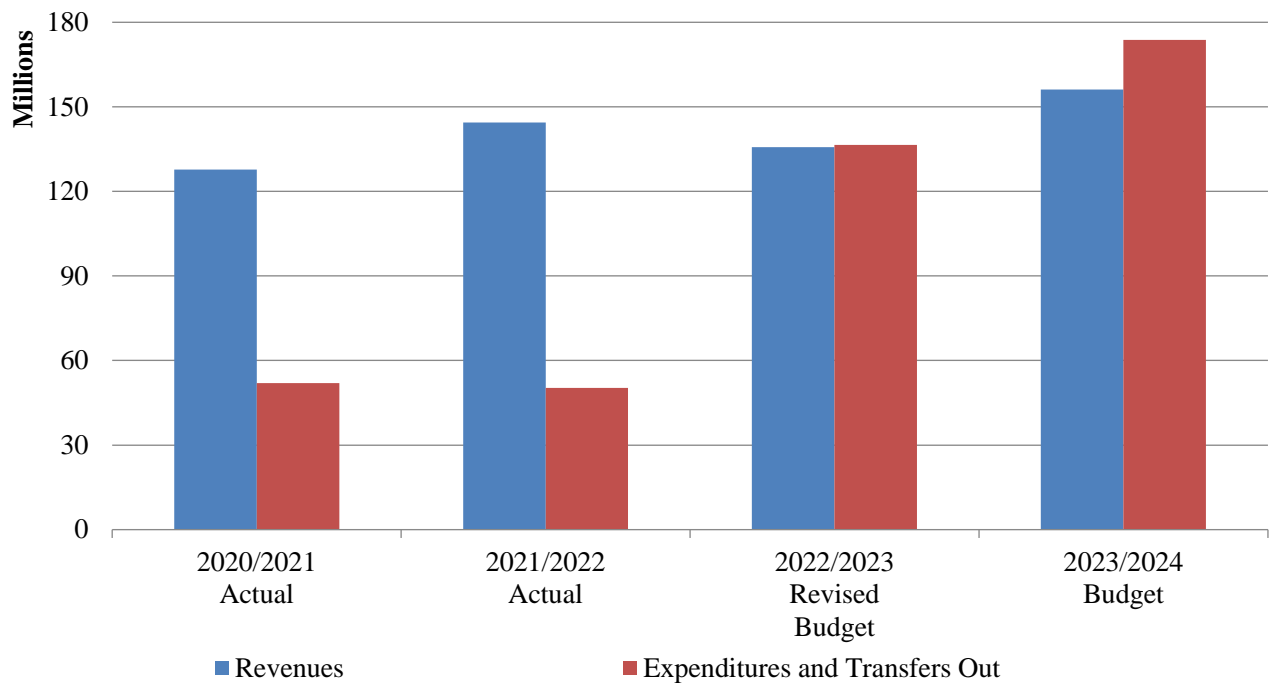
Budget Summary by Fund

	2020/2021 Actual	2021/2022 Actual	2022/2023 Revised Budget	2023/2024 Budget
Proposition 1B Fund				
Revenues				
Intergovernmental	3,680,926	4,569,482	14,733,541	4,677,540
Investment Earnings	305,981	136,852	1,898,025	-
Total Revenues	3,986,906	4,706,334	16,631,566	4,677,540
Expenditures				
Transit	1,653,929	9,456,501	9,094,214	-
Project Delivery	2,792,628	4,529,482	6,462,352	4,677,540
Total Expenditures	4,446,557	13,985,983	15,556,566	4,677,540
Revenues Over (Under) Expenditures	(459,651)	(9,279,649)	1,075,000	-



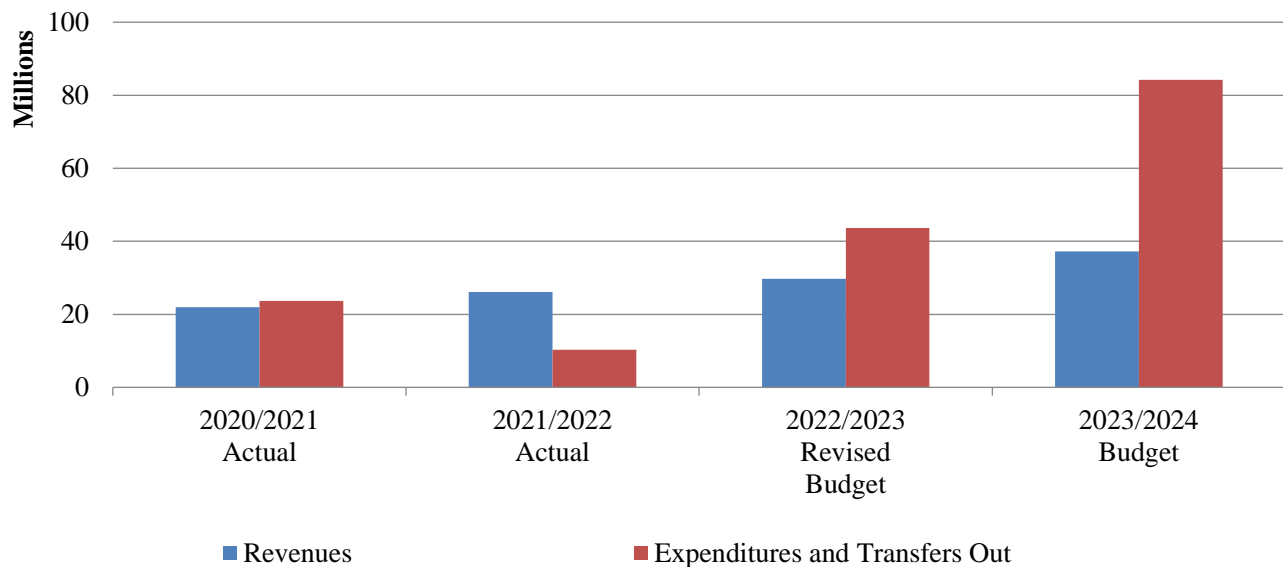
Budget Summary by Fund

	2020/2021	2021/2022	2022/2023	2023/2024
	Actual	Actual	Revised Budget	Budget
Local Transportation Fund				
Revenues				
Sales Tax-LTF	127,319,839	147,255,418	133,685,831	150,157,833
Investment Earnings	463,962	(2,777,180)	2,000,000	6,000,000
Total Revenues	<u>127,783,801</u>	<u>144,478,239</u>	<u>135,685,831</u>	<u>156,157,833</u>
Expenditures				
Transit	<u>39,760,552</u>	<u>40,097,652</u>	<u>113,186,500</u>	<u>139,640,000</u>
Total Expenditures	<u>39,760,552</u>	<u>40,097,652</u>	<u>113,186,500</u>	<u>139,640,000</u>
Other Financing Sources				
Transfers Out	<u>(12,225,668)</u>	<u>(10,152,909)</u>	<u>(23,314,726)</u>	<u>(34,151,952)</u>
Total Other Financing Sources	<u>(12,225,668)</u>	<u>(10,152,909)</u>	<u>(23,314,726)</u>	<u>(34,151,952)</u>
Revenues Over (Under) Expenditures	<u>75,797,580</u>	<u>94,227,678</u>	<u>(815,395)</u>	<u>(17,634,119)</u>



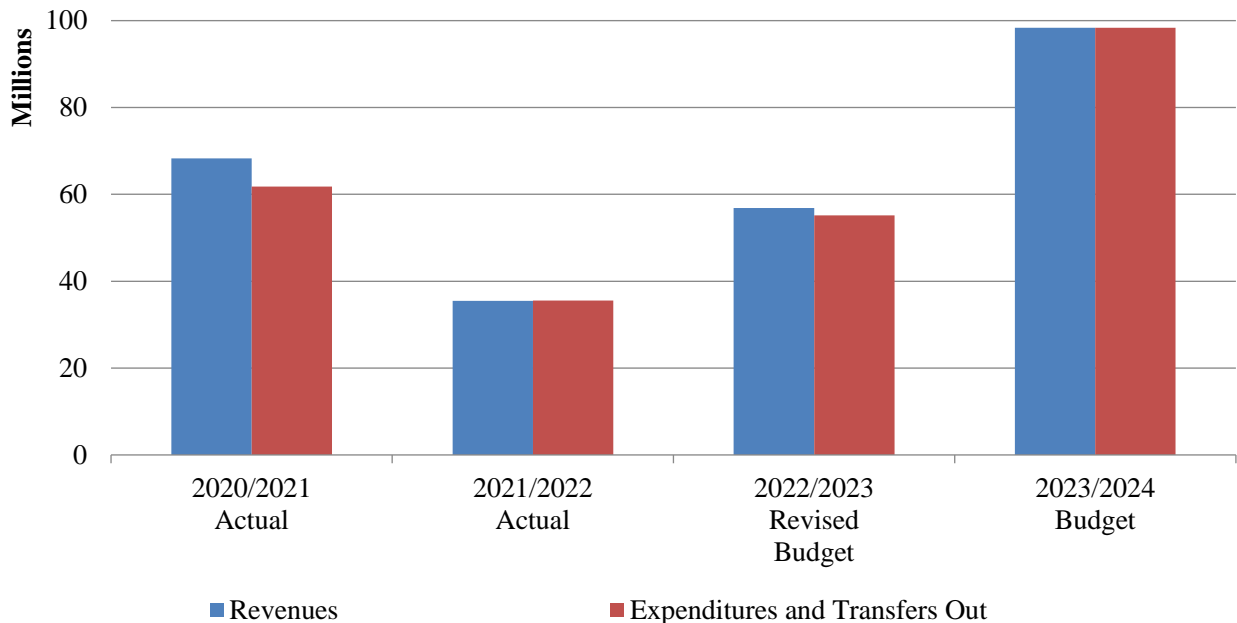
Budget Summary by Fund

	2020/2021	2021/2022	2022/2023	2023/2024
	Actual	Actual	Revised Budget	Budget
State Transit Assistance Fund				
Revenues				
Intergovernmental	21,945,032	27,738,083	28,640,408	34,688,509
Investment Earnings	(8,357)	(1,621,116)	1,050,000	2,513,000
Total Revenues	<u>21,936,676</u>	<u>26,116,968</u>	<u>29,690,408</u>	<u>37,201,509</u>
Expenditures				
Transit	<u>8,891,324</u>	<u>4,495,379</u>	<u>26,234,448</u>	<u>27,324,081</u>
Total Expenditures	<u>8,891,324</u>	<u>4,495,379</u>	<u>26,234,448</u>	<u>27,324,081</u>
Other Financing Sources				
Transfers Out	<u>(14,788,447)</u>	<u>(5,812,340)</u>	<u>(17,381,710)</u>	<u>(56,892,617)</u>
Total Other Financing Sources	<u>(14,788,447)</u>	<u>(5,812,340)</u>	<u>(17,381,710)</u>	<u>(56,892,617)</u>
Revenues Over (Under) Expenditures	<u>(1,743,096)</u>	<u>15,809,248</u>	<u>(13,925,750)</u>	<u>(47,015,189)</u>



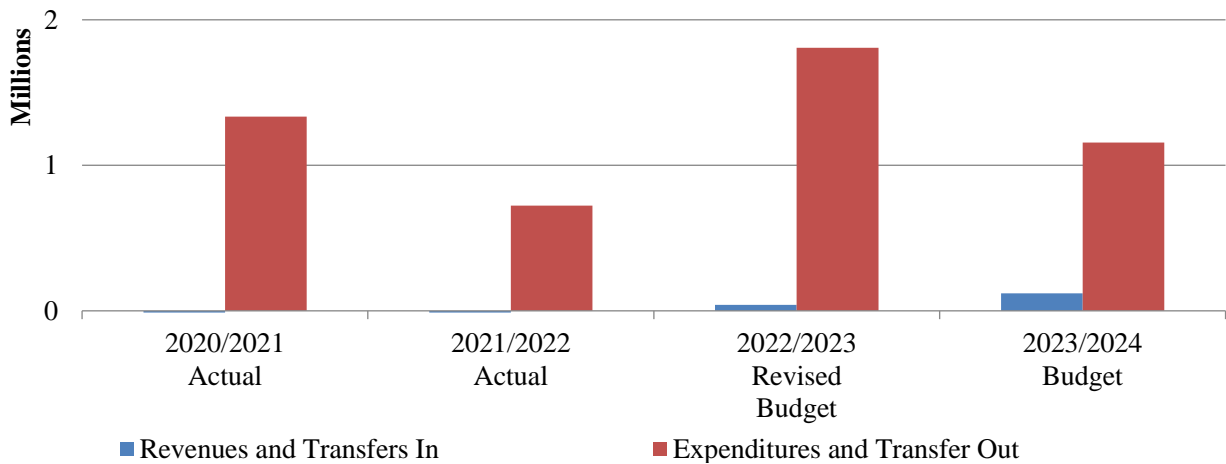
Budget Summary by Fund

	2020/2021	2021/2022	2022/2023	2023/2024
	Actual	Actual	Revised Budget	Budget
Senate Bill 1 Fund				
Revenues				
Intergovernmental	68,311,311	35,492,900	56,830,002	98,341,150
Total Revenues	68,311,311	35,492,900	56,830,002	98,341,150
Expenditures				
Commuter and Motorist Assistance	841,397	1,283,470	2,211,530	2,576,431
Planning and Regional	31,620	471,931	432,000	550,000
Transit	22,472,482	-	16,250,000	47,979,494
Project Delivery	38,439,988	33,807,648	36,241,981	47,235,225
Total Expenditures	61,785,486	35,563,049	55,135,511	98,341,150
Other Financing Sources				
Transfers Out	(239,130)	(5,583)	-	-
Total Other Financing Sources	(239,130)	138,790	-	-
Revenues Over (Under) Expenditures	6,286,695	68,641	1,694,491	-



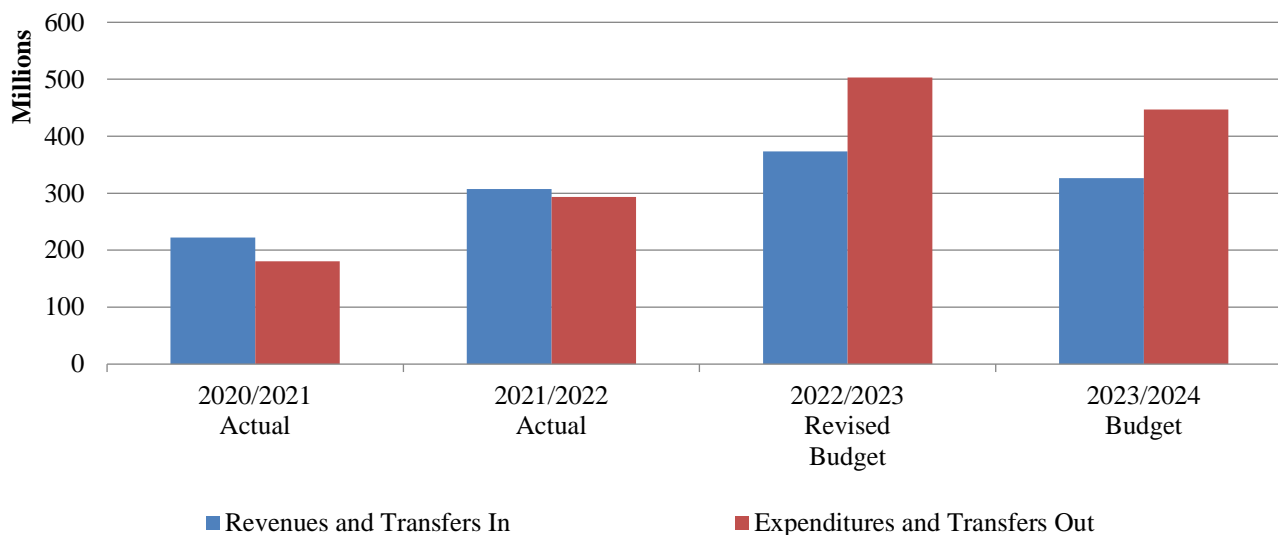
Budget Summary by Fund

	2020/2021	2021/2022	2022/2023	2023/2024
	Actual	Actual	Revised Budget	Budget
Measure I 1990-2010 Fund				
Revenues				
Investment Earnings	(25,778)	(48,554)	42,000	121,000
Total Revenues	(25,778)	(48,554)	42,000	121,000
Expenditures				
Environment and Energy Conservation	67,609	58	-	-
Commuter and Motorist Assistance	70,845	60,265	-	-
Project Delivery	1,196,551	643,278	1,808,481	1,156,040
Total Expenditures	1,335,006	703,602	1,808,481	1,156,040
Other Financing Sources				
Transfers In	-	19,620	-	-
Transfers Out	-	(19,620)	-	-
Total Other Financing Sources	-	-	-	-
Revenues Over (Under) Expenditures	(1,360,784)	(752,155)	(1,766,481)	(1,035,040)



Budget Summary by Fund

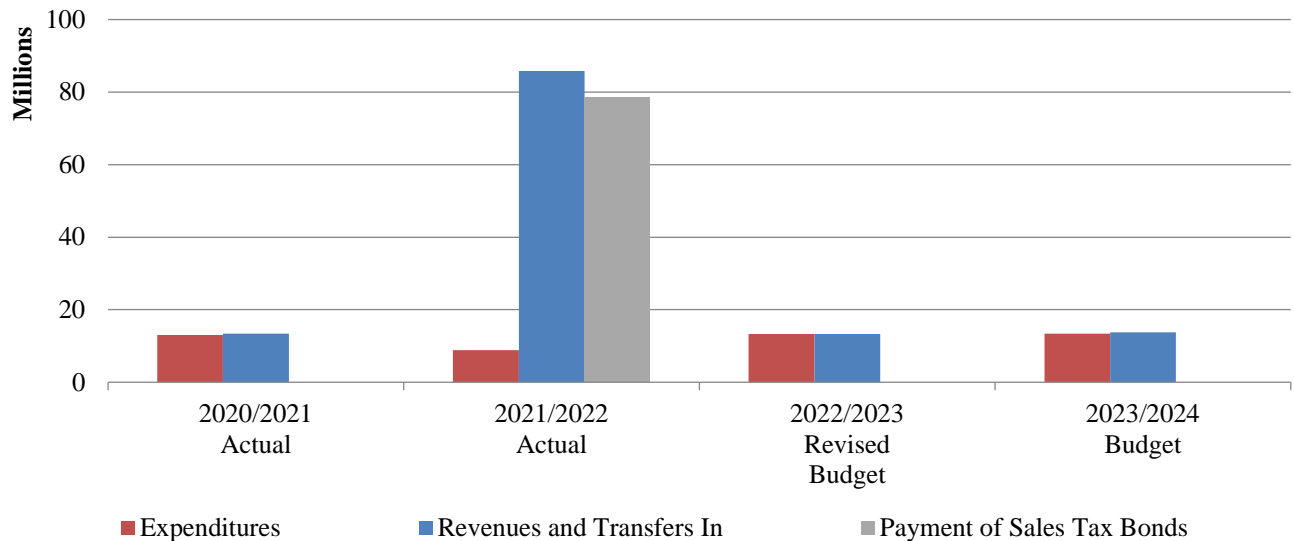
	2020/2021	2021/2022	2022/2023	2023/2024
	Actual	Actual	Revised Budget	Budget
Measure I 2010-2040 Fund				
Revenues				
Sales Tax-MSI	220,097,476	249,705,438	247,500,000	254,430,000
Investment Earnings	646,045	(4,590,830)	3,743,000	9,149,000
Total Revenues	<u>220,743,521</u>	<u>245,114,608</u>	<u>251,243,000</u>	<u>263,579,000</u>
Expenditures				
General Government	719,759	670,431	1,145,662	1,264,812
Environment and Energy Conservation	193,154	109,662	280,232	270,051
Commuter and Motorist Assistance	224,200	426,302	996,821	904,784
Planning and Regional	599,307	796,742	1,407,228	1,359,037
Transit	29,419,480	40,438,655	40,813,104	59,640,893
Project Delivery	60,797,793	157,274,139	294,314,453	204,206,341
Fund Administration	72,689,607	73,993,819	145,038,276	159,288,275
Total Expenditures	<u>164,643,301</u>	<u>273,709,749</u>	<u>483,995,776</u>	<u>426,934,193</u>
Other Financing Sources				
Transfers In	1,495,241	62,363,124	122,394,175	62,662,439
Transfers Out	(15,697,443)	(19,879,672)	(19,013,335)	(19,835,366)
Total Other Financing Sources	<u>(14,202,202)</u>	<u>42,483,452</u>	<u>103,380,840</u>	<u>42,827,073</u>
Revenues Over (Under) Expenditures	<u>41,898,018</u>	<u>13,888,311</u>	<u>(129,371,936)</u>	<u>(120,528,120)</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).

Budget Summary by Fund

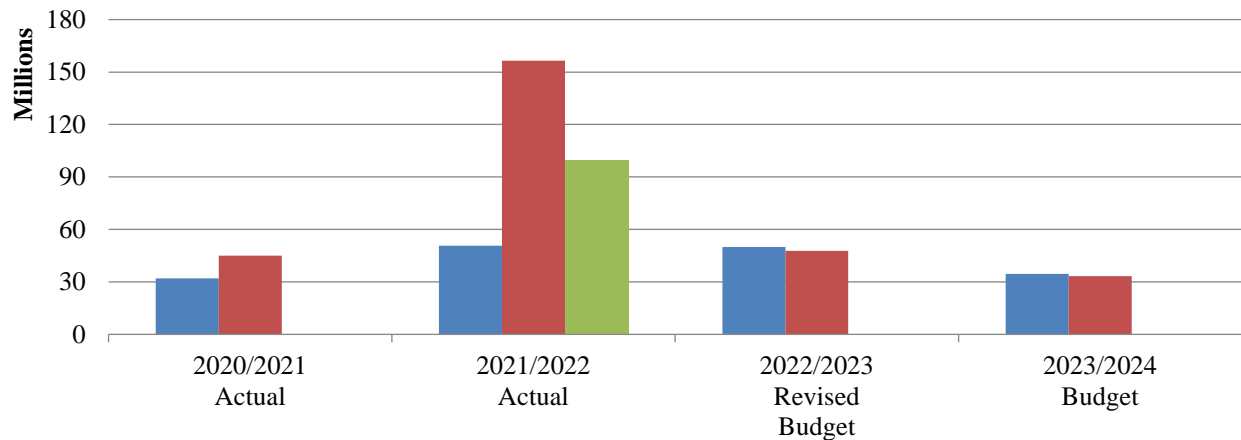
	2020/2021	2021/2022	2022/2023	2023/2024
	Actual	Actual	Revised Budget	Budget
Debt Service Fund				
Revenues				
Investment Earnings	334	473	-	303,000
Total Revenues	334	473	-	303,000
Expenditures				
Debt Service	13,033,700	8,844,181	13,266,915	13,418,420
Total Expenditures	13,033,700	8,844,181	13,266,915	13,418,420
Other Financing Sources				
Transfers In	13,356,063	85,840,425	13,266,915	13,418,420
Payment of Sales Tax Bonds	-	(78,399,819)	-	-
Total Other Financing Sources	13,356,063	7,440,606	13,266,915	13,418,420
Revenues Over (Under) Expenditures	322,697	(1,403,102)	-	303,000



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

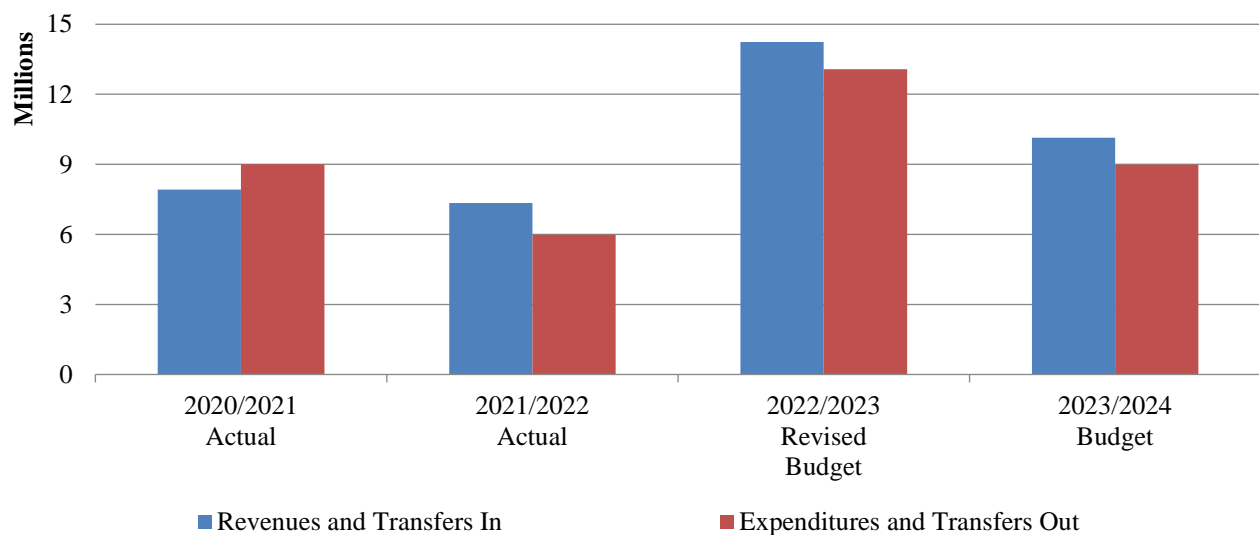
	2020/2021	2021/2022	2022/2023	2023/2024
	Actual	Actual	Revised Budget	Budget
Capital Projects Fund				
Revenues				
Intergovernmental	27,225,234	15,519,567	40,089,306	31,346,757
Investment Earnings	235,395	(129,665)	2,074,240	609,000
Miscellaneous	3,409,574	3,274,959	7,861,675	2,695,900
Total Revenues	30,870,203	18,664,861	50,025,221	34,651,657
Expenditures				
Environment and Energy Conservation	8,324	-	659,500	657,500
Commuter and Motorist Assistance	95,487	56,319	501,340	1,079,349
Planning and Regional	28,737	16,199	251,255	301,255
Transit	6,700,410	7,735,132	5,980,488	2,367,760
Project Delivery	36,702,698	48,331,254	39,150,996	27,353,151
Fund Administration	-	-	1,229,700	1,627,298
Debt Service	-	331,168	-	-
Total Expenditures	43,535,655	56,470,072	47,773,279	33,386,313
Other Financing Sources				
Transfer In	1,101,226	32,108,523	-	-
Transfers Out	(1,456,972)	(99,957,560)	-	-
Commercial Paper (Short Term Borrowing)	-	26,352,000	-	-
Sales Tax Revenue Bonds Issued	-	60,050,000	-	-
Sales Tax Revenue Bonds Premium	-	13,108,295	-	-
Total Other Financing Sources	(355,746)	31,661,259	-	-
Revenues Over (Under) Expenditures	(13,021,199)	(6,143,952)	2,251,942	1,265,344



■ Revenues and Transfers In ■ Expenditures and Transfers Out ■ Bonds and Commercial Paper (Short Term Borrowing)

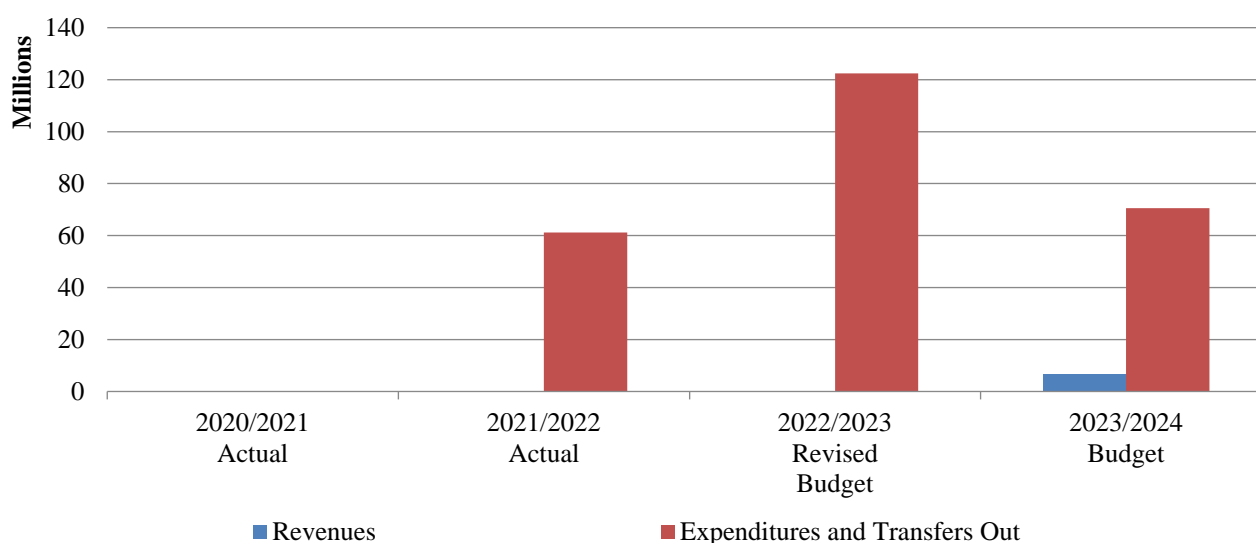
Budget Summary by Fund

	2020/2021	2021/2022	2022/2023	2023/2024
	Actual	Actual	Revised Budget	Budget
Nonmajor Governmental Fund				
Revenues				
Intergovernmental	7,326,386	6,921,952	13,458,328	9,539,603
Charges for Services	1,219	4,931	-	7,500
Special Assessments	257,539	260,691	331,276	404,291
Investment Earnings	7,868	(53,482)	54,300	143,000
Miscellaneous	325,475	209,887	270,000	45,720
Total Revenues	<u>7,918,487</u>	<u>7,343,978</u>	<u>14,113,904</u>	<u>10,140,114</u>
Expenditures				
General Government	715,538	423,994	983,927	112,600
Environment and Energy Conservation	276,499	335,141	1,139,753	-
Commuter and Motorist Assistance	3,477,893	3,194,342	4,220,871	3,315,015
Planning and Regional	880,125	1,699,082	1,462,111	941,565
Council of Governments	-	-	-	1,691,533
Transit	3,150,721	-	4,262,000	2,012,700
Total Expenditures	<u>8,500,776</u>	<u>5,652,558</u>	<u>12,068,662</u>	<u>8,073,413</u>
Other Financing Sources				
Transfers In	5,238	5,688	130,614	-
Transfers Out	(507,137)	(338,656)	(1,000,699)	(916,421)
Total Other Financing Sources	<u>(501,899)</u>	<u>(332,968)</u>	<u>(870,085)</u>	<u>(916,421)</u>
Revenues Over (Under) Expenditures	<u>(1,084,188)</u>	<u>1,358,452</u>	<u>1,175,157</u>	<u>1,150,280</u>



Budget Summary by Fund

	2020/2021	2021/2022	2022/2023	2023/2024
	Actual	Actual	Revised Budget	Budget
Enterprise Fund				
Revenues				
Express Lanes Fees And Charges	-	-	-	6,914,000
Total Revenues	-	-	-	6,914,000
Expenditures				
Express Lanes Operations	-	350,667	3,000,000	7,633,045
Total Expenditures	-	350,667	3,000,000	7,633,045
Other Financing Sources				
Transfers Out	-	(61,157,771)	(122,394,175)	(62,854,782)
Total Other Financing Sources	-	(61,157,771)	(122,394,175)	(62,854,782)
Revenues Over (Under) Expenditures	-	(61,508,438)	(125,394,175)	(63,573,827)

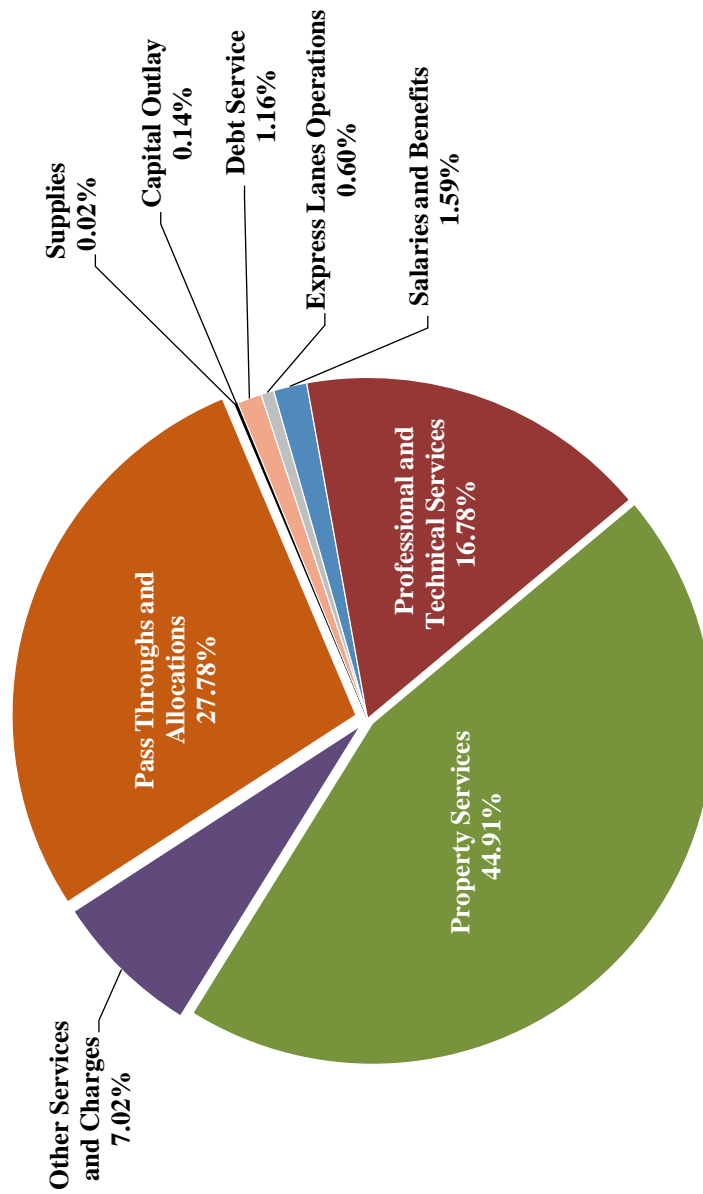


Note: Estimated expenditures are budgeted for Fiscal Year 2021/2022, 2022/2023, and 2023/2024 account for interest. Transfers out are included in the budget to Measure I-Freeway program from the draw down of Transportation Infrastructure Finance and Innovation Act (TIFIA) program loan proceeds. Toll operation on the Interstate 10 Express Lanes is expected to commence in late 2023 or early 2024. SBCTA is planning to draw down on the loan from the US Department of Transportation (USDOT) under TIFIA program for \$60 million for Fiscal Year 2023/2024. 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	Express Lanes Operations	Total
General Government	8,342,321	2,391,742	1,143,472	1,234,531		146,419	1,541,306	-	-	14,799,791
Environment and Energy Conservation	46,505	754,721	450	125,450		425	-	-	-	927,551
Commuter and Motorist Assistance	317,156	6,429,903	760,720	337,150		10,650	20,000	-	-	7,875,579
Planning and Regional Council of Governments	1,290,813	3,063,966		556,700		1,300	6,500	-	-	4,919,279
Transit	839,696	811,184		35,119		5,534		-	-	1,691,533
Project Delivery	2,243,712	61,837,949	108,592,393	74,480,961	161,440,000	4,850		-	-	408,599,865
Fund Administration	3,257,515	119,330,973	410,397,257	4,578,665		12,000	80,000	-	-	537,656,410
Debt Service	1,448,271	31,171	-	30,900	160,882,337	2,150	-	13,418,420	-	162,394,829
Express Lane Operations	-	-	-	-	-	-	-	6,982,427	-	13,418,420
Total Expenditures	18,436,608	194,651,608	520,894,292	81,379,476	322,322,337	183,328	1,647,806	13,418,420	6,982,427	1,159,916,302

* Property Services include construction and right of way among other expenses (see **pg 313-314** Object Category List for more detail)
Operating budget is \$40,201,462.



Revenue Overview

Anticipated new revenue for Fiscal Year 2023/2024 is projected at \$912,760,566. 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 express lanes revenue which will commence in early 2024 for the I-10 Corridor Contract 1 Project.

Measure I Sales Tax

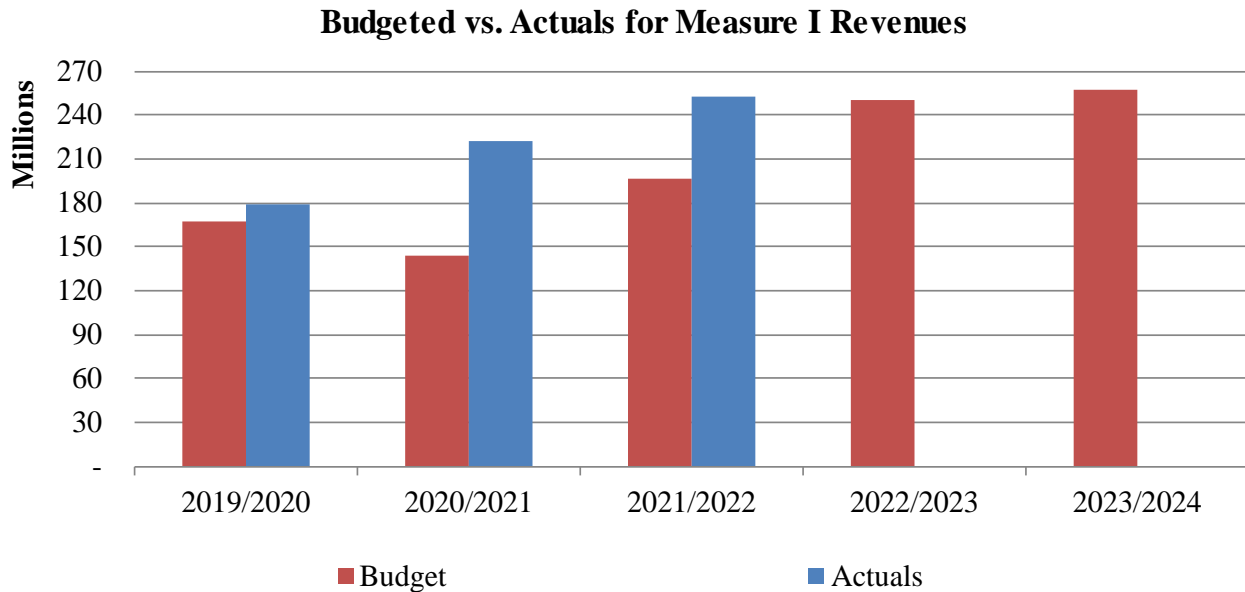
In November 2004, San Bernardino County voters approved an extension of Measure I authorizing SBCTA to impose half-cent retail transactions and use tax applicable in the incorporated and unincorporated territory of the County of San Bernardino for a period of thirty (30) years. SBCTA is authorized to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

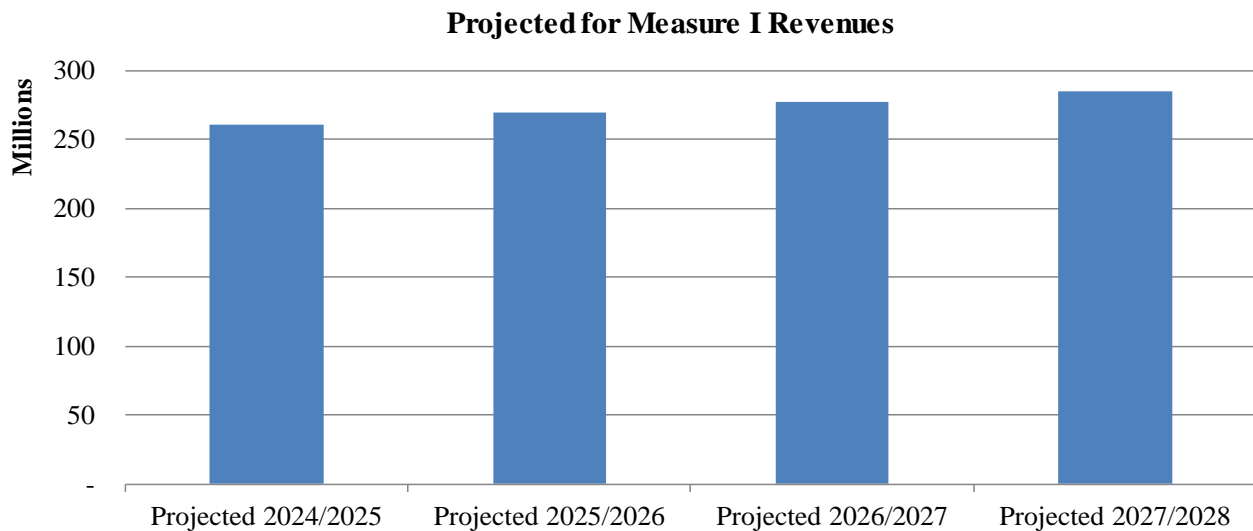
Proper planning calls for continual assessment of the status of projects managed by SBCTA. Revenues determine what can be completed and when. SBCTA has made it a practice to regularly update its revenue projections for budget and strategic project planning purposes. The projections provided by sales tax consultant includes updated estimates. 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 four (4) 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 2023/2024 Measure I collections are \$257 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

	2020/2021	2021/2022	2022/2023	2023/2024
	Actual	Actual	Revised Budget	Budget
Taxes				
Sales Tax-MSI	222,320,683	252,227,715	250,000,000	257,000,000
Sales Tax-LTF	127,319,839	147,255,418	133,685,831	150,157,833
Total Taxes	<u>349,640,522</u>	<u>399,483,133</u>	<u>383,685,831</u>	<u>407,157,833</u>
Intergovernmental				
Active Transportation Program-Federal	-	-	1,605,000	6,331,664
Affordable Housing & Sustainable Communities Program	-	-	2,200,000	-
Barstow	30,351	124,889	2,765,000	1,987,686
Caltrans	90,245	56,319	501,340	1,079,349
Chino	1,785,305	4,830,620	5,672,370	1,660,612
Colton	38,739	54,518	303,960	671,700
CONFIRE	26,000	-	-	-
Congestion Mitigation and Air Quality	32,447,440	15,246,229	29,344,740	27,501,932
Federal ARRA	60,281	-	-	-
Federal Repurposed Earmarks	489,482	7,679	-	-
Federal Transit Administration	39,560,111	14,174,217	60,593,155	32,625,062
Fontana	510,668	504,123	523,802	556,402
Freeway Service Patrol	2,336,098	2,099,224	3,055,299	3,178,812
Hesperia	1,876,240	1,876,240	-	1,876,240
Highland	2,734,115	1,209,265	3,046,520	492,893
Highway Bridge Program	18,240,685	33,996,907	40,177,663	73,270,879
Highway infrastructure Program	-	23,495,394	7,286,000	2,323,273
Local Agency Formation Commission	33,793	33,794	-	-
Local Bridge Seismic Retrofit Account-P1B	-	-	1,590,000	3,005,102
Low Carbon Transit Operations Program	-	1,052,438	1,900,000	600,000
Metro Transportation Authority	-	183,637	273,410	264,756
Montclair	462,962	132,384	2,406,326	2,481,000
Omnitrans	-	-	4,889,834	1,933,854
Ontario	14,584,097	1,697,242	2,031,817	670,437
Orange Co. Transportation Authority	16,288	62,815	110,790	123,709
State California Department Parks & Recreation	-	-	-	230,000
Planning, Programming and Monitoring	1,068,000	1,068,000	1,068,000	1,068,000
Project National and Regional Significance	334,009	8,192	50,000	4,323,473
Public Trans Modern,Improveand and Svc Enhance	-	-	8,271,189	-
Rancho Cucamonga	61,197	68,515	1,735,800	234,200
Rancho Cucamonga Fire Protection District	2,264	-	-	30,936
Redlands	558,356	2,366,868	3,168,082	313,900
Regional Improvement Program	29,154,030	25,959,167	15,165,507	20,403,753
Rialto	123,256	-	-	-
Riverside Co. Transportation Commission	6,846	134,731	102,298	103,738
Road Repair and Accountability-SB1	68,311,311	35,492,900	56,830,002	98,341,150
San Bernardino	2,721,262	998,066	1,200,046	2,369,823
San Bernardino County	195,615	113,961	11,047,155	14,320,816
San Bernardino County Call Box	421	478	6,552	-
San Bernardino County Forest Service	43,366	-	-	-
San Bernardino County Public Health	-	-	100,000	100,000
San Bernardino County Housing Trust	-	-	-	254,516
Southern California Association of Governments	606,477	1,469,947	1,000,000	65,484
SCAQMD/Mobile Source Review Committee	2,086,036	151,305	1,752,000	1,502,700

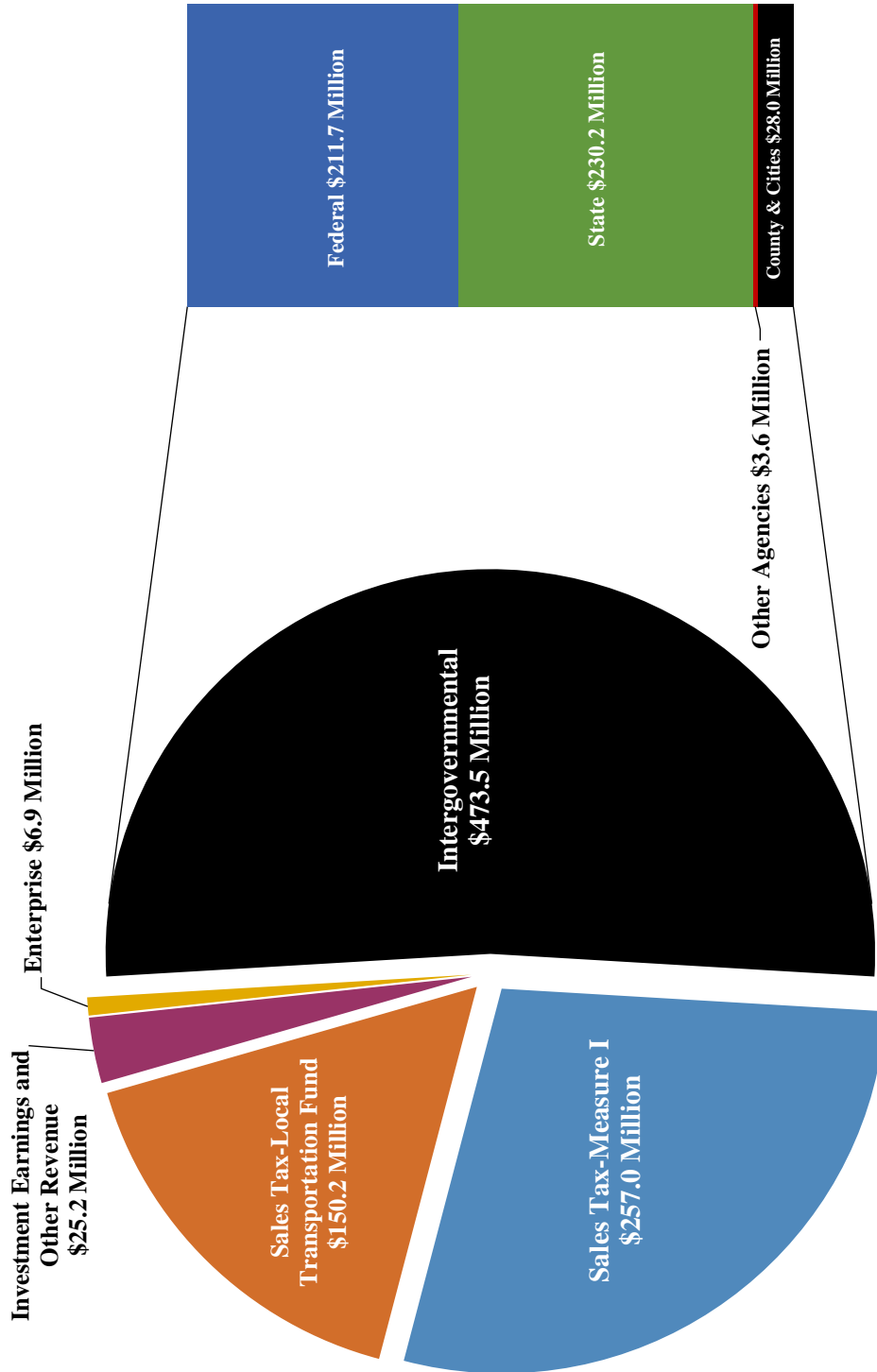
Estimated Revenue Summary

	2020/2021	2021/2022	2022/2023	2023/2024
	Actual	Actual	Revised Budget	Budget
Southern California Regional Rail Authority	-	-	96,000	71,269
State Grant	-	-	-	500,000
State Highway Oper and Protection Program	21,821,727	42,412,848	65,976,000	52,380,000
State of Good Repair (SGR) - Pass-through	3,799,516	3,898,987	4,050,191	4,248,047
State Transit Assistance Fund	18,145,516	23,839,096	24,590,217	30,440,462
State Wildlife Conservation Board	130,571	103,691	150,000	150,000
Surface Transportation Program	29,347,519	3,594,650	35,201,817	65,392,374
Trade Corridor Improvement	3,680,926	4,569,482	4,872,352	1,672,438
Transit and Intercity Rail Capital Program	13,811,997	4,385,919	22,100,600	9,507,353
Transport Invest Generate Econ Recovery	2,880,662	567,403	-	-
Upland	1,373,841	1,123,193	181,600	194,600
Ventura County Transportation Commission	-	10,625	13,156	26,714
Vehicle Registration Fees	2,008,263	1,982,630	1,900,000	1,900,000
Victor Valley Transit Authority	10,665	-	-	-
WRCOG_Regional Energy Network	-	-	1,214,477	740,214
Yucaipa	38,000	-	-	-
Total Intergovernmental	<u>317,644,554</u>	<u>255,158,587</u>	<u>432,120,067</u>	<u>473,521,322</u>
Charges For Services				
Administration Fee	48,600	39,000	-	-
Amendment or Extension Fee	1,120	-	-	-
Application Fee	7,570	13,380	-	-
Modeling Fees	3,400	3,800	-	-
Property Rental Fees	84,913	262,209	-	-
Rail Asset General Revenue	218,212	-	226,000	251,000
Rental Fee - Santa Fe Depot EV Station	1,219	4,931	6,775	7,500
Use Fee	233,324	238,204	-	-
AMTRAK	12,000	12,000	12,000	12,000
Total Charges For Services	<u>610,358</u>	<u>573,523</u>	<u>244,775</u>	<u>270,500</u>
Express Lanes Fees And Charges				
I-10 Express Lanes	-	-	-	6,914,000
Total Express Lanes Fees And Charges	<u>-</u>	<u>-</u>	<u>-</u>	<u>6,914,000</u>
Special Assessments				
General Assessment Dues	257,539	260,691	331,276	404,291
Total Special Assessments	<u>257,539</u>	<u>260,691</u>	<u>331,276</u>	<u>404,291</u>
Investment Earnings				
Investment Earnings	1,687,658	(9,184,448)	10,916,765	21,751,000
Total Investment Earnings	<u>1,687,658</u>	<u>(9,184,448)</u>	<u>10,916,765</u>	<u>21,751,000</u>
Miscellaneous				
BNSF	-	100,322	6,965,400	1,866,900
Callbox Knockdown Recovery	906	-	45,000	45,720
CALNEV Pipeline	507,300	21,335	50,000	-
Esri	1,055,544	101,726	-	-
Fees for PACE Program	272,674	209,887	225,000	-
IEHP	25,000	-	-	-

Estimated Revenue Summary

	2020/2021	2021/2022	2022/2023	2023/2024
	Actual	Actual	Revised Budget	Budget
In-Kind Revenue	2,806,251	25,863,434	15,000,000	-
Level 3 Communication	-	70,438	-	-
Low Carbon Fuel Credit	-	-	225	-
Other Miscellaneous Revenues	21,762	77	-	-
Ryder	8,324	-	659,500	657,500
Southern California Gas Co.	5,944	-	-	-
UPRR	895,446	14,603	186,775	171,500
Total Miscellaneous	<u>5,599,150</u>	<u>26,381,821</u>	<u>23,131,900</u>	<u>2,741,620</u>
Other Financing Sources				
Transfers In	50,516,247	230,133,894	187,012,767	175,083,078
Commercial Paper (Short Term Borrowing)	-	26,352,000	-	-
Sales Tax Revenue Bonds Issued	-	60,050,000	-	-
Sales Tax Revenue Bonds Premium	-	13,108,295	-	-
Total Other Financing Sources	<u>50,516,247</u>	<u>329,644,190</u>	<u>187,012,767</u>	<u>175,083,078</u>
Total Revenues and Other Financing Sources	<u>725,956,027</u>	<u>1,002,317,497</u>	<u>1,037,443,381</u>	<u>1,087,843,644</u>

Estimated New Revenues of \$912.8 Million **Fiscal Year 2023/2024**



**Sales Tax Measure I
Revenue Summary**

	2020/2021	2021/2022	2022/2023	2023/2024
	Actual	Actual	Revised Budget	Budget
Measure I Administration				
Administration	2,223,207	2,522,277	2,500,000	2,570,000
Total Measure I Administration	2,223,207	2,522,277	2,500,000	2,570,000
Measure I Valley				
Freeway Projects	51,893,474	59,682,176	58,672,200	60,654,400
Fwy Interchange	19,683,731	22,638,067	22,255,000	23,006,800
Major Street	30,420,312	34,986,103	34,394,000	35,556,000
Local Street	35,788,602	41,160,121	40,463,600	41,830,600
Metrolink/Rail Service	14,315,441	16,464,048	16,185,400	16,732,200
Express Bus/Bus Rapid Trans	8,947,151	10,290,030	10,115,900	10,457,700
Senior/Disabled	14,315,441	16,464,048	16,185,400	16,732,200
Traffic Mgmt Sys	3,578,860	4,116,012	4,046,400	4,183,100
Total Measure I Valley	178,943,012	205,800,606	202,317,900	209,153,000
Measure I Victor Valley				
Major Local Hwy	6,014,105	6,308,273	6,565,100	6,600,000
Local Street	16,117,801	16,906,171	17,594,400	17,688,100
Senior/Disabled	1,443,385	1,513,985	1,575,600	1,584,000
Traffic Mgmt Sys	481,128	504,662	525,200	528,000
Total Measure I Victor Valley	24,056,420	25,233,091	26,260,300	26,400,100
Measure I North Desert				
Major Local Hwy	1,136,304	1,239,313	1,288,700	1,312,000
Local Street	3,090,748	3,370,931	3,505,400	3,568,500
Senior/Disabled	227,261	247,863	257,800	262,400
Traffic Mgmt Sys	90,904	99,145	103,100	105,000
Total Measure I North Desert	4,545,217	4,957,252	5,155,000	5,247,900
Measure I Colorado River				
Major Local Hwy	115,685	114,417	141,300	116,800
Local Street	314,662	311,213	384,400	317,600
Senior/Disabled	23,137	22,883	28,300	23,400
Traffic Mgmt Sys	9,255	9,153	11,300	9,300
Total Measure I Colorado River	462,739	457,666	565,300	467,100
Measure I Morongo Basin				
Major Local Hwy	755,377	804,110	782,400	764,700
Local Street	2,054,625	2,187,180	2,128,300	2,079,900
Senior/Disabled	151,075	160,822	156,500	152,900
Traffic Mgmt Sys	60,430	64,329	62,600	61,200
Total Measure I Morongo Basin	3,021,507	3,216,441	3,129,800	3,058,700
Measure I Mountain				
Major Local Hwy	697,562	723,752	750,600	704,500
Local Street	1,897,369	1,968,606	2,041,500	1,916,300
Senior/Disabled	139,512	144,750	150,100	140,900
Traffic Mgmt Sys	55,805	57,900	60,000	56,400
Total Measure I Mountain	2,790,248	2,895,008	3,002,200	2,818,100
Measure I Cajon Pass				
Cajon Pass	6,278,333	7,145,372	7,069,500	7,285,100
Total Measure I Cajon Pass	6,278,333	7,145,372	7,069,500	7,285,100
Total Sales Tax Measure I	222,320,683	252,227,715	250,000,000	257,000,000

Reserves
Fiscal Year 2023/2024

Measure I 2010-2040 Funds	Reserve per	Reserve to Payoff	
Valley:	<u>Policy 40021</u>	<u>Net Pension Liability</u>	<u>Total</u>
Freeway	12,130,880	3,870,870	16,001,750
Interchange	4,601,360	1,865,188	6,466,548
Major Street - Grade Separation	1,422,240	501,934	1,924,174
Major Street - Arterials	5,688,960	556,947	6,245,907
Metrolink/Rail	3,346,440	589,208	3,935,648
Express Bus/Bus Rapid Transit	2,091,540	121,541	2,213,081
Traffic Management	836,620	-	836,620
Total Valley	30,118,040	7,505,688	37,623,728
Mountain/Desert:			
Major Local Highway:			
Victor Valley	1,320,000	122,658	1,442,658
North Desert	262,400	59,081	321,481
Colorado River	23,360	4,661	28,021
Morongo Basin	152,940	22,138	175,078
Mountain	140,900	5,876	146,776
Cajon Pass	-	1,184	1,184
Total Mountain/Desert	1,899,600	215,598	2,115,198
Total Reserves for Measure I Funds	32,017,640	7,721,286	39,738,926

The Measure I Strategic Plan, Policy No. 40021, establishes a reserve of 20 percent for the Freeway, Freeway Interchange, Major Street, Traffic Management Systems, Metrolink/Rail, and Express Bus/BRT programs for the Valley area and Major Local Highway programs for all the Mountain/Desert areas. The reserve is adjusted annually to remain proportional to the growth in annual Measure I revenue. The reserve may be used to advance Federal or State funds that require reimbursement, manage cash flow for non pass-through programs, cover overruns or unforeseen expenses associated with projects that received allocation of Measure I funds, and to leverage Federal or State funds to which otherwise SBCTA may lose access. The reserve will be replenished upon use with sales tax revenues received in subsequent years. A reserve is established to pay off the net pension liability before the current measure ends in 2040.

Transportation Development Act (TDA) Funds

Local Transportation Fund	15,015,783
State Transit Assistance Fund	3,044,046
Total Reserves for Transportation Development Act Funds	18,059,829

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	607,000
Total Reserve for Indirect Cost Fund	1,107,000

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.

Other Funds

Local Transportation Fund Administration - Pension	3,673,030
Service Authority for Freeway Emergencies - Pension	385,750
Council of Governments - Pension	219,934
Total Reserve for Other Funds	4,278,714
Total Reserves	63,184,469

Program Overview

The SBCTA Fiscal Year 2023/2024 budget is organized into ten (10) distinct program areas with budget requirements of \$1,159,916,302. Within these ten (10) program areas, forty-seven (47) specific tasks and 132 sub-tasks are budgeted.

The table below lists the programs contained in the SBCTA budget which direct the financial and human resource expenditures of the agency for the Fiscal Year 2023/2024 budget. The Fiscal Year 2023/2024 budget request includes prior year Board approved appropriations to be expended in Fiscal Year 2023/2024.

Budget Summary by Program Expenditures

	2020-2021	2021-2022	2022-2023	2023-2024	Percent
	Actuals	Actuals	Revised Budget	Budget	Budget Change
General Government	10,268,334	10,483,721	14,831,992	14,799,791	-0.03%
Environment and Energy Conservation	545,587	445,004	1,180,329	927,551	-55.92%
Commuter and Motorist Assistance	4,709,821	5,020,698	7,930,562	7,875,579	-0.69%
Planning and Regional	2,369,693	3,859,768	5,229,454	4,919,279	-5.52%
Council of Governments	-	-	924,020	1,691,533	100.00%
Transit	196,989,337	136,074,830	335,280,556	408,599,865	21.87%
Project Delivery	276,841,326	356,174,660	586,581,664	537,656,410	-8.34%
Fund Administration	73,891,605	75,088,776	147,623,934	162,394,829	10.01%
Debt Service	13,033,700	87,575,168	13,266,915	13,418,420	1.14%
Express Lanes Operations	-	350,667	3,000,000	7,633,045	154.43%
Total Expenditures	<u>578,649,403</u>	<u>675,073,292</u>	<u>1,115,849,426</u>	<u>1,159,916,302</u>	

Transit, Project Delivery, and Fund Administration Programs comprise 96 percent of appropriations for next fiscal year. These three (3) programs include the substantial investments by SBCTA in transit capital and operations, highway 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 and Commuter and Motorist Assistance decreased inconsequential. The program includes decrease in labor costs, but also an increase in budget due to a consulting contract for a business process improvements analysis to identify the systems requirements needed for a new Enterprise Resource Planning (ERP) System, a network server infrastructure upgrade, phase one of the workstation rotation plan, an improved disaster recovery solution, purchase of a new agency pool vehicle, parking lot slurry and stencil services, sound equipment and installation services for the Board Chambers, Phase 1 of 3 Heating, Ventilation, and Air Conditioning (HVAC) unit replacement/upgrades and SBCTA office carpet replacement.
- 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.
- Budgeted expenditures in the Planning and Regional Program decreased mainly to a reduction in activity on consulting support for the REAP 1.0 program and other on-call planning services.
- Budgeted expenditures for Council of Governments increased since it is a new program.

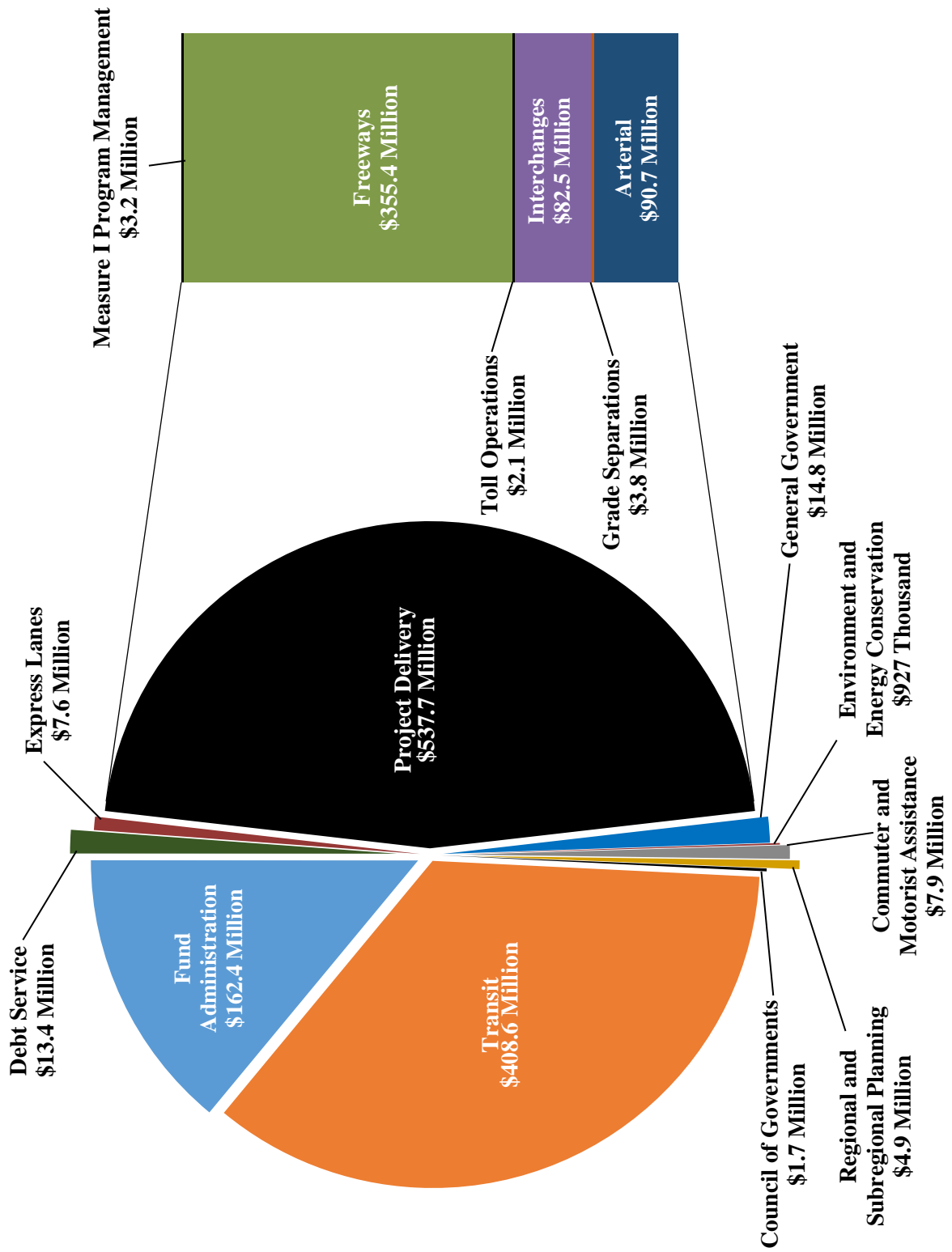
Program Overview

- Budgeted expenditures for the Transit Program increased primarily due to completion of the Redlands Passenger Rail Project, the start of construction and continuation of right of way acquisitions for the West Valley Connector Project, the start of construction for the Fueling Infrastructure and Retrofit of the Arrow Maintenance Facility for the Diesel Multiple Unit (DMU) to Zero Emission Multiple Unit (ZEMU) Project, and environmental clearance activities for the Tunnel to Ontario (ONT) Project.
- Budgeted expenditures for the Project Delivery Program decreased although several freeway, interchange, and arterial projects keep moving into the construction phase, including but not limited to, the continuation of design and construction of the Interstate 10 (I-10) Corridor Contract 1 Project and I-10 Corridor Contract 2, Interstate 15 (I-15) Corridor Contract 1, I-10 Eastbound Truck Climbing Lane Project, and State Route 210 Lane Addition. Staff created new tasks to track management of Express Lanes projects and for Express Lanes Operations. An increase in construction capital is due to several interchange and arterial projects continuing in design and moving through the construction phase, including but not limited to, the Interstate 215 (I-215) University Parkway Interchange, I-10 Cedar Avenue Interchange, I-10 Mount Vernon Avenue Interchange, Mount Vernon Viaduct and North First Avenue Bridge in the City of Barstow.
- Budgeted expenditures for the Fund Administration Program increased due to allocation increases to pass through payments and major local highway projects.
- Debt Service increase is negligible and is due to principal repayment recorded in the Debt Service Program.
- Budgeted expenditures for the Express Lanes program increase is due to the commencement of operations. The budget includes the interest on a loan with the US Department of Transportation under the Transportation Infrastructure under the Finance and Innovation Act (TIIFA). The funds drawn will be 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 ten (10) programs is included in the Supplemental Information Section of the budget document on the table entitled ***Task Listing Fiscal Year 2023/2024 pg. 310*** and the ***Sub-Task Listing Fiscal Year 2023/2024 pg. 311***. Please refer to each program in the Program Expenditure Section for detailed information on funding sources and expenditures.

Budgeted Expenditures of \$1.160 Billion

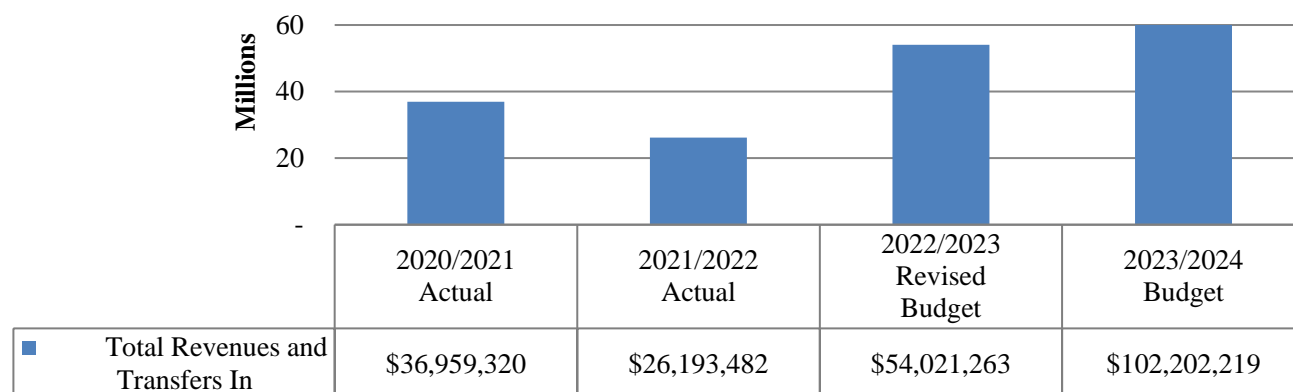
Fiscal Year 2023/2024



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 2023/2024 are estimated at \$102.2 million, a increase of \$48.2 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 \$2.6 million represents 2.51 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 \$251,000 of rail asset revenue generated from railroad right of way lease revenue, application fees, and \$12,000 in other rental fees. Charges for services represent 0.26 percent of the General Fund revenue.

Investment Earnings

Investment earnings of \$367,000 are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year. This revenue source represents 0.36 percent of the General Fund revenue.

Other Financing Sources

Other financing sources of \$99.0 million include operating cash transfers between funds. This category represents 96.87 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, State funding from the Service Authority for Freeway Emergencies (SAFE) Fund and the Express Lanes Fund. Explanation for each operating transfer in is listed below.

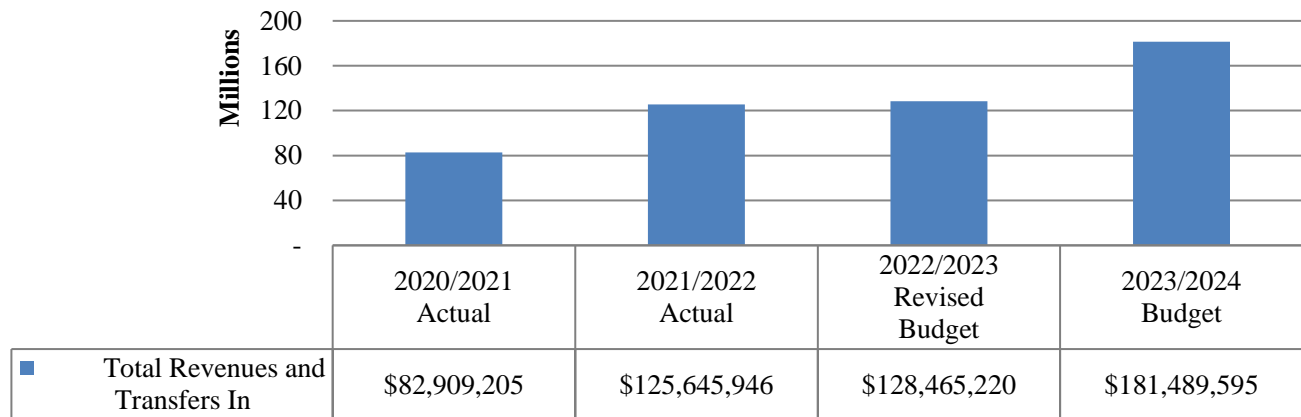
- \$34.2 million is from LTF fund for administration, planning, and rail projects.
- \$56.9 million is from STA fund for rail projects.
- \$6.4 million is from Measure I Programs to fund the Indirect Cost Fund.
- \$416,863 is from the LTF-Planning to fund the Indirect Cost Fund.
- \$404,205 is from the SAFE Fund to fund the Indirect Cost Fund.
- \$193,221 is from the General Assesments Dues to fund the Indirect Cost Fund.
- \$282,995 is from the COG Fund to fund the Indirect Cost Fund.
- \$207,420 is from the Express Lanes Fund to find the Indirect Cost Fund.

**General Fund
Revenue Information**

	2020/2021	2021/2022	2022/2023	2023/2024
	Actual	Actual	Revised Budget	Budget
Taxes				
Sales Tax-MSI	<u>2,223,207</u>	<u>2,522,277</u>	<u>2,500,000</u>	<u>2,570,000</u>
Total Taxes	<u>2,223,207</u>	<u>2,522,277</u>	<u>2,500,000</u>	<u>2,570,000</u>
Charges For Services				
Administration Fee	48,600	39,000	-	-
Amendment or Extension Fee	1,120	-	-	-
Application Fee	7,570	13,380	-	-
Modeling Fees	3,400	3,800	-	-
Property Rental Fees	84,913	262,209	-	-
Rail Asset General Revenue	218,212	-	226,000	251,000
Rental Fee - Santa Fe Depot EV Station	-	-	6,775	-
Use Fee - Surface Uses	233,324	238,204	-	-
AMTRAK	<u>12,000</u>	<u>12,000</u>	<u>12,000</u>	<u>12,000</u>
Total Charges For Services	<u>609,139</u>	<u>568,592</u>	<u>244,775</u>	<u>263,000</u>
Investment Earnings				
Investment Earnings	<u>36,483</u>	<u>(122,204)</u>	<u>55,200</u>	<u>367,000</u>
Total Investment Earnings	<u>36,483</u>	<u>(122,204)</u>	<u>55,200</u>	<u>367,000</u>
Miscellaneous				
Other Miscellaneous Revenues	810	77	-	-
Low Carbon Fuel Credit	<u>-</u>	<u>-</u>	<u>225</u>	<u>-</u>
Total Miscellaneous	<u>810</u>	<u>77</u>	<u>225</u>	<u>-</u>
Other Financing Sources				
Transfers In	<u>34,089,681</u>	<u>23,224,738</u>	<u>51,221,063</u>	<u>99,002,219</u>
Total Other Financing Sources	<u>34,089,681</u>	<u>23,224,738</u>	<u>51,221,063</u>	<u>99,002,219</u>
Total Revenues and Other Financing Sources	<u>36,959,320</u>	<u>26,193,482</u>	<u>54,021,263</u>	<u>102,202,219</u>

Federal Highway Fund Revenue Information

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



Federal Highway Fund revenues for Fiscal Year 2023/2024 are estimated at \$181.5 million in comparison to \$128.5 million of the previous year. The increase of \$53.0 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 \$6.1 million represents 3.38 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 \$27.5 million represents 15.16 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 \$73.3 million represents 40.37 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 \$2.3 million represents 1.28 percent of the total fund revenue. This Federal revenue is used for arterial projects of the Project Delivery Program.

Federal Highway Fund Revenue Information

Project National and Regional Significance (PNRS)

PNRS revenue of \$4.3 million represents 2.38 percent of the total fund revenue. This Federal revenue is used for arterial projects of the Project Delivery Program.

Surface Transportation Program (STP)

STP revenue of \$65.4 million represents 36.03 percent of the Federal Highway Fund revenue. This Federal revenue will finance various freeway and interchange projects of the Project Delivery Program.

Investment Earnings

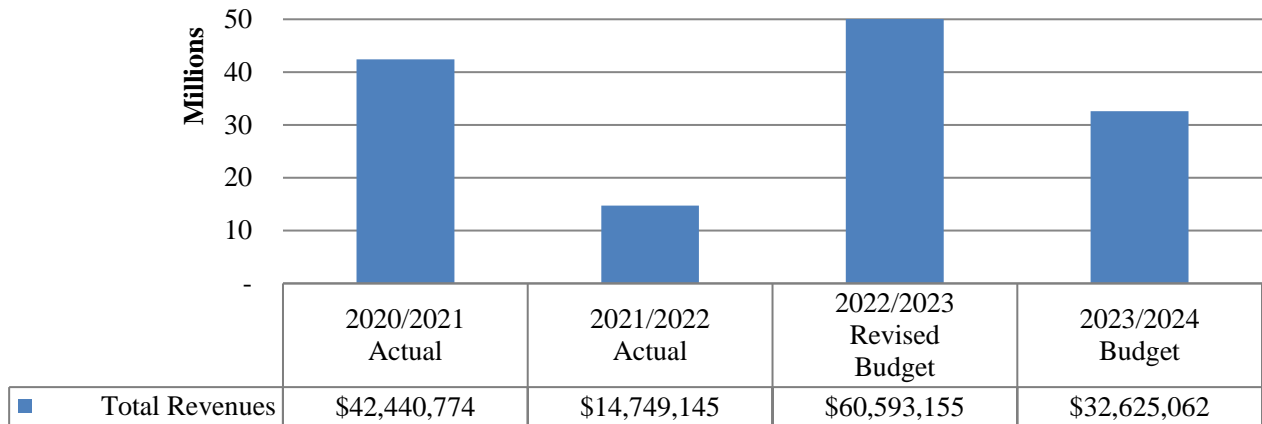
Investment earnings of \$2.5 million are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year. This revenue source represents 1.40 percent of the General Fund revenue.

Federal Highway Fund Revenue Information

	2020/2021	2021/2022	2022/2023	
	Actual	Actual	Revised Budget	2023/2024 Budget
Intergovernmental				
Active Transportation Program-Federal	-	-	1,405,000	6,131,664
Congestion Mitigation and Air Quality	32,447,440	15,246,229	29,344,740	27,501,932
Federal Repurposed Earmarks	489,482	7,679	-	-
Highway Bridge Program	18,240,685	33,996,907	40,177,663	73,270,879
Highway Infrastructure Program	-	23,495,394	7,286,000	2,323,273
Project National and Regional Significance	334,009	8,192	50,000	4,323,473
Surface Transportation Program	29,347,519	3,594,650	35,201,817	65,392,374
Total Intergovernmental	<u>80,859,136</u>	<u>76,349,051</u>	<u>113,465,220</u>	<u>178,943,595</u>
Investment Earnings				
Investment Earnings	24,207	13,729	-	2,546,000
Total Investment Earnings	<u>24,207</u>	<u>13,729</u>	<u>-</u>	<u>2,546,000</u>
Miscellaneous				
In-Kind Revenue	1,863,291	22,896,898	15,000,000	-
Total Miscellaneous	<u>1,863,291</u>	<u>22,896,898</u>	<u>15,000,000</u>	<u>-</u>
Other Financing Sources				
Transfers In	162,571	26,386,268	-	-
Total Other Financing Sources	<u>162,571</u>	<u>26,386,268</u>	<u>-</u>	<u>-</u>
Total Revenues and Other Financing Sources	<u>82,909,205</u>	<u>125,645,946</u>	<u>128,465,220</u>	<u>181,489,595</u>

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 2023/2024 are estimated at \$32.6 million in comparison to \$60.6 million of the previous year. The increase of \$28 million is largely due to the West Valley Connector Project starting the construction phase. FTA funds under Transit Administration Section 5307 are for Transit projects and the Vanpool Program.

Intergovernmental

- Federal Transit Administration (FTA)

Federal Transit Administration (FTA)

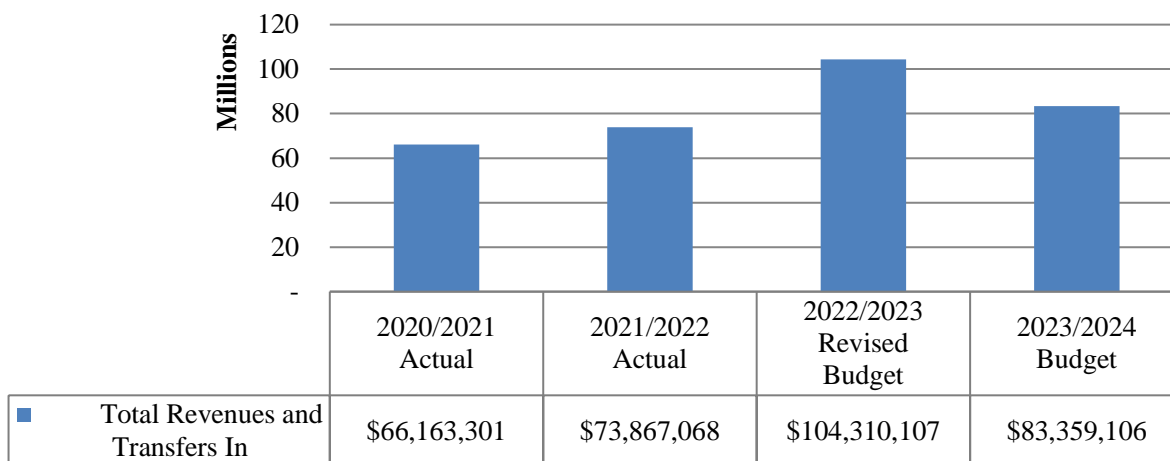
FTA revenue of \$32.6 million represents 100 percent of the total revenue. The FTA revenue funds the West Valley Connector Project and Vanpool programs.

Federal Transit Administration Fund Revenue Information

	2020/2021 Actual	2021/2022 Actual	2022/2023 Revised Budget	2023/2024 Budget
Intergovernmental				
Federal Transit Administration	39,560,111	14,174,217	60,593,155	32,625,062
Transport Invest Generate Econ Recovery	2,880,662	567,403	-	-
Total Intergovernmental	<u>42,440,774</u>	<u>14,741,619</u>	<u>60,593,155</u>	<u>32,625,062</u>
Investment Earnings				
Investment Earnings	-	7,526	-	-
Total Investment Earnings	-	7,526	-	-
Total Revenues	<u>42,440,774</u>	<u>14,749,145</u>	<u>60,593,155</u>	<u>32,625,062</u>

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 2023/2024 are estimated to be \$83.4 million in comparison to \$104.3 million of the previous year. The decrease of \$21.0 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 1.28 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 \$20.4 million represents 24.48 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 \$52.4 million represents 62.84 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)

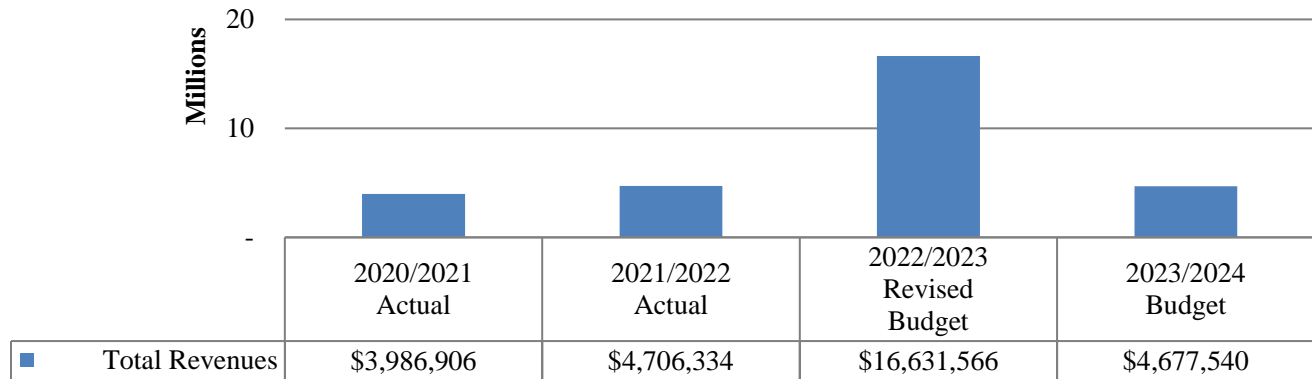
TIRCP revenue of \$9.5 million represents 11.40 percent of the total fund revenue. This State revenue is used for Transit Program capital projects.

**State Highway Fund
Revenue Information**

	2020/2021	2021/2022	2022/2023	2023/2024
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
Planning, Programming and Monitoring	1,068,000	1,068,000	1,068,000	1,068,000
Regional Improvement Program	29,154,030	25,959,167	15,165,507	20,403,753
State Highway Oper and Protection Program	21,821,727	42,412,848	65,976,000	52,380,000
Transit and Intercity Rail Capital Program	13,811,997	4,385,919	22,100,600	9,507,353
Total Intergovernmental	<u>65,855,754</u>	<u>73,825,933</u>	<u>104,310,107</u>	<u>83,359,106</u>
Investment Earnings				
Investment Earnings	<u>1,319</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Investment Earnings	<u>1,319</u>	<u>-</u>	<u>-</u>	<u>-</u>
Other Financing Sources				
Transfers In	<u>306,228</u>	<u>41,135</u>	<u>-</u>	<u>-</u>
Total Other Financing Sources	<u>306,228</u>	<u>41,135</u>	<u>-</u>	<u>-</u>
Total Revenues	<u><u>66,163,301</u></u>	<u><u>73,867,068</u></u>	<u><u>104,310,107</u></u>	<u><u>83,359,106</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 2023/2024 are estimated at \$4.7 million in comparison to \$16.6 million of the previous year. The decrease of \$11.9 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)
- Trade Corridor Improvement Fund (TCIF)

Local Bridge Seismic Retrofit Account (LBSRA)

LBSRA revenue of \$3.0 million represents 64.25 percent of the Proposition 1B Fund revenue. The revenue is for arterial projects of the Project Delivery Program.

Trade Corridor Improvement Fund (TCIF)

TCIF revenue of \$1.7 million represents 35.75 percent of the Proposition 1B Fund revenue. The revenue is for freeway and interchange projects of the Project Delivery Program.

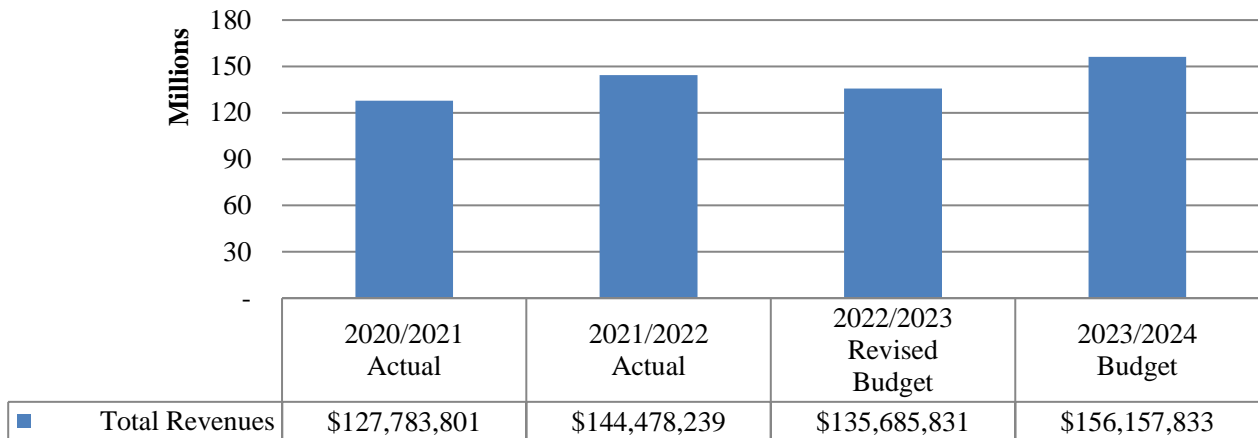
Proposition 1B Fund Revenue Information

	2020/2021 Actual	2021/2022 Actual	2022/2023 Revised Budget	2023/2024 Budget
Intergovernmental				
Local Bridge Seismic Retrofit Account-P1B	-	-	1,590,000	3,005,102
Public Trans Modern,Improve and Svc Enhance	-	-	8,271,189	-
Trade Corridor Improvement	3,680,926	4,569,482	4,872,352	1,672,438
Total Intergovernmental	3,680,926	4,569,482	14,733,541	4,677,540
Investment Earnings				
Investment Earnings	305,981	136,852	1,898,025	-
Total Investment Earnings	305,981	136,852	1,898,025	-
Total Revenues and Other Financing Sources	3,986,906	4,706,334	16,631,566	4,677,540

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 2023/2024 are estimated at \$156.2 million which is an increase of \$20.5 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 \$150.2 million represents 96.16 percent of the LTF revenue. Current sales tax revenue and balance carry over will provide \$139.6 million for transit allocations and pass-throughs to local jurisdictions and transit operators; \$31.6 million for SBCTA transit, planning and administrative activities for Fiscal Year 2023/2024, and \$3.7 million for the net pension liability payoff reserve.

Investment Earnings

Investment earnings of \$6 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 3.84 percent of the LTF revenue.

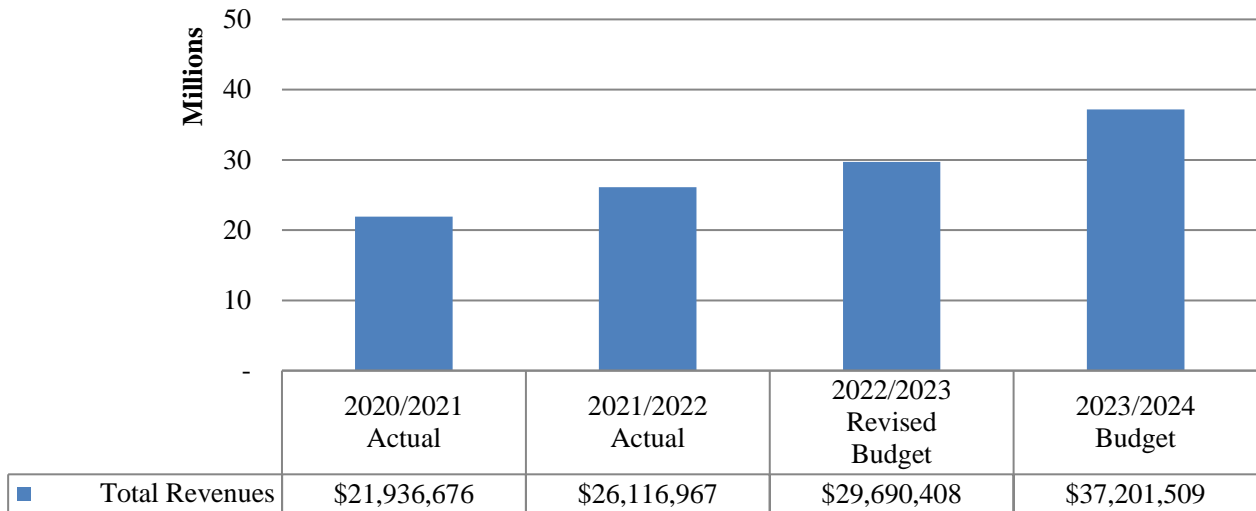
Local Transportation Fund Revenue Information

	2020/2021 Actual	2021/2022 Actual	2022/2023 Revised Budget	2023/2024 Budget
Taxes				
Sales Tax-LTF	127,319,839	147,255,418	133,685,831	150,157,833
Total Taxes	127,319,839	147,255,418	133,685,831	150,157,833
Investment Earnings				
Investment Earnings	463,962	(2,777,180)	2,000,000	6,000,000
Total Investment Earnings	463,962	(2,777,180)	2,000,000	6,000,000
Total Revenues	127,783,801	144,478,239	135,685,831	156,157,833

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 2023/2024 are estimated at \$37.2 million in comparison to \$29.7 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 \$30.4 million of transit allocations and pass-throughs for transit agencies and SBCTA transit activities. This revenue represents 81.82 percent of the STA revenue.

State of Good Repair (SGR) – Pass-through

SGR revenue will provide \$4.2 million of transit allocations and pass-throughs for transit agencies and transit activities in Fiscal Year 2023/2024. This revenue represents 11.42 percent of the STA revenue.

Investment Earnings

Investment earnings of \$2.5 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 6.76 percent of the STA revenue.

**State Transit Assistance Fund
Revenue Information**

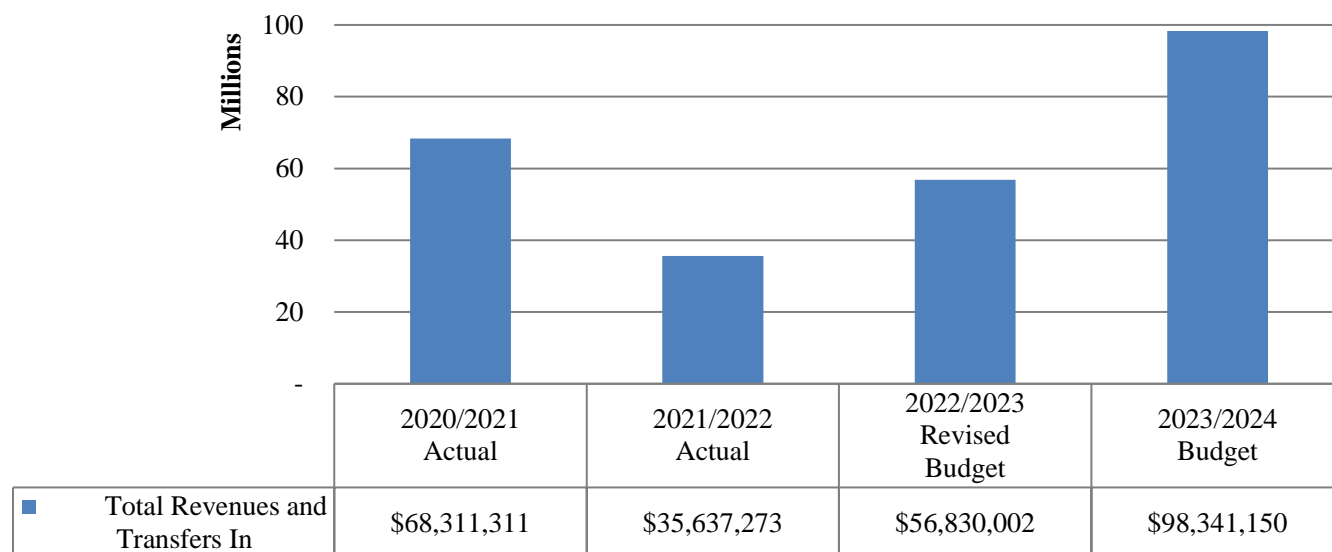
	2020/2021	2021/2022	2022/2023	2023/2024
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
State Transit Assistance Fund	18,145,516	23,839,096	24,590,217	30,440,462
State of Good Repair (SGR)-Pass-through	<u>3,799,516</u>	<u>3,898,987</u>	<u>4,050,191</u>	<u>4,248,047</u>
Total Intergovernmental	<u>21,945,032</u>	<u>27,738,083</u>	<u>28,640,408</u>	<u>34,688,509</u>
Investment Earnings				
Investment Earnings	<u>(8,357)</u>	<u>(1,621,116)</u>	<u>1,050,000</u>	<u>2,513,000</u>
Total Investment Earnings	<u>(8,357)</u>	<u>(1,621,116)</u>	<u>1,050,000</u>	<u>2,513,000</u>
Total Revenues	<u>21,936,676</u>	<u>26,116,967</u>	<u>29,690,408</u>	<u>37,201,509</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 2023/2024 are estimated at \$98.3 million in comparison to \$56.8 million of the previous year. The increase of \$41.5 million is mainly due to the expected reimbursement of SB1 Funds for large capital projects in Fiscal Year 2023/2024.

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 \$2.6 million represents 2.62 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 \$2.3 million represents 2.35 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.

**Senate Bill 1 Fund
Revenue Information**

Solutions for Congested Corridors Program (SCCP) – SB1

SCCP – SB1 revenue of \$48.0 million represents 48.79 percent of the total fund revenue. The SB1 revenue will provide funding for the West Valley Connector Project of the Transit Program.

Sustainable Communities Grants (SCG) – SB1

SCG – SB1 revenue of \$550,000 represents 0.56 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

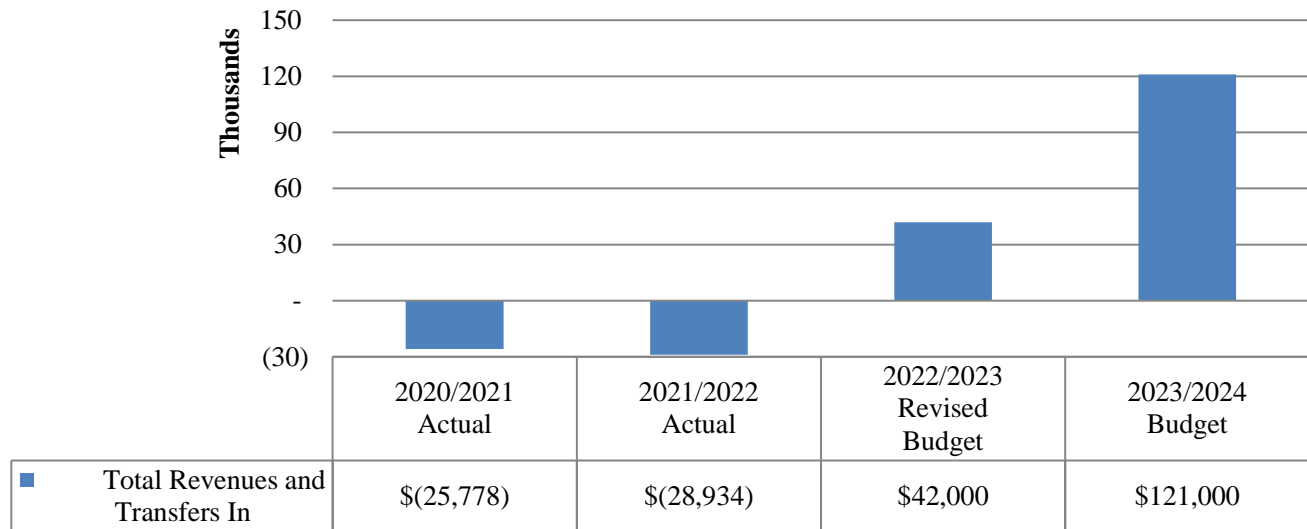
TCEP – SB1 revenue of \$44.9 million represents 45.68 percent of the total fund revenue. The SB1 revenue will provide funding for the I-10 Eastbound Truck Climb/Live Oak/County Line and the I-10 Corridor Contract 1 Project of the Project Delivery Program.

**Senate Bill 1 Fund
Revenue Information**

	2020/2021	2021/2022	2022/2023	2023/2024
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
Freeway Service Patrol (SAFE)-SB1	1,274,156	1,380,166	3,906,021	2,576,431
Local Partnership Program-Competitive-SB1	3,071,889	-	-	-
Local Partnership Program-Formula-SB1	3,544,505	1,672,548	1,300,000	2,308,600
Solutions for Congested Corridors Program	18,426,294	-	16,250,000	47,979,494
Sustainable Communities Grants-SB1	28,458	425,657	432,000	550,000
Trade Corridor Enhancement Program	41,966,009	32,014,529	34,941,981	44,926,625
Total Intergovernmental	<u>68,311,311</u>	<u>35,492,900</u>	<u>56,830,002</u>	<u>98,341,150</u>
Other Financing Sources				
Transfers in	-	144,373	-	-
Total Other Financing Sources	<u>-</u>	<u>144,373</u>	<u>-</u>	<u>-</u>
Total Revenues	<u>68,311,311</u>	<u>35,637,273</u>	<u>56,830,002</u>	<u>98,341,150</u>

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 2023/2024 are estimated to be \$121,000 derived from investment earnings.

Investment Earnings

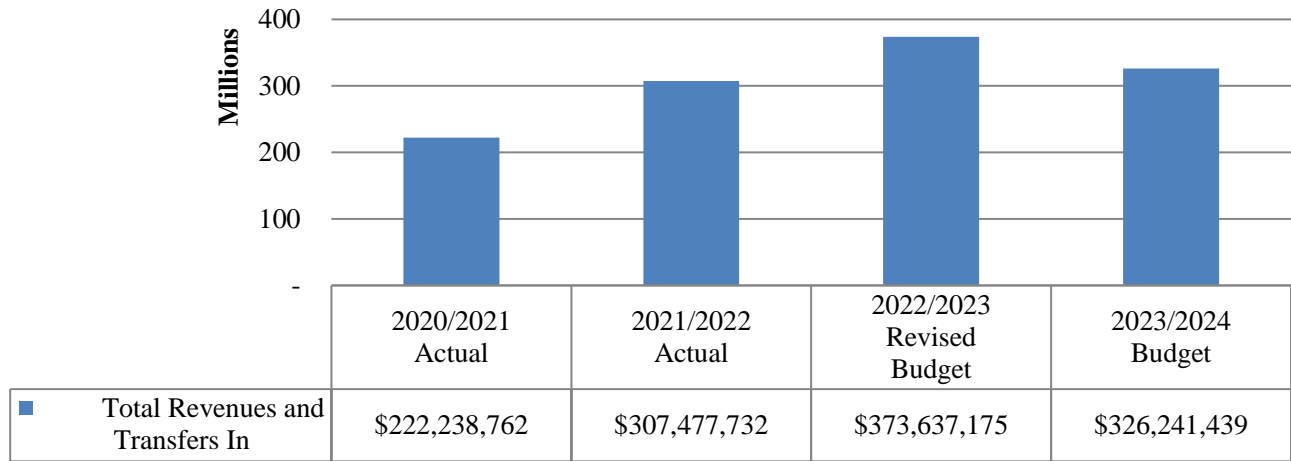
Investment earnings and existing fund balance will provide financing for certain freeway and interchange project activities for projects authorized by Ordinance 89-1 and expenditure plan.

Measure I 1990-2010 Fund Revenue Information

	2020/2021 Actual	2021/2022 Actual	2022/2023 Revised Budget	2023/2024 Budget
Investment Earnings				
Investment Earnings	(25,778)	(48,554)	42,000	121,000
Total Investment Earnings	(25,778)	(48,554)	42,000	121,000
Other Financing Sources				
Transfers In	-	19,620	-	-
Total Other Financing Sources	-	19,620	-	-
Total Revenues and Other Financing Sources	(25,778)	(28,934)	42,000	121,000

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 2023/2024 are estimated at \$326.2 million in comparison to \$373.6 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) program.

Measure I Sales Tax

Measure I 2010-2040 Sales Tax revenue of \$254.4 million represent 77.99 percent of the estimated fund revenue.

Investment Earnings

Investment earnings of \$9.1 million are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year for each Measure I Program. This revenue source represents 2.8 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 \$62.7 million which represents 19.21 percent of Measure I 2010-2040 Fund revenue.

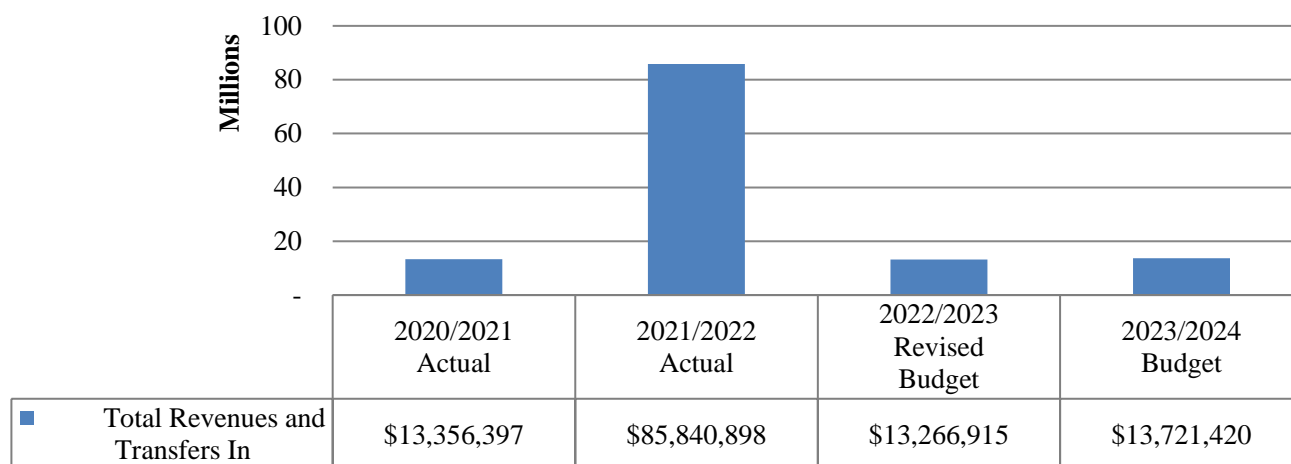
**Measure I 2010-2040 Fund
Revenue Information**

	2020/2021	2021/2022	2022/2023	2023/2024
	Actual	Actual	Revised Budget	Budget
Taxes				
Sales Tax-MSI	<u>220,097,476</u>	<u>249,705,438</u>	<u>247,500,000</u>	<u>254,430,000</u>
Total Taxes	<u>220,097,476</u>	<u>249,705,438</u>	<u>247,500,000</u>	<u>254,430,000</u>
Investment Earnings				
Investment Earnings	<u>646,045</u>	<u>(4,590,830)</u>	<u>3,743,000</u>	<u>9,149,000</u>
Total Investment Earnings	<u>646,045</u>	<u>(4,590,830)</u>	<u>3,743,000</u>	<u>9,149,000</u>
Other Financing Sources				
Transfers In	<u>1,495,241</u>	<u>62,363,124</u>	<u>122,394,175</u>	<u>62,662,439</u>
Total Other Financing Sources	<u>1,495,241</u>	<u>62,363,124</u>	<u>122,394,175</u>	<u>62,662,439</u>
Total Revenues and Other Financing Sources	<u><u>222,238,762</u></u>	<u><u>307,477,732</u></u>	<u><u>373,637,175</u></u>	<u><u>326,241,439</u></u>

Note: Transfers In for Fiscal Years 2021/2022, 2022/2023, and 2023/2024 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 2023/2024 are estimated at \$13.7 million in comparison to \$13.3 million of the previous year, due to principal payment increase from the prior fiscal year.

Investment Earnings

Investment earnings of \$303,000 are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year. This revenue source represents 2.21 percent of the Debt Service revenue.

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. This revenue source represents 97.79 percent of the Debt Service revenue.

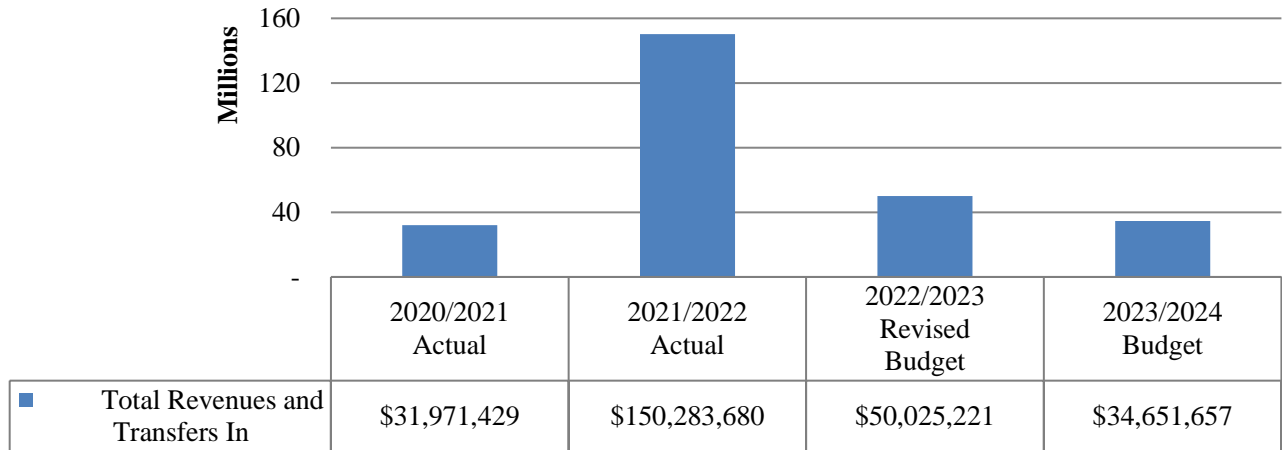
Debt Service Fund Revenue Information

	2020/2021 Actual	2021/2022 Actual	2022/2023 Revised Budget	2023/2024 Budget
Investment Earnings				
Investment Earnings	334	473	-	303,000
Total Investment Earnings	334	473	-	303,000
Other Financing Sources				
Transfers In	13,356,063	85,840,425	13,266,915	13,418,420
Total Other Financing Sources	13,356,063	85,840,425	13,266,915	13,418,420
Total Revenues and Other Financing Sources	13,356,397	85,840,898	13,266,915	13,721,420

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 2023/2024 are estimated at \$34.7 million in comparison to \$50 million of the previous year mainly due to higher construction costs on the West Valley Connector project in the prior year.

Intergovernmental

Intergovernmental revenues of \$31.3 million include County of San Bernardino, cities within the county, and other governmental agencies and represent 90.46 percent of the Capital Projects Fund revenue.

Investment Earnings

Investment earnings of \$609,000 are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year. This revenue source represents 1.76 percent of the Capital Projects Fund revenue.

Miscellaneous

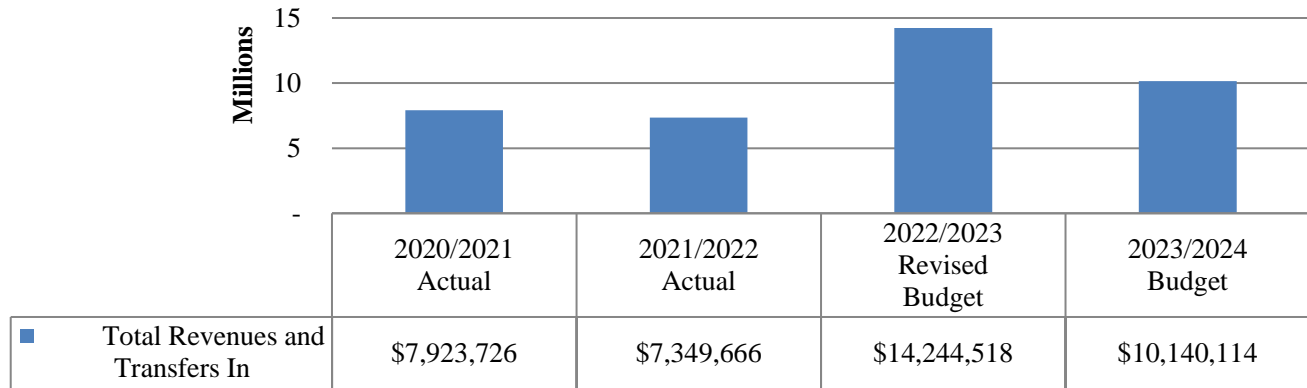
Miscellaneous revenue of \$2.7 million accounts for reimbursement agreements to fund a portion of Capital Projects, which represents 7.78 percent of the Capital Projects Fund revenue.

**Capital Projects Fund
Revenue Information**

	2020/2021	2021/2022	2022/2023	2023/2024
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
Barstow	30,351	124,889	2,765,000	1,987,686
Caltrans	90,245	56,319	501,340	1,079,349
Chino	1,785,305	4,830,620	5,672,370	1,660,612
Colton	38,739	54,518	303,960	671,700
Fontana	510,668	504,123	523,802	556,402
Hesperia	1,876,240	1,876,240	-	1,876,240
Highland	2,734,115	1,209,265	3,046,520	492,893
Metro Transportation Authority	-	183,637	273,410	264,756
Montclair	462,962	132,384	2,406,326	2,481,000
Omnitrans	-	-	4,889,834	1,933,854
Ontario	14,584,097	1,697,242	2,031,817	670,437
Orange County Transportation Authority	-	38,847	55,790	67,829
Rancho Cucamonga	61,197	68,515	1,735,800	234,200
Redlands	558,356	2,366,868	3,168,082	313,900
Rialto	123,256	-	-	-
Riverside County Transportation Commission	2,500	130,255	77,298	78,338
San Bernardino	2,721,262	998,066	1,200,046	2,369,823
San Bernardino County	194,698	113,961	11,047,155	14,215,155
San Bernardino County Public Health	-	-	100,000	100,000
San Bernardino Municipal Water Dept	-	-	-	-
Southern California Association of Governments	28,737	-	-	-
Southern California Regional Rail Authority	-	-	96,000	71,269
Upland	1,373,841	1,123,193	181,600	194,600
Ventura County Transportation Commission	-	10,625	13,156	26,714
Victor Valley Transit Authority	10,665	-	-	-
Yucaipa	38,000	-	-	-
Total Intergovernmental	<u>27,225,234</u>	<u>15,519,567</u>	<u>40,089,306</u>	<u>31,346,757</u>
Investment Earnings				
Investment Earnings	<u>235,395</u>	<u>(129,665)</u>	<u>2,074,240</u>	<u>609,000</u>
Total Investment Earnings	<u>235,395</u>	<u>(129,665)</u>	<u>2,074,240</u>	<u>609,000</u>
Miscellaneous				
Burlington Northern Santa Fe Railroad (BNSF)	-	100,322	6,965,400	1,866,900
CALNEV Pipeline	507,300	21,335	50,000	-
Esri	1,055,544	101,726	-	-
In-Kind Revenue	942,960	2,966,536	-	-
Ryder	8,324	-	659,500	657,500
Level 3 Communication	-	70,438	-	-
Union Pacific Railroad (UPRR)	<u>895,446</u>	<u>14,603</u>	<u>186,775</u>	<u>171,500</u>
Total Miscellaneous	<u>3,409,574</u>	<u>3,274,959</u>	<u>7,861,675</u>	<u>2,695,900</u>
Other Financing Sources				
Transfers In	1,101,226	32,108,524	-	-
Commercial Paper (Short Term Borrowing)	-	26,352,000	-	-
Sales Tax Revenue Bonds Issued	-	60,050,000	-	-
Sales Tax Revenue Bonds Premium	<u>-</u>	<u>13,108,295</u>	<u>-</u>	<u>-</u>
Total Other Financing Sources	<u>1,101,226</u>	<u>131,618,819</u>	<u>-</u>	<u>-</u>
Total Revenues and Other Financing Sources	<u>31,971,429</u>	<u>150,283,680</u>	<u>50,025,221</u>	<u>34,651,657</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 2023/2024 are estimated to be \$10.1 million in comparison to \$14.2 million from the previous year, an decrease of \$4.1 million mainly due to decrease of grant funds. Revenue budgeted is from the following sources:

Intergovernmental

- Active Transportation Program-Federal (ATP- Federal)
- Freeway Service Patrol Program (FSP)
- Low Carbon Transit Operations Program (LCTOP)
- Orange County Transportation Authority (OCTA)
- Rancho Cucamonga Fire Protection District
- Riverside County Transportation Commission (RCTC)
- San Bernardino County Call Box
- San Bernardino County Housing Trust
- 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)
- Other State Grant

Active Transportation Program-Federal (ATP- Federal)

ATP- Federal revenue of \$200,000 represents 1.97 percent of Nonmajor Governmental Fund revenue is for the Planning and Regional Program.

Nonmajor Governmental Fund Revenue Information

Freeway Service Patrol (FSP)

FSP Program revenue of \$3.2 million represents 31.35 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 \$600,000 represents 5.92 percent of Nonmajor Governmental Fund revenue is for Arrow Service for the Transit Program.

Orange County Transportation Authority (OCTA)

OCTA revenue of \$55,880 is a reimbursement from OCTA for the call box system program and represents 0.55 percent of Nonmajor Governmental Fund revenue.

Rancho Cucamonga Fire Protection District (RCFPD)

RCFPD revenue of \$30,936 is a reimbursement for consulting services for the Cucamonga Canyon Management Plan and represents 0.30 percent of Nonmajor Governmental Fund revenue.

Riverside County Transportation Commission (RCTC)

RCTC revenue of \$25,400 is a reimbursement from RCTC for the call box system program and represents 0.25 percent of Nonmajor Governmental Fund revenue.

San Bernardino County Call Box

San Bernardino County Call Box revenue of \$105,661 is a reimbursement from the county for managing a call box in their jurisdiction and represents 1.04 percent of Nonmajor Governmental Fund revenue.

San Bernardino County Housing Trust Joint Powers Authority (JPA)

San Bernardino County Housing Trust JPA revenue of \$254,516 is a reimbursement for staffing resources and represents 2.51 percent of Nonmajor Governmental Fund revenue.

Southern California Association of Governments (SCAG)

SCAG revenue of \$65,484 represents 0.65 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 \$1.5 million represents 14.82 percent of Nonmajor Governmental Fund revenue. The SCAQMD/MSRC revenue accounts for State funding for projects that demonstrate improvement in air quality.

Nonmajor Governmental Fund Revenue Information

State Wildlife Conservation Board

State Wildlife Conservation Board revenue \$150,000 represents 1.48 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 18.74 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.

Western Riverside Council of Governments (WRCOG)

WRCOG revenue of \$740,214 is a reimbursement from WRCOG for the regional energy network program and represents 7.30 percent of Nonmajor Governmental Fund revenue.

Other State Grants

Other State Grants revenue of \$730,000 is a reimbursement from other State sources and represents 7.20 percent of Nonmajor Governmental Fund revenue.

Charges for Services

Electric Vehicle Charging Stations revenue of \$7,500 represents 0.07 percent of Nonmajor Governmental Fund revenue and is derived from proceeds of the charging stations installed at the Santa Fe Depot, San Bernardino Transit Center (SBTC), and San Bernardino Metrolink.

Special Assessments

General Assessment Dues of \$404,291 represents 3.99 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 \$143,000 are generated from investing idle cash. Investment earnings represent 1.41 percent of Nonmajor Governmental Fund revenue.

Miscellaneous

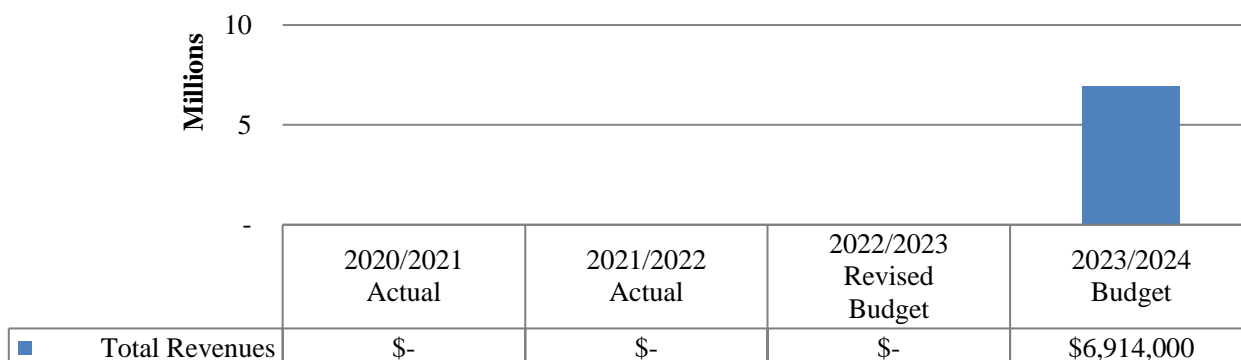
Miscellaneous revenue of \$45,720 represents 0.45 percent of Nonmajor Governmental Fund revenue. The miscellaneous revenues are reimbursements from Callbox Recovery and from the Property Assessed Clean Energy (PACE) funds for work related to improving emergency medical services countywide.

**Nonmajor Governmental Fund
Revenue Information**

	2020/2021	2021/2022	2022/2023 Revised	2023/2024
	Actual	Actual	Budget	Budget
Intergovernmental				
Active Transportation Program-Federal	-	-	200,000	200,000
Affordable Housing & Sustainable Communities Program	-	-	2,200,000	-
CONFIRE	26,000	-	-	-
Federal ARRA	60,281	-	-	-
Freeway Service Patrol	2,336,098	2,099,224	3,055,299	3,178,812
Local Agency Formation Commission	33,793	33,794	-	-
Low Carbon Transit Operations Program	-	1,052,438	1,900,000	600,000
Orange Co. Transportation Authority	16,288	23,968	55,000	55,880
Other State	-	-	-	230,000
Rancho Cucamonga Fire Protection District	2,264	-	-	30,936
Riverside Co. Transportation Commission	4,346	4,476	25,000	25,400
San Bernardino County	917	(0)	-	105,661
San Bernardino County Call Box	421	478	6,552	-
San Bernardino County Forest Service	43,366	-	-	-
SBC Housing Trust	-	-	-	254,516
Southern California Association of Governments	577,741	1,469,947	1,000,000	65,484
SCAQMD/Mobile Source Review Committee	2,086,036	151,305	1,752,000	1,502,700
State Grant	-	-	-	500,000
State Wildlife Conservation Board	130,571	103,691	150,000	150,000
Vehicle Registration Fees (SAFE)	2,008,263	1,982,630	1,900,000	1,900,000
WRCOG_Regional Energy Network	-	-	1,214,477	740,214
Total Intergovernmental	<u>7,326,386</u>	<u>6,921,952</u>	<u>13,458,328</u>	<u>9,539,603</u>
Charges For Services				
Rental Fee - Santa Fe Depot EV Station	<u>1,219</u>	<u>4,931</u>	<u>-</u>	<u>7,500</u>
Total Charges For Services	<u>1,219</u>	<u>4,931</u>	<u>-</u>	<u>7,500</u>
Special Assessments				
Special Assessments	<u>257,539</u>	<u>260,691</u>	<u>331,276</u>	<u>404,291</u>
Total Special Assessments	<u>257,539</u>	<u>260,691</u>	<u>331,276</u>	<u>404,291</u>
Investment Earnings				
Investment Earnings	<u>7,868</u>	<u>(53,482)</u>	<u>54,300</u>	<u>143,000</u>
Total Investment Earnings	<u>7,868</u>	<u>(53,482)</u>	<u>54,300</u>	<u>143,000</u>
Miscellaneous				
Callbox Knockdown Recovery	906	-	45,000	45,720
Fees for PACE Program	272,674	209,887	225,000	-
IEHP	25,000	-	-	-
Other Miscellaneous Revenues	20,953	-	-	-
Southern California Gas Co.	5,944	-	-	-
Total Miscellaneous	<u>325,476</u>	<u>209,887</u>	<u>270,000</u>	<u>45,720</u>
Other Financing Sources				
Transfers In	<u>5,238</u>	<u>5,688</u>	<u>130,614</u>	<u>-</u>
Total Other Financing Sources	<u>5,238</u>	<u>5,688</u>	<u>130,614</u>	<u>-</u>
Total Revenues and Other Financing Sources	<u><u>7,923,726</u></u>	<u><u>7,349,666</u></u>	<u><u>14,244,518</u></u>	<u><u>10,140,114</u></u>

Enterprise Fund Revenue Information

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



Note: Toll operation on the I-10 Express Lanes is expected to commence in early 2024. SBCTA is planning to draw down on the loan from the US Department of Transportation (USDOT) under TIFIA program for \$60 million for Fiscal Year 2023/2024. The loan payable to TIFIA program will be recorded as a liability on the balance sheet of the Enterprise Fund to be repaid from toll revenues.

Express Lanes Fees and Charges

Express Lanes Fees and Charges for services are estimated at \$6,914,000. These charges represent 100 percent of the Express Lanes Fund revenue.

Enterprise Fund Revenue Information

	2020/2021 Actual	2021/2022 Actual	2022/2023 Revised Budget	2023/2024 Budget
Intergovernmental				
I-10 Express Lanes	-	-	-	6,914,000
Total Intergovernmental	-	-	-	6,914,000
Total Revenues and Other Financing Sources	-	-	-	6,914,000

Note: Transfers out are included in the budget to Measure I-Freeway program from the draw down of Transportation Infrastructure Finance and Innovation Act (TIFIA) program loan proceeds. Toll operation on the Interstate 10 Express Lanes is expected to commence in late 2023 or early 2024. SBCTA is planning to draw down on the loan from the US Department of Transportation (USDOT) under TIFIA program for \$60 million for Fiscal Year 2023/2024. 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.

PROGRAM EXPENDITURE DETAIL SECTION

GENERAL GOVERNMENT

General Government Program Budget

Description

The General Government Program provides general services and support to all programs at SBCTA. 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 the equity activities that include SBCOG, SBCTA, as well as regional collaboration with agencies through the County and surrounding areas.

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. Update SBCTA Administrative Code.
2. Develop legal strategy and structure for Express Lanes operations, and monitor related Federal and State legislation.
3. Review and update procurement templates.
4. Continue supporting staff in effecting Brightline West transactions.
5. Provide timely, quality legal advice to, and representation of, Board and staff regarding matters relating to or arising from projects, programs or policies.

Financial Management

1. Update long-term debt and investment policies.
2. Oversee compliance of the financing plan for Interstate 10 (I-10) Express Lanes Contract 1 Project including Transportation Infrastructure Finance and Innovation Act (TIFIA) funding.
3. Record operations and activity for I-10 Express Lanes Contract 1 and I-15 Express Lanes Contract 1.
4. Manage the Commercial Paper Program to help advance capital projects while minimizing interest costs.
5. Update internal control assessment to ensure proper financial controls are implemented.
6. Apply to Government Finance Officers Association for annual budget and financial audit awards.
7. Manage and complete annual financial, Measure I and Transportation Development Act audits.
8. Conduct biennial audit on expenditures of MSI programs administered by SBCTA.

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.
4. Implementation of a write once, ready many (WORM) system application.

Management Services

1. Provide computer software training to employees.
2. Deploy the use of multi-factor authentication software.

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. Address agency and regional issues related to equity.
2. Received Outdoor Equity Program Grant to cover three (3) years.

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. Advocate to maintain and increase formula funding sources that are reliable and add more predictability to project development.
3. Build upon SBCTA's relationships with local, regional, Federal and State policymakers and stakeholders, business and community leaders, the media, and the public.
4. 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.
5. 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.
6. 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. Upgrade Board Room audio visual equipment.

General Government Program Budget

Performance/Workload Indicators

	2020/2021 Actual	2021/2022 Actual	2022/2023 Revised Budget	2023/2024 Budget
Realized yield on operating investments	.28%	.50%	1.0%	3.0%
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	N/A	YES	N/A	YES
Long-term/Short-term financing	YES	YES	YES	YES
Manage the agency procurement processes efficiently and effectively	YES	YES	YES	YES
Manage the agency insurance program	NO	YES	YES	YES
Manage claims effectively and efficiently	NO	YES	YES	YES
Implementation of Enterprise Resource Planning system	N/A	N/A	N/A	YES
City/County Conference	NO	YES	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 programs and services, Measure I and transit opportunities	YES	YES	YES	YES
Develop and implement an agency-wide equity framework	N/A	N/A	N/A	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

Significant progress was achieved on the State Route 210 gap closure and construction of the Interstate 10 Corridor Contract 1 exceeded 75 percent completion. Revenue service on the Arrow went live, and the Zero Emission Multiple Unit (ZEMU) was unveiled at Innotrans in Germany and entered the testing phase. Environmental work commenced on the autonomous transit 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

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Professional Services	-	5,339	10,000	10,000
Attendance Fees	93,900	89,600	147,800	113,000
Security	-	3,547	23,260	23,260
Training/Registration	-	-	6,000	6,000
Travel Expense - Non-Employee	-	-	11,500	11,500
Travel Expense-Mileage-Non-Employee	-	10,052	17,000	17,000
Meeting Expense	306	3,211	17,000	17,000
Office Equipment/Software-Inventorial	13,224	9,552	20,500	20,500
Total Expenditures	<u>107,429</u>	<u>121,300</u>	<u>253,060</u>	<u>218,260</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
MSI Valley Fund-Freeway Projects				<u>5,000</u>
Total Funding Sources				<u>218,260</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. Provided teleconference locations for Brown Act meetings. Remaining modifications to the boardroom include replacing the microphones, audio system and the addition of monitors to ensure presentations can be seen for in-person Board members.

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.

Contract Information

- a. Existing Contracts
 - i. 22-1002672, Office Supplies County Participation Agreement, Amount Budgeted \$10,000.
 - ii. 22-1002683, Offsite Record Storage, Amount Budgeted \$23,000.

Manager

Marleana Roman, Clerk of the Board/Administrative Supervisor

General Government

Task 0200 Executive Administration and Support

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	718,042	753,408	839,042	1,125,428
Regular Part-Time Employees	-	4,488	-	-
Overtime	2,240	2,048	14,850	14,850
Fringe Allocation-General	666,140	746,492	871,991	895,117
Professional Services	-	-	30,000	30,000
Consulting Services	-	-	50,000	50,000
Legal Fees	-	500	-	-
Maintenance-Office Equipment	-	495	1,500	1,500
Rentals-Office Equipment	41,902	43,898	22,200	20,000
Dues/Memberships	25,606	25,627	35,000	35,000
Training/Registration	1,165	5,247	14,000	14,000
Postage	1,082	846	10,750	5,250
Travel Expense - Employee	119	6,656	15,350	15,350
Travel Expense-Mileage-Employee	45	217	2,100	2,100
Travel Expense-Other-Metrolink Tickets	-	14	300	300
Advertising	-	-	500	500
Printing - External	1,944	1,198	7,500	7,500
Printing - Internal	192	260	21,000	10,000
Record/Equipment Storage	31,424	63,233	23,000	23,000
Office Expense	5,152	2,266	23,500	23,000
Meeting Expense	270	881	3,600	3,600
Office Equip/Software-Inventorial	-	-	20,000	20,000
Total Expenditures	1,495,323	1,657,776	2,006,183	2,296,495

Funding Sources

MSI Admin	656,154
Local Transportation Fund - Planning	317,691
Planning, Programming and Monitoring	10,132
SAFE-Vehicle Registration Fees	500
MSI Valley Fund-Freeway Projects	167,261
MSI Valley Fund-Fwy Interchange	13,514
MSI Valley Fund-Traffic Mgmt Sys	22,514
MSI Victor Valley Fund-Traffic Mgmt Sys	5,628
Indirect Cost Fund	1,103,101
Total Funding Sources	2,296,495

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 regarding Brown Act teleconferencing amendments.
2. Revised Finance, Procurement, and signature authority policies.
3. Assisted with the development of a Social Media Policy.
4. Assisted with the revision of the Record Retention schedules and implementation of agency Record Retention Policy.
5. Completed Request for Qualifications process and established Legal Services Bench.
6. Completed Disposition and Development Agreement for Brightline West high speed rail station in Rancho Cucamonga.
7. Assisted Clerk of the Board with revisions to the Board and Committee meeting guidelines.
8. Provided comprehensive quarterly litigation and claims updates for the Board.

Work Elements

1. Update SBCTA Administrative Code.
2. Develop legal strategy and structure for Express Lanes tolling and operations, and monitor related Federal and State legislation.
3. Review and update procurement templates.
4. Continue supporting staff in effecting Brightline West transactions.

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. 22-1002810, Legal Research Database, Amount Budgeted \$6,300.
- 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

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	445,865	419,991	453,114	486,409
Fringe Allocation-General	412,350	415,008	462,719	381,832
Professional Services	9,478	9,796	10,950	7,210
Legal Fees	-	-	85,000	85,000
Dues/Memberships	1,763	1,565	2,010	2,090
Training/Registration	1,704	2,521	5,000	5,000
Postage	-	-	100	100
Travel Expense - Employee	-	3,424	5,500	5,500
Travel Expense-Mileage-Employee	-	-	200	200
Advertising	-	1,244	-	-
Printing - Internal	-	7	200	200
Meeting Expense	-	-	500	500
Office Equip/Software-Inventorial	-	-	10,000	10,000
Total Expenditures	<u>871,160</u>	<u>853,555</u>	<u>1,035,293</u>	<u>984,041</u>

Funding Sources

MSI Admin	58,588
Local Transportation Fund - Planning	5,030
Local Transportation Fund - Rail	182,613
MSI Valley Fund-Freeway Projects	231,709
MSI Valley Fund-Fwy Interchange	21,989
MSI Valley Fund-Grade Separations	24,335
Indirect Cost Fund	<u>459,777</u>
Total Funding Sources	<u>984,041</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 10th 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. Continued to 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. Reviewed the internal control assessment to assess the effectiveness and efficiency of internal controls.
5. Performed an annual update of the Investment Policy No. 20100.
6. Comply with monthly and annual reporting requirements per loan agreement for the 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.

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.

General Government

Task 0400 Financial Management

Contract Information

- a. Existing Contracts
 - i. 16-1001472, Banking and Credit Card Services, Amount Budgeted \$5,000.
 - ii. 17-1001615, Auditing Services, Amount Budgeted \$300,000.
 - iii. 21-1002558, Custodial Banking Services, Amount Budgeted \$1,500.
 - iv. 19-1002229, Trustee Services for Outstanding Bonds, Amount Budgeted \$30,000.
 - v. 20-1002269, Issuing and Paying Agent for Commercial Paper, Amount Budgeted \$0.*
 - vi. 20-1002281, 20-1002295, 21-1002607, and 22-1002704 Rating Services, Amount Budgeted \$0.*
 - vii. 20-1002292, Investment Advisory Services, Amount Budgeted \$25,000.
 - viii. 20-1002320 and 20-1002378, On-Call Audit Services, Amount Budgeted \$50,000.
 - ix. 20-1002380 and 20-1002322, Financial Advisory Services, Amount Budgeted \$50,000.
 - x. 21-1002474, On-call Temporary Employment Services, Amount Budgeted \$25,000.
 - xi. 21-1002544, Sales Tax Consulting Services, Amount Budgeted \$25,000.
 - xii. 21-1002624, Bond Counsel, Amount Budgeted \$0. *
 - xiii. 21-1002625, Disclosure Counsel, Amount Budgeted \$0.*
 - xiv. 23-1002833, Financial Model for Express Lanes Operations, Amount Budgeted \$0. *
- b. New Contracts
 - i. RFP, Banking and Credit Card Services, Amount Budgeted \$5,000, Total Estimated Contract Amount \$10,000.
 - ii. RFP, Economist Services, Amount Budgeted \$20,000, Total Estimated Contract Amount \$187,500.
 - iii. RFP, Trustee Services for Outstanding Bonds, Amount Budgeted \$30,000, Total Estimated Contract Amount \$100,000.
 - iv. RFP, Auditing Services for Transit Operators, Amount Budgeted \$150,000, Total Estimated Contract Amount \$1,260,000.
 - v. RFP, Auditing Services for Measure I Local Pass-through and Senior and Disabled Recipients, Amount Budgeted \$300,000, Total Estimated Contract Amount \$1,130,000.
 - vi. RFP, Commercial Paper Dealer Services, Amount Budgeted \$50,000 in Project Delivery Program, Total Estimated Contract Amount \$200,000.*
 - vii. 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.*
 - viii. RFP, Trustee Services for Commercial Paper, Amount Budgeted \$20,000, Total Estimated Contract Amount \$100,000.*
 - ix. RFP, Issuing and Paying Agent Services, Amount Budgeted \$8,000, Total Estimated Contract Amount \$40,000.*
 - x. RFP, Auditing Services for financial statements, Amount Budgeted \$300,000, Total Estimated Contract Amount \$900,000.

*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

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	860,214	809,783	928,316	918,059
Overtime	22,703	20,092	14,850	14,850
Fringe Allocation-General	816,551	820,028	963,161	732,815
Professional Services	76,286	52,775	200,000	125,000
Consulting Services	7,800	-	25,000	60,000
County Fees	17,594	83,045	100,000	100,000
Auditing and Accounting	673,660	628,253	750,000	750,000
Investment Management Fees	101,321	149,183	125,000	125,000
Dues/Memberships	1,950	3,519	3,000	4,000
Training/Registration	4,228	3,201	13,000	12,000
Postage	1,870	1,872	3,100	2,100
Travel Expense - Employee	-	1,080	3,000	2,000
Travel Expense-Mileage-Employee	-	475	3,000	3,000
Advertising	897	1,841	1,500	2,500
Printing - External	1,807	513	5,000	7,000
Communications	138	-	-	-
Bank Charges	5,015	2,154	6,000	5,000
Office Expense	1,022	199	-	-
Meeting Expense	215	451	2,000	2,000
Indirect Total Expenditures	<u>2,593,271</u>	<u>2,578,465</u>	<u>3,145,927</u>	<u>2,865,324</u>
Funding Sources				
MSI Admin				524,099
Local Transportation Fund - Admin				165,769
Local Transportation Fund - Planning				57,850
SAFE-Vehicle Registration Fees				35,182
MSI Valley Fund-Freeway Projects				120,648
MSI Valley Fund-Fwy Interchange				66,723
MSI Valley Fund-Grade Separations				24,342
MSI Valley Fund-Arterials				54,103
MSI Valley Fund-Metrolink/Rail Service				72,544
Indirect Cost Fund				<u>1,744,064</u>
Total Funding Sources				<u>2,865,324</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, procurement and contract administration activities. Personnel changes for procurement and contract management, risk management, and special projects are in process and the net impact will be presented to the Board of Directors in Fiscal Year 2023/2024.

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. 10104 - Injury and Illness Prevention Program.
4. Continued to implement the Records Retention Program by implementing the following:
 - a. An agency wide semi-annual review of records,
 - b. A Write Once Read Many (WORM) tool to meet state compliance for trusted systems which will allow the destruction of paper originals once scanned into the records retention system
 - c. A records retention system, and
 - d. An electronic auditing tool to document any changes made to the records and their final disposition.
5. Developed an Americans with Disabilities Act (ADA) Self-Assessment and Transition Plan to comply with ADA requirements.
6. Worked with internal staff to develop and implement an automated email reminder to vendors notifying them of their upcoming certificate of insurance expirations and requesting submittals of new certificates, which has helped ensure vendors' compliance with insurance requirements.

Work Elements

Special Projects

The activity provides leadership for short and/or long-term projects that may affect a single or multiple departments within SBCTA and SBCOG with the ultimate goal of meeting the overall agencies' initiatives. The 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). The activity entails a consulting contract for a business process improvements analysis to identify the systems requirements needed for a new Enterprise Resource Planning (ERP) System.

Risk Management

The activity evaluates and procures via a contracted insurance broker, all appropriate forms of coverage and limits of liability including: 1) workers compensation, 2) commercial property, 3) general and excess liability (including public officials errors & omissions, staff licensed engineers professional liability and employment practices coverages), 4) crime and excess crime, 5) automobile, and 6) cyber liability (including data breach) insurance coverages. It also includes responsibility for: continuity of business operations planning, environmental health and safety, fire, life and safety and the review of all 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:

General Government

Task 0425 Special Projects and Strategic Initiatives

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. Providing consultative resources to assist with the review of SBCTA and SBCOG contracts for proper insurance coverage and resolving questions about certificates of insurance.
2. Third Party Administrator:
 - i. Managing and adjusting third party claims for damages against SBCTA.
 - ii. Tendering third party 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 third party claim settlement agreements.

Procurement and Contract Administration

This activity provides the centralized purchasing and contracts administration for SBCTA and SBCOG. It includes Federal, State and local agreements and contracts. Staff works with departments initiating Requests for Proposals (RFP)/Information for Bids (IFB), evaluating proposals, negotiations and contract awards. This ensures proper documentation and procedures are adhered to according to various Federal and State regulations. Hosts Business to Business (B2B) Event to foster relationships between sub and prime consultants.

The activity entails the following contracts:

1. Disadvantaged Business Enterprise Services.
2. On-line Vendor Registration Database to disseminate bidding information to vendors (accounted for in Management Services).
3. On-call Labor Compliance Services during contract administration to ensure compliance.
4. Hold B2B annual event.
5. 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) resuming the implementation of the ERP system, 2) adding an additional procurement analyst position due to workload, and 3) anticipated insurance cost 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.
4. Procure for consultant to perform a business process improvements analysis necessary for procuring and selecting a new ERP System.

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 \$10,000.
 - iv. 19-1002000, Public Outreach Services, Amount Budgeted \$75,000.
 - v. 22-1002768, Labor Compliance, Amount Budgeted \$4,000.

General Government

Task 0425 Special Projects and Strategic Initiatives

b. New Contracts

- i. RFP, ERP Business Process Analysis and ERP selection, Amount Budgeted \$180,000, Total Estimated Contract Amount \$180,000.
- ii. RFP, Disadvantaged Business Enterprise Services, Amount Budgeted \$10,000, Total Estimated Contract Amount \$100,000.
- iii. RFP, Insurance Broker and Risk Management Services, Amount Budgeted \$49,000, Total Estimated Contract Amount \$300,000.

Manager

Vacant, Director of Special Projects and Strategic Initiatives (note: intent is to not fill & reassign responsibilities to other departments)

General Government

Task 0425 Special Projects & Strategic Initiatives

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	324,358	470,456	527,728	663,234
Fringe Allocation-General	299,977	464,874	538,915	520,638
Professional Services	31,146	45,919	127,000	138,000
Consulting Services	150,153	-	-	180,000
Auditing and Accounting	-	-	18,000	-
Legal Fees	12,099	-	15,000	15,000
Claims	-	45	50,000	50,000
General Liability Insurance	166,440	184,584	240,000	255,000
Umbrella Liability Insurance	51,729	84,946	115,000	120,000
Property Insurance	37,450	152,695	203,600	261,716
Crime Insurance	11,020	10,469	16,800	12,000
Automotive Insurance	1,154	-	1,500	1,500
Cyber Liability Insurance	5,131	7,872	16,000	26,400
Dues/Memberships	770	600	1,200	1,500
Training/Registration	335	905	11,000	11,000
Postage	12	26	100	100
Travel Expense - Employee	-	1,066	8,000	19,000
Travel Expense-Mileage-Employee	-	17	1,000	1,100
Travel Expense-Other-Metrolink Tickets	-	-	50	-
Advertising	260	-	600	300
Bank Charges	-	-	160	-
Office Expense	-	1,452	-	-
Meeting Expense	-	-	500	500
Office Equip/Software-Inventorial	-	9,192	-	-
Total Expenditures	1,092,036	1,435,117	1,892,153	2,276,988

Funding Sources

MSI Admin	340,739
Local Transportation Fund - Planning	420,017
SAFE-Vehicle Registration Fees	58,918
MSI Valley Fund-Freeway Projects	207,540
MSI Valley Fund-Fwy Interchange	30,873
MSI Victor Valley Fund-Major Local Hwy	36,937
Indirect Cost Fund	1,181,964
Total Funding Sources	2,276,988

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. Implemented Write-Once-Read-Many, Audit Trail and cloud storage solution in Records Retention Application.
3. Completed migration from on premise Microsoft Exchange server to Microsoft Office 365.
4. Received design for audio upgrades to board room and began implementation.
5. Procured a new SharePoint support services contract.
6. Implemented two-factor authentication software to protect critical systems.
7. Implemented Microsoft Teams to facilitate rapid communication from an increasingly on-the-go workforce.

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 eight (8) contracts related to computer network administration. In addition, the budgeted amount includes an upgrade Microsoft Office 365's G3 level, enabling litigation holds on Office 365 email messages and document retention policies to be placed on documents in the platform.

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 a network server infrastructure upgrade, phase one of the workstation rotation plan, an improved disaster recovery solution, and the purchase of a new agency pool vehicle.

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. Work with SharePoint consultant to develop automation, driving documents from SharePoint into LaserFiche.
5. Upgrade network server infrastructure.
6. Replace computer network workstations as part of a standard rotation and capital improvement plan.
7. Review existing disaster recovery and data protection solution for feasibility going forward, migrate to another platform or keep existing platform if competing products align with existing solution.

Contract Information

- a. Existing Contracts
 - i. 17-1001628, Technology Network Consultant, Amount Budgeted \$275,000.
 - ii. 21-1002468, Phone and Internet Communication, Amount Budgeted \$12,900.
 - iii. 22-1002745, ChargePoint Master Services Subscription Agreement, Amount Budgeted \$0.
 - iv. 22-1002805, Printer Leases, Amount Budgeted \$30,000.
 - v. 22-1002842, Postage Machine Lease, Amount Budgeted \$14,000.
 - vi. 23-1002828, SharePoint Administrator Professional Services, Amount Budgeted \$14,355.
 - vii. 22-1002779, MOU with County for Mail and Printing Services, Amount Budgeted \$0.*
- b. New Contracts
 - i. IFB, Wireless Tablets, Amount Budgeted \$9,000, Total Estimated Contract Amount \$9,000.
 - ii. RFP, Procurement vendor and bid management software, Amount Budgeted \$7,666, Total Estimated Contract Amount \$75,000.
 - iii. RFP, New Pool Vehicle, Amount Budgeted \$60,000, Total Estimated Contract Amount \$60,000.
 - iv. IFB, Workstations, Amount Budgeted \$75,000, Total Estimated Contract Amount \$75,000.
 - v. IFB, Network Server Infrastructure Upgrade Project, Amount Budgeted \$195,000, Total Estimated Contract Amount \$195,000.
- c. Software License Agreements and Software Subscriptions
 - i. 21-1002570, Document Management Software, Maintenance and Hardware, Amount Budgeted \$50,000.
 - ii. 21-1002653, Project Delivery Software, Amount Budgeted \$3,450.
 - iii. 22-1002703, Financial Management Software System, Amount Budgeted \$53,250.
 - iv. Digital Signature Software - Adobe Sign, Adobe Creative Cloud, Adobe Acrobat Subscription, Amount Budgeted \$18,400.
 - v. Hosted O365 Email and Microsoft Office Applications, Amount Budgeted \$32,400.
 - vi. Email Spam Filtering and Encryption, Amount Budgeted \$6,250.

* This contract is managed for performance by Management Services, but 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

Colleen Franco, Director of Management Services

General Government

Task 0450 Management Services

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	121,896	115,638	201,863	171,928
Fringe Allocation-General	112,734	114,266	206,142	134,964
Professional Services	246,151	301,088	549,585	470,400
Maintenance-Motor Vehicles	3,445	779	2,500	2,500
Rentals-Office Equipment	-	-	32,800	-
Training/Registration	-	640	10,000	10,000
Postage	-	8	700	1,000
Travel Expense - Employee	-	-	1,000	1,000
Travel Expense-Mileage-Employee	-	-	200	200
Communications	7,641	10,692	48,500	48,500
Office Expense	-	53	1,500	1,500
Meeting Expense	44	383	200	200
Office Equip/Software-Inventorial	269,132	127,670	279,833	334,606
Computer Hardware and Software	21,997	-	49,000	352,000
Total Expenditures	<u>783,039</u>	<u>671,216</u>	<u>1,383,823</u>	<u>1,528,798</u>
Funding Sources				
MSI Admin				54,266
Indirect Cost Fund				<u>1,474,532</u>
Total Funding Sources				<u><u>1,528,798</u></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 twelve (12) positions at time of budget preparation with the expectation for an additional five (5) recruitments.
2. Screened over 470 employment applications.
3. Maintained a Coronavirus Disease (COVID-19) pandemic Operating and Prevention Plan to protect employees from exposure to and infection with COVID-19.
4. Recognized and rewarded employee contributions, longevity, and successes through several service awards and employee recognition events.
5. Performed 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.
6. Conducted agency-wide fire and earthquake drills, active shooter training and certified employees in first aid.

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.
3. 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.

General Government

Task 0470 Human Resources

4. 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, On-Call Employment Law Advisement Services, Amount Budgeted \$25,000.
 - ii. 22-1002803, Classification, Compensation, and Benefits Study, Amount Budgeted \$0.
- b. New Contracts
 - i. RFQ, Employment Prescreening Services, Amount Budgeted \$2,625, Total Estimated Contract Amount \$20,000.
 - ii. RFQ, Employee Background Screening Services, Amount Budgeted \$1,250, Total Estimated Contract Amount \$8,000.
 - iii. RFQ, Various Employee Service Award Services and Products, Amount Budgeted \$15,000, Total Estimated Contract Amount \$15,000.
- c. Software License Agreements and Software Subscriptions
 - i. 20-1002389, Whistleblower Security, Amount Budgeted \$1,250.
 - ii. Human Resources Training and Mentorship Software, Amount Budgeted \$7,000.

Manager

Colleen Franco, Director of Management Services

General Government

Task 0470 Human Resources

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	124,517	175,362	197,675	129,746
Fringe Allocation-General	115,157	173,281	201,866	101,851
Professional Services	5,455	18,551	95,750	3,875
Legal Fees	12,379	13,009	10,000	25,000
Dues/Memberships	596	1,841	1,700	2,175
Training/Registration	704	1,865	2,630	21,050
Postage	-	-	200	200
Travel Expense - Employee	-	214	1,500	6,500
Travel Expense-Mileage-Employee	-	1	500	500
Advertising	9,753	7,561	15,775	15,800
Office Expense	1,854	340	1,000	1,000
Meeting Expense	368	3,971	15,000	15,000
Total Expenditures	<u>270,782</u>	<u>395,996</u>	<u>543,596</u>	<u>322,697</u>
Funding Sources				
MSI Admin				12,363
Indirect Cost Fund				<u>310,334</u>
Total Funding Sources				<u>322,697</u>

General Government

Task 0501 Intergovernmental

Purpose

Establish and implement intergovernmental initiatives such as equity work.

Accomplishments

Building on the work done by the Equity Ad Hoc Committee in the previous fiscal year, and authorization from the SBCTA/SBCOG Board of Directors staff moved forward and completed a Regional Equity Study (Study) as the starting point for determining communities within jurisdictions that are affected by inequities. The Study, presented to the Board of Directors in February 2023, drilled down to the community level and identified disadvantaged communities demographically, geospatially, and by varying types of investments providing important data to better understand the challenges faced by specific disadvantaged communities. This information will help SBCTA/SBCOG and its policymakers to have a clearer understanding of existing conditions and to prepare a data matrix to assist in making informed recommendations and options to address various challenges on equity.

1. Received Outdoor Equity Program Grant to cover three (3) years.

Work Elements

Planning and coordination within SBCTA/SBCOG and among local agencies to develop and implement an Equity Framework.

Product

Equity Framework, Outdoor Equity Program and Implementation Plan.

General Government Contract Information

- a. Existing Contracts
 - i. Contract 19-1002000, CTO Business to Business (B2B) small business track, Amount Budgeted \$50,000.
- b. New Contracts
 - i. RFP, Equity Framework, Amount Budgeted \$100,000, Total Estimated Contract Amount \$200,000.
 - i. Outdoor Equity Program, Amount Budgeted \$230,000, Total Estimated Contract Amount \$680,144.

Manager

Steven Smith, Director of Planning

General Government

Task 0501 Intergovernmental

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	106,540	120,889	204,153	64,389
Fringe Allocation-General	98,532	119,455	208,481	50,545
Professional Services	204,022	148,612	230,000	50,000
Consulting Services	133,583	51,458	411,541	250,000
Dues/Memberships	11,350	-	500	500
Training/Registration	9,423	37,299	30,000	30,000
Postage	-	-	200	100
Travel Expense - Employee	-	415	5,000	-
Travel Expense - Non-Employee	-	-	1,000	-
Travel Expense-Mileage-Employee	-	124	1,200	1,200
Travel Expense-Mileage-Non-Employee	-	-	200	200
Travel Expense-Other-Metrolink Tickets	-	-	100	200
Contributions/Subsidies	98,187	-	5,000	5,000
Office Expense	-	-	100	100
Meeting Expense	22,084	(27,770)	42,040	-
Grant Writing	-	-	-	52,500
Total Expenditures	<u>683,720</u>	<u>450,483</u>	<u>1,139,515</u>	<u>504,734</u>
Funding Sources				
MSI Admin				89,800
Indirect Cost Fund				<u>414,934</u>
Total Funding Sources				<u>504,734</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

San Bernardino County Transportation Authority (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 includes, but is 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. Advocate for support of major transit projects such as SBCTA's pursuit of emerging technology; examples include 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. Advocate 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 to maintain and increase Federal and State formula funding sources.
4. Advocating for Cap-and-Trade Program allocations for transportation projects and working with statewide partners to promote maximum flexibility in program guidelines.
5. 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.
6. Educate on the significance on the role San Bernardino County highways play in goods movement.
7. 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.
8. Advocating to protect SBCTA's local control over regional transportation projects.
9. Continue to build and improve relationships with State and Federal transportation agencies.

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.

General Government

Task 0503 Legislation

2. Collaborate with both public and private sector, Federal, State, and regional level stakeholders to advance the agency's legislative priorities.
3. Where appropriate, sponsor legislative proposals and coordinate legislative strategies to address agency needs.
4. Support SBCOG's role as the Council of Governments (COG) through outreach and advocacy efforts at the Federal, State and regional levels.

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 2023/2024, SBCTA will continue to actively advocate for transportation Funding (including more formula funding sources) 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

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	215,739	219,113	218,569	285,432
Fringe Allocation-General	199,523	216,513	223,203	224,067
Professional Services	153,250	162,683	164,328	164,328
Dues/Memberships	2,548	11,249	14,000	12,000
Training/Registration	75	212	10,000	10,000
Travel Expense - Employee	502	8,780	26,500	26,500
Travel Expense-Mileage-Employee	-	-	4,000	3,000
Travel Expense-Other-Metrolink Tickets	-	-	200	200
Office Expense	-	-	500	500
Meeting Expense	-	626	29,000	32,000
Total Expenditures	<u>571,637</u>	<u>619,176</u>	<u>690,300</u>	<u>758,027</u>

Funding Sources

MSI Admin	142,920
Local Transportation Fund - Admin	4,106
Local Transportation Fund - Planning	42,259
MSI Valley Fund-Freeway Projects	16,925
MSI Valley Fund-Metrolink/Rail Service	9,768
Indirect Cost Fund	<u>542,049</u>
Total Funding Sources	<u><u>758,027</u></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 2022/2023 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. Extended reach of YouTube series called SBCTA TODAY to help the public appreciate the work being done on their behalf.
5. Maintained the blog series called MEASURE IMPACT to show the nexus between Measure I and a better San Bernardino County.
6. Maintain 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 maintenance 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

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 2023/2024, communications opportunities will grow to add marketing for public services and will include the further development of traditional and online media presence. SBCTA will continue to evaluate the 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. A public engagement paradigm shift to more online streaming services will warrant research into effect on reach and sustainability of agency messages.

Contract Information

- a. Existing Contracts
 - i. 19-1002000, 4-year (+1) On-call Public Outreach, Amount Budgeted \$35,000.*
 - ii. 19-1002001, 4-year (+1) On-call Graphic Design/Marketing, Amount Budgeted \$20,000.*
 - iii. 19-1002105, Media Support Services for Enhanced Presence, Amount Budgeted \$75,000.
 - iv. 18-1001890, Website Maintenance and Content Posting, Amount Budgeted \$25,000.
- b. New Contracts
 - i. RFP, 3-year Website Maintenance and Content Posting, Amount Budgeted \$20,000, Total Estimated Contract Amount \$100,000.
 - ii. RFP, 4-year On-call Public Outreach, Amount Budgeted \$35,000, Total Estimated Contract Amount \$5,000,000.
 - iii. RFP, 4-year On-call Graphic Design/Marketing, Amount Budgeted \$20,000, Total Estimated Contract Amount \$500,000.
 - iv. RFP, 3-year Media Support Services, Amount Budgeted \$75,000, Total Estimated Contract Amount \$375,000.

* 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

			2022/2023	
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	143,880	131,331	172,756	173,137
Fringe Allocation-General	133,065	129,772	176,419	135,914
Professional Services	75,463	67,942	120,000	185,000
Dues/Memberships	5,107	4,994	11,600	11,600
Training/Registration	40	2,437	15,600	15,600
Travel Expense - Employee	-	218	10,000	10,000
Travel Expense-Mileage-Employee	-	-	3,500	3,500
Public Information Activities	8,591	3,636	70,000	70,000
Meeting Expense	-	-	5,000	35,000
Total Expenditures	<u>366,147</u>	<u>340,330</u>	<u>584,875</u>	<u>639,751</u>

Funding Sources

MSI Admin	117,766
Local Transportation Fund - Planning	23,854
MSI Valley Fund-Freeway Projects	56,912
MSI Valley Fund-Fwy Interchange	43,185
MSI Valley Fund-Grade Separations	2,053
Indirect Cost Fund	<u>395,981</u>
Total Funding Sources	<u>639,751</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 four (4) 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, Local Agency Formation Commission of San Bernardino County (LAFCO), and Greyhound Lines, Inc. 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 Fiscal Year 2022/2023, SBCTA completed an upgrade to the building access keycard system and installed a building wide breaker control to protect the facility from uncontrolled power surges.

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.

Budgetary changes are primarily due to an increase in operating expenses for capital improvement projects.

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. Phase 1 of 3 Heating, Ventilation, and Air Conditioning (HVAC) unit replacement/upgrades.
5. SBCTA office carpet replacement.

Contract Information

- a. Existing Contracts
 - i. 20-1002397, Property and Facility Management Services, Amount Budgeted \$27,810.
 - ii. 21-11002626, Confidential Paper Recycling Services, Amount Budgeted \$1,386.
 - iii. 22-1002732, Auction Services, Amount Budgeted \$0.
 - iv. 22-1002745, Electric Vehicle Charging Master Services Agreement, Amount Budgeted \$0.
- b. New Contracts
 - i. RFP, Board Room Audio Visual (AV) Upgrade – Equipment and Installation, Amount Budgeted \$180,000, Total Estimated Contract Amount \$180,000.
 - ii. RFP, Parking Lot Slurry Seal/Stencil, Amount Budgeted \$180,000, Total Estimated Contract Amount \$180,000.

General Government

Task 0805 Building Operation

- iii. RFP, HVAC Upgrade Phase 1, Amount Budgeted \$170,000, Total Estimated Contract Amount \$170,000.
 - iv. RFP, Carpet Replacement, Amount Budgeted \$180,000, Total Estimated Contract Amount \$180,000.
 - v. IFB, Telephone and Internet Service, Amount Budgeted \$20,000, Total Estimated Contract \$100,000.
- c. Software License Agreements and Software Subscriptions
- i. 22-1002682, Envoy Visitor Software, Amount Budgeted \$7,200.

Manager

Colleen Franco, Director of Management Services

General Government

Task 0805 Building Operation

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	51,355	53,292	110,439	120,551
Fringe Allocation-General	47,495	52,660	112,780	94,632
Professional Services	130,709	(5,970)	51,386	26,386
Security	-	185,234	208,593	204,716
Utilities	122,418	138,876	140,000	147,000
Maintenance-Buildings	990,080	853,187	924,328	972,472
Postage	-	16	200	200
Communications	15,849	18,761	20,000	20,000
Office Expense	11,605	9,972	8,789	14,519
Improvements OTBS	316	-	469,428	717,000
Office Furniture and Equipment	46,540	15,427	65,000	65,000
Office Equip/Software-Inventorial	17,208	38,854	46,324	22,200
Total Expenditures	<u>1,433,574</u>	<u>1,360,308</u>	<u>2,157,267</u>	<u>2,404,676</u>
Funding Sources				
MSI Admin				22,509
Amtrak				12,000
MSI Valley Fund-Traffic Mgmt Sys				30,309
Indirect Cost Fund				<u>2,339,858</u>
Total Funding Sources				<u>2,404,676</u>

ENVIRONMENT AND ENERGY CONSERVATION

Environment and Energy Conservation Program Budget

Description

The Environment and Energy Conservation Program implements programs intended to improve air quality and reduce greenhouse gas emissions, encourage alternative fuels, reduce energy costs, and encourage energy conservation. In addition, it includes continuing efforts related to a grant project involving the United States Department of Energy (DOE). The Inland Regional Energy Network (I-REN) has been moved to Task 0511 under the Council of Governments for this budget year. Coordination also occurs on the funding programs of the South Coast Air Quality Management District's (SCAQMD) Mobile Source Review Committee (MSRC).

Accomplishments

1. Participated in the review of White Papers that were used by SCAQMD to implement clean air programs targeting the logistics industry.
2. 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 2022/2023 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. Continue to work with the DOE on the asset management and the disposition procedures of the approximate remaining four (4) CNG and LNG trucks.

Performance/Workload Indicators

	2020/2021	2021/2022	2022/2023	
	Actual	Actual	Revised Budget	2023/2024 Budget
Mobile Source Review Committee Meetings	12	12	12	12
Identification of ZEV grant opportunities	0	2	5	5

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 the 2022 Air Quality Management Plan (AQMP) prepared by the South Coast Air Quality Management District (SCAQMD).
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 2022/2023 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.
4. Coordinated with the Mojave Desert Air Quality Management District (MDAQMD) on issues of relevance to that air basin.

Work Elements

1. Represent SBCTA through participation in technical committees of the SCAQMD, 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 gasses as part of Southern California Association of Governments (SCAG) Sustainable Communities Strategy.
9. Continue to explore EV technologies such as solar powered systems.

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 \$618,000.

Local Funding Source Detail

- i. Ryder - \$657,500.

Manager

Steven Smith, Director of Planning

Environment and Energy Conservation

Task 0101 Environment

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	96,913	55,077	40,180	22,736
Regular Part-Time Employees	60	304	2,160	640
Overtime	52	-	-	-
Fringe Allocation-General	89,678	54,424	41,031	18,350
Professional Services	35,253	16,854	659,500	657,500
Consulting Services	-	-	99,000	102,000
Legal Fees	20,578	-	-	-
Maintenance-Motor Vehicles	-	-	450	450
Training/Registration	348	58	6,000	7,000
Postage	-	-	350	350
Travel Expense - Employee	-	-	9,000	10,500
Travel Expense-Mileage-Employee	-	-	4,000	5,000
Travel Expense-Other-Metrolink Tickets	-	-	1,000	1,000
Printing - External	1,130	-	1,200	1,200
Printing - Internal	-	-	400	400
Contributions/Subsidies	-	-	100,000	100,000
Office Expense	-	-	325	425
Electric Vehicle Charging Stations	70,374	-	-	-
Office Equip/Software-Inventorial	7,894	1,055	-	-
Total Expenditures	<u>322,281</u>	<u>127,772</u>	<u>964,596</u>	<u>927,551</u>
Funding Sources				
MSI Valley Fund-Traffic Mgmt Sys				270,051
Local Projects Fund				<u>657,500</u>
Total Funding Sources				<u>927,551</u>

COMMUTER AND MOTORIST ASSISTANCE

Commuter and Motorist Assistance Program Budget

Description

The Commuter and Motorist Assistance Program implements programs intended to improve air quality, reduce congestion, and improve safety for the motoring public. These improvements are accomplished through the maintenance of a Call Box System, the Freeway Service Patrol (FSP) Program, and operation of the Southern California 511 (SoCal 511) traveler information phone service and GO511.com traveler information website.

Accomplishments

1. Continued the transition to 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 are now 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.
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. 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 a FSP contract for the I-10 Corridor Contract 1 Express Lane.
3. Complete the transition of the IE511 system to a regional SoCal 511 system with LA SAFE, OCTA, RCTC and VCTC.
4. Continue to review and evaluate FSP technology for the purpose of making the program as cost-effective and efficient as possible.
5. Continue to evaluate and convert when possible call box sites so they are American with Disabilities Act (ADA) compliant.
6. Increase mobility on area freeways by removing disabled vehicles and other impediments during peak commute hours in a safe and efficient manner.
7. 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.
8. Continue to explore possible partnerships with congestion management applications for further efficiency of the Commuter and Motorist Assistance Program.

Performance/Workload Indicators

	2020/2021	2021/2022	2022/2023	2023/2024
	Actual	Actual	Revised Budget	Budget
Motorists assisted by Freeway Service Patrol	86,132	86,178	86,178	85,000
Calls to 511	65,046	347,301	347,301	376,000
Visits to IE511.org/ SoCal 511	204,259	345,133	345,133	547,000

Commuter and Motorist Assistance

Task 0406 Traveler Services & Intelligent Transportation Systems

Purpose

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

Accomplishments

Ongoing program management of the Southern California 511 (SoCal 511) Program with Riverside County Transportation Commission (RCTC), Los Angeles County Service Authority for Freeway Emergencies (LA SAFE), Orange County Transportation Authority (OCTA) and Ventura County Transportation Commission (VCTC). This program provides comprehensive traveler information, including real time traffic, through the SoCal 511 system. The merger agreement for the two 511 systems Inland Empire 511 (IE 511), which was initially comprised of SBCTA and RCTC, and SoCal 511, which was initially comprised of LA SAFE, OCTA, and VCTC, was fully executed in January 2022. The goal of this merger was to have a single 511 system for the five (5) county region in order to provide a higher level of customer service to the traveling public, which would then eliminate any confusion over which 511 system the public should be accessing while traveling throughout the five (5) county region.

Travelers can access the SoCal 511 system in a variety of ways, including by telephone (dialing 511 or 1-877-MYIE511), and through the web (www.Go511.com). The SoCal 511 system smartphone application (Go511 app) is still in the development and testing phases, and will be ready by the beginning of 2024. In 2022, the SoCal 511 system received more than 347,200 calls and the SoCal 511 website had in excess of 345,000 web page views.

Work Elements

1. Attend and participate in the regional SoCal 511 coordination meetings.
2. 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 scheduled for the SoCal 511 merger and maintenance costs. However, there will be increased costs for marketing efforts, and an increase in cost for inflation and supply chain shortage issues for collateral material associated with the SoCal 511 program.

Product

1. 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.
 - ii. 19-1002204, Agreement with RCTC for telephone conference charges to route calls from the IE511 phone system to the SoCal 511 phone system, Amount Budgeted \$10,000.

Manager

Steven Smith, Director of Planning

Commuter and Motorist Assistance

Task 0406 Traveler Services & Intelligent Transportation Systems

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	16,388	9,344	32,960	23,261
Regular Part-Time Employees	-	-	960	640
Fringe Allocation-General	15,157	9,233	33,659	18,762
Professional Services	77,926	228,915	264,000	182,000
Consulting Services	-	-	20,000	20,000
Maintenance-Motor Vehicles	-	-	200	200
Training/Registration	-	-	1,500	1,500
Postage	-	-	100	100
Travel Expense - Employee	-	-	4,000	4,000
Travel Expense-Mileage-Employee	-	-	2,000	2,000
Travel Expense-Mileage-Non-Employee	-	-	100	100
Travel Expense-Other-Metrolink Tickets	-	-	500	500
Printing - External	495	-	97,000	97,000
Printing - Internal	-	-	100	100
Office Expense	-	-	250	250
Meeting Expense	-	-	2,000	2,000
Total Expenditures	<u>109,966</u>	<u>247,493</u>	<u>459,329</u>	<u>352,413</u>
Funding Sources				
SAFE-Vehicle Registration Fees				178,500
MSI Valley Fund-Traffic Mgmt Sys				124,763
MSI Victor Valley Fund-Traffic Mgmt Sys				<u>49,150</u>
Total Funding Sources				<u>352,413</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 777 call boxes along 1,800 centerline highway miles.

Accomplishments

Last year more than 3,500 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. The updated TTY connection was implemented in San Bernardino County in 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).
10. Call Box sites will continue to be reviewed regarding ADA compliance. Additional funds will be budgeted to be able to address ADA compliance concerns.

Commuter and Motorist Assistance

Task 0702 Call Box System

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 ensuring a high level of quality assistance to the motoring public.

1. Audit random samples of recorded call box calls for quality control purposes.
2. Prompt repair or replacement of damaged call boxes.
3. Work on TTY replacement solution as a result of the Federal Communications Commission (FCC) no longer requiring cellular companies to support TTY technology. Call box vendor has developed a solution so that TTY capabilities can still be offered to the motoring public.
4. Continue to review Call Box sites and address ADA compliance concerns when needed.
5. Research and implement a Mobile Call Box Program.

Contract Information

- a. Existing Contracts
 - i. 23-1002942, Call Box Liaison Support with CHP, Amount Budgeted \$6,500.
 - ii. 18-1001961, Call Box Call Answering Center Services, Amount Budgeted \$115,000.
 - iii. 19-1002189, CTO #17, On-Call Planning Services, Amount Budgeted \$10,000.
 - iv. 19-1002185, CTO #16, On-Call Planning Services, Amount Budgeted \$120,000.
 - v. 23-1002832, CTO #4, Prevailing Wage Consultant for Callbox Maintenance Services, Amount Budgeted \$15,000.
- b. New Contracts
 - i. RFP, 22-1002781, Call Box Maintenance, Amount Budgeted \$760,000, Total Estimated Contract \$3,694,100.
 - ii. RFP/CTO Planning and COG On-Call Services, Amount Budgeted \$0, Total Estimated Contract Amount, \$1,000,000.

Manager

Steven Smith, Director of Planning

Commuter and Motorist Assistance

Task 0702 Call Box System

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	60,918	38,972	50,380	37,743
Regular Part-Time Employees	53	-	960	480
Fringe Allocation-General	56,339	38,510	51,448	30,005
Professional Services	38,733	89,173	376,500	256,500
Consulting Services	2,001	9,107	30,000	30,000
Project Controls (Planning-COG)	-	-	-	120,000
Mountain Avenue Callbox	421	393	6,552	-
Maintenance-Motor Vehicles	-	-	120	120
Maintenance-Call Boxes	493,236	401,208	635,000	760,000
Training/Registration	-	-	150	150
Postage	-	-	100	100
Travel Expense - Employee	-	-	3,000	4,000
Travel Expense-Mileage-Employee	-	-	2,000	2,000
Travel Expense-Other-Metrolink Tickets	-	-	250	250
Printing - External	-	-	4,000	6,000
Printing - Internal	-	-	150	150
Communications	6,766	7,316	35,000	35,000
Record/Equipment Storage	5,045	4,565	10,500	10,500
Office Expense	-	-	1,500	1,500
Meeting Expense	-	-	500	500
Office Equip/Software-Inventorial	-	-	20,000	20,000
Total Expenditures	<u>663,512</u>	<u>589,242</u>	<u>1,228,110</u>	<u>1,314,998</u>

Funding Sources

SAFE-Vehicle Registration Fees	954,998
SAFE Reimbursement	125,000
MSI Valley Fund-Traffic Mgmt Sys	<u>235,000</u>
Total Funding Sources	<u><u>1,314,998</u></u>

Commuter and Motorist Assistance

Task 0704 Freeway Service Patrol/State

Purpose

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

The Freeway Service Patrol (FSP) Program is a partnership by San Bernardino County Transportation Authority (SBCTA), California Highway Patrol (CHP), and California Department of Transportation (Caltrans). The goal of this partnership and of the FSP Program is to keep the freeways moving and reduce the chance of secondary accidents. FSP began full-time operations in January of 2006.

FSP is a roving team of tow trucks that travel on select San Bernardino County freeways, during peak commute hours, to assist motorists with car trouble. From changing a flat tire to providing minor mechanical assistance, FSP drivers provide a variety of services at no cost. If FSP cannot get the motorist's car going within a short period, it will offer towing at no charge, to a location designated by the CHP.

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 85,000 motorists last fiscal year.

Staff is in the process of a procurement for one (1) FSP Beat along the Interstate 10 (I-10) Express Lanes Corridor. Staff plans to provide outreach services to tow operators throughout the region to inform them of upcoming FSP tow opportunities, while offering to address any questions they may have about the FSP Program.

Staff is also 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 (4) 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, 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.
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 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.

Commuter and Motorist Assistance

Task 0704 Freeway Service Patrol/State

9. Continue to seek various opportunities and partnerships to provide ongoing public awareness of the FSP Program.
10. Continue to provide FSP support services for the Interstate 10 (I-10) Corridor Contract 1 Express Lanes construction project along Beat 9.
11. Work on developing and releasing an RFP on behalf of the Express Lanes Operations Program Department for FSP support services for when the I-10 Corridor Segment No. 1 Express Lanes are open to the motoring public.

Budgetary changes include an increase due to increasing tow operator costs, inflation, and supply chain issues, offset by a reduction on communications.

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 \$376,385.
- ii. 22-1002736, FSP Tow Services Along Beat 9, Amount Budgeted \$542,105.
- iii. 18-1001969, FSP Tow Services Along Beat 10, Amount Budgeted \$355,189.
- iv. 20-1002323, FSP Tow Services Along Beat 11, Amount Budgeted \$436,712.
- v. 22-1002738, FSP Tow Services Along Beat 14, Amount Budgeted \$542,105.
- vi. 19-1002091, FSP Tow Services Along Beat 23, Amount Budgeted \$309,027.
- vii. 19-1002171, FSP Tow Services Along Beat 27, Amount Budgeted \$594,069.
- viii. 20-1002324, FSP Tow Services Along Beat 29, Amount Budgeted \$458,427.
- ix. 22-1002737, FSP Tow Services Along Beat 31, Amount Budgeted \$542,105.
- x. 22-1002818, FSP Technical Consultant, Amount Budgeted \$38,070.*
- xi. 21-1002547, FSP Extra Time agreement with CHP for daily oversight and field supervision, Amount Budgeted \$455,371.

b. New Contracts

- i. 23-1002872, Single Source Contract for FSP Radio Services Amount Budgeted \$45,000, Total Estimated Contract Amount \$135,000.*
- ii. RFP FSP Beat No. 23, Fiscal Year 2023/2024 Amount Budgeted \$0, contract estimated to start August 1, 2024, Total Estimated Contract Amount \$3,053,000.
- iii. RFP, FSP Beat No. 5, Fiscal Year 2023/2024 Amount Budgeted \$0 contract estimated to start January 1, 2025, Total Estimated Contract Amount \$3,116,000.

Commuter and Motorist Assistance

Task 0704 Freeway Service Patrol/State

- iv. RFP, FSP Beat No. 27, Fiscal Year 2023/2024 Amount Budgeted \$0 contract estimated to start January 1, 2025, Total Estimated Contract Amount \$3,680,000.
- v. 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. **

*Contract will be managed for performance by the Planning and Regional Programs Department Air Quality and Mobility (AQMP) Program, and budgeted by both the Planning and Regional Programs Department AQMP Program and Toll Operations Department within the agency.

**Contract will be managed for performance by the Planning and Regional Programs Department AQMP Program, and budgeted by the Toll Operations Department within the agency. The amount budgeted is reflected within the Toll Operations Department.

- c. Software License Agreements and Software Subscriptions
 - i. FSP Amazon Server Subscription Software, Amount Budgeted \$1,800.

Manager

Steven Smith, Director of Planning

Commuter and Motorist Assistance

Task 0704 Freeway Service Patrol/State

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	60,134	122,944	69,484	86,320
Regular Part-Time Employees	6,240	1,838	6,912	10,976
Fringe Allocation-General	55,614	121,485	70,957	76,377
Professional Services	3,757,155	3,890,417	5,617,470	5,789,495
Consulting Services	22,337	-	41,400	64,500
Maintenance-Motor Vehicles	-	-	400	400
Training/Registration	-	-	300	300
Postage	19	46	1,000	1,000
Travel Expense - Employee	-	-	5,000	7,000
Travel Expense-Mileage-Employee	-	-	3,000	4,000
Printing - External	20,078	23,449	64,000	88,000
Printing - Internal	-	-	700	1,000
Communications	13,173	22,778	358,600	72,400
Office Expense	-	-	700	1,200
Meeting Expense	1,594	1,006	3,200	5,200
Total Expenditures	<u>3,936,343</u>	<u>4,183,963</u>	<u>6,243,123</u>	<u>6,208,168</u>

Funding Sources

CALTRANS Local Reimbursement	1,079,349
Freeway Service Patrol (SAFE)-SB1	2,576,431
SAFE-Vehicle Registration Fees	1,060,529
Freeway Service Patrol	995,988
MSI Valley Fund-Traffic Mgmt Sys	<u>495,871</u>
Total Funding Sources	<u>6,208,168</u>

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 2022/2023:

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 (SR210)/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 the Tunnel to Ontario (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 (SR18), Tunnel to Ontario, 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 SR18/State Route 138 (SR138) Corridor Study in conjunction with Los Angeles County Metropolitan Transportation Authority (LACMTA).

Activities Planned for Fiscal Year 2023/2024 include:

1. Work with local jurisdictions to update growth forecasts and project lists for the 2024 RTP/SCS.
2. Continue the SR18/138 Corridor Study in conjunction with LACMTA.

Planning and Regional Program Budget

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

	2020/2021 Actual	2021/2022 Actual	2022/2023 Revised Budget	2023/2024 Budget
RTP/SCS Growth forecasts and project submittals. Coordinate Reviews for SBCTA Projects and 25 Juris.	YES	YES	YES	YES
Transportation Modeling, Applied to CTP, Express Lanes 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 Model Answer calls/emails from 25 jurisdictions	YES	YES	YES	YES
Mapping/Data Products 20+ Monthly	YES	YES	YES	YES
Updates to countywide plans, such as the LRMTP, Measure I Strategic Plan, and GHG Reduction Plan, as well as Active Transportation Plans	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, equity 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. In addition, SBCTA reviews and provides comments on State-level plans and programs, such as: California Transportation Plan 2050, 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, California Air Resources Board (CARB) Scoping Plan, and other statewide policy documents such as California Environmental Quality Act (CEQA) guidelines.

Accomplishments

San Bernardino County Transportation Authority (SBCTA) coordinates and provides subregional and County Transportation Commission input to the RTP/SCS. In Fiscal Year 2022/2023, SBCTA worked with local jurisdictions to provide input to county level, city level, and Tier 3 Transportation Analysis Zone (TAZ) level growth forecasts for the 2024 RTP/SCS. Growth projections for Household and Employment for 2019 – 2050 have been submitted to be included in the 2024 RTP/SCS. Compiled lists of highway, transit, active transportation and other projects for inclusion in San Bernardino County's portion of the RTP/SCS have been submitted to Southern California Association of Governments (SCAG). SBCTA and San Bernardino Council of Governments (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 has also participated in the latest 2022 AQMP update process. 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). Subsequently, SBCTA submitted a number of grant applications under the various SB 1 funding programs and are awaiting award announcement. 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). As part of the State Active Transportation Program (ATP) Cycle 6, SBCTA assisted local jurisdictions with application submittal for the program and awarded over \$40M in bicycle and pedestrian project funding as part of the Metropolitan Planning Organization (MPO) portion of the ATP.

Work Elements

1. Track implementation of the 2020 RTP/SCS and provide technical input into development of the 2024 RTP/SCS when necessary.

Planning and Regional

Task 0110 Regional Planning

2. Continue to improve on implementation of active transportation projects and programs.
3. 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. SBCTA has started the work of comprehensively updating the San Bernardino County Transportation Analysis Model (SBTAM).
4. Closely monitor the development process of the SCAG 2024 RTP/SCS.
5. Implement Safe Routes to School (SRTS) plans and programs around San Bernardino County public schools.
6. Continue to participate in the SCAG Working Groups on freight, aviation, active transportation, equity, and environmental/sustainability issues.
7. 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.
8. 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.
9. Provide technical support as needed for SCAG delegates regarding the RTP/SCS, air quality issues, and regional goods movement issues.
10. Provide technical assistance and input to guidelines for Federal, State, and regional grant applications.
11. Participate in agency and industry conferences relevant to specific work elements such as GIS, air quality conformity, goods movement, inter-modal accessibility, sustainability, or land use planning.
12. Coordinate with Western Riverside Council of Governments (WRCOG) on implementing bi-county joint climate adaptation and resiliency initiatives and other bi-county efforts, as appropriate.
13. 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.
14. Coordinate with SCAG and local jurisdictions to implement SB743 requirements on VMT reduction and develop programs to implement regional mitigation/crediting measures where feasible.
15. 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).
16. Coordinate with SCAG on developing a regional database on “Big Data” on Origin and Destination (O/D).

Product

Updated SBTAM at the transportation analysis zone level with the new local input data and coordination with SCAG and local jurisdictions on the regional modeling efforts; 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

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	168,502	136,196	144,616	183,890
Fringe Allocation-General	155,837	134,580	147,768	144,353
Professional Services	-	369	25,000	25,000
Travel Expense-Mileage-Employee	-	-	1,000	500
Travel Expense-Other-Metrolink Tickets	-	-	300	300
Office Expense	-	43	200	500
Meeting Expense	-	153	500	500
Total Expenditures	<u>324,339</u>	<u>271,340</u>	<u>319,384</u>	<u>355,043</u>
Funding Sources				
Local Transportation Fund - Planning				171,677
Planning, Programming and Monitoring				179,016
MSI Valley Fund-Freeway Projects				<u>4,350</u>
Total Funding Sources				<u>355,043</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 are available through the SBCTA ClearGuide. Improvements to the San Bernardino County Transportation Analysis Model (SBTAM; Subregional Planning, Task 0404) were undertaken within the Valley, Victor Valley, Morongo Basin, and Barstow/Northeast Desert subareas, as part of congestion management responsibilities.

Work Elements

1. The Development Mitigation Nexus Study will be updated based on local input and Caltrans Construction Cost Index, with the opportunity to add new local arterial projects to the list. SBCTA will work with the jurisdictions in the Valley and Victor Valley to maintain their DIF programs consistent with the Nexus Study update.
2. 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.
3. Trends in traffic growth will be tracked through congestion monitoring using the SBCTA ClearGuide 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. 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.
4. 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.
5. Represent the Congestion Management Agency in discussions with other counties and regional, Federal and State agencies regarding CMP and Congestion Management System consistency, performance measurement, data requirements, intercounty mitigation, and other issues.
6. Provide travel demand forecasting support to local jurisdictions preparing TIAs, local traffic studies, and Environmental Impact Reports.

Products

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

Contract Information

- a. Existing Contract
 - i. 22-1002774, CMP Monitoring Tool Maintenance, Amount Budgeted \$70,300.

Manager

Steven Smith, Director of Planning

Planning and Regional

Task 0203 Congestion Management

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	14,263	10,014	24,936	30,993
Fringe Allocation-General	13,191	9,895	25,464	24,329
Consulting Services	40,994	42,224	220,000	84,360
Advertising	-	218	-	-
Total Expenditures	<u>68,449</u>	<u>62,351</u>	<u>270,400</u>	<u>139,682</u>

Funding Sources

MSI Valley Fund-Traffic Mgmt Sys	111,792
MSI Victor Valley Fund-Traffic Mgmt Sys	<u>27,890</u>
Total Funding Sources	<u>139,682</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 Task 0206 is to support all departments by conducting geographic information system (GIS) and data management tasks on a regular and per request basis.

Accomplishments

The DMO continues its data maintenance reforms geared towards improving access to existing resources for 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 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.

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. The DMO also implemented a vehicle miles traveled (VMT) Screening Tool, which 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 Senate Bill 743 (SB743) on how community development projects will increase or reduce total VMT in communities.

In 2022, SBCTA (in collaboration with SCAG) began the Local Input process of the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) growth forecast to 2050. Household and employment growth predictions were requested from each of the member jurisdictions, a process that occurs every four years. The DMO created supplemental online maps and look-up tools to assist the jurisdictions in this request. The resulting data collected in this process is used by SBCTA to develop an accurate plan as to where future developments may be located; specifically it will guide the San Bernardino Transportation Analysis Model Update, which is currently underway.

Additionally, Phase 2 of the Comprehensive Pedestrian Sidewalk Connectivity Plan was completed in early 2023. This project aimed to show the location and condition of sidewalks and Americans with Disabilities Act (ADA) ramps for subareas within the county and further develop a sidewalk network for use in future planning projects and grant applications. Data collected as part of this effort has been integrated into the DMO’s GIS platform under Task 0404 and can be viewed by the public under SBCTA’s Active San Bernardino website under the “Take a Walk” tab. Individual ePlans have also been developed for our member jurisdictions to access jurisdiction-specific data and guide them in creating their own ADA compliance plan.

In the upcoming year, the DMO will focus on gathering data collected by other departments, such as Express Lanes Operations and SBCOG, and consolidating them under the existing SBCTA GIS portfolio. Support for previously created applications, such as the Quarterly Reports application, which provides consistent cost estimates and schedules via an easy to explore Story Map, will continue. The Story Map provides both at-a-glance dashboard and in-depth project link options, which will continue 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.

Planning and Regional

Task 0206 Data Program Management

GIS provides support 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.

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.

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.

Manager

Steven Smith, Director of Planning

Planning and Regional

Task 0206 Data Program Management

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	81,409	122,959	134,851	139,782
Regular Part-Time Employees	-	4,790	14,240	16,640
Fringe Allocation-General	75,290	121,500	137,712	122,789
Information Technology Services	27,136	39,350	32,000	34,000
Training/Registration	-	785	1,500	1,500
Travel Expense - Employee	-	-	4,000	4,800
Travel Expense-Mileage-Employee	-	-	500	500
Travel Expense-Other-Metrolink Tickets	-	-	100	100
Printing - Internal	-	-	300	300
Total Expenditures	<u>183,835</u>	<u>289,384</u>	<u>325,203</u>	<u>320,411</u>

Funding Sources

Local Transportation Fund - Planning	143,195
Planning, Programming and Monitoring	91,033
SAFE-Vehicle Registration Fees	1,565
MSI Valley Fund-Freeway Projects	9,105
MSI Valley Fund-Fwy Interchange	11,702
MSI Valley Fund-Traffic Mgmt Sys	62,665
Indirect Cost Fund	<u>1,146</u>
Total Funding Sources	<u><u>320,411</u></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. 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, interchange phasing analysis, management of the San Bernardino Transportation Analysis Model Plus (SBTAM+), Safe Routes to School (SRTS) Phase IV 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 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 has been 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, SCTA released a call-for-projects and will be awarding projects totaling \$7.2M 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 the California Department of Transportation (Caltrans) Sustainable Transportation Planning Grant Program. The Comprehensive Multimodal Corridor Plan (CMCP) was updated with RCTC and Caltrans, in support of SBCTA's Solutions for Congested Corridors (SCCP) applications. SBCTA staff also worked on multiple sustainability initiatives in Fiscal Year 2022/2023. Development of a Regional Conservation Investment Strategy (RCIS) was continued under Assembly Bill 2087 (AB 2087). A draft of the RCIS has been developed and is to be submitted to California Department of Fish and Wildlife (CDFW). Phase 2 of the Comprehensive Pedestrian Sidewalk Connectivity Plan was completed and updates were made to the Digital Active Transportation Plan.

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 got underway through a grant received from Caltrans' Sustainable Transportation Planning Grant Program. The Safe Routes to School Phase IV project also got underway through a grant received from the state's Active Transportation Program. In Fiscal Year 2022/2023, 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 Regional Early Action Planning (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 Analysis, 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. Collaborate with transit agencies, local jurisdictions, and other stakeholders in development of the Long Range Multimodal Transportation Plan (LRMTP), which was begun in Fiscal Year 2022/2023 and funded through a Caltrans planning grant.
2. 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 primary transportation projects.
3. Update and enhance SBTAM to be consistent with the 2020 RTP/SCS.
4. Support the jurisdictions of San Bernardino County in the planning and implementation of sustainability initiatives and the Countywide Vision.
5. 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 VMT Mitigation Bank, subject to Board approval.
6. 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.
7. Support both TTAC and PDTF, consisting of staff from local jurisdictions providing input on transportation and local government planning issues.
8. 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.
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. Prepare a 10-Year Delivery Plan for Active Transportation, to assist in positioning San Bernardino County jurisdictions for competitive grant applications. 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, with a new call-for-projects expected in Fiscal Year 2023/2024.
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. 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 Greenhouse Gas (GHGs).
18. Oversee the Safe Routes to School Phase IV project.

The 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; development of a VMT Mitigation Bank, subject to funding and SBCTA Board approval; 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, Amount Budgeted \$90,000.
 - ii. 19-1002103, CTO #4, On-Call Planning Services, Amount Budgeted \$40,000.
 - iii. 19-1002185, CTO #16, On-Call Planning Services, Amount Budgeted \$207,300.
 - iv. 19-1002186, CTO #19, On-Call Planning Services, Amount Budgeted \$160,000.
 - v. 19-1002186, CTO #20, On-Call Planning Services, Amount Budgeted \$78,400.
 - vi. 19-1002187, CTO #15, On-Call Planning Services, Amount Budgeted \$42,000.
 - vii. 19-1002103, CTO #18, On-Call Planning Services, Amount Budgeted \$38,600.
 - viii. 19-1002189, CTO #17, On-Call Planning Services, Amount Budgeted \$208,400.
 - ix. 20-1002340, San Bernardino County Regional Conservation Investment Strategy (SBC RCIS) Development, Amount Budgeted \$176,255.
 - x. 19-1002186, CTO #9, REAP Site Inventory, Amount Budgeted \$20,000.
 - xi. 19-1002186, CTO #11, REAP Environmental Justice Toolkit, Amount Budgeted \$20,000.
 - xii. 19-1002186, CTO #14, REAP ADU Capacity Analysis, Amount Budgeted \$10,000.
 - xiii. 21-1002466, Comprehensive Pedestrian Sidewalk Connectivity Plan – Phase II, Amount Budgeted \$200,000.
 - xiv. 22-1002670, San Bernardino Transportation Analysis Model Update “Plus”, Amount Budgeted \$232,000.
 - xv. 23-1002823, Develop LRMTTP, Amount Budgeted \$400,000.
- b. New Contracts
 - i. 21-1002448, (RFP pending Board approval to execute), RCIS Project Management Scope of Work Amendment with the County, Amount Budgeted \$26,255, Total Estimated Contract Amount \$26,255.
 - ii. RFP, ATP SBC Safe Routes to School Program, Amount Budgeted \$603,000, Total Estimated Contract Amount \$1,053,000.
 - iii. RFP, Professional Services on Technical Studies and Analysis, Amount Budgeted \$173,945, Total Estimated Contract Amount \$500,000.
 - iv. RFP/CTO Planning and COG On-Call Services, Total Estimated Contract Amount \$1,000,000.
 - v. CTO 22 Active Transportation Project Priority List, Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.

Local Funding Source Detail

- i. San Bernardino County Department of Public Health - \$200,000.
- ii. San Bernardino County - \$26,255.

Manager

Steven Smith, Director of Planning

Planning and Regional

Task 0404 Subregional Planning

	2020/2021	2021/2022	2022/2023	2023/2024
Expenditures	Actual	Actual	Revised Budget	Budget
Regular Full-Time Employees	187,885	260,039	214,563	230,798
Regular Part-Time Employees	-	30	2,400	-
Fringe Allocation-General	173,762	256,954	219,112	181,176
Professional Services	195,125	103,691	150,000	150,000
Consulting Services	830,320	2,212,598	2,958,255	2,107,255
Project Controls (Planning-COG)	-	-	-	125,000
Legal Fees	-	15,307	20,000	20,000
Information Technology Services	-	-	1,000	1,000
Dues/Memberships	577	628	-	-
Training/Registration	700	780	3,000	4,500
Postage	177	-	150	100
Travel Expense - Employee	-	2,153	2,000	3,000
Travel Expense-Mileage-Employee	-	275	1,000	500
Advertising	-	236	500	500
Printing - Internal	-	-	200	100
Contributions/Subsidies	162,332	153,060	540,000	540,000
Office Expense	-	-	150	300
Office Equip/Software-Inventorial	-	64	-	-
Computer Hardware and Software	-	-	2,000	6,500
Total Expenditures	<u>1,550,878</u>	<u>3,005,815</u>	<u>4,114,330</u>	<u>3,370,729</u>

Funding Sources

MSI Admin	2,370
Local Transportation Fund - Admin	14,378
Local Transportation Fund - Planning	758,488
Local Transportation Fund - Rail	400,000
Modeling Fees	5,394
Planning, Programming and Monitoring	725
State of California Wildlife Conservatio	150,000
Active Transportation Program - State	200,000
Sustainable Communities Grants-SB1	550,000
SCAQMD/MSRC	90,000
MSI Valley Fund-Freeway Projects	18,960
MSI Valley Fund-Fwy Interchange	10,567
MSI Valley Fund-Express Bus/Rapid Trans	9,480
MSI Valley Fund-Traffic Mgmt Sys	843,146
MSI Victor Valley Fund-Traffic Mgmt Sys	76,966
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
Local Projects Fund	<u>226,255</u>
Total Funding Sources	<u><u>3,370,729</u></u>

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 2022/2023, SBCTA staff completed 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 (SR18) between State Route 138 (SR138) and US 395. Staff also conducted analysis and prepared a grant application for the US 395 Freight Mobility and Safety Project from Interstate 15 (I-15) to SR18, 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 SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

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; and input to the San Bernardino County Transportation Analysis Model (SBTAM) update.
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. Initiate the State Route 247 and State Route 62 (SR247/62) Corridor Study that will prepare a Project Study Report/Project Development Support (PSR/PDS) programming document. This new effort is funded by an allocation secured through the state legislative process, and will include a focus on alternate route planning to address I-15 emergencies and incident response.
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 increases are due primarily to contributions to the preparation of the SR247/62 Corridor Study.

Planning and Regional

Task 0941 Mountain/Desert Planning and Project Development

Products

1. SR247/62 Corridor PSR/PDS, setting the stage for future improvements on both routes.
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. 19-1002228, State Route 18/138 Corridor Study, Amount Budgeted \$150,000.
- b. New Contracts
 - i. RFP for State Route 247/62 Corridor Study, Amount Budgeted \$500,000, Total Estimated Contract Amount \$750,000.

Local Funding Source Detail

- i. LACMTA - \$75,000.

Manager

Steven Smith, Director of Planning

Planning and Regional

Task 0941 Mountain/Desert Planning and Project Development

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	9,711	5,522	24,806	46,731
Fringe Allocation-General	8,981	5,457	25,331	36,683
Consulting Services	223,500	32,398	150,000	650,000
Contributions/Subsidies	-	187,500	-	-
Total Expenditures	<u>242,192</u>	<u>230,877</u>	<u>200,137</u>	<u>733,414</u>

Funding Sources

State Grant	500,000
MSI Victor Valley Fund-Traffic Mgmt Sys	137,086
MSI North Desert Fund-Traffic Mgmt Sys	4,739
MSI Colorado River Fund-Traffic Mgmt Sys	2,370
MSI Morongo Basin Fund-Traffic Mgmt Sys	4,739
MSI Mountain Fund-Traffic Mgmt Sys	9,480
Local Projects Fund	<u>75,000</u>
Total Funding Sources	<u>733,414</u>



SBCTA and the City of Barstow gathered at the historic Casa Del Desierto Santa Fe Depot to officially break ground on the new North First Avenue Bridge over the Burlington Northern Santa Fe Railroad (BNSF) Rail Yard. This event marks a critical initial step toward a renaissance of one of the important High Desert cities.

COUNCIL OF GOVERNMENTS

Council of Governments Program Budget

Description

San Bernardino Council of Governments (SBCOG) facilitates collaboration among our members to improve the region. This is done by providing regular reports and seeking feedback from the City/County Manager's Technical Advisory Committee (CCMTAC), and through direction received from the Board of Directors. Implementation of the Countywide Vision are ongoing ways that SBCOG fosters collaboration through this task, and specific projects and initiatives are undertaken at the request of the SBCOG Board.

There were several major activities for Fiscal Year 2022/2023:

1. Established and met regularly with an ad hoc committee of the CCMTAC to form the Housing Trust.
2. Provided update on Housing Legislation to the CCMTAC and the Board of Directors.
3. 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 Western Riverside Council of Governments (WRCOG) as the lead agency, Coachella Valley Association of Governments (CVAG) and SBCOG 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 public entities throughout the Inland Empire.
4. Worked closely in collaboration with WRCOG and CVAG to develop and execute a Memorandum of Agreement (MOA) and Governance and Operations Charter, between WRCOG, CVAG and SBCOG for the I-REN Project.
5. Worked closely with WRCOG and CVAG, on I-REN Requests for Proposals (RFPs) to address the areas of Marketing, Public Sector Implementation, Codes and Standards, and Building Upgrade Concierge (BUC) software.
6. Completed Outreach for Cucamonga Canyon Management Plan.
7. Initiated development of a Smart County Master Plan (SCMP).
8. Provided information to the SBCOG Board and technical committees regarding the pros and cons of creating a Housing Trust for San Bernardino County.
9. Administered and levied the annual assessments related to 5,200 existing Property Assessed Clean Energy (PACE) liens originated from 2013 until 2017.

Activities planned for Fiscal Year 2023/2024 include:

1. Planning and coordination of local agencies to prepare a Smart County Master Plan.
2. Planning and coordination for the annual City/County Conference.
3. Develop and establish San Bernardino Regional Housing Trust Joint Powers Agreement (JPA).
4. Continue to collaborate and partner with WRCOG, CVAG, local jurisdictions and other public agencies, utilities, educational institutions, tribes and third-part energy providers regarding implementation of I-REN and its programs.
5. Participation in selected elements of the Countywide Vision implementation.
6. Coordination with local agencies and civic groups on regional programs and issues of importance to the various regions in the county.
7. Host grant writing seminars for SBCOG member agencies.
8. Partner with local agencies to identify long-term goals for SBCOG and to update the work plan.
9. Partner with local governments and workforce entities to improve opportunities for small business.
10. Development of an SBCOG Marketing Plan.
11. Participate on SBCOG Board and Policy Committees, Ad Hoc Committees and Study Sessions.
12. Participate on regional boards, as these are critical to ensure our concerns are understood regionally.

Council of Governments Program Budget

Goals and Objectives

1. Support City/County Conference activities.
2. Develop the six-month Smart County Early Action Plan.
3. Develop COG Equity Framework.
4. Implement the I-REN Program.
5. Establish Regional Housing Trust JPA.

Performance/Workload Indicators

	2020/2021 Actual	2021/2022 Actual	2022/2023 Revised Budget	2023/2024 Budget
Smart County Master Plan: Deliver Early Action Plan	NA	NA	NA	YES
I-REN: Offer assistance and program information to 25 jurisdictions	NA	NA	NA	YES
Host grant-writing seminars and provide grant assistance to SBCOG member agencies	YES	YES	YES	YES

Council of Governments

Task 0511 Council of Governments

Purpose

Promote and encourage regional collaboration among agencies in San Bernardino County through our role as the Council of Governments and to conduct specific projects focused on sustainability, local government services, and quality of life that are of benefit to the member agencies.

Reduce energy costs, overall energy consumption and water use through strategic initiatives that promote energy efficiency and water conservation improvements and assist local governments with energy efficiency efforts.

To actively participate in California's sustainability and clean energy initiatives and thereby build stronger and more resilient, and prosperous communities. To connect and provide programs and equitable access to services to local governments, workforce providers, community colleges, water districts, and tribes in San Bernardino County.

Accomplishments

SBCOG facilitates collaboration among our members to improve the region. This is done by providing regular reports and seeking feedback from the City/County Manager's Technical Advisory Committee (CCMTAC), and through direction received from the Board of Directors. Implementation of the Countywide Vision are ongoing ways that SBCOG fosters collaboration through this task, and specific projects and initiatives are undertaken at the request of the SBCOG Board. Recent activities include:

1. Established and met regularly with an ad hoc committee of the CCMTAC to form the Housing Trust.
2. Provided update on Housing Legislation to the CCMTAC and the Board of Directors.
3. 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 Western Riverside Council of Governments (WRCOG) as the lead agency, Coachella Valley Association of Governments (CVAG) and SBCOG 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 public entities throughout the Inland Empire.
4. Worked closely in collaboration with WRCOG and CVAG to develop and execute a Memorandum of Agreement (MOA) and Governance and Operations Charter, between WRCOG, CVAG and SBCOG for the I-REN Project.
5. Worked closely with WRCOG and CVAG, on I-REN Requests for Proposals (RFPs) to address the areas of Marketing, Public Sector Implementation, Codes and Standards, and Building Upgrade Concierge (BUC) software.
6. Completed Outreach for Cucamonga Canyon Management Plan.
7. Initiated development of a Smart County Master Plan (SCMP).
8. The San Bernardino Regional Housing Trust (SBRHT) is a new program that will bring funds to the region to plan and build affordable housing throughout the region. Presentations have been provided on potential governance structures for the Trust and tools needed for implementation. Outreach presentations to several member jurisdiction City Councils on the Housing Trust.
9. Provided information to the SBCOG Board and technical committees regarding the pros and cons of creating a Housing Trust for San Bernardino County.
10. Administer and levy the annual assessments related to 4,209 existing Property Assessed Clean Energy (PACE) liens originated from 2013 until 2017.

Council of Governments

Task 0511 Council of Governments

Work Elements

This task covers SBCOG involvement in specific projects to support the member agencies, selected elements of the Countywide Vision and other multi-agency regional programs.

1. Planning and coordination of local agencies to prepare a Smart County Master Plan.
2. Support planning and coordination for the annual City/County Conference.
3. Planning and coordination within SBCTA/SBCOG and among local agencies to develop and implement an Equity Framework.
4. Continue to collaborate and partner with WRCOG, CVAG, local jurisdictions and other public agencies, utilities, educational institutions, tribes and third party energy providers regarding implementation of the Inland Regional Energy Network (I-REN) and its programs.
5. Participation in selected elements of the Countywide Vision implementation.
6. Coordination with local agencies and civic groups on regional programs and issues of importance to the various regions in the county.
7. Host grant writing seminars for SBCOG member agencies.
8. Partner with local agencies to identify long-term goals for SBCOG and to update the work plan.
9. Partner with local governments and workforce entities to improve opportunities for small business.
10. Development of an SBCOG Marketing Plan.
11. Participate on SBCOG Board and Policy Committees, Ad Hoc Committees and Study Sessions.
12. Participate on regional boards as these are critical to ensure our concerns are understood regionally.
13. The Housing Trust would establish a Memorandum of Understanding (MOU) with SBCOG for SBCOG to administer the SBRHT. Work would include the development and implementation of the Governance Structure, Administrative Plan, and project and programming established by the SBRHT.
14. Planning and coordination with local jurisdictions to implement a Housing Trust for San Bernardino County.
15. Working with SCAG and California Department of Housing and Community Development (HCD) to administer the REAP 2.0 grant funding.

Product

1. In collaboration with WRCOG and CVAG deliver the I-REN energy efficiency programs related to the Public Sector, Codes and Standards, and Workforce Education and Training (WET).
2. Smart County Master Plan and, within six months of Notice to Proceed, a Short-Term Action Plan.
3. SBCOG work plan.
4. Grant writing workshops.
5. Establishment of a San Bernardino Regional Housing Trust, subject to SBCOG Board approval.
6. Housing Trust Governance and Scope of Work.
7. Housing Legislation Analysis and Report.
8. Development of a SBRHT Administrative Plan.
9. Implementation of Programs and Projects identified in the Administrative Plan.

Council of Governments

Task 0511 Council of Governments

Contract Information

- a. Existing Contracts
 - i. 22-1002767/23-1002898, I-REN, Amount Budgeted \$850,686.
 - ii. 19-1002189, CTO 17 Sustainability, Amount Budgeted \$18,000.
 - iii. 19-1002185, CTO 16 Project Controls, Amount Budgeted \$40,000.
 - iv. 20-1002381, Legal services for the Home Energy Renovation Opportunity (HERO) Program, Amount Budgeted \$50,000.
 - v. 20-1002380, Financial Advisor and Program Manager for the HERO Program, Amount Budgeted \$0- trustee process payment from fees collected.
 - vi. 20-1002379, Special Tax Consultant and Assessment Engineer for the HERO Program, Amount Budgeted \$110,000.
- b. New Contracts
 - i. Housing Trust Program, Amount Budgeted \$0, Total Estimated Contract Amount, \$1,000,000.
 - ii. CTO 21 Sustainability Grant Writing and Management, Amount Budgeted \$50,000, Total Estimated Contract Amount \$100,000.
 - iii. RFP/CTO Planning and COG On-Call Services, Amount Budgeted \$0, Total Estimated Contract Amount \$1,000,000.
 - iv. RFP, Funding Agreement with SCAG to fund the Housing Trust, Amount Budgeted \$0, Total Estimated Contract Amount, \$1,000,000.
 - v. CTO 21 Sustainability Grant writing and management, Amount Budgeted \$52,500, Total Estimated Contract Amount \$100,000.
 - vi. RFP/CTO Planning and COG On-Call Services, Amount Budgeted \$0, Total Estimated Contract Amount \$1,000,000.

Council of Governments Fund Detail

- i. Inland Regional Energy Network - \$565,185.
- ii. Southern California Association of Governments - \$50,000.
- iii. San Bernardino County - \$50,000.
- iv. San Bernardino County Public Outreach - \$2,960.
- v. San Bernardino County Smart County Master Plan - \$27,717.
- vi. San Bernardino Regional Housing Trust - \$194,333.
- vii. Rancho Cucamonga Fire Protection - \$23,621.

Manager

Steven Smith, Director of Planning

Council of Governments

Task 0511 Council of Governments

	2022/2023			
	2021/2022	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	-	-	-	422,636
Regular Part-Time Employees	-	-	-	14,910
Fringe Allocation-General	-	-	-	343,471
Professional Services	-	-	-	227,016
Consulting Services	-	-	-	502,213
Attendance Fees	-	-	-	36,600
Information Technology Services	-	-	-	4,017
Training/Registration	-	-	-	12,017
Postage	-	-	-	1,017
Travel Expense - Employee	-	-	-	11,517
Travel Expense - Non-Employee	-	-	-	1,000
Travel Expense-Mileage-Employee	-	-	-	2,017
Travel Expense-Mileage-Non-Employee	-	-	-	1,017
Printing - External	-	-	-	4,517
Printing - Internal	-	-	-	2,017
Office Expense	-	-	-	2,517
Meeting Expense	-	-	-	3,017
Project Controls (Planning-COG)	-	-	-	50,017
Grant Writing	-	-	-	50,000
Total Expenditures	-	-	-	1,691,533

Funding Sources

State of California Department Parks & Recreation	230,000
General Assessment Dues	220,366
Property Assessed Clean Energy Fund	305,719
Greenhouse Gas Fund	21,632
Council of Governments Fund	913,816
Total Funding Sources	1,691,533

NOTE: New Task created in Fiscal Year 2023/2024 budget. It does not include prior year history.

TRANSIT

Transit Program Budget

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) for the operation of Metrolink and Arrow service, provide technical assistance to local jurisdictions implementing transit oriented development, coordinate and assist local bus operators, oversee rideshare, vanpool and multimodal activities, and manage sixty (60) miles of agency owned railroad right of way. The program is funded by an array of funding sources, including Measure I, Transportation Development Act, Federal, State, and local funds. Many of SBCTA's Transit and Rail Program responsibilities are based on Federal and State regulations, requiring coordination with the Federal Railroad Administration (FRA), Federal Transit Administration (FTA), California State Transportation Agency (CalSTA), and the California Public Utility Commission (CPUC).

Goals and Objectives

The Transit team continues delivering, managing, and constructing major 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 and Arrow commuter rail services to the citizens of San Bernardino County, expanding bus rapid transit service with the West Valley Connector Bus Rapid Transit (BRT) project, development of the first zero emission passenger rail vehicle in North America, continuing project development for the Tunnel to Ontario International airport, and continued coordination with Brightline West for the 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 department's responsibilities include the 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 the close-out activities for the Redlands Passenger Rail Project.
2. Continue Zero Emission Multi-Unit (ZEMU) testing in San Bernardino in consultation with the FRA and SCRRA.
3. Begin construction of ZEMU related infrastructure, which includes the maintenance facility retrofit and hydrogen fueling station improvements.
4. Continue the construction of West Valley Connector (WVC) Phase I – Mainline and begin construction of bus facility upgrade to accommodate battery charging.
5. Continue to support SCRRA with the right of way acquisition for the Rancho Cucamonga Siding Southern California Optimized Rail Expansion (SCORE) Project.
6. Complete the environmental clearance for the Tunnel to ONT and release the Request for Proposals to the shortlisted Design Build entities.
7. 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.
8. Continue close coordination with Brightline West.
9. Manage SBCTA railroad right of way in an efficient and comprehensive fashion.
10. Support the transit operators with the implementation of zero emission buses, and work with Fund Administration and Planning to identify funding and seek grants for the effort.
11. Provide technical assistance to the transit operators and their Consolidated Transportation Service Agencies within San Bernardino County.
12. Continue managing the IE Commuter rideshare program and implementation of commuter assistance programs, including but not limited to commuter incentives, a Rail Ridership Recovery Program, and a Telework Assistance Program. Conduct an in-depth post-pandemic review of the IE Commuter rideshare program for future year adjustments and planning.

Transit Program Budget

13. Work with regional rideshare agencies to maintain and enhance a regional rideshare and vanpool software and database.
14. Manage and make adjustments to the SB Loop Vanpool Subsidy Program, including increasing the subsidy amount and modifying the operating guidelines. Continue National Transit Database reporting, and monitoring cost versus FTA 5307 revenue generation.
15. Work with county transit operators through the Multimodal Interconnectivity Working Group to implement countywide multimodal efforts, including free fare days to rebuild ridership and promote various specialized services.
16. Conduct an Implementation Study to integrate the use of Multiple Units (MUs) on the San Bernardino Line, from San Bernardino to Los Angeles.

Performance/Workload Indicators

	2020/2021 Actual	2021/2022 Actual	2022/2023 Revised Budget	2023/2024 Budget
Redlands Passenger Rail Project	Construction/ Vehicle Assembly & Delivery	Construction/ Pre-revenue Testing	Start of Revenue Service/ Closeout	Closeout/Final Delivery Reports
Development of Zero emission Multiple Unit	Vehicle Design	Vehicle Design/ Assembly	Vehicle Assembly & Testing/AMF Upgrades	Vehicle Testing/AMF Upgrade Construction
West Valley Connector	Right of Way (ROW) Acquisition/ Final Design/ Seek Funding	ROW Acquisition/ Final Design	ROW Acquisition/ Construction	Construction
Gold Line Extension	On-hold/ Seek Funding	On-hold/ Seek Funding	On-hold/ Seek Funding	On-hold/ Seek Funding
Tunnel to ONT	Planning/ Procurement	Procurement/ Environmental	Procurement/ Environmental	Procurement/ Environmental
Metrolink Double Track – Control Point (CP) Lilac to CP Rancho (Preliminary Engineering and California Environmental Quality Act (CEQA) Clearance Only)	On-hold/ Seek Funding (SCRRA)	On-hold/ Seek Funding (SCRRA)	On-hold/ Seek Funding (SBCTA/ SCRRA)	On-hold/ Seek Funding (SBCTA/ SCRRA)

Transit

Task 0309 Transit Operator Support

Purpose

Facilitate and oversee the administration and programming of transit projects through funding provided by a variety of Federal and State revenue sources and Measure I to allow delivery of transit projects on schedule and to demonstrate compliance with applicable Federal, State, and local guidelines; fiscal constraint; and air quality conformity requirements. Federal and State revenue sources include Fixing America's Surface Transportation (FAST) Act and the 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 and VVTA for their role as CTSA for the High Desert.

Accomplishments

San Bernardino County Transportation Authority (SBCTA) staff has administered and programmed the funding available for transit projects based on the Board approved priorities and strategies as communicated through the 10-Year Delivery Plan and the various Short Range Transit Plans (SRTPs), program apportionments, and project-specific allocations. Through strategic fund management and timely delivery of existing committed funds, SBCTA has maximized and protected Federal and State funding revenues. In addition, SBCTA has supported transit operators with information on funding opportunities and transportation program guidelines, requirements, policies, and schedules. SBCTA serves as a liaison between transit operators and the California Department of Transportation (Caltrans), the California Transportation Commission (CTC), 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 the 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 and other local/state requirements.

Transit

Task 0309 Transit Operator Support

4. Schedule annual Public Hearing as required by the TDA. This hearing will be conducted through the Public and Specialized Transportation Advisory and Coordination Council (PASTACC) and will gather public comment for all San Bernardino County Operators.
5. Providing grant services 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 2022/2023 and Fiscal Year 2023/2024 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 that 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 \$160,000.
- b. New Contracts
 - i. New Contract Task Order, Grant Administrative Services, Amount Budgeted \$50,000, Total Estimated Contract Amount \$50,000.

Manager

Victor Lopez, Director of Transit and Rail Projects

Transit

Task 0309 Transit Operator Support

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	142,123	151,071	104,883	144,485
Fringe Allocation-General	131,440	149,278	107,107	113,420
Professional Services	222,034	143,615	201,200	210,000
Consulting Services	-	16,248	21,100	23,100
Dues/Memberships	-	-	1,500	-
Training/Registration	-	-	100	100
Postage	-	-	4,000	4,000
Travel Expense - Employee	38	35	1,000	1,000
Travel Expense-Mileage-Employee	-	-	250	250
Travel Expense-Other-Metrolink Tickets	-	1,629	250	500
Advertising	1,108	4,049	4,000	6,000
Printing - External	-	33,221	4,400	-
Meeting Expense	-	-	500	500
Total Expenditures	<u>496,743</u>	<u>499,146</u>	<u>450,290</u>	<u>503,355</u>

Funding Sources

Local Transportation Fund - Admin	153,406
Local Transportation Fund - Planning	<u>349,949</u>
Total Funding Sources	<u>503,355</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

San Bernardino County Transportation Authority (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 \$4,183,050.
 - ii. Senate Bill 1 (SB1) and SGR Pass-through Agreements with Transit Operators, Amount Budgeted \$5,524,081.

Manager

Andrea Zureick, Director of Fund Administration

Transit

Task 0310 Transit Allocations/Pass-throughs

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Contributions/Subsidies	22,609,106	22,451,669	25,888,148	31,419,881
Pass-through Payments	69,120,347	40,695,715	131,886,500	161,440,000
Total Expenditures	<u>91,729,452</u>	<u>63,147,383</u>	<u>157,774,648</u>	<u>192,859,881</u>

Funding Sources

Local Transportation Fund - Pass-through	139,640,000
State Transit Assist Fund - Pass-through	21,800,000
State of Good Repair (SGR)	5,524,081
MSI Valley Fund-Senior and Disabled	23,732,200
MSI Victor Valley Fund-Senior and Disabled	1,584,000
MSI North Desert Fund-Senior and Disabled	262,400
MSI Colorado River Fund-Senior and Disabled	23,400
MSI Morongo Basin Fund-Senior and Disabled	152,900
MSI Mountain Fund-Senior and Disabled	<u>140,900</u>
Total Funding Sources	<u>192,859,881</u>

Transit

Task 0312 General Transit

Purpose

Represent San Bernardino County's transit interests at the State, Regional and National levels, including staff time associated with 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 (SBL) alone carries approximately 25 percent of total Metrolink passengers and boasts fare box recovery of over 38 percent. As a result of the Coronavirus Disease (COVID-19) pandemic, ridership in Fiscal Year 2022/2023 continued to be significantly lower; however, the San Bernardino Line (SBL) has shown strong signs of recovery, with the SBL maintaining the highest ridership of all Metrolink lines. As of November 2022, the SBL accounts for 31 percent of total ridership across the system and has restored 91 percent of service. Although the Metrolink Board of Directors deferred the action to reinstate full service earlier this year, full service will be restored once ridership recovers further. 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. Due to the positive response from the community and increase in ridership, the SBCTA Board approved funding this free fare promotion again in February 2023, and was again implemented across all bus and rail operators in San Bernardino County. Furthermore, Metrolink completed pre-revenue testing of the Diesel Multiple Units (DMUs), which will operate as part of Arrow service. Revenue service commenced on October 24, 2022. As part of SBCTA's role as a member agency, staff remain engaged in the Member Agency Advisory Committee (MAAC). Staff has continued to work closely with Brightline West to support the 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 of Directors, 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 an optimal amount to accommodate SBCTA staff time and consultant staff augmentation, and include sufficient budget for studies.

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 of Directors, 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. New Contracts
 - i. RFP/CTO, Professional Services for Transit Staff Augmentation, Amount Budgeted \$250,000, Total Estimated Contract Amount \$1,200,000.
 - ii. 15-1001125/Work Order No. 12 – Multiple Unit Implementation Study, Amount Budgeted \$400,000, Total Estimated Contract Amount \$500,000.

Manager

Victor Lopez, Director of Transit and Rail Programs

Transit

Task 0312 General Transit

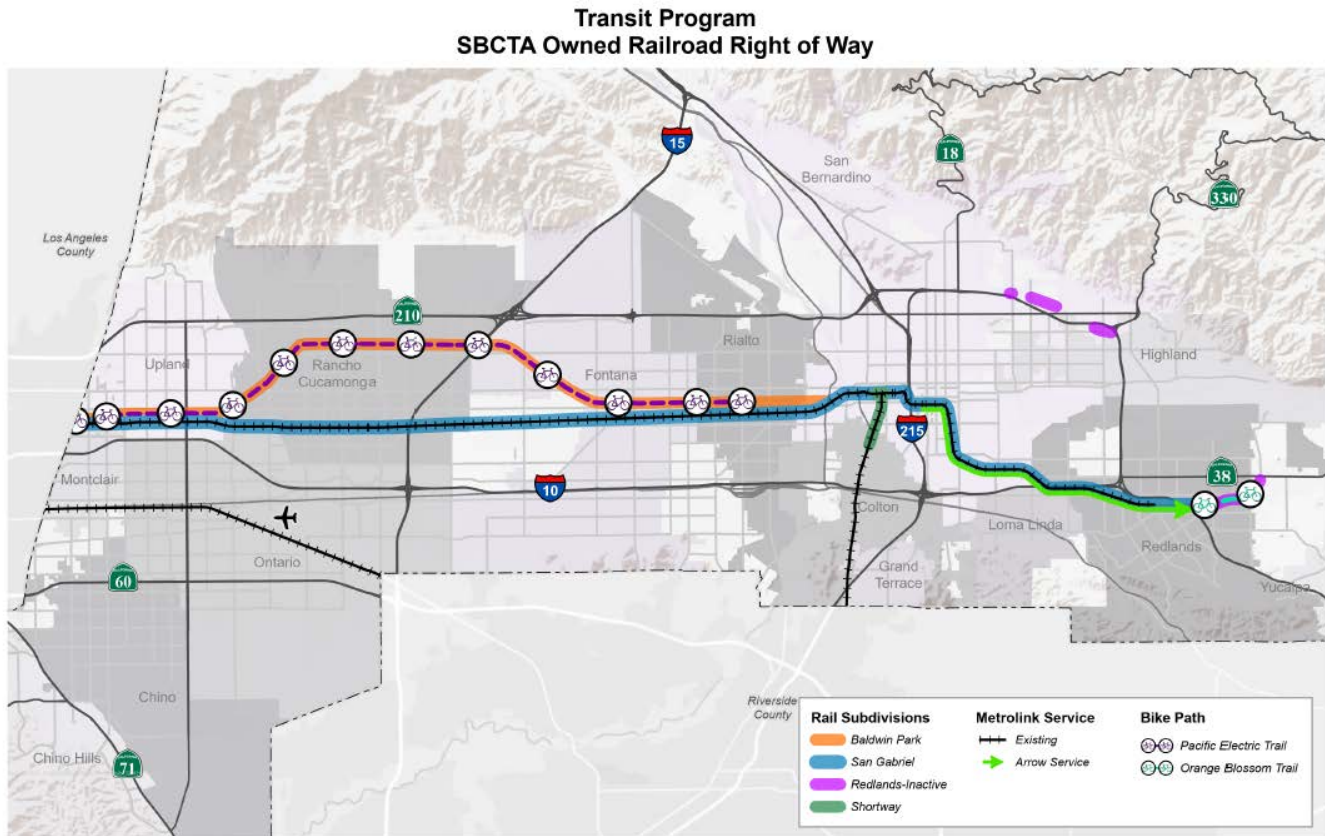
	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	212,034	346,021	438,215	479,058
Fringe Allocation-General	196,096	341,915	447,505	376,061
Professional Services	44,353	10,577	671,241	400,000
Consulting Services	(1,000)	-	-	-
Program Management Fees	515,103	287,947	259,119	250,001
Dues/Memberships	1,146	1,730	7,500	7,500
Training/Registration	3,355	7,098	10,000	10,000
Postage	-	-	500	500
Travel Expense - Employee	1,185	9,536	20,000	20,000
Travel Expense-Mileage-Employee	-	-	2,000	2,000
Travel Expense-Other-Metrolink Tickets	-	20	1,000	1,000
Public Information Activities	(517)	-	-	-
Printing - External	-	75	500	500
Record/Equipment Storage	-	-	1,000	1,000
Office Expense	-	-	100	100
Meeting Expense	59	2,639	1,000	1,000
Total Expenditures	<u>971,815</u>	<u>1,007,557</u>	<u>1,859,680</u>	<u>1,548,720</u>
Funding Sources				
MSI Admin	32,854			
Local Transportation Fund - Planning	849,937			
Local Transportation Fund - Rail	250,001			
State Transit Assistance Fund - Rail	400,000			
Indirect Cost Fund	<u>15,928</u>			
Total Funding Sources	<u>1,548,720</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

San Bernardino County Transportation Authority's (SBCTA) 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 and supported by the new Right of Way Manager and Right of Way Specialist positions, which will provide more robust succession planning with respect to the management of SBCTA railroad right of way. Work was done with the City of Rancho Cucamonga to update the station agreement to ensure property insurance is in place for the core rail station assets and perfect title at the Cucamonga Station. A successful negotiation was completed for the Brightline West disposition and development of a portion of the Cucamonga 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 the 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 an 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 the onboarding of new agreements for maintenance of way, labor compliance, and other professional services to support SBCTA's right of way management.

Product

Proactively manage the railroad right of way by performing maintenance activities, processing new and amended railroad right of way Rights of Use Agreements in a timely fashion, and 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. 16-1001363, Litigation Representation – Railroad Right of Way Amount Budgeted \$128,134.
 - ii. 19-1002002 CTO 01, On-Call Right of Way Legal Services, Amount Budgeted \$6,655.
- b. New Contracts
 - i. RFP/CTO, Professional Services – Engineering Design for risks identified in the San Gabriel Subdivision Hydrologic and Hydraulic Analysis, Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.
 - ii. RFP/CTO, Professional Services – Rail Station Surveying and Appraisal, Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.
 - 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 \$2,310, Total Estimated Contract Amount \$5,000.
 - v. RFP/CTO, Professional Services – On-call Engineering Plan Review, Amount Budgeted \$50,000, Total Estimated Contract Amount \$50,000.
 - vi. RFP, Professional Services – On-call Railroad Right of Way Maintenance Services, Amount Budgeted 1,066,600, Total Estimated Contract Amount \$5,600,000.
 - vii. RFP/CTO, Right-of-Way Process Automation, Amount Budgeted \$50,000, Total Estimated Contract Amount \$500,000.

Manager

Victor Lopez, Director of Transit and Rail Programs

Transit

Task 0313 Transit Right of Way Management

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	72,215	138,753	189,599	179,233
Fringe Allocation-General	66,787	137,107	193,618	140,697
Professional Services	13,904	6,965	357,020	1,380,565
Legal Fees	31,328	73,508	255,013	228,133
Rail Maintenance of Way	908,236	788,285	800,000	-
Training/Registration	-	-	7,500	7,500
Postage	82	17	500	500
Travel Expense - Employee	-	-	1,000	1,000
Travel Expense-Mileage-Employee	-	-	500	500
Advertising	-	-	1,000	1,000
Bank Charges	2,770	-	-	-
Other Service Charges	1,988	-	-	-
Meeting Expense	-	-	500	500
Total Expenditures	<u>1,097,310</u>	<u>1,144,635</u>	<u>1,806,250</u>	<u>1,939,628</u>

Funding Sources

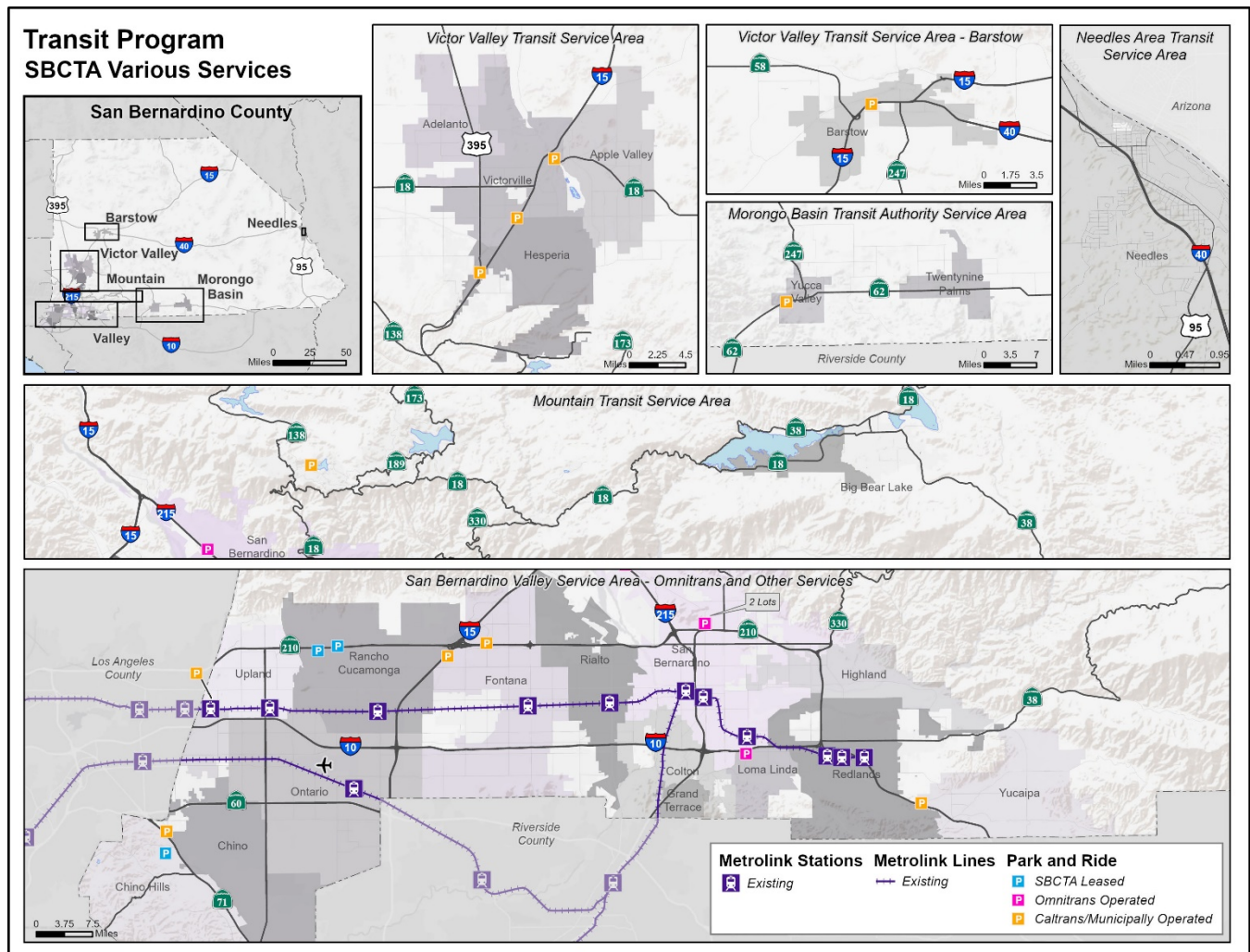
Local Transportation Fund - Planning	327,271
Local Transportation Fund - Rail	434,788
Rail Assets	1,173,910
Indirect Cost Fund	3,659
Total Funding Sources	<u>1,939,628</u>

Transit

Task 0314 Transit Operations

Purpose

Provide people with mobility options 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 2022, Metrolink restored service to 91 percent of pre-pandemic levels, which includes all but two trains on the San Bernardino Line (SBL). Although Metrolink ridership has continued to be impacted by the current health pandemic, the service is vital to San Bernardino County commuters and has recovered approximately 42 percent system-wide as of October 2022, with the SBL accounting for 28 percent of total budgeted revenue.

SCRRA also implemented new fare products for Metrolink customers to provide greater flexibility and enhance the customer experience, including the Reduced Fare Discount Program for low-income individuals, 7-Day and 10-Day Flex Passes, and a 30 percent discount on monthly passes to celebrate its 30th year anniversary.

Transit

Task 0314 Transit Operations

These different fare types offer flexibility to those working modified work schedules, allowing for telecommuting and shifts in peak hours. These initiatives are part of Metrolink's Recovery Plan Framework, which was born from its Accessibility and Affordability Study approved by its Board in 2020.

SBCTA implements Arrow Service in partnership with SCRRA, with the commencing of pre-revenue testing and commissioning of the Arrow Maintenance Facility, and service on October 24, 2022. As part of the launch of service, SBCTA is partnering with SCRRA to provide discounted fares for the general population, as well as a university program targeted at both students and faculty at the University of Redlands beginning in January 2023, with the use of Low Carbon Transit Operations Program (LCTOP) grant funds. SBCTA is also working with both Omnitrans and SCRRA on a marketing campaign that focuses on connections between Arrow, Metrolink, and the SbX operated by Omnitrans, as well as outreach to communities further east of Redlands.

SCRRA continues to focus on exploring cleaner locomotive technology and is coordinating a Multiple Unit (MU) Implementation Study with SBCTA and Los Angeles Metro to evaluate opportunities to utilize MUs between Redlands and Los Angeles. The Study is estimated to be completed in summer 2023. This effort is inspired by ongoing efforts to address climate change concerns and recommendations made in Metrolink's 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'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 the 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 ride-matching, marketing, commuter incentives, and commuter assistance. SBCTA is the lead contracting entity for rideshare software that the regional rideshare agencies such as Los Angeles County Metropolitan Transportation Authority (LACMTA), Orange County Transportation Authority (OCTA), RCTC and Ventura County Transportation Commission (VCTC) utilize. This regional contract approach helped facilitate the consolidation of rideshare databases to provide a more efficient and robust ride-matching system for commuters throughout the region. The transition also reduced the overall cost of the software and opened up opportunities for regional cost-shared enhancements. SBCTA also continues to participate in regional rideshare activities with these agencies, which includes a monthly *On the Go* rideshare newsletter for commuters and a bi-monthly newsletter for employers. During Fiscal Year 2021/2022, the IE Commuter program provided rideshare resources to 128 employers within the county, assisted seventy-one (71) employer worksites with SCAQMD Rule 2202 surveying, which resulted in nearly 4 million vehicle trip reductions, and 95 million pounds of greenhouse gas emissions reduced. 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 offering a Telework Employer Assistance program and resources and incentive opportunities for teleworkers. These programs support SBCTA's Senate Bill 743 (SB743) efforts. In Fiscal Year 2022/2023, program development began for the Metrolink Rail Ridership Recovery Program to encourage new riders to try the train and to re-engage riders from pre-pandemic. This program is for residents who live in the county and also encompasses college students who live or commute to school in the county. This program is being implemented in conjunction with RCTC. SBCTA continues 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, Omnitrans, San Bernardino County and SBCTA. Looking ahead, an in-depth program review and report of the IE Commuter program is planned to help understand how IE Commuter compares in program offerings and performance to other similar rideshare and Transportation Demand Management programs. The program review will also help strategize the program moving forward and appropriately scope the program for future procurements.

Transit

Task 0314 Transit Operations

SBCTA continues to actively host ongoing Multimodal Interconnectivity Working Group meetings with the county's transit operators, which include Metrolink, Morongo Basin Transit Authority, Mountain Transit, Needles Area Transit, Omnitrans, and Victor Valley Transit Authority. The working group's goal is to integrate SBCTA's transit, rail, rideshare, vanpool, and planning programs alongside the transit operators to collaborate on countywide transit efforts with a customer facing approach and, where feasible, pursue multimodal connections. In Fiscal Year 2022/2023, the working group continued county-wide marketing efforts to encourage and regain riders lost from the pandemic. These marketing efforts focused on equity, regional connectivity, trip planning tools, and included a county-wide free fare day on both rail and bus for Transit Equity Day in recognition of Rosa Park's birthday on February 4th. The working group will continue to conduct county-wide marketing, transit awareness campaigns and provide free fare days for these efforts. Awareness campaigns may relate to transit safety, including human trafficking, sexual harassment, and domestic violence awareness. Free fare days may occur on Earth Day on April 22nd, Car Free Day on September 21st, Clean Air Day on October 4th, or any day that is tied to a county-wide marketing campaign. In addition to these efforts, the working group continues to focus on initiatives and pilot projects related to first/last mile connections, special shuttle opportunities, travel training and transit ambassador programs, multi-agency integration of mobile fare apps, microtransit, and considerations for implementing fare capping policies county-wide in support of transit equity. Lastly, to further increase interconnectivity between the transit operators, SBCTA will be improving bus stops at the San Bernardino Santa Fe Depot. This will allow Omnitrans and VVTA to move their service from Second Street to Third Street and therefore improve the ease for customers transferring between various forms of transit at the Santa Fe Depot.

Work Elements

1. Provide SBCTA's share of SCRRA's Metrolink and Arrow service annual operating subsidy.
2. MU Implementation Study.
3. Ridership Recovery; Tracking Actual versus Budget.
4. Rail Station Technical Advisory Committee (RSTAC).
5. IE Commuter rideshare program.
6. SBCTA Park and Ride lease program.
7. Bus Stop Improvements.
8. Multimodal Interconnectivity Working Group and Initiatives.
 - a. Free Fare Days.
 - b. Marketing/Promotion for special services and county wide services.
 - c. New initiatives related to safety on public transit.
 - d. Transit Travel Training for San Bernardino County residents.
 - e. Short-term park and ride, and shuttle projects.

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 sufficient budget to accommodate SBCTA's annual operation subsidy.

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 the 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 the 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. Improve regional connectivity, customer experience and transit awareness through county-wide multimodal coordination.

Transit

Task 0314 Transit Operations

Contract Information

- a. Existing Contracts
 - i. 17-1001666, San Bernardino Transit Center Station Security and Operations & Maintenance Agreement, Amount Budgeted \$250,000.
 - ii. 19-1001998, Transit and Specialized Transit Planning, Amount Budgeted \$150,000.
 - iii. 19-1002203, Rideshare Program Software, Amount Budgeted \$471,788.
 - iv. 20-1002253, Tippecanoe Station Security and Operations & Maintenance Agreement, Amount Budgeted \$250,000.
 - v. 20-1002255, University of Redlands Station Security and Operations & Maintenance Agreement, Amount Budgeted \$565,000.
 - vi. 20-1002655, Downtown Redlands Station Security and Operations & Maintenance Agreement, Amount Budgeted \$500,000.
 - vii. 21-1002371, Rideshare and Vanpool Program Implementation, Amount Budgeted \$1,925,000.
 - viii. 22-1002676, Park and Ride Lot Lease, Amount Budgeted \$9,000.
 - ix. 22-1002742, Park and Ride Lot Lease, Amount Budgeted \$14,400.
 - x. 22-1002743, Park and Ride Lot Lease, Amount Budgeted \$8,532.
 - xi. 23-1002929, SCRRA Rail Ridership Program, Amount Budgeted \$400,000.
- b. New Contracts
 - i. Park and Ride Lot Leases, Amount Budgeted \$30,000, Total Estimated Contract(s) Amount \$30,000.
 - ii. RFP/CTO, Multimodal Contracts (Marketing and Wayfinding), Amount Budgeted \$250,000, Total Estimated Contract \$250,000.
 - iii. RFP/IFB, Bus Stop Improvement – San Bernardino Santa Fe Depot, Amount Budgeted \$3,000,000, Total Estimated Contract Amount \$3,000,000.

Local Funding Source Detail

- i. Riverside County Transportation Commission - \$78,338.
- ii. Los Angeles County Metropolitan Transportation Authority - \$189,756.
- iii. Orange County Transportation Authority - \$67,829.
- iv. Ventura County Transportation Commission - \$26,714.

Manager

Victor Lopez, Director of Transit and Rail Programs

Transit

Task 0314 Transit Operations

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	47,281	36,004	92,939	67,471
Fringe Allocation-General	43,727	35,577	94,909	52,965
Professional Services	1,744,739	1,556,911	2,078,918	7,983,720
Consulting Services	120,618	(43,529)	50,000	150,000
Rail Maintenance of Way	141,359	-	-	-
Dues/Memberships	-	18,701	71,110	70,000
Training/Registration	288	333	2,100	2,100
Postage	10	440	1,150	1,150
Travel Expense - Employee	-	-	3,750	3,750
Travel Expense-Mileage-Employee	-	63	1,000	1,000
Travel Expense-Other-Metrolink Tickets	-	-	750	750
Printing - External	-	345	2,100	26,100
Printing - Internal	-	-	200	200
Contributions/Subsidies	12,478,096	5,870,478	28,055,556	32,000,000
Office Expense	-	-	200	200
Meeting Expense	-	-	450	450
Motor Vehicles	338,000	-	-	-
Total Expenditures	14,914,116	7,475,322	30,455,132	40,359,856

Funding Sources

Local Transportation Fund - Admin	35,000
Local Transportation Fund - Planning	90,601
Local Transportation Fund - Rail	25,150,000
State Transit Assistance Fund - Rail	3,050,000
Congestion Mitigation and Air Quality	1,686,932
Low Carbon Transit Operations Program	600,000
MSI Valley Fund-Metrolink/Rail Service	8,465,000
MSI Valley Fund-Traffic Mgmt Sys	700,199
MSI Victor Valley Fund-Traffic Mgmt Sys	219,487
Local Projects Fund	362,637
Total Funding Sources	40,359,856

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) was completed in Fiscal Year 2022/2023. The three (3) Diesel Multiple Units (DMUs) to be used for the Arrow Service were also delivered, commissioned, and the Arrow service commenced on October 24, 2022. Substantial progress was made on the right of way acquisitions for the West Valley Connector (WVC) Bus Rapid Transit Project and with the release of the Invitation for Bids (IFB) scheduled for early 2023 and the start of construction by mid-2023. The 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 was completed and dynamic testing began in November 2022. The contract for the hydrogen fuel station at the AMF was awarded, and the final design for the AMF retrofit was completed. Work on the environmental clearance for the Tunnel to ONT project continued. Additionally, SBCTA released two Request for Qualifications (RFQs) for the Design Build and Operating System Provider to ultimately build and operate the tunnel and plans to release full Request for Proposals (RFP) in Spring 2023, followed by contract awards in Fiscal Year 2023/2024.

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 track and signal infrastructure improvements. 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, the start of construction and continuation of right of way acquisitions for the West Valley Connector Project, the 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

	2020/2021	2021/2022	2022/2023	2023/2024
Expenditures	Actual	Actual	Revised Budget	Budget
Regular Full-Time Employees	211,610	198,995	172,714	233,866
Fringe Allocation-General	195,704	196,634	176,375	183,585
Professional Services	19,099,681	16,609,868	26,920,595	39,533,864
Consulting Services	4,442,904	2,373,571	1,823,050	5,291,643
Program Management Fees	4,583,414	5,297,999	4,080,765	1,991,133
Legal Fees	1,057,802	2,403,072	4,299,536	3,369,462
Utilities	-	65,944	20,000	-
Construction Capital	69,104,336	18,284,685	23,576,208	70,813,769
Utilities Capital	3,238,157	2,146,116	4,560,000	4,091,030
Right of Way Capital	(75,339)	1,804,189	43,682,155	33,687,594
Dues/Memberships	3,000	-	3,000	3,000
Postage	297	29	10,000	7,156
Travel Expense - Employee	-	-	550	-
Advertising	2,927	953	-	10,000
Public Information Activities	88,536	116,824	50,000	415,392
Contributions/Subsidies	203,752	89,200	250,000	6,000,000
Meeting Expense	-	394	-	-
Motor Vehicles	8,824,433	12,793,967	32,150,927	4,427,507
Total Expenditures	<u>110,981,214</u>	<u>62,382,440</u>	<u>141,775,875</u>	<u>170,059,001</u>

Funding Sources

Local Transportation Fund - Planning	45,669
State Transit Assistance Fund - Rail	53,442,617
Rail Assets	10,000
Federal Transit Administration 5309	31,526,062
Transit and Intercity Rail Capital Progr	9,507,353
Solutions for Congested Corridors Progra	47,979,494
SCAQMD/MSRC	1,412,700
MSI Valley Fund-Metrolink/Rail Service	1,508,100
MSI Valley Fund-Express Bus/Rapid Trans	22,621,883
Local Projects Fund	2,005,123
Total Funding Sources	<u>170,059,001</u>

**Transit Program
Passenger Rail Projects**

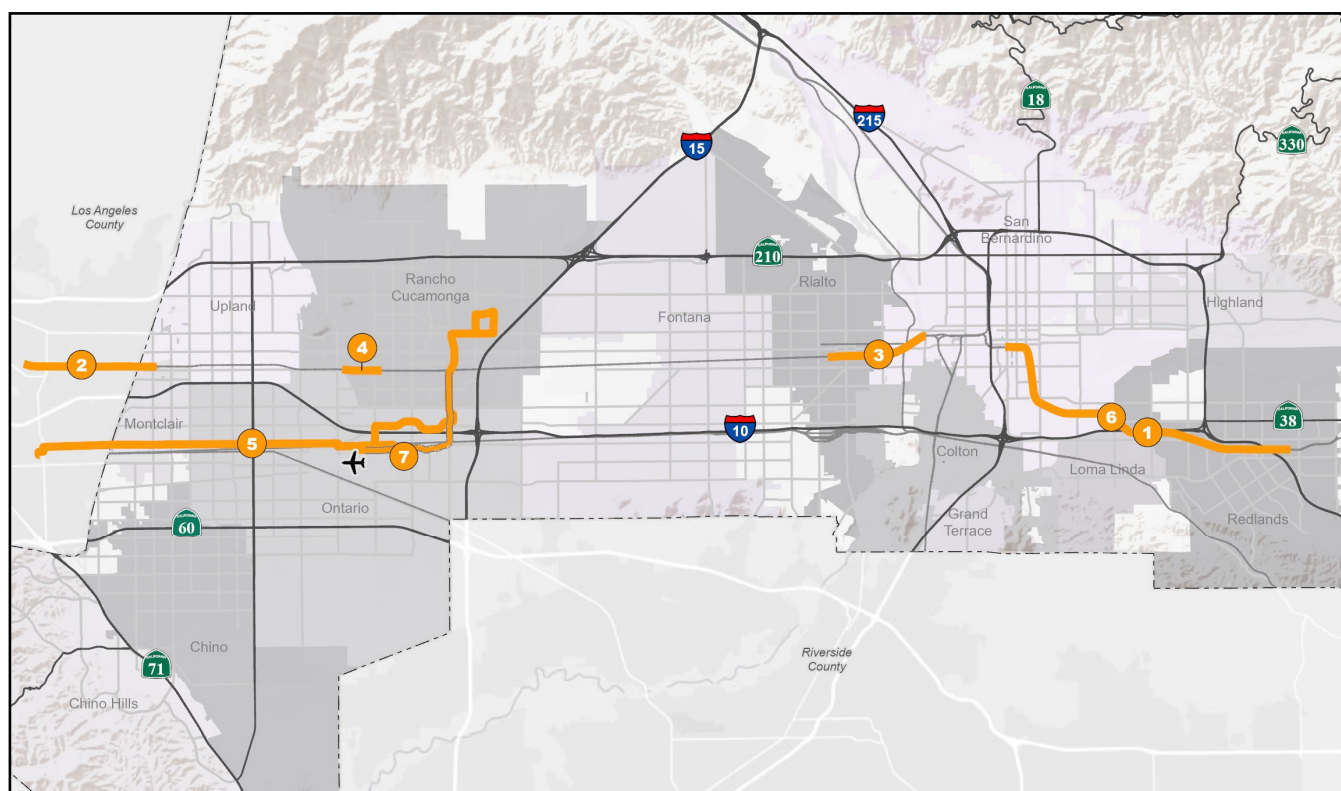
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VALLEY SUBAREA

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Transit Program



Master Schedule

Fiscal Year

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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. Construction of the mainline corridor and the Arrow Maintenance Facility (AMF) was completed in Fiscal Year 2022/2023. The three DMUs were also delivered, commissioned, and the Arrow service commenced on October 24, 2022. Current Phase: Project close-out.

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
\$376,147,121.63	\$375,513,730.63	\$633,391	\$0

*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 \$100,000.
 - ii. 15-1001146, Program Management Services, Amount Budgeted \$170,000.
 - iii. 16-1001329, Right of Way Legal Services, Amount Budgeted \$200,000.
 - iv. 17-1001587, SCRRRA Coordination & Design Services, Amount Budgeted \$150,000.

2

Project**Gold Line Extension to Montclair (0326)****Description**

The Foothill Gold Line - Phase 2B, from the City of Azusa to the City of Montclair, will extend the Metro Gold Line, 12.3 miles and add six (6) stations, including a final stop at the Montclair Transcenter. Approximately 3,600 feet of the 12.3 mile project falls within San Bernardino County. The portion within San Bernardino County is identified as one of the projects in the San Bernardino County Measure I 2010-2040 Expenditure Plan. As project implementation responsibilities reside with the Metro Gold Line Foothill Extension Construction Authority (Construction Authority), SBCTA's role is to provide coordination, oversight, and funding for the portion in San Bernardino County. SBCTA relies heavily on the use of Federal funds to deliver large rail projects. The Construction Authority's current plan is to deliver Phase 2B without Federal funds. In December 2018, Los Angeles County Metropolitan Transportation Authority (LACMTA) led an effort to submit a Transit and Intercity Rail Capital Program (TIRCP) grant for the remaining funding needed in Los Angeles County, \$249 million, as well as the remaining funding needed in San Bernardino County, which was \$41 million. The TIRCP grant application was successful with the award of \$290 million and the Construction Authority initiated the design-build procurement process. After receipt of the initial design-build cost proposals, the need for 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. 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. New Contracts
 - i. RFP/CTO, General Coordination – Consultant Review, Amount Budgeted \$13,000, Total Estimated Contract Amount, \$100,000.

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

Description

This project includes the 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. The costs shown below are for the shorter project. In coordination with Southern California Regional Rail Authority (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 2023/2024. Current Phase: Final Design (On-hold pending funding).

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
\$52,700,308	\$2,229,187	\$0	\$50,471,121

*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 extends an existing siding track by approximately 4,600 feet. In addition, the project includes 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 reviewing acquisition packet templates, approving 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	\$28,732	\$71,269	\$99,999

*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 \$71,269.

Local Funding Source Detail

- i. Southern California Regional Rail Authority - \$71,269.

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. In addition, the proposed project includes the purchase of eighteen (18) battery electric buses and improvements to the 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
\$320,334,695	\$89,213,696	\$111,626,244	\$119,494,755

Contract Information

- a. Existing Contracts
 - i. 00-1000940, CTO No. 71, Project Management Consulting Services, Amount Budgeted \$1,821,132.
 - ii. 17-1001741, CTO No. 6, Labor Compliance, Amount Budgeted, \$40,000.
 - iii. 18-1001788, Omnitrans Cooperative Agreement, Amount Budgeted 8,164,951.
 - iv. 18-1001870, Environmental and Design Services, Amount Budgeted \$613,171.
 - v. 18-1001924, CTO No. 3, Right of Way Services, Amount Budgeted \$195,057.
 - vi. 19-1002000, CTO No. 16, Public Outreach and Event Management Services, Amount Budgeted \$300,000.
 - vii. 19-1002001, Graphic Design Support, Amount Budgeted \$10,000.
 - viii. 19-1002002, CTO No. 2, Right of Way Services, Amount Budgeted \$1,132,720.
 - ix. 19-1002007, CTO No. 3, Right of Way Services, Amount Budgeted \$158,270.
 - x. 19-1002008, CTO No. 3, Right of Way Services, Amount Budgeted \$145,770.
 - xi. 19-1002009, CTO No. 3, Right of Way Services, Amount Budgeted \$434,756.
 - xii. 21-1002532, Administrative Contract, Right of Way Capital Acquisition, Amount Budgeted \$32,937,594.
 - xiii. 21-1002662, Construction Management, Amount Budgeted \$3,137,444.
 - xiv. 22-1002778, West Valley Connector Artist Honorarium Agreement, Amount Budgeted \$250,000.
- b. New Contracts
 - i. IFB, Mainline Capital Construction, Amount Budgeted \$59,974,367, Total Estimated Contract Amount \$128,823,766.
 - ii. Dry Utilities Agreements, Amount Budgeted \$2,151,030, Total Estimated Contract \$6,353,090.

Local Funding Source Detail

- i. Omnitrans - \$1,933,854

Description

The Zero Emission Multiple Unit Vehicle (ZEMU) project includes the 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 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 \$53.214 million, which includes the vehicle, modifications to the Arrow Maintenance Facility, and hydrogen fueling infrastructure. The TIRCP grant requires the 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, Fueling infrastructure construction, and Vehicle Testing.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$53,214,006	\$26,301,943	\$18,124,232	\$8,787,831

Contract Information

- a. Existing Contracts
 - i. 00-1000939, CTO No. 64, Planning Professional Services, Amount Budgeted \$900,000.
 - ii. 15-1001125, WO No. 09, SCRRA Support for Operational and Technical Review of the ZEMU, Amount Budgeted \$75,000.
 - iii. 19-1002000, CTO No. 09, Public Outreach and Event Management Services, Amount Budgeted \$63,127.
 - iv. 19-1002001, Graphic Design Support, Amount Budgeted \$25,000.
 - v. 20-1002310, Procurement of Zero Emission Multiple Unit Rail Vehicle, Amount Budgeted \$3,618,643.
 - vi. 21-1002658, Construction Management, Arrow Maintenance Facility Hydrogen Fuel Upgrade Amount Budgeted \$665,473.
 - vii. 21-1002666, Hydrogen Safety Panel, Amount Budgeted \$50,000.
 - viii. 22-1002750, Professional Legal Support, Amount Budgeted \$100,000.
 - ix. 22-1002700, Arrow Maintenance Facility Hydrogen Fueling Infrastructure, Amount Budgeted \$5,525,000.
- b. New Contracts
 - i. IFB, Retrofit of Arrow Maintenance Facility, Amount Budgeted \$5,314,400, Total Estimated Contract Amount \$7,400,000.
 - ii. Cooperative Agreement, Implementation Support of the ZEMU Initiative, Amount Budgeted \$1,000,000, Total Estimated Contract Amount \$2,000,000.
 - iii. RFP/CTO, ZEMU Testing Support, Amount Budgeted \$500,000, Total Estimated Contract \$500,000.

Description

Innovative subterranean direct connection between the Cucamonga Metrolink Station and Ontario International Airport (ONT). The project includes the construction of a four (4) mile sub-surface bi-directional tunnel system using autonomous rubber tire zero emission vehicles that will serve as an on-demand direct connection to ONT from the Cucamonga Station along the Metrolink San Bernardino Line. Construction will primarily use public right-of-way involving coordination with partner agencies, including the cities of Rancho Cucamonga and Ontario, the Ontario International Airport Authority (OIAA), California Department of Transportation (Caltrans), Metropolitan Water District, and Union Pacific Railroad. It includes a surface station at the Cucamonga Metrolink Station and two (2) surface stations at ONT. Current Phase: Procurement/Environmental.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$539,000,000	\$22,255,120	\$33,533,487	\$483,211,393

Contract Information

- a. Existing Contracts
 - i. 19-1002000 – CTO No. 29, Public Outreach, Amount Budgeted \$52,265.
 - ii. 21-1002451, Legal Services, Amount Budgeted \$1,200,000.
 - iii. 21-1002452, Program Management/Construction Management, Amount Budgeted \$6,000,000.
 - iv. 22-1002758, Environmental Services Contract, Amount Budgeted \$1,778,950.
 - v. 23-1002870, Tunnel Design Build, Amount Budgeted \$1,800,000.
- b. New Contracts
 - i. RFP, Design-Build Capital Construction Contract, Amount Budgeted \$19,200,000, Total Estimated Contract Amount \$400,000,000.
 - ii. MOU, Right-of-Way Acquisitions, Amount Budgeted \$750,000, Total Estimated Contract Amount \$815,000.
 - iii. MOU, Utility Relocations, Amount Budgeted \$1,940,000, Total Estimated Contract Amount \$2,000,000.

Transit

Task 0383 Vanpool Program

Purpose

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

Accomplishments

In 2015, based on the success of other regional vanpool programs in the area, SBCTA studied opportunities to initiate a countywide Vanpool Program that would serve all our communities and provide an opportunity to work with 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 Fiscal Year 2020/2021, SBCTA recognized an increase of approximately \$313,135 in FTA 5307 from the first ten (10) months of operations and NTD reporting during Fiscal Year 2018/2019, and \$1.1 million during Fiscal Year 2019/2020.

SBCTA's Vanpool Program, branded as SB Loop, launched on September 1, 2018. SB Loop provided up to a \$400 subsidy per month towards the cost of a vanpool, or \$500 for zero emission vehicles, for vanpools traveling into SBCTA's service area during Fiscal Year 2022/2023. 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 of twelve (12) days per month with thirty (30) miles roundtrip daily. These qualifications were temporarily suspended due to the Coronavirus Disease (COVID-19) pandemic to allow for social distancing and to accommodate flex schedules, but have since been reinstated.

Since the pandemic, costs for vehicles and expenses have increased. In response to the changing environment, neighboring vanpool programs have increased their subsidies and implemented ridership recovery programs, which includes empty seat subsidies, occupancy based subsidies, and start-up incentives. SBCTA will be making adjustments to the SB Loop program subsidy, which may include some of these subsidies, but at a minimum, will increase the overall subsidy to \$600 per month and \$700 per month for zero-emission vanpool vehicles beginning in Fiscal Year 2023/2024. Ridership recovery programs continue to be monitored, in addition to low-income and disadvantaged community programs, for effectiveness in increasing ridership and new vanpools, administrative time to manage, as well as impacts to return of 5307 funds.

At the end of Fiscal Year 2021/2022, there were fifty-seven (57) vanpools approved to participate in the program, and as of November 2022, there are sixty-eight (68) vanpools, the highest number of vanpools since the inception of the program. While Fiscal Year 2021/2022 reported an increase in vanpools and vehicle revenue miles, passenger miles reported were still below pre-pandemic operations. The passenger mile decrease can be attributed to shorter commute distances and fewer passengers in vehicles due to hybrid work schedules. Despite the decrease, should the number of vanpools be sustained during the current Fiscal Year, the program may exceed pre-pandemic levels.

SBCTA works through the Riverside County Transportation Commission and the IE Commuter program to provide program staffing and marketing, and a software company for the online application reporting system and 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, Commute with Enterprise, via monthly agreements directly with vanpool

Transit

Task 0383 Vanpool Program

participants. Staff continues to offer the 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. Analyze and monitor equity and occupancy based subsidy benefits.
4. Restructure and, as needed, adjust the vanpool subsidy amount, including program guidelines as a result of economic factors.
5. Maintain and enhance, as needed, an accurate database through the online software system for reporting vanpool program data into the NTD and for the FTA's review and evaluation.
6. Continue to work with consultants for the administration of the Vanpool Subsidy Program.
5. Work with Omnitrans through a Memorandum of Understanding for the pass-through of FTA funds derived from the vanpool program (Section 5307).
6. Coordinate with neighboring vanpool programs on regional vanpool ridematching solutions and marketing campaigns to increase the reduction of single occupancy vehicles.
7. Release a Request for Proposals for Vanpool Vehicle Providers.

Budgetary changes are due to an anticipated increase in vanpool providers expected to operate since the decrease of vanpool providers during the 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. 17-1001683, Online System Developer, Amount Budgeted \$45,000.
 - ii. 17-1001616, Vanpool Leasing Vendor, Amount Budgeted \$804,000.
 - iii. 20-1002371, Rideshare and Vanpool Program Implementation, Amount Budgeted \$185,000.
- b. New Contracts
 - i. RFP, New Vanpool Providers, Amount Budgeted \$186,000, Total Estimated Amount \$5,000,000.

Manager

Victor Lopez, Director of Transit and Rail Programs

Transit

Task 0383 Vanpool Program

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	24,433	16,282	32,434	23,697
Fringe Allocation-General	-	16,089	33,122	18,602
Professional Services	22,597	289,173	786,000	1,280,000
Consulting Services	287,470	81,106	300,000	-
Dues/Memberships	90,741	15,407	-	-
Training/Registration	288	288	2,000	2,000
Postage	24	-	100	100
Travel Expense - Employee	-	-	2,125	2,125
Travel Expense-Mileage-Employee	-	-	300	300
Travel Expense-Other-Metrolink Tickets	-	-	250	250
Advertising	177	-	150	150
Printing - Internal	-	-	100	100
Office Expense	-	-	100	100
Meeting Expense	-	-	2,000	2,000
Total Expenditures	<u>425,730</u>	<u>418,346</u>	<u>1,158,681</u>	<u>1,329,424</u>

Funding Sources

Federal Transit Administration 5307-CMAQ	1,099,000
MSI Valley Fund-Traffic Mgmt Sys	<u>230,424</u>
Total Funding Sources	<u><u>1,329,424</u></u>



The introduction of new rail transit service to the East Valley of San Bernardino County required coordination with area first responders to ensure public safety and swift emergency response along the corridor.

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 2023/2024 budget of \$537.6 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 eleven (11) Freeway/Highway Projects, thirteen (13) Interchange Projects, one (1) Railroad Grade Separation Projects, and five (5) Miscellaneous Projects. In addition, to enhance project delivery and maximize the utilization of funds, staff will continue to maintain and improve the Project Control System.

Performance/Workload Indicators

	2020/2021 Actual	2021/2022 Actual	2022/2023 Revised Budget	2023/2024 Budget
Project Approval/Environmental Document	2	2	1	0
Start Construction	4	3	2	7
Open to Traffic	1	2	5	2
Project Control System	YES	YES	YES	YES

Project Delivery

Task 0815 Measure I Program Management

Purpose

Manage the Project Delivery Program.

Accomplishments

Management of the Project Delivery Program resulted in furthering the development of projects leading to the completion of numerous transportation enhancements. Individual project accomplishments can be found in the task-specific narratives.

Ongoing maintenance, assessment and enhancements of Project Delivery Program Controls were conducted including: 1) Continued re-evaluation and implementation of the Quality Assurance/Quality Control (QA/QC) system; 2) Integration of project close-out milestones including project end date (PED) milestones tracked by Caltrans into the project schedules to better monitor closeout progress and resource needs; 3) Completion of the annual contract review and after reviewing more than 270 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.

Implementation of updated 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 \$85 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.

Work Elements

1. Project Delivery: Perform tasks related to the project development and construction management of SBCTA managed projects as described by the task-specific narratives.
2. Project Controls: Collect and maintain all pertinent budget, cost, and schedule information on each project. Track project risks, goals, 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 ensure appropriate hourly rates.

Project Delivery

Task 0815 Measure I Program Management

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. Express Lanes Implementation Activities: Seek input from the Interstate 10 (I-10)/Interstate 15 (I-15) Express Lanes Sub-committee on 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 industry. Conduct factory acceptance and on-site Express Lanes 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. Partner 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.

Contract Information – Project Delivery Program*

- a. Existing Contracts
 - i. 20-1002357, Program Management, Amount Budgeted \$950,000.*
 - ii. 20-1002377, On-Call Environmental Services, Amount Budgeted \$10,000.*
 - iii. 21-1002555, Legal Services, Amount Budgeted \$30,000.*
 - iv. 19-1002000, Public Outreach Service, Amount Budgeted \$20,000.*
 - v. 20-1002339, Disadvantaged Business Enterprise Services, Amount Budgeted \$2,000.*

* 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

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	794,885	1,085,976	1,137,768	1,048,812
Fringe Allocation-General	735,136	1,073,090	1,161,888	823,318
Professional Services	4,908	11,058	217,000	118,000
Program Management Fees	1,999,231	1,739,188	700,000	950,000
Legal Fees	20,010	23,228	41,000	41,000
Training/Registration	(1,341)	1,425	44,000	44,000
Postage	-	-	1,000	1,000
Travel Expense - Employee	(334)	429	12,000	12,000
Travel Expense-Mileage-Employee	-	188	12,000	12,000
Advertising	549	729	1,000	1,000
Public Information Activities	-	-	20,000	20,000
Printing - External	-	-	1,000	1,000
Bank Charges	(39)	-	1,000	1,000
Meeting Expense	45	240	1,000	1,000
Computer Hardware and Software	-	-	-	80,000
Total Expenditures	<u>3,553,048</u>	<u>3,935,550</u>	<u>3,350,656</u>	<u>3,154,130</u>

Funding Sources

MSI Admin	3,918
MSI Valley Fund-Freeway Projects	1,504,098
MSI Valley Fund-Fwy Interchange	1,580,114
MSI Valley Fund-Grade Separations	25,000
MSI Victor Valley Fund-Major Local Hwy	21,000
MSI North Desert Fund-Major Local Hwy	20,000
Total Funding Sources	<u>3,154,130</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 (SR210) landscaping construction projects are complete, including the EEP phase. The SR210 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 an Express Lanes 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 2024. In addition, work packages for the next phases of the I-10 Corridor have been identified. Board approval has been 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) and the I-10 Slover Mountain underpass. The preliminary engineering/environmental phase has been completed for the Interstate 15 (I-15) Corridor Express Lanes improvements from State Route 60 (SR60) to SR210 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 fall 2023. Final Design work is ongoing on the I-10 Eastbound Truck Climbing Lane Project, with final design completed in November 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 2023/2024 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 in design and continuing to move through construction.

Contract Information – Project Delivery Program*

- a. Existing Contracts
 - i. 20-1002377, Environmental Services, Amount Budgeted \$118,500.*
 - ii. 21-1002555, Legal Services, Amount Budgeted \$100,800.*
 - iii. 18-1001907, Right of Way Services, Amount Budgeted \$42,327.*
 - iv. 20-1002357, Program Management Services, Amount Budgeted \$2,570,618.*
 - v. 19-1002000, Public Outreach Services, Amount Budgeted \$1,467,578.*
 - vi. 19-1002001, Public Outreach Services, Amount Budgeted \$15,089.*
 - vii. 20-1002339, Disadvantaged Business Enterprise Services, Amount Budgeted \$12,300.*
 - viii. 21-1002472, Consulting Services, Amount Budgeted \$6,000.*

* 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

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	132,392	332,034	465,778	255,266
Fringe Allocation-General	122,441	328,094	475,652	200,383
Professional Services	1,744,330	3,424,072	25,986,433	25,364,467
Consulting Services	12,933,543	20,099,305	24,532,101	33,786,600
Program Management Fees	2,511,011	1,850,619	2,176,775	2,570,620
Auditing and Accounting	19,500	-	-	-
Legal Fees	1,057,166	689,426	633,000	390,800
Utilities	(46,000)	(17,455)	-	-
Construction Capital	174,279,583	221,490,365	348,564,014	254,433,625
Construction Support	-	-	450,000	13,108,403
Utilities Capital	1,818,304	1,342,116	16,900,000	12,783,000
Right of Way Capital	2,496,774	874,289	6,331,094	10,032,328
Property Insurance	-	-	10,000	10,000
Dues/Memberships	-	(150)	-	900,000
Postage	234	92	13,150	13,500
Travel Expense - Employee	-	-	500	4,000
Travel Expense-Mileage-Employee	-	-	500	500
Advertising	224	553	2,000	5,000
Public Information Activities	695,490	624,157	2,194,815	1,482,668
Other Service Charges	1	-	-	-
Meeting Expense	33	227	1,000	1,000
Debt Fees	14,000	14,500	1,000	22,000
Total Expenditures	197,779,026	251,052,245	428,737,812	355,364,160
Funding Sources				
Surface Transportation Program				59,026,800
Congestion Mitigation and Air Quality				27,703,060
Project National and Regional Significance				4,951,473
Highway Infrastructure Program				2,787,261
Regional Improvement Program				20,403,753
State Highway Operations & Protection Program				52,380,000
Trade Corridor Improvement Fund				650,000
Local Partnership Program-Formula-SB1				2,308,600
Trade Corridor Enhancement Program				44,926,625
MSI Valley Fund-Freeway Projects				119,047,272
MSI Valley Fund-Fwy Interchange				14,923,221
MSI Valley Fund-Arterials				2,494,251
MSI Victor Valley Fund-Major Local Hwy				167,840
MSI 1990-Valley Fund-Major Projects				1,106,000
MSI 1990-Valley Fund-TMEE				11,000
Local Projects Fund				2,477,004
Total Funding Sources				355,364,160

**Project Delivery Program
Freeway Projects**

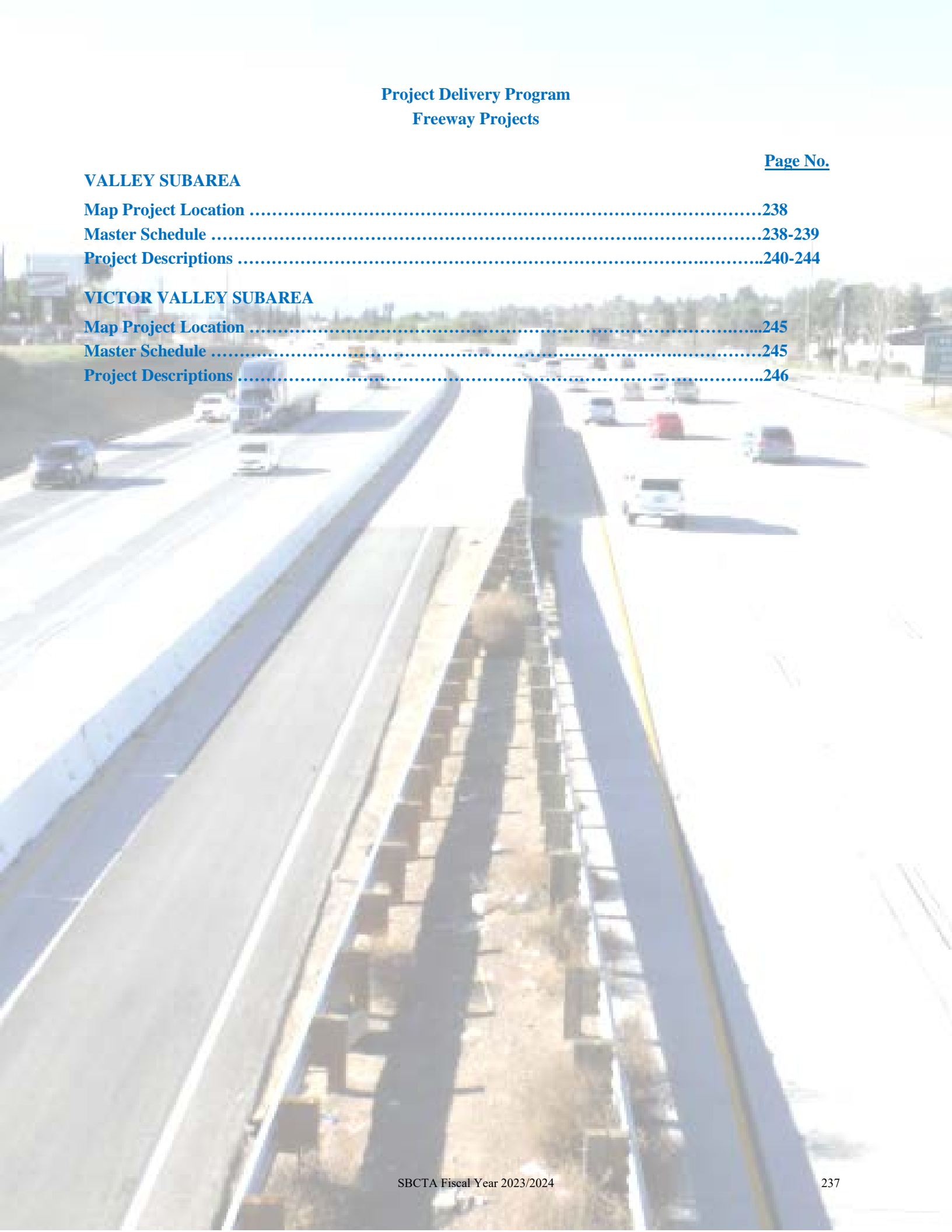
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VALLEY SUBAREA

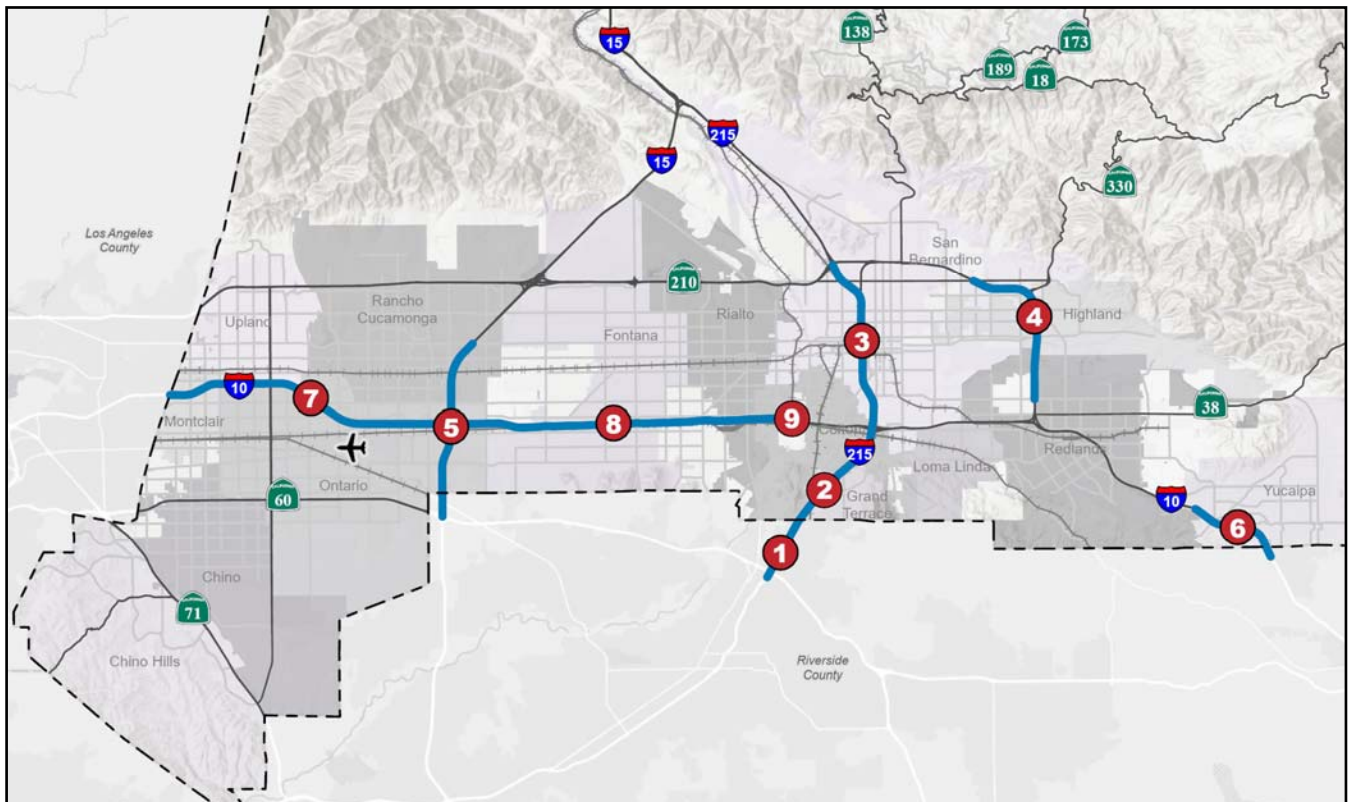
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VICTOR VALLEY SUBAREA

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Project Descriptions	246



**Project Delivery Program
Freeway Projects
Valley Subarea**



Master Schedule

Fiscal Year

Project/Phases	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
1 <u>Interstate 215 Bi-County Landscape</u>		PS&E	PS&E	PS&E	PS&E					
		Cons	Cons	Cons	Cons					
			Landscape	Landscape	Landscape	Landscape	Landscape	Landscape	Landscape	
										Closeout
2 <u>Interstate 215 Barton Road Interchange</u>		ROW	ROW	ROW	ROW					
		Cons								
		Landscape								
			Closeout	Closeout	Closeout	Closeout				
3 <u>Interstate 215 Corridor Landscape</u>		Landscape	Landscape	Landscape	Landscape					
		Closeout	Closeout	Closeout	Closeout					

Master Schedule

Project/Phases	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
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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 (SR60)/State Route 91 (SR91)/Interstate 215 (I-215) interchange in Riverside, to encourage ridesharing and improve the efficiency, safety, and operations of traffic. Remaining task is close-out and corridor landscaping. Current phase: Landscaping Design and Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$9,491,076	\$1,664,519	\$7,085,000	\$741,557

Contracts Information

- a. Existing Contracts
 - i. 19-1002005, Environmental and Design Professional Services, Amount Budgeted \$143,000.
 - ii. 21-1002534, Construction Management Services, Amount Budgeted \$1,000,000.
- b. New Contracts
 - i. IFB, Construction Capital, Amount Budgeted \$5,900,000, 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 Close-out.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$104,973,000	\$102,250,828	\$127,328	\$2,594,844

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

Contract Information

- a. Existing Contracts
 - i. 20-1002278, Environmental Right of Way Remediation, Amount Budgeted \$10,000.
 - ii. 15-1001294, Construction Capital, Amount Budgeted \$50,000.

3 Project Interstate 215 Corridor Landscape (0838)

Description

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

Total Estimated Cost*	Costs to Date	Proposed Budget*	Future Costs
\$23,147,862	\$15,442,166	\$6,145,000	\$1,560,696

*Total Estimated Cost 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 \$214,800.
 - ii. 19-1002026, Construction Capital, Amount Budgeted \$468,000.
 - iii. 19-1002005, Segment 5, Design Services, Amount Budgeted \$640,000.

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: Landscape.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$162,376,712	\$151,065,712	\$10,761,000	\$550,000

Contract Information

- a. Existing Contracts
 - i. 15-1001231, Design Services, Amount Budgeted \$300,000.
 - ii. 17-1001681, Construction Management Services, Amount Budgeted \$1,800,000.
 - iii. 19-1002078, Construction Capital, Amount Budgeted \$8,000,000.
- b. New Contracts
 - i. 23-1002917, Establish Existing Planting (EEP), Amount Budgeted \$125,000, Total Estimated Contract Amount \$500,000.
 - ii. 23-1002916, EEP Construction Management Services, Amount Budgeted \$60,000, 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 Lane 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, Right of Way and Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$388,083,962	\$28,595,045	\$61,187,700	\$298,301,217

Contract Information

- a. Existing Contracts
 - i. 20-1002266, Design Services, Amount Budgeted \$700,000.
 - ii. 16-1001355, Professional Services, Amount Budgeted \$50,000.
 - iii. 21-1002656, Railroad Design Support, Amount Budgeted \$10,000.
 - iv. 21-1002757, Construction Support Services, Amount Budgeted \$10,000,000.
- b. New Contracts
 - i. RFP, Railroad C&M Agreement, Amount Budgeted \$500,000, Total Estimated Contract Amount \$1,000,000.
 - ii. IFB, Construction Capital, Amount Budgeted \$38,000,000, Total Estimated Contract Amount \$263,400,000.

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
\$35,758,139	\$6,559,461	\$15,084,681	\$14,113,997

Contract Information

- a. Existing Contracts
 - i. 19-1002064, Design Professional Services, Amount Budgeted \$402,665.
 - ii. 22-1002731, Construction Management Services, Amount Budgeted \$1,623,403.
- b. New Contracts
 - i. IFB, Construction Contract, Amount Budgeted \$12,961,625, 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
\$948,897,000	\$724,614,174	\$221,894,811	\$2,388,015

*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 \$21,475,500.
 - iii. 17-1001599, Design-Build Capital Construction Contract, Amount Budgeted \$164,551,000.
 - iv. 17-1001617, Design-Build Capital Construction Contract, Amount Budgeted \$16,490,000.
 - v. 21-1002472, Professional Services, Amount Budgeted \$5,000.
 - vi. 22-1002736, Professional Services, Amount Budgeted \$350,000.

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 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
\$796,000,000	\$15,437,983	\$26,446,000	\$754,116,017

*Additional \$6.0 Million for PS&E Oversight is not going through SBCTA books and is not included in Costs to Date.

Contract Information

- a. Existing Contracts
 - i. 16-1001355, Traffic and Revenue Services, Amount Budgeted \$50,000.
 - ii. 22-1002722, Final Design Services, Amount Budgeted \$20,000,000.
 - iii. 23-1002935, Right of Way Oversight, Amount Budgeted \$150,000.
- b. New Contracts
 - i. 17-1001617, Express Lanes Collection System Implementation, Amount Budgeted \$300,000, Total Estimated Contract Amount \$6,700,000.

9 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, Planning and Right of Way.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$32,100,000	\$942,411	\$1,370,000	\$29,787,589

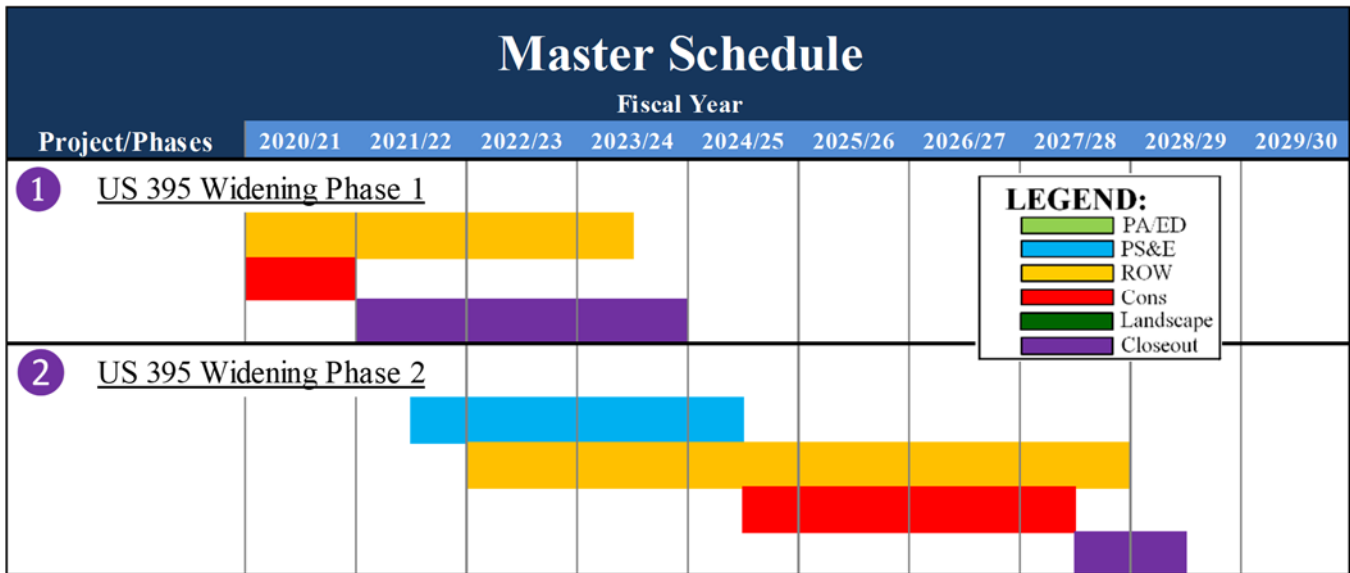
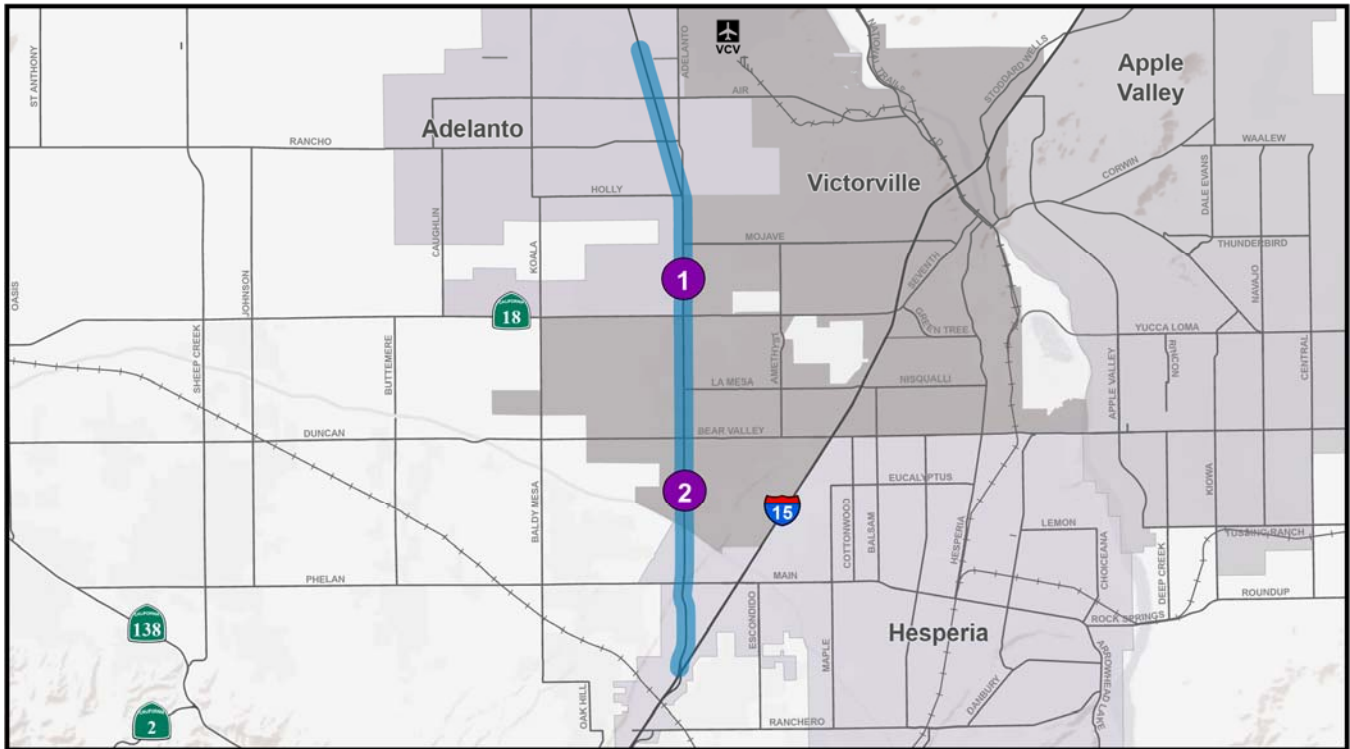
Contract Information

- a. Existing Contracts
 - i. 22-1002762, Design Services, Amount Budgeted \$900,000.
 - ii. 23-1002888, UPRR Preliminary Engineering Agreement, Amount Budgeted \$300,000.

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 (SR18) 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
\$38,284,000	\$33,472,200	\$11,800	\$0

*Additional \$4.8 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 (SR18/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
\$74,583,000	\$25,035	\$5,250,840	\$69,307,125

Contract Information

- a. Existing Contracts:
 - i. 22-1002775, Design Services, Amount Budgeted \$1,750,000.
- b. New Contracts:
 - i. RFP, Right of Way Services, Amount Budgeted \$3,243,000, Total Estimated Contract Amount \$3,300,000.

Project Delivery

Task 0821 Express Lanes Project Development

Purpose

Management of Express Lanes Project Development for Express Lanes implementation.

Accomplishments

Additional Express Lanes facilities are currently under development and require coordination to ensure future Express Lanes facilities and extensions can seamlessly integrate into existing Express Lanes operations. Express Lanes project development includes final design of Interstate 15 (I-15) Express Lanes Contract 1, which is expected to be completed by mid-2023 with construction anticipated to begin in early 2024. Final design of Interstate 10 (I-10) Express Lanes Contract 2 is underway with completion anticipated in late 2024.

Work Elements

Ongoing tasks to manage Express Lanes project development includes:

1. Effective management of Express Lanes consultant support and staff.
2. Collaborate with Project Delivery on design and construction of Express Lanes facilities and expansions.
3. Collaborate with Planning, Fund Administration, Finance and Project Delivery on funding plans associated with project development activities for future Express Lanes facilities including development and submittal of grant applications.
4. Coordinate with neighboring counties (Riverside and Los Angeles) on Express Lanes facilities connections and operations strategies.
5. Plan for future Express Lanes facilities and expansions.
6. Update business rules and operation procedures to include future Express Lanes facilities.
7. Manage and implement Express Lanes collection system for new Express Lanes facilities.

Budgetary change is due to new task created in Fiscal Year 2023/2024 to track management of Express Lanes Project Development.

Product

1. I-15 Contract 1 Express Lanes Collection System final design.
2. I-10 Contract 2 Express Lanes Collection System design.

Contract Information – Express Lanes Operations Program

- a. Existing Contracts
 - i. 22-1002706, I-15 Express Lanes Implementation Support Services, Amount Budgeted \$300,000.*
 - ii. 23-1002943, I-15 Express Lanes Riverside County Express Lanes System Modification Services, Amount Budgeted \$300,000.
 - iii. 23-1002944, Express Lanes Support Services, Amount Budgeted \$400,000.*
 - iv. 20-1002357, Program Management, Amount Budgeted \$500,000.*
 - v. 16-1001355, I-10 and I-15 Corridor Traffic and Revenue Services, Amount Budgeted \$50,000.*
 - vi. 17-1001617, Express Lanes Service Provider I-15 Contract 1 Design, Amount Budgeted \$100,000.*

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

Manager

Tim Byrne, Director of Toll Operations

Project Delivery

Task 0821 Express Lanes Project Development

	2022/2023			
	2021/2022	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	-	-	-	240,188
Fringe Allocation-General	-	-	-	188,546
Professional Services	-	-	-	50,000
Consulting Services	-	-	-	400,000
Program Management Fees	-	-	-	500,000
Maintenance-Toll Services Systems	-	-	-	400,000
Construction Support	-	-	-	300,000
Dues/Memberships	-	-	-	2,500
Training/Registration	-	-	-	4,000
Postage	-	-	-	500
Travel Expense - Employee	-	-	-	2,000
Travel Expense-Mileage-Employee	-	-	-	1,500
Advertising	-	-	-	2,000
Printing - Internal	-	-	-	2,000
Office Expense	-	-	-	10,000
Total Expenditures	-	-	-	<u>2,103,234</u>

Funding Sources

MSI Admin	7,834
MSI Valley Fund-Freeway Projects	<u>2,095,400</u>
Total Funding Sources	<u>2,103,234</u>

NOTE: New Task created in Fiscal Year 2023/2024 budget. It does not include prior year history.

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 (SR210) 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 (SR60) Archibald Avenue project with the latter in the plant establishment phase. The State Route 210 (SR210) Base Line project is under construction with anticipated completion in 2023 and construction is anticipated to be complete late summer/early fall on the SR60 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 Interchanges are being designed and constructed as part of the I-10 Corridor Contract 1 Project. A phased interchange project at SR210 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 \$57,000.*
 - ii. 20-1002357, Program Management Services, Amount Budgeted \$348,500.*
 - iii. 19-1002001, Public Outreach Services, Amount Budgeted \$7,200.*
 - iv. 19-1002000, Public Outreach Services, Amount Budgeted \$146,010.*
 - v. 18-1001907, Right of Way Services, Amount Budgeted \$14,661.*
 - vi. 18-1001909, Right of Way Services, Amount Budgeted \$100,000.*
 - vii. 18-1001823, Right of Way Services, Amount Budgeted \$1,220.*
 - viii. 21-1002555, Legal Services, Amount Budgeted \$74,108.*

* 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

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Professional Services	755,092	1,114,442	178,349	476,000
Consulting Services	3,740,494	3,363,299	8,314,348	46,123,301
Program Management Fees	827,739	679,388	435,000	398,500
Auditing and Accounting	-	-	-	5,000
Legal Fees	788,062	431,941	1,149,315	224,110
Construction Capital	21,820,022	27,968,150	56,975,265	25,515,857
Construction Support	-	-	300,000	3,667,335
Utilities Capital	(15,406)	315,957	412,500	420,000
Right of Way Capital	1,307,643	1,430,819	6,294,889	5,149,788
Right of Way Acquisition	-	-	1,046,601	-
Postage	100	82	9,000	20,000
Advertising	1,088	112	300	5,000
Public Information Activities	83,908	61,680	183,914	153,212
Printing - External	2,690	330	-	-
Contributions/Subsidies	516	223,452	150,000	305,285
Total Expenditures	<u>29,311,948</u>	<u>35,589,652</u>	<u>75,449,481</u>	<u>82,463,388</u>

Funding Sources

Surface Transportation Program	4,477,514
Highway Infrastructure Program	2,323,273
Trade Corridor Improvement Fund	1,022,438
MSI Valley Fund-Fwy Interchange	55,997,851
MSI Cajon Pass Fund	10,000
MSI 1990-Valley Fund-Major Projects	39,040
Local Projects Fund	<u>18,593,272</u>
Total Funding Sources	<u>82,463,388</u>

**Project Delivery Program
Interchange Projects**

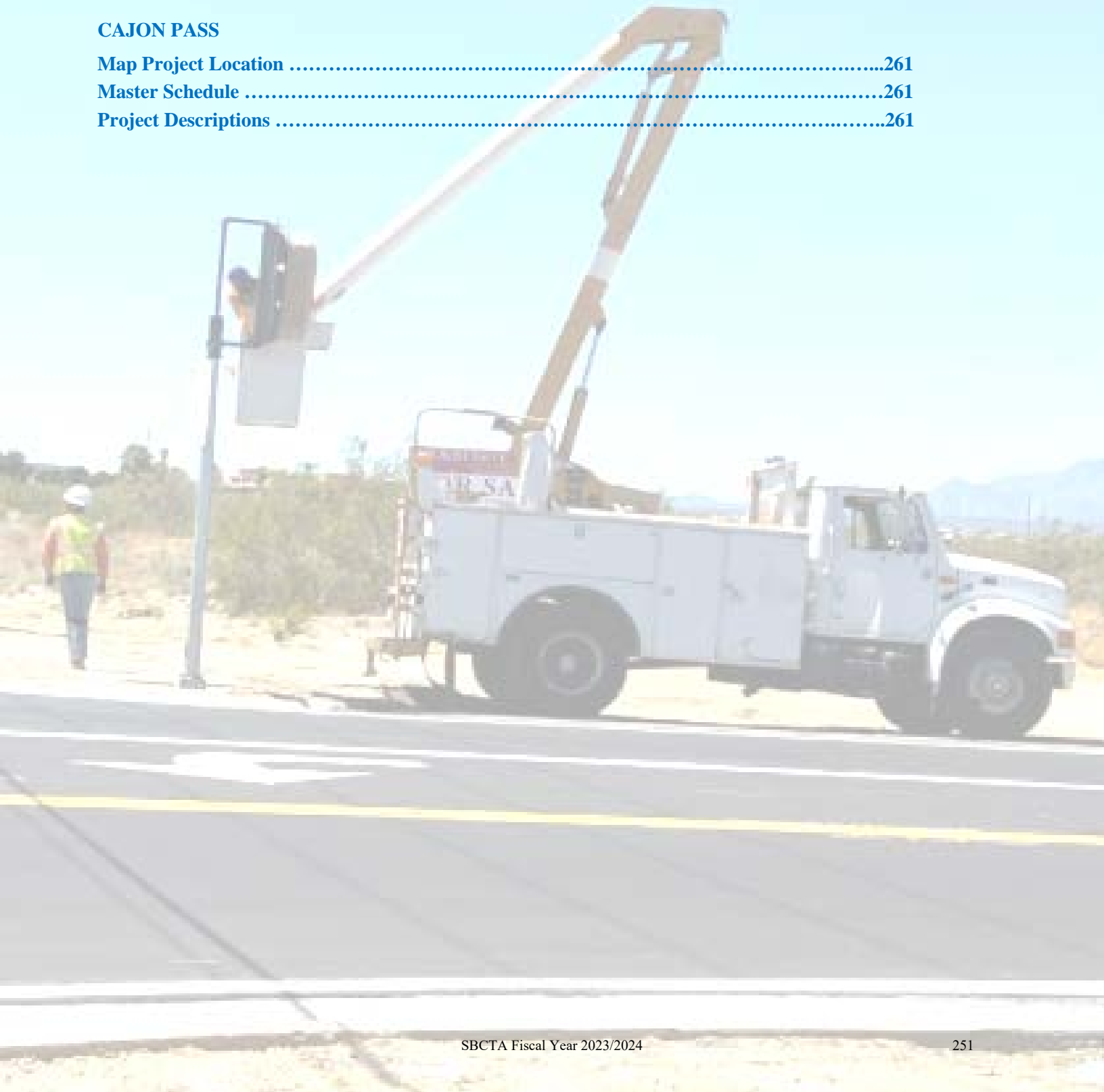
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VALLEY SUBAREA

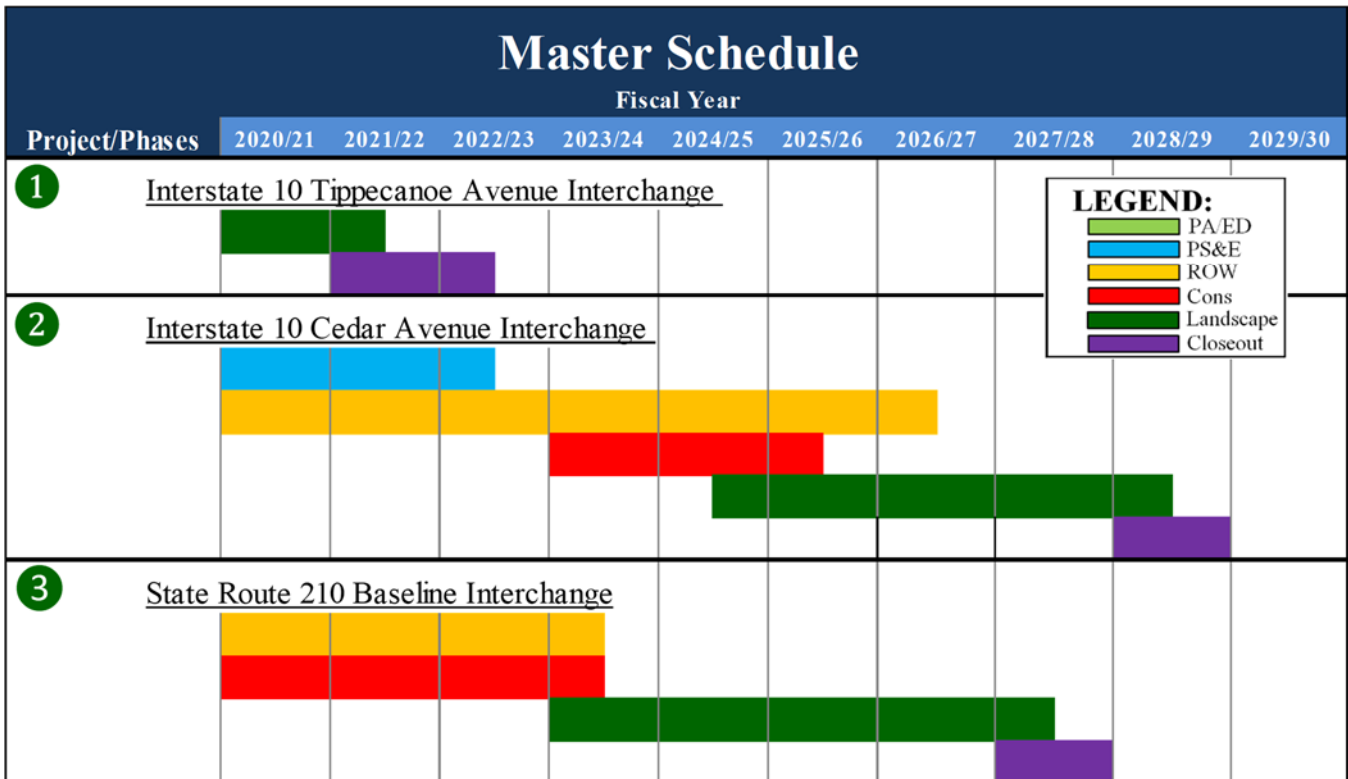
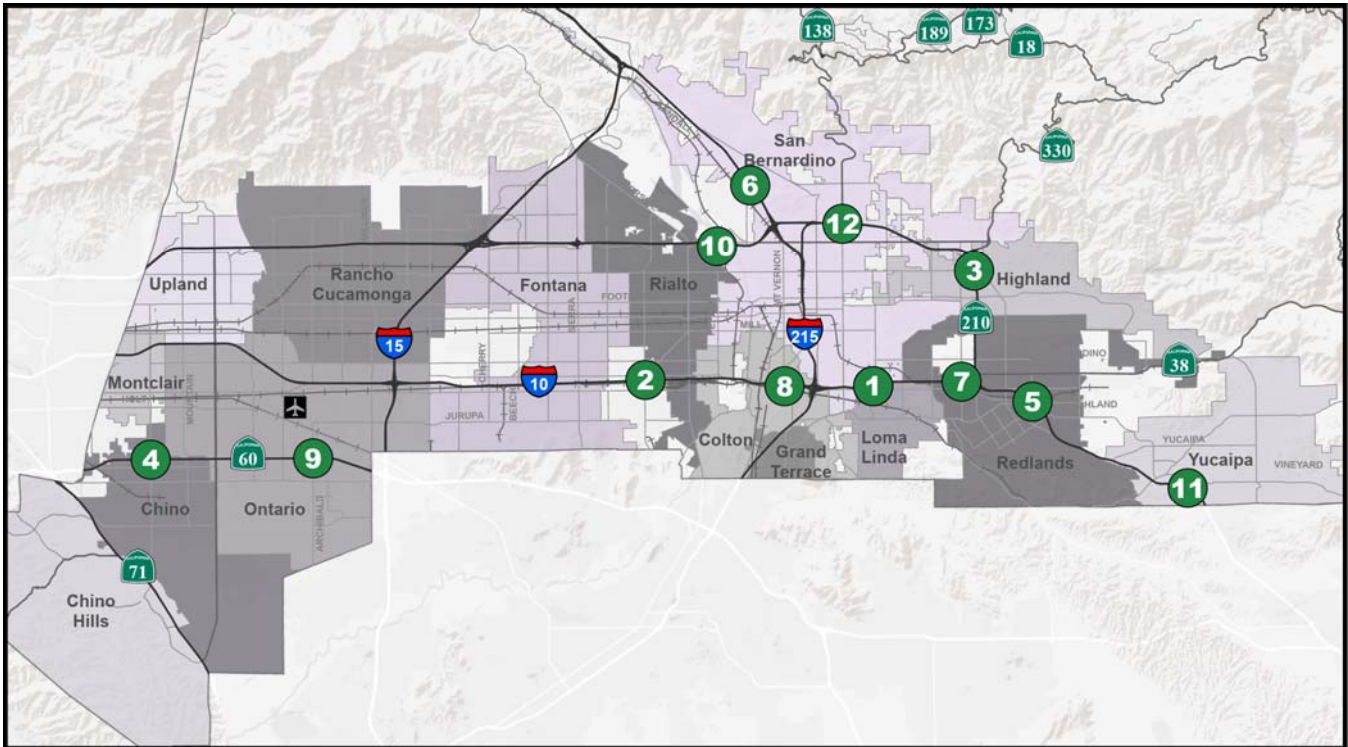
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CAJON PASS

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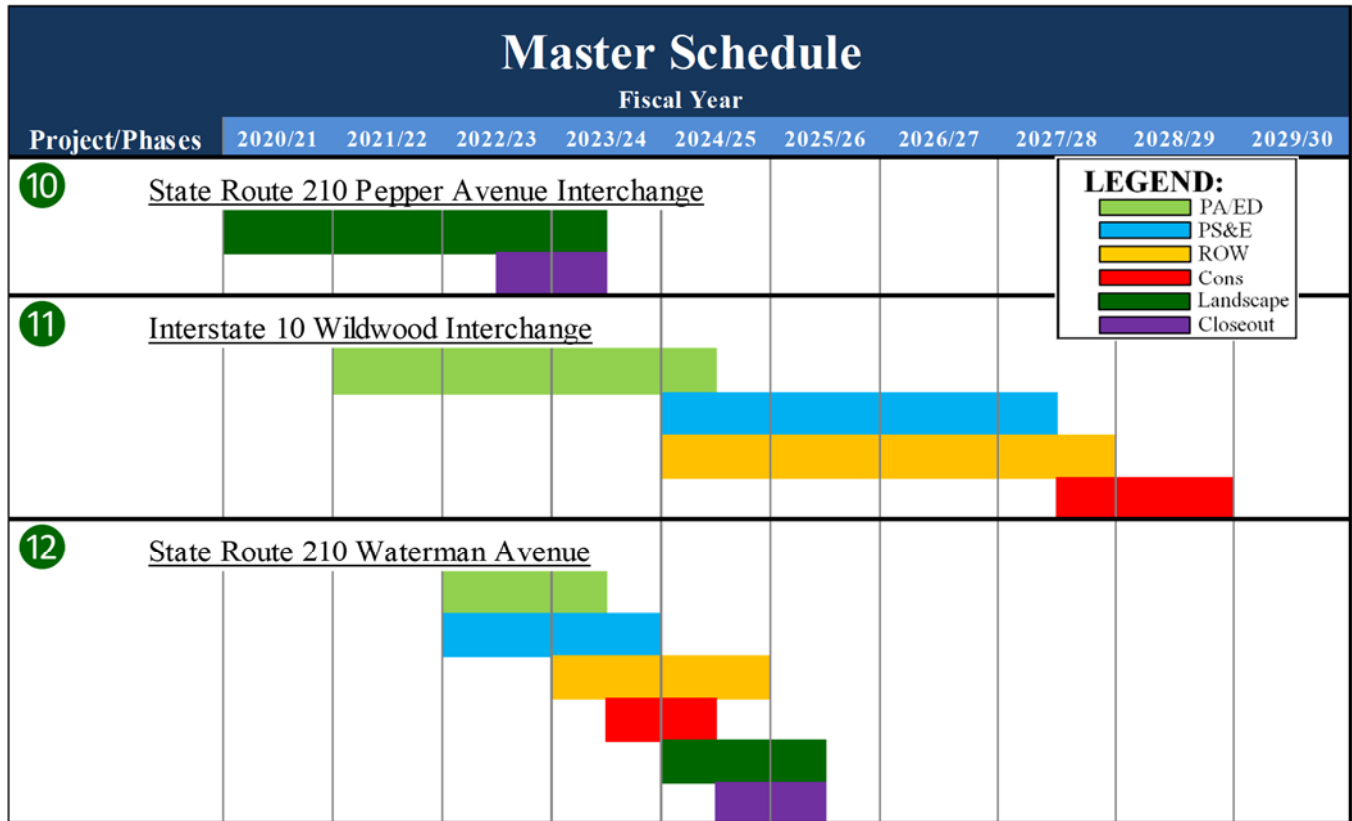


Project Delivery Program Interchange Projects Valley Subarea



Fiscal Year253

**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: Right of Way and Construction.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$112,276,202	\$24,805,327	\$47,661,500	\$32,059,375

*Additional \$7.75 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 \$5,000,000.
 - ii. 22-1002784, Construction Capital, Amount Budgeted \$40,000,000.
 - iii. 22-1002716, Construction Support Services, Amount Budgeted \$42,000.

Local Funding Source Detail

- i. San Bernardino County - \$13,588,900.

3

Project**State Route 210 Baseline Interchange (0803)****Description**

Improve the interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Landscape.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$33,138,655	\$29,062,298	\$1,134,200	\$2,942,157

Contract Information

- a. Existing Contracts
 - i. 15-1001231, Design Services, Amount Budgeted \$30,000.
 - ii. 17-1001681, Construction Management Services, Amount Budgeted \$210,000.
 - iii. 19-1002078, Construction Capital, Amount Budgeted \$480,000.
- b. New Contracts
 - i. 23-1002917, IFB, Establish Existing Planting (EEP), Amount Budgeted \$100,000, Total Estimated Contract Amount \$450,000.
 - ii. 23-1002916, RFP, EEP Construction Management Services, Amount Budgeted \$45,000, Total Estimated Contract Amount \$200,000.

Local Funding Source Detail

- i. City of Highland - \$492,894.

4

Project**State Route 60 Central Avenue Interchange (0893)****Description**

Reconstruct the interchange and widen State Route 60 (SR60) Central Avenue Bridge in the City of Chino to relieve existing congestion and accommodate future traffic demands. Current Phase: Right of Way and Landscape.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$37,350,135	\$32,714,691	\$3,825,589	\$809,855

Contract Information

- a. Existing Contracts
 - i. 15-1001251, Environmental and Design Professional Services, Amount Budgeted \$3,917.
 - ii. 18-1001811, Construction Management Services, Amount Budgeted \$268,379.
 - iii. 19-1002196, Construction Capital, Amount Budgeted \$3,394,294.
- b. New Contracts
 - i. IFB, Construction Contract, Amount Budgeted \$101,238, Total Estimated Contract Amount \$166,000.

Local Funding Source Detail

- i. City of Chino - \$1,660,610.

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: Landscape and Close-out.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$6,613,457	\$6,220,096	\$393,361	\$0

Contract Information

- a. Existing Contracts
 - i. 20-1002290, Construction Capital, Amount Budgeted \$368,361.
 - ii. 16-1001546, Professional Services, Amount Budgeted \$20,000.

Local Funding Source Detail

- i. City of Redlands - \$74,525.

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: Right of Way and Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$23,135,720	\$5,205,050	\$13,378,710	\$4,551,960

Contract Information

- a. Existing Contracts
 - i. 20-1002271, Environmental and Engineering Services, Amount Budgeted \$129,781.
 - ii. 22-1002413, Right of Way Services, Amount Budgeted \$577,124.
 - iii. 22-1002705, Construction Management Services, Amount Budgeted \$922,334.
- b. New Contracts
 - i. IFB, Construction Contract, Amount Budgeted \$11,661,606, Total Estimated Contract Amount \$15,000,000.

Local Funding Source Detail

- i. City of San Bernardino - \$1,084,831.

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: Landscape.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$14,379,412	\$10,933,417	\$425,000	\$3,020,995

Contract Information

- a. Existing Contract
 - i. 16-1001516, Planning and Design Services, Amount Budgeted \$50,000.
 - ii. 19-1002248, Construction Management Services, Amount Budgeted \$50,000.
 - iii. 21-1002620, Construction Capital, Amount Budgeted \$170,000.
- b. New Contract
 - i. RFP, Establish Existing Planting (EEP) Construction Management Services, Amount Budgeted \$49,500, Total Estimated Contract Amount \$200,000.
 - ii. IFB, Establish Existing Planting (EEP) Capital, Amount Budgeted \$50,500, Total Estimated Contract Amount \$300,000.

Local Funding Source Detail

- i. City of Redlands - \$239,375.

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: Design, Right of Way, and Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$73,058,675	\$9,782,553	\$11,942,000	\$51,334,122

Contract Information

- a. Existing Contracts
 - i. 18-1001869, Preliminary Design, Environmental Services, and Final Design Services, Amount Budgeted \$400,000.
- b. New Contracts
 - i. IFB, Construction Capital, Amount Budgeted \$6,607,000, Total Estimated Contract Amount \$53,000,000.
 - ii. 23-1002845, Construction Management Services, Amount Budgeted \$2,000,000, Total Estimated Contract Amount \$7,000,000.

Local Funding Source Detail

- i. City of Colton - \$671,700.

9 Project State Route 60 Archibald Avenue Interchange (0894)

Description

Improve local streets and ramps at the State Route 60 (SR60) Archibald Avenue Interchange in the City of Ontario to relieve existing congestion and accommodate future traffic demands. Current Phase: Closeout.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$27,710,000	\$25,598,982	\$268,703	\$1,833,315

Contract Information

- a. Existing Contracts
 - i. 19-1002181, Construction Capital, Amount Budgeted \$222,312.

Local Funding Source Detail

- i. City of Ontario - \$184,431.

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.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$23,496,486	\$23,175,667	\$39,040	\$281,779

Contract Information

- a. Existing Contracts
 - i. 19-1002072, Construction Capital, Amount Budgeted \$16,929.
 - ii. 19-1002073, Construction Support, Amount Budgeted \$12,111.

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
\$115,281,000	\$464,375	\$325,285	\$9,191,340

*Additional \$105.3 million is not going through SBCTA books and not included in Cost to Date.

Contract Information

- a. Existing Contracts
 - i. 20-1002294, Cooperative Agreement for Project Approval and Environmental Document (PA/ED), Amount Budgeted \$305,285.

12 **Project** **State Route 210 Waterman Avenue (0814)**

Description

Construct partial interchange improvements to relieve existing congestion and accommodate future traffic. Current Phase: Plans, Specifications and Estimates, Right of Way, and Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$5,944,133	\$25,000	\$3,050,000	\$2,869,133

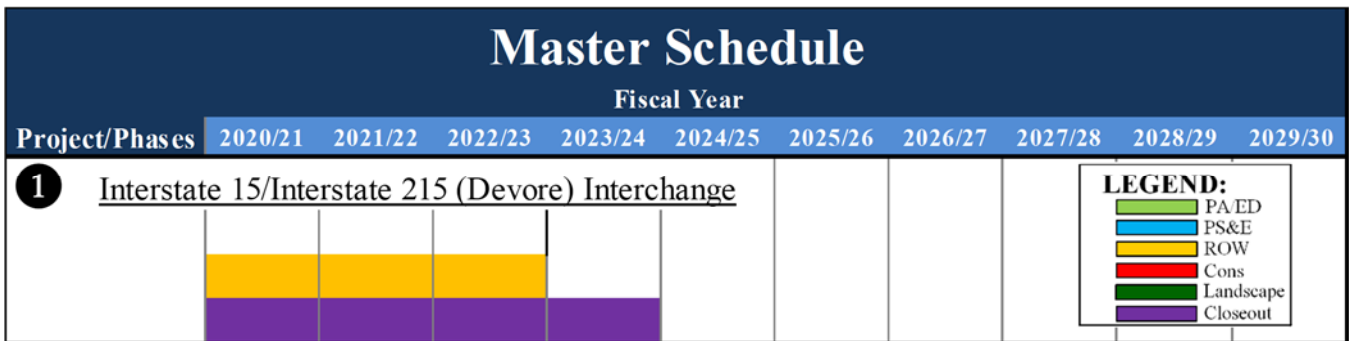
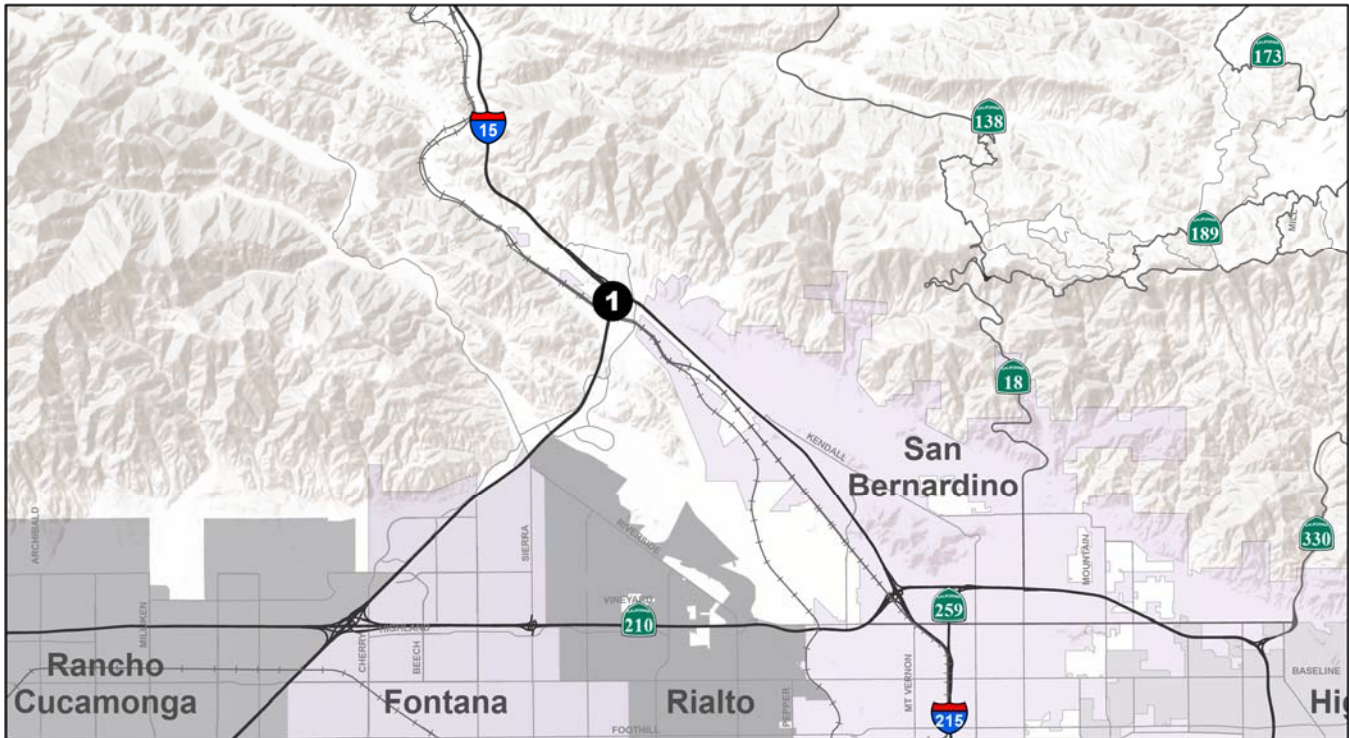
Contract Information

- a. Existing Contracts
 - i. 22-1002727, Environmental and Engineering Services, Amount Budgeted \$400,000.
- b. New Contracts
 - i. RFP, Construction Management Services, Amount Budgeted \$600,000, Total Estimated Contract Amount \$850,000.
 - ii. IFB, Construction Contract, Amount Budgeted, \$2,000,000, Total Estimated Contract Amount \$4,000,000.

Local Funding Source Detail

- i. City of San Bernardino - \$596,000.

**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	\$68,607,581	\$10,000	\$0

*Additional \$256.4 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 \$10,000.*

* 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 0840 Grade Separation Projects

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Professional Services	15,159	17,757	45,000	20,000
Program Management Fees	6,106	-	12,500	10,000
Legal Fees	73,978	29,777	3,309,509	3,808,000
Construction Capital	(152,392)	-	-	-
Postage	48	9	1,000	5,000
Total Expenditures	<u>(57,101)</u>	<u>47,543</u>	<u>3,368,009</u>	<u>3,843,000</u>

Funding Sources

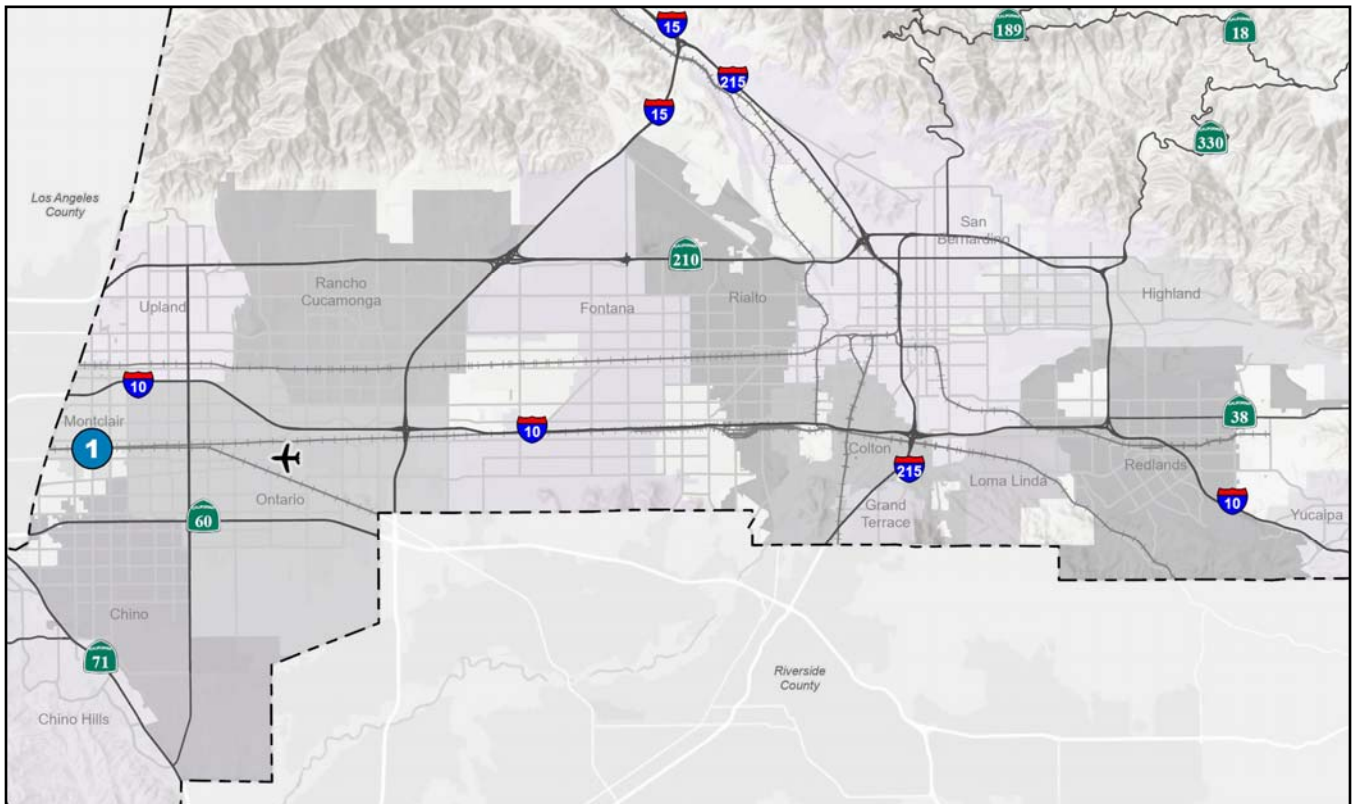
MSI Valley Fund-Grade Separations	3,275,000
Local Projects Fund	<u>568,000</u>
Total Funding Sources	<u>3,843,000</u>

Project Delivery Program
Grade Separation Projects

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Project Delivery Program Grade Separation Projects Valley Subarea

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1 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
\$27,404,902	\$23,561,902	\$3,843,000	\$0

*Construction phase costs only

Contract Information

- a. Existing Contracts
 - i. 15-1001298, Construction Management Services, Amount Budgeted \$20,000.
 - ii. 16-1001461, Construction Capital, Amount Budgeted \$3,703,000.
 - iii. 16-1001474, Legal Services, Amount Budgeted, \$45,000.

Local Funding Source Detail

- i. City of Montclair - \$387,100.
- ii. UPRR - \$180,900.

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 contract and work is already underway. Disassembly of the existing bridge and final design of the new bridge is complete. Construction of the new bridge is anticipated to start in spring 2023. The North First Avenue Bridge project in the city of Barstow is anticipated to start construction in early 2023 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 \$391,800.*
 - ii. 21-1002555, Legal Services, Amount Budgeted \$75,000.*
 - iii. 19-1002000, Public Outreach Services, Amount Budgeted \$140,000.*
 - iv. 19-1002001, Public Outreach Services, Amount Budgeted \$6,000.*
 - v. 20-1002339, Disadvantaged Business Enterprise Services, Amount Budgeted \$5,000.*

* 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

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	28,977	66,163	92,176	93,136
Fringe Allocation-General	26,799	65,378	94,130	73,112
Professional Services	606,905	1,054,884	3,666,000	2,183,700
Consulting Services	3,659,981	1,845,635	5,455,000	1,778,829
Program Management Fees	569,738	429,168	260,000	391,800
Auditing and Accounting	15,344	-	-	-
Legal Fees	292,635	256,347	150,000	75,000
Construction Capital	36,381,593	8,543,150	46,962,400	76,150,606
Construction Support	-	-	210,000	1,431,815
Utilities Capital	1,325,274	68,342	-	4,500
Right of Way Capital	(25,243)	951,058	1,700,000	7,000,000
Postage	39	62	-	-
Advertising	277	499	-	-
Public Information Activities	128,393	36,114	86,000	1,546,000
In-kind Contribution	2,806,251	25,863,434	17,000,000	-
Commercial Paper Principal	-	26,352,000	-	-
Commercial Paper Interest	-	17,360	-	-
Meeting Expense	80	74	-	-
Fiscal Agent Fees	437,017	-	-	-
Total Expenditures	<u>46,254,058</u>	<u>65,549,669</u>	<u>75,675,706</u>	<u>90,728,498</u>

Funding Sources

Local Transportation Fund-ART 3 Bicycle	429,945
Active Transportation Program - Federal	6,131,664
Highway Bridge Program	72,401,618
Local Bridge Seismic Retrofit Account-P1	3,005,102
MSI Valley Fund-Arterials	772,900
MSI Valley Fund-Traffic Mgmt Sys	540,000
MSI North Desert Fund-Major Local Hwy	1,732,394
Local Projects Fund	<u>5,714,875</u>
Total Funding Sources	<u>90,728,498</u>

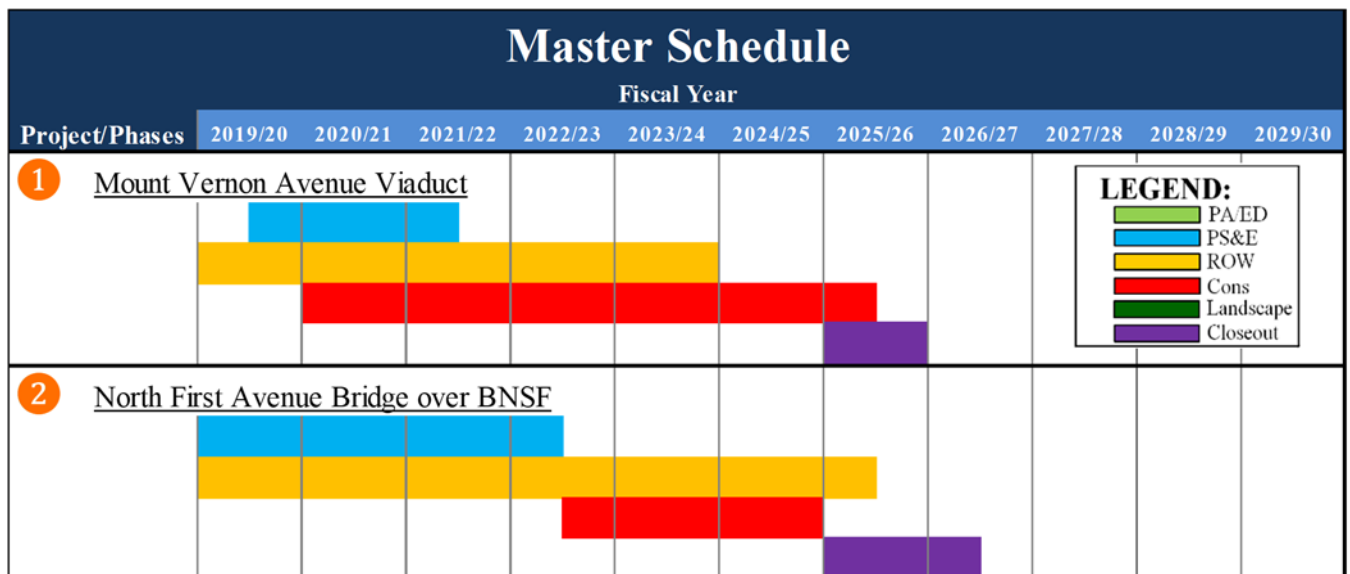
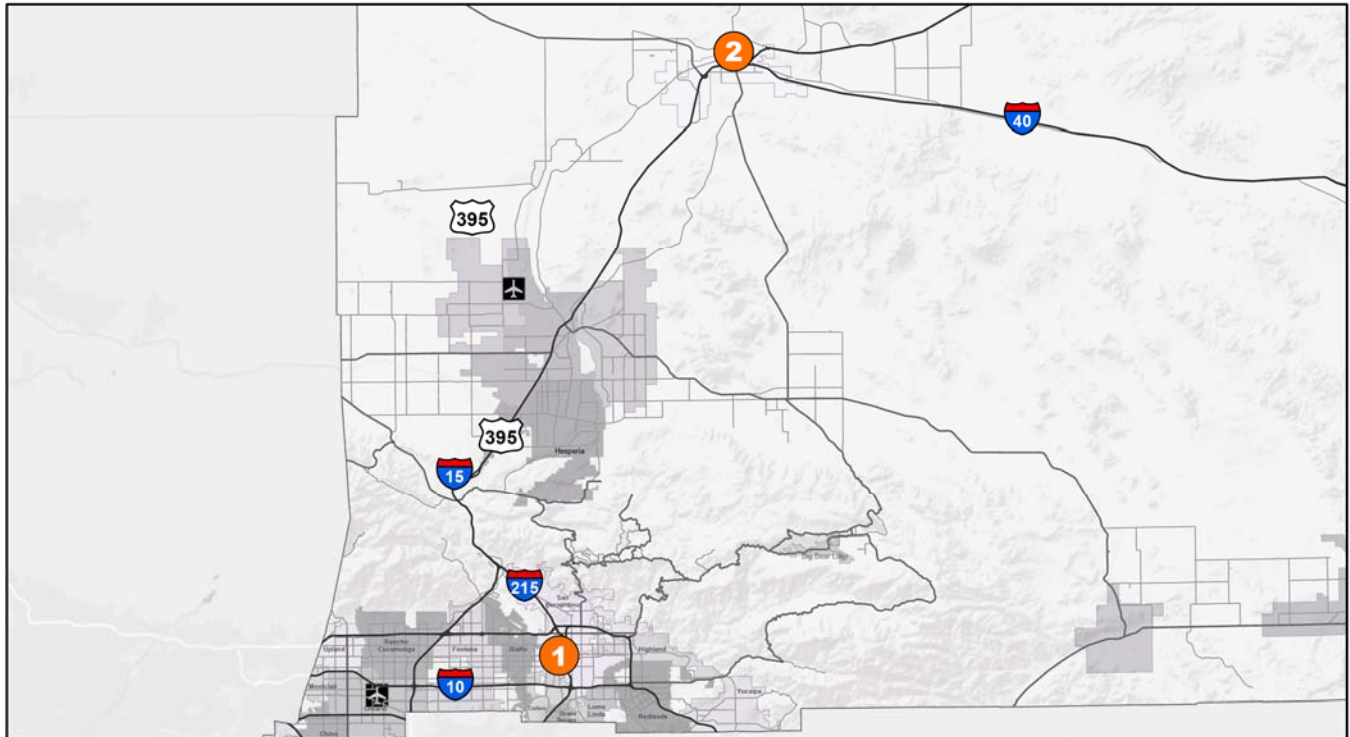
**Project Delivery Program
Arterial Projects**

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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
\$225,883,194	\$158,167,265	\$55,893,589	\$11,822,340

Contract Information

- a. Existing Contracts
 - i. 18-1001846, Legal Services, Amount Budgeted \$24,829.
 - ii. 18-1001826, Construction Management Services, Amount Budgeted \$1,640,000.
 - iii. 22-1002699, Railroad Construction Support Services, Amount Budgeted \$850,000.
 - iv. 19-1002208, Railroad Construction Support and Mitigation Work, Amount Budgeted \$7,000,000.
 - v. 18-1001966, Design-Build Services, Amount Budgeted \$44,425,000.

Local Funding Source Detail

- i. City of San Bernardino - \$571,929.
- ii. BNSF - \$1,866,900.

*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. Current Phase: Right of Way and Construction.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$71,125,597	\$29,914,136	\$26,404,800	\$14,806,661

*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 \$3,600,000.
 - ii. 22-1002780, Construction Capital, Amount Budgeted \$21,113,000.
 - iii. 19-1002236, Railroad Construction Support Services, Amount Budgeted \$1,400,000.

Local Funding Source Detail

- i. City of Barstow - \$228,310.

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: On-call support services and 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
\$26,516,961	\$19,476,961	\$1,040,000	\$6,000,000

*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. 22-1002761, SBVCTSS On-Call Support and Development of Smart County Master Plan, Amount Budgeted \$1,000,000.

*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 - \$500,000.

④ Project Metrolink ATP Improvements Phase 2 (0810)

Description

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

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$8,244,663	\$729,173	\$7,290,109	\$225,381

Contract Information

- a. Existing Contracts
 - i. 20-1002388, Professional Services, Amount Budgeted \$142,700.
- b. New Contracts:
 - i. 22-1002708, Construction Management Services, Amount Budgeted \$759,945, Total Estimated Contract Amount \$894,508.
 - ii. 22-1002791, Construction and Maintenance Agreement, Amount Budgeted \$271,870, Total Estimated Contract Amount \$671,870.
 - iii. 23-1002919, IFB, Construction Capital, Amount Budgeted \$5,459,794, Total Estimated Contract Amount \$5,459,794.

Note: This project is not location specific and covers various jurisdictions. Not included on the map or master schedule.

Local Funding Source Detail

- i. City of Fontana - \$169,000.
- ii. City of Montclair - \$73,500.
- iii. City of Rancho Cucamonga - \$234,200.
- iv. City of San Bernardino - \$11,200.
- v. City of Upland - \$240,600.

⑤ Project North First Avenue Bridges over Mojave River & Overflow (0813)

Description

This project, located in the City of Barstow, will replace existing bridges on North First Avenue over the Mojave River and its Overflow. Sub-task budget to provide project management for City. Current Phase: Environmental.*

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$60,380,000	\$0	\$100,000	\$60,280,000

*City is currently leading the Environmental phase and their expenses are not going through SBCTA books and are not included in Costs to Date.

Note: Currently, there is not a coop with the City of Barstow. The subtask budget is for potential on-call management support. This subtask is not included in the Arterial schedules and maps.



US 395 serves as a goods movement freight corridor, a route to recreational destinations, and as a primary local circulation arterial. SBCTA recently completed the first of three phases to widen this critical highway and improve intersections for better ingress and egress with the highway.

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; nominating and 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 \$67,401,000 in Measure I funds for road priorities determined by local jurisdictions on their local streets, reimbursement of an estimated \$51,409,506 in Measure I funds for locally delivered projects in the Valley Major Street and Interchange Programs, and \$42,071,831 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 finalize the 2023 Update to the 10-Year Delivery Plan, and update the bonding strategy as necessary to implement projects according to the plan.

Performance/Workload Indicators

	2020/2021 Actual	2021/2022 Actual	2022/2023 Revised Budget	2023/2024 Budget
Federal Funds Delivery ¹	228%	140%	76%	100%
FTIP Amendments	17	16	18	18
Additional Federal funds received ²	\$21,124,030	\$7,992,526	\$0	TBD
Programming changes processed	178	118	180	120
10-Year Delivery Plan Update	N/A	12/1/2021	N/A	12/6/2023
Measure I Valley Arterial Reimbursements	\$10,260,535	\$3,919,309	\$20,295,200	\$25,000,000
Measure I Mtn./Desert Reimbursements	\$2,632,054	\$5,593,595	\$33,455,300	\$42,071,831
Local Transportation Fund Pass-through ³	\$51,986,221	\$50,250,561	\$106,234,599	\$165,474,789
State Transit Assistance Fund Pass-through ³	\$20,521,879	\$6,410,402	\$28,713,198	\$78,495,758
Local Agency Reimbursements Processed	36	25	38	40
Funding Agreements managed	38	38	36	38
Development Share Loan Agreements managed	10	9	9	5

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. Staff has begun the initial development of the 2023 Update to the 10-Year Delivery Plan, scheduled for SBCTA Board approval in December 2023. Through strategic fund management and timely delivery of existing committed funds, SBCTA has maximized and protected Federal and State funding revenues. Additionally, SBCTA coordinated with Southern California Association of Governments (SCAG) and other transportation commissions in the SCAG region to develop a Compliance Action Plan for Corrective Actions issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to the California Department of Transportation (Caltrans) and SCAG concerning the project selection processes for STP and CMAQ funds. SBCTA maximized the programming of available STP and CMAQ funds to San Bernardino County projects by the June 30, 2023, deadline as required by the Corrective Actions prior to the new project selection process being initiated.

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 ongoing financial impacts of the Coronavirus; guidelines, requirements, policies, and schedules. SBCTA serves as a liaison between local agencies and 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 updated the TDA Claims Manual to incorporate statutory and legislative changes and initiated procurement of a consultant to perform the Triennial Performance Audits for the Fiscal Years 2020/2021 to 2022/2023. The agencies involved in these audits will include 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.

Fund Administration

Task 0500 Fund Administration

2. Propose projects to be funded by STP and CMAQ to SCAG consistent with the 2023 10-Year Delivery Plan and the SCAG Compliance Action Plan to ensure that San Bernardino County continues to receive its historical share of these fund sources.
3. 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.
4. 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.
5. 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 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.
6. Prepare recommendations for project funding from the 2024 STIP to be considered by the SBCTA Board. Meet and confer with CTC staff and Commissions to advocate for STIP funding of key projects through the Regional and Interregional Programs as appropriate.

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 FTA formula; FHWA CMAQ; and Coronavirus Disease (COVID-19) relief 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 administration of the Full Funding Grant Agreement for the West Valley Connector Project.
4. Coordinate with SBCTA auditor for the annual fiscal audits of LTF and STA funds, and monitor contract auditor work and final product for TDA claimants, ensuring annual fiscal TDA audits are submitted to the State by the December 31st deadline.
6. Coordinate with SBCTA auditor to complete the Triennial Performance Audits for the Fiscal Years 2020/2021 to 2022/2023.

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

1. Continue 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.

Fund Administration

Task 0500 Fund Administration

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.
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 initiation of the Triennial Performance Audits of LTF and STA fund recipients in Fiscal Year 2023/2024.

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. 23-1002906, Transportation Development Act Triennial Performance Audits, Amount Budgeted \$170,000, Total Estimated Contract Amount \$170,000.

Manager

Andrea Zureick, Director of Fund Administration

Fund Administration

Task 0500 Fund Administration

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	552,484	554,662	664,809	727,978
Fringe Allocation-General	510,955	548,080	678,905	571,464
Consulting Services	6,790	1,203	10,000	10,000
Auditing and Accounting	130,781	5,154	5,000	170,000
Training/Registration	-	25	7,850	8,250
Postage	84	-	600	650
Travel Expense - Employee	-	1,394	16,150	16,975
Travel Expense-Mileage-Employee	-	322	4,500	4,600
Travel Expense-Other-Metrolink Tickets	-	-	170	150
Advertising	612	-	700	-
Printing - External	-	-	775	275
Office Expense	292	-	475	500
Meeting Expense	-	-	1,400	1,650
Total Expenditures	<u>1,201,998</u>	<u>1,110,840</u>	<u>1,391,334</u>	<u>1,512,492</u>

Funding Sources

MSI Admin	354,163
Local Transportation Fund - Admin	289,280
Local Transportation Fund - Planning	45,424
Planning, Programming and Monitoring	787,094
MSI Valley Fund-Freeway Projects	18,669
MSI Valley Fund-Fwy Interchange	5,989
MSI Valley Fund-Metrolink/Rail Service	4,289
MSI Valley Fund-Express Bus/Rapid Trans	4,289
Indirect Cost Fund	3,295
Total Funding Sources	<u>1,512,492</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 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 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 reimbursements to Jurisdictions for projects that have received allocations of funds from SBCTA.

Product

Fiscal Accounting. Disbursements that support the delivery of locally funded projects in San Bernardino County.

Contract Information

- a. Existing Contracts
 - i. Various, Jurisdictional Master Agreements, Valley Arterial Sub-Program, Amount Budgeted \$25,000,000.
 - ii. 00-1000892, Rancho Cucamonga, Interstate 15/Baseline Interchange Advance Expenditure Agreement (AEA), Valley Interchange Program, Amount Budgeted \$20,853,000.
 - iii. 22-1002717, Highland, State Route 210/5th Street Interchange, Amount Budgeted \$363,350.
 - iv. 22-1002725, Rialto, Interstate 10/Riverside Avenue Interchange Phase 2, Amount Budgeted \$5,193,156.
 - v. 18-1001926, Apple Valley, State Route 18/Apple Valley Road Widening, MLH, Amount Budgeted \$611,500.
 - vi. 22-1002754, Apple Valley, Bear Valley Road Bridge, Amount Budgeted \$2,000,000.

Fund Administration

Task 0550 Allocations/Pass-through

- vii. 17-1001692, Hesperia, Ranchero Road Widening, MLH, Amount Budgeted \$9,090,000.
- viii. 20-1002368, San Bernardino County, Phelan Road Widening, MLH, Amount Budgeted \$1,734,900.
- ix. 17-1001700, San Bernardino County, Ranchero Widening, MLH, Amount Budgeted \$1,198,100.
- x. 19-1002202, San Bernardino County, Rock Springs Road, MLH, Amount Budgeted \$1,128,500.
- xi. 16-1001481, Victorville, Green Tree Boulevard Term Loan Agreement, MLH, Amount Budgeted \$11,259,000.
- xii. 15-1001119, Barstow, First Avenue Bridge over Burlington Northern Santa Fe Railroad (BNSF), MLH, Amount Budgeted \$46,630.
- xiii. 15-1001118, Barstow, First Avenue Bridge over Mojave River, MLH, Amount Budgeted \$1,026,670.
- xiv. 19-1002193, Barstow, Rimrock Road Rehabilitation, MLH, Amount Budgeted \$749,000.
- xv. 15-1001157, San Bernardino County, Baker Boulevard Bridge, MLH, Amount Budgeted \$1,500,000.
- xvi. 19-1002192, Big Bear Lake, Moonridge Road Advanced Expenditure Agreement, MLH, Amount Budgeted \$500,000.
- xvii. 20-1002326, San Bernardino County, Crest Forest Drive/Lake Drive Study, PD/TMS, Amount Budgeted \$41,011.
- xviii. 20-1002325, San Bernardino County, State Route 38/Stanfield Cutoff Roundabout, MLH, Amount Budgeted \$3,807,800.
- xix. 19-1002195, Twentynine Palms, Split Rock Bridge, MLH, Amount Budgeted \$285,500.
- xx. 21-1002561, Twentynine Palms, State Route 62 Raised Median, MLH, Amount Budgeted \$593,220.
- xxi. 22-1002711, San Bernardino County, Needles Highway Segment 1C Advanced Expenditure Agreement, Amount Budgeted \$500,000.

b. New Contracts

- i. Anticipated Victor Valley MLH Allocations, Amount Budgeted \$5,000,000, Total Estimated Contract Amount to be based on services provided.
- ii. Anticipated North Desert MLH Allocations, Amount Budgeted \$500,000, Total Estimated Contract Amount to be based on services provided.
- iii. Anticipated Morongo Basin MLH Allocations, Amount Budgeted \$500,000, Total Estimated Contract Amount to be based on services provided.

Manager

Andrea Zureick, Director of Fund Administration

Fund Administration

Task 0550 Allocations/Pass-throughs

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Pass-through Payments	59,797,018	66,504,622	92,383,600	93,810,506
Major Street Payments	10,260,535	3,919,309	20,295,200	25,000,000
Major Local Highway Payments	2,632,054	3,515,017	33,453,800	42,030,820
Project Develop Traffic Mgmt Sys Pmt	-	38,989	100,000	41,011
Total Expenditures	<u>72,689,607</u>	<u>73,977,937</u>	<u>146,232,600</u>	<u>160,882,337</u>

Funding Sources

MSI Valley Fund-Fwy Interchange	24,782,208
MSI Valley Fund-Arterials	25,000,000
MSI Valley Fund-Local Street	41,830,600
MSI Victor Valley Fund-Major Local Hwy	32,022,000
MSI Victor Valley Fund-Local Street	17,688,100
MSI North Desert Fund-Major Local Hwy	3,822,300
MSI North Desert Fund-Local Street	3,568,500
MSI Colorado River Fund-Major Local Hwy	500,000
MSI Colorado River Fund-Local Street	317,600
MSI Morongo Basin Fund-Major Local Hwy	1,378,720
MSI Morongo Basin Fund-Local Street	2,079,900
MSI Mountain Fund-Major Local Highway	4,307,800
MSI Mountain Fund-Local Street	1,916,300
MSI Mountain Fund-Traffic Mgmt Sys	41,011
Valley Project Fund	<u>1,627,298</u>
Total Funding Sources	<u>160,882,337</u>



Crews systematically deconstruct the nearly 100 year old bridge over the Burlington Northern Santa Fe Railroad (BNSF) Rail Yard in San Bernardino to be able to maintain effective goods movement while preparing for the future reconstruction of this primary route in western San Bernardino.

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 2023/2024 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			
	2021		2022		2023		2024	
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest
<u>2014 Bond Issue</u>								
Freeway Interchange	401,000	988,163	444,000	973,223	490,000	956,363	543,000	932,863
Valley Major Streets	717,790	1,768,811	794,760	1,742,068	877,100	1,711,890	971,970	1,669,825
Rail	451,125	1,111,682	499,500	1,094,875	551,250	1,075,907	610,875	1,049,470
Victor Valley Major								
Local Highway	100,250	247,041	111,000	243,306	122,500	239,091	135,750	233,216
Cajon Pass	334,835	825,116	370,740	812,641	409,150	798,564	453,405	778,942
	<u>2,005,000</u>	<u>4,940,813</u>	<u>2,220,000</u>	<u>4,866,113</u>	<u>2,450,000</u>	<u>4,781,815</u>	<u>2,715,000</u>	<u>4,664,315</u>
<u>2012/2022 Bond Issue*</u>								
Valley Major Streets	1,004,095	1,481,556	-	719,049	1,276,080	1,192,276	1,339,475	1,130,519
Victor Valley Major								
Local Highway	527,825	778,813	-	377,985	670,800	626,746	704,125	594,282
Cajon Pass	923,080	1,362,018	-	661,034	1,173,120	1,096,078	1,231,400	1,039,303
	<u>2,455,000</u>	<u>3,622,387</u>	<u>-</u>	<u>1,758,069</u>	<u>3,120,000</u>	<u>2,915,100</u>	<u>3,275,000</u>	<u>2,764,105</u>
Bond Issue Totals	<u>4,460,000</u>	<u>8,563,200</u>	<u>2,220,000</u>	<u>6,624,182</u>	<u>5,570,000</u>	<u>7,696,915</u>	<u>5,990,000</u>	<u>7,428,420</u>

* The 2012 Bond Issue was refunded in 2022. The principal (\$2,575,000) and second installment of interest (\$1,758,069) were included in the refunding.

Performance/Workload Indicators

	2020/2021	2021/2022	2022/2023	2023/2024
	Actual	Actual	Revised Budget	Budget
Debt Service:				
Principal	\$4,460,000	\$2,220,000	\$5,570,000	\$5,990,000
Interest	\$8,563,200	\$6,624,182	\$7,696,915	\$7,428,420
Arbitrage Calculation	YES	YES	YES	YES
Debt continuing disclosure requirements	YES	YES	YES	YES
Bond refunding	NO	YES	NO	YES

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

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Bond Principal	2,005,000	2,220,000	2,450,000	2,715,000
Bond Interest	4,940,813	4,860,613	4,771,815	4,649,315
Fiscal Agent Fees	5,500	5,500	10,000	15,000
Total Expenditures	<u>6,951,313</u>	<u>7,086,113</u>	<u>7,231,815</u>	<u>7,379,315</u>

Funding Sources

Sales Tax Revenue Bonds 2014A Fund	<u>7,379,315</u>
Total Funding Sources	<u>7,379,315</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

	2022/2023			
	2020/2021	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Bond Principal	-	-	3,120,000	3,275,000
Bond Interest	-	-	2,905,100	2,749,105
Fiscal Agent Fees	-	-	10,000	15,000
Total Expenditures	-	-	6,035,100	6,039,105

Funding Sources

Sales Tax Revenue Bonds 2022A Fund	6,039,105
Total Funding Sources	6,039,105



The City of Highland partnered with SBCTA and Caltrans to improve State Route 210 and the Baseline Interchange. The bridge rail design highlights the importance of this gateway to the city for travelers to and from this East Valley location.

ENTERPRISE

Express Lanes Operations Program Budget

Description

The Toll Operations Department is responsible for the management and operation of the San Bernardino (SB) Express Lanes. In addition to operations and maintenance, Toll Operations Department responsibilities include Express Lanes system design, implementation, violations enforcement, customer service, public education, marketing, outreach, as well as traffic and incident management.

The Express Lanes Operations Program provides direct oversight to the roadside Express Lanes Service Provider (TSP), the back office customer service center and administers contracts with the California Highway Patrol (CHP) for Express Lanes enforcement, California Department of Transportation (Caltrans) for facility maintenance, and vendors to provide Express Lanes Freeway Service Patrol (FSP). Express Lanes Operations supports Express Lanes project development by providing comprehensive input to the Express Lanes concept of operations, contractor procurements, agency agreements, public outreach, Express Lanes policies and business rules.

The Toll Operations Department manages the agenda for the Interstate 10 (I-10) and Interstate 15 (I-15) Joint Subcommittee.

The Finance Department is responsible to account for Express Lanes activities relating to the I-10 and I-15 Express Lanes.

Goals and Objectives

The Toll Operations team is responsible for monitoring and reporting on Express Lanes operations, performance, Express Lanes transactions and related Express Lanes expenditures and revenues.

1. Operate the I-10 Express Lanes Contract 1 segment based on business rules approved by the Board and incorporated into the SBCTA Transportation Infrastructure Finance and Innovation Act (TIFIA) agreement financial assumptions. Ensure Express Lanes revenue is sufficient to support operations, maintenance and debt services.
2. Maintain the I-10 Express Lanes Contract 1 segment consistent with the guidelines in the I-10 Express Lanes Facility Agreement with Caltrans.
3. Provide effective communication of Express Lanes operations to the Board, Caltrans, the United States Department of Transportation, the Federal Highway Administration and bondholders.
4. Maintain financial stability through proactive management that will allow the SB Express Lanes system to offer dependable, predictable and safe travel alternatives in San Bernardino County.
5. Assist in the accounting, budgeting, establishment of the policies and procedures, and TIFIA loan reporting/compliance for the project.

Performance/Workload Indicators	2022/2023			
	2020/2021 Actual	2021/2022 Actual	Revised Budget	2023/2024 Budget
I-10 Contract 1 Express Lanes Annual Express Lanes Transactions	N/A	N/A	N/A	6,090,000*
I-10 Contract 1 Express Lanes Annual Express Lanes Revenue	N/A	N/A	N/A	\$6,914,000*
I-15 Contract 1 Express Lanes	N/A	N/A	N/A	Express Lanes Collection System Final Design
I-10 Contract 2 Express Lanes	N/A	N/A	N/A	Express Lanes Collection System Preliminary Design
Submit requisitions requests to TIFIA to fund the Construction phase of the I-10 Corridor Contract 1 Express Lanes Project	N/A	YES	YES	YES

*Based on six (6) month timeframe from start of service in January 2024 to June 2024.

Express Lanes Operations

Task 0750 Express Lanes Operation

Purpose

Management of Express Lanes Operations.

Accomplishments

Construction of San Bernardino County's initial express lanes facility, Interstate 10 (I-10) Contract 1, is anticipated to be completed in Fall 2023. Upon revenue service commencement, San Bernardino County Transportation Authority (SBCTA) is responsible for the management of operations and maintenance of the facility. SBCTA's Express Lanes Service Provider, TransCore, will transition from the Design and Development phase of their contract to the first of five (5) years of Operation and Maintenance of the express lanes facility. TransCore will operate the facility out of the Inland Empire Transportation Management Center (IETMC), sharing space with the California Department of Transportation (Caltrans) and the California Highway Patrol (CHP). In addition, the Transportation Corridor Agencies have been updating internal procedures in order to provide Express Lanes services to SBCTA upon revenue service commencement including revenue collection, violation processing and customer service. A customer service walk-in center is under development located within the City of Rancho Cucamonga City Hall and anticipated to open prior to revenue service commencement. The SBCTA Finance Department will manage the United States Department of Transportation (USDOT) loan convenants for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. The loan will be repaid from Express Lanes revenue collected from I-10 Express Lanes operations.

Work Elements

Ongoing tasks for Express Lanes operations include:

1. Express Lanes daily operations and maintenance.
2. Caltrans express lanes civil maintenance and incident management.
3. Transportation Corridor Agency (TCA) back office and customer service operations.
4. CHP express lanes enforcement.
5. Express lanes Freeway Service Patrol (FSP) service.
6. Express lanes public outreach and education.
7. Effective management of express lanes consultant support and staff.
8. Develop and implement goals, objectives and policies to support the effective and efficient operation of the express lanes.
9. Oversee work performed by outside agencies and vendors, such as back office/customer service center operations, Express Lanes collection system and communication equipment maintenance.
10. Plan for future express lanes facilities and expansions.
11. Participate in the California Toll Operators Committee (CTOC) and other state or national toll industry organizations that provides for information exchange and strategic policy development.
12. Manage cash advance between Measure I Freeway Fund and future Interstate 15 (I-15) Express Lanes revenue for costs incurred in Riverside County's portion of the I-15 Express Lanes Contract 1.
13. Budgetary changes include final transfers from TIFIA Loan Draws to Measure I Freeway fund for the construction phase of the I-10 Express Lanes Contract 1.
14. Manage revenues and expenditures for Express Lanes operations, and record cash advance between Measure I Freeway fund and I-15 Express Lanes Contract 1.

Product

1. Operation and maintenance of the I-10 Express Lanes Contract 1.
2. Revenue collection, accounting and audit of the I-10 Express Lanes Operations.
3. Recording of TIFIA loan proceeds and debt service payments.
4. Recording of cash advance between Measure I Freeway Fund and I-15 Express Lanes Contract 1.

Express Lanes Operations

Task 0750 Express Lanes Operation

Contract Information

- a. Existing Contracts
 - i. 17-1001617, Express Lanes Service Provider Operations and Maintenance, Amount Budgeted \$950,000.
 - ii. 23-1002854, Administrative Hearing Agreement, Amount Budgeted \$1,500.
 - iii. 22-1002819, Freeway Service Patrol Services, Amount Budgeted \$272,000.
 - iv. 18-1001833, Traffic Operations Agreement, Amount Budgeted \$18,000.
 - v. 22-1002815, Freeway Maintenance Agreement, Amount Budgeted \$170,000.
 - vi. 18-1001854, Services Agreement, Amount Budgeted \$2,100,000.
 - vii. 23-1002944, Support Services, Amount Budgeted \$300,000.*
 - viii. 19-1002000, Public Outreach Services, Amount Budgeted \$100,000.*
 - ix. 21-1002555, Legal Services, Amount Budgeted \$15,000.*
 - x. 20-1002357, Program Management, Amount Budgeted \$100,000.*
 - xi. 16-1001355, I-10 and I-15 Corridor Traffic and Revenue Services, Amount Budgeted \$50,000.*
 - xii. 22-1002818, Freeway Service Patrol Technical Consultant, Amount Budgeted \$4,000.*
 - xiii. 23-1002872, Freeway Service Patrol Radio Service, Amount Budgeted \$4,000.*
 - xiv. 16-1001369, Financial Advisor Services, Amount Budgeted \$36,000.
 - xv. 21-1002833, Financial and Operations Model, Amount Budgeted \$14,300.
 - xvi. 21-1002607, Rating Agency Agreement, Amount Budgeted \$27,500.
 - xvii. 22-1002704, Rating Agency Agreement, Amount Budgeted \$27,500.
 - xviii. 23-1002953, San Bernardino (SB) Express Lanes Walk-In Center Cooperative Agreement, Amount Budgeted \$6,000.
- b. New Contracts
 - i. RFP, Enforcement Services, Amount Budgeted \$200,000, Total Estimated Contract Amount \$2,500,000.

*Contracts that are utilized on various Tasks.

Manager

Tim Byrne, Director of Toll Operations

Express Lanes Operations

Task 0750 Express Lanes Operations

	2022/2023			
	2021/2022	2021/2022	Revised	2023/2024
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	-	-	-	327,035
Fringe Allocation-General	-	-	-	256,723
Professional Services	-	-	-	300,000
Consulting Services	-	-	-	1,000,000
Legal	-	-	-	15,000
Rent	-	-	-	18,000
Utilities	-	-	-	170,000
Insurance Premiums - Gen Liab	-	-	-	900,000
Insurance Premiums - Property	-	-	-	100,000
TCA - Processing Costs - ETC	-	-	-	2,106,000
CHP Patrol Services	-	-	-	200,000
Freeway Service Patrol	-	-	-	280,000
Bank/Trustee Fees	-	-	-	3,000
Express lane Surface Maintenance	-	-	-	171,500
Financing Fee (TIFIA Annual) - Debt Fee	-	-	-	17,000
Interest Expense	-	350,667	3,000,000	1,768,787
Total Expenditures	-	350,667	3,000,000	7,633,045

Funding Sources

I-10 Express Lanes Contract 1	7,633,045
Total Funding Sources	7,633,045

Note: 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 late 2023. SBCTA is planning to draw down on the loan from the US Department of Transportation (USDOT) under TIFIA for an estimated \$60 million in Fiscal Year 2023/2024. The loan payable to TIFIA will be recorded as a liability on the balance sheet of the Express Lanes Operations Fund and will be repaid from toll revenues.

SUPPLEMENTAL INFORMATION SECTION

**Indirect Cost Fund
Fiscal Year 2023/2024**

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 \$1,107,000 for Fiscal Year 2023/2024 are comprised of \$500,000 for emergencies (General Purpose Reserve) and \$607,000 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 2023/2024 is \$7,942,573 which is funded by Measure I, Transportation Development Act-Local Transportation Fund, Service Authority Freeway Emergency (SAFE), Council of Governments (COG), and Express Lanes.

**Indirect Cost Fund
Fiscal Year 2023/2024**

The business to business expo event is budgeted at \$89,000 in the Indirect Fund. Cost increases are primarily related to Construction in Progress (CIP) projects. CIP costs include office carpet replacement, network infrastructure, heating ventilation and air conditioning (HVAC) equipment upgrades (Phase 1) and purchase of a new SBCTA vehicle.

The funding breakdown is as follows:

Funding Source	Amount
Local Transportation Fund – Planning	\$ 416,863
Service Authority for Freeway Emergencies Fund	440,205
COG – Assessment Dues	193,221
COG – Regional Energy Network	282,995
Sales Tax MSI – Valley Freeway	3,605,304
Sales Tax MSI – Valley Interchange	2,026,487
Sales Tax MSI – Valley Grade Separation	(15,077)
Sales Tax MSI – Valley Arterial	207,480
Sales Tax MSI – Valley Rail	146,480
Sales Tax MSI – Valley Bus Rapid Transit	76,629
Sales Tax MSI – Victor Valley Major Local Highway	143,334
Sales Tax MSI – North Desert Major Local Highway	115,503
Sales Tax MSI – Colorado River Major Local Highway	23,135
Sales Tax MSI – Morongo Basin Major Local Highway	36,320
Sales Tax MSI – Mountain Major Local Highway	31,957
Sales Tax MSI – Cajon Pass	4,317
Express Lanes	207,420
Total Revenue allocation per Policy No. 20600 to Cover Indirect Costs	\$ 7,942,573

Budgeted Tasks to Indirect Fund

Object Code	Fiscal Year															Fiscal Year	
	2022/2023															2023/2024	
	0200	0206	0312	0313	0350	0400	0425	0450	0470	0500	0501	0503	0605	0805	Budget	Budget	
51010 Salaries	\$ 473,302	\$ 642	\$ 8,923	\$ 2,050	\$ 192,704	\$ 640,648	\$ 265,969	\$ 141,527	\$ 122,820	\$ 1,846	\$ 64,389	\$ 206,286	\$ 79,541	\$ 90,961	\$ 2,291,608	\$ 2,282,631	
51030 Overtime	14,850	-	-	-	-	14,850	-	-	-	-	-	-	-	-	29,700	29,700	
51900 Fringe	383,199	504	7,005	1,609	151,273	514,566	208,786	111,099	96,414	1,449	50,545	161,935	62,440	71,404	1,822,228	2,361,189	
52001 Professional Services	30,000	-	-	-	7,210	75,000	138,000	470,400	3,875	-	50,000	164,328	155,000	26,386	1,120,199	1,215,099	
52005 Consulting Services	50,000	-	-	-	-	60,000	-	-	-	-	250,000	-	-	-	360,000	75,000	
52015 County Fees	-	-	-	-	-	100,000	-	-	-	-	-	-	-	-	100,000	100,000	
52100 Auditing & Accounting	-	-	-	-	-	300,000	-	-	-	-	-	-	-	-	300,000	318,000	
52200 Legal Fees	-	-	-	-	85,000	-	15,000	-	25,000	-	-	-	-	-	125,000	125,000	
52300 Claims	-	-	-	-	-	-	50,000	-	-	-	-	-	-	-	50,000	50,000	
52500 Security	-	-	-	-	-	-	-	-	-	-	-	-	-	192,716	196,593		
53120 Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	147,000	140,000		
53400 Maintenance-Buildings	-	-	-	-	-	-	-	-	-	-	-	-	-	972,472	924,328		
53450 Maintenance-Motor Vehicles	-	-	-	-	-	-	-	2,500	-	-	-	-	-	-	2,500	2,500	
53465 Maintenance-Office Equipment	1,500	-	-	-	-	-	-	-	-	-	-	-	-	-	1,500	1,500	
53670 Rentals-Office Equipment	20,000	-	-	-	-	-	-	-	-	-	-	-	-	-	20,000	55,000	
54010 General Liability Insurance	-	-	-	-	-	-	255,000	-	-	-	-	-	-	-	255,000	240,000	
54020 Umbrella Liability Insurance	-	-	-	-	-	-	120,000	-	-	-	-	-	-	-	120,000	115,000	
54030 Property Insurance	-	-	-	-	-	-	64,209	-	-	-	-	-	-	-	64,209	40,000	
54040 Crime Insurance	-	-	-	-	-	-	12,000	-	-	-	-	-	-	-	12,000	16,800	
54060 Automotive Insurance	-	-	-	-	-	-	1,500	-	-	-	-	-	-	-	1,500	1,500	
54070 Cyber Insurance	-	-	-	-	-	-	26,400	-	-	-	-	-	-	-	26,400	16,000	
54100 Dues/Memberships	27,000	-	-	-	2,090	4,000	1,500	-	2,175	-	-	2,000	10,000	-	48,765	46,910	
54200 Training/Registration	7,500	-	-	-	5,000	12,000	11,000	10,000	21,050	-	-	3,000	14,000	-	83,550	79,130	
54300 Postage	5,250	-	-	-	100	2,000	100	1,000	200	-	-	-	-	200	8,850	9,550	
54410 Travel Expense - Employee	8,000	-	-	-	5,500	2,000	11,000	1,000	6,500	-	-	1,500	10,000	-	45,500	43,500	
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	
54500 Advertising	500	-	-	-	-	2,000	-	-	15,800	-	-	-	-	-	18,300	17,275	
54520 Public Information Activities	-	-	-	-	-	-	-	-	-	-	-	-	60,000	-	60,000	60,000	
54590 Printing - External	7,500	-	-	-	-	7,000	-	-	-	-	-	-	-	-	14,500	13,100	
54595 Printing - Internal	10,000	-	-	-	200	-	-	-	-	-	-	-	-	-	10,200	10,200	
54640 Communications	-	-	-	-	-	-	-	48,500	-	-	-	-	-	20,000	68,500	68,500	
54655 Record/Equipment Storage	20,000	-	-	-	-	-	-	-	-	-	-	-	-	-	20,000	20,000	
54900 Bank charges	-	-	-	-	-	5,000	-	-	-	-	-	-	-	-	5,000	6,160	
55005 Office Expense	20,000	-	-	-	-	-	-	1,500	1,000	-	-	-	-	14,519	37,019	31,289	
55410 Meeting Expense	3,000	-	-	-	500	2,000	500	200	15,000	-	-	1,000	2,500	-	24,700	24,700	
56200 Improvements OTBS	-	-	-	-	-	-	-	-	-	-	-	-	-	717,000	717,000	469,428	
56600 Office Furniture & Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	65,000	65,000	65,000	
56650 Office Equipment/Software-Inventorial	20,000	-	-	-	10,000	-	-	334,606	-	-	-	-	-	22,200	386,806	327,033	
56700 Computer Hardware & Software	-	-	-	-	-	-	-	352,000	-	-	-	-	-	-	352,000	49,000	
Total	\$ 1,103,101	\$ 1,146	\$ 15,928	\$ 3,659	\$ 459,777	\$ 1,744,064	\$ 1,181,964	\$ 1,474,532	\$ 310,334	\$ 3,295	\$ 414,934	\$ 542,049	\$ 395,981	\$ 2,339,858	\$ 9,990,622	\$ 9,658,465	
Task Descriptions:																	
0200 - Executive Administration and Support	0450 - Management Services															0501 - Intergovernmental	0805 - Building Operation
0206 - Data Program Management	0470 - Human Resources															0503 - Legislation	0605 - Public Affairs
0312 - General Transit	0500 - Fund Administration															0605 - Public Affairs	Increase from Fiscal Year 2023 Budget

Capital Projects Plan

Fiscal Year	Item Description	Estimated Cost
2023/2024	Network Infrastructure (Servers, Switches, Firewalls, etc.)	\$ 195,000
	Workstation Rotation Plan Group A	75,000
	Depot Parking Lot Slurry Seal/Stencil & ADA Repairs	180,000
	SBCTA Board Room AV Upgrade	180,000
	Replace SBCTA Pool Vehicle	60,000
	SBCTA Office Carpet Replacement	180,000
	Heating, Ventilation, & Air Conditioning (HVAC) Equipment Upgrade -Phase I	170,000
	Total Fiscal Year 2023/2024	<u>\$ 1,040,000</u>
2024/2025	Applicant Tracking System (Could be part of Enterprise Resource Planning (ERP) system)	\$ 22,000
	Painting interior of SBCTA offices (excludes 1st Floor Spaces)	120,000
	Heating, Ventilation, & Air Conditioning (HVAC) Equipment Upgrade-Phase II	170,000
	Workstation Rotation Plan Group B	75,000
	Total Fiscal Year 2024/2025	<u>\$ 387,000</u>
2025/2026	On-premise Backup Appliance/Data Domains	\$ 50,000
	Heating, Ventilation, & Air Conditioning (HVAC) Equipment Upgrade-Phase III	170,000
	Total Fiscal Year 2025/2026	<u>\$ 220,000</u>
2026/2027	Tile Lobby and Restrooms Interior Painting	25,000
	Total Fiscal Year 2026/2027	<u>\$ 25,000</u>
2027/2028	Workstation Rotation Plan Group A	\$ 75,000
	Tile Lobby Exterior Door Restoration and Nearby Window Trim	25,000
	Parking Lot Slurry Seal/Stencil	200,000
	Pump House Chemical Treatment Equipment Upgrade	15,000
	Total Fiscal Year 2027/2028	<u>\$ 315,000</u>
2028/2029	Depot Elevator Modernization	\$ 125,000
	Workstation Rotation Plan Group B	75,000
	Replace Depot's Roof	150,000
	Total Fiscal Year 2028/2029	<u>\$ 350,000</u>
	Total Capital Projects	<u>\$ 2,337,000</u>
Beginning Fund Balance		\$ 3,155,049
Estimated Revenues:		
Measure I (MSI)		6,401,869
Transportation Development Act (TDA)		416,863
Service Authority for Freeway Emergencies (SAFE)		440,205
Council of Governments (COG)		476,216
Express Lanes		207,420
Total revenues to fund indirect		<u>7,942,573</u>
Indirect expenditures		<u>9,990,622</u>
Amount available for Reserves		<u>\$ 1,107,000</u>
Reserve for Emergencies		\$ 500,000
Reserve for Capital Projects		\$ 607,000

San Bernardino County Transportation Authority / San Bernardino Council of Governments
General Assessment Dues Calculation
Fiscal Year 2023/2024 Budget

JURISDICTION:	POP. 2022	% OF TOTAL POP.	ASSESSED VALUE BEFORE RDA FISCAL YEAR 2022/2023	% OF TOTAL POP. & VALUE	FISCAL YEAR 2022/2023			FISCAL YEAR 2023/2024			FISCAL YEAR 2023/2024			VAR FOR FISCAL YEAR 2023/2024
					FISCAL YEAR 2022/2023		FISCAL YEAR 2023/2024		FISCAL YEAR 2023/2024		FISCAL YEAR 2023/2024			
					AVG. %	TOTAL ASSESSMENT AMOUNT	MANDATORY AMOUNT	OTHER MONETARY OBLIGATIONS AMOUNT (5)	OTHER MONETARY OBLIGATIONS AMOUNT (6)	OTHER MONETARY OBLIGATIONS AMOUNT (5)+(6)	FISCAL YEAR 2023/2024 TOTAL AMOUNT			
Adelanto	36,357	1.662%	\$3,011,709,510	1.037%	1.349%	\$9,774	\$1,856	\$5,337	\$5,334	\$10,671	\$12,527	\$2,753		
Apple Valley	75,628	3.457%	\$7,557,490,866	2.601%	3.029%	\$11,978	\$4,166	\$5,337	\$5,334	\$10,671	\$14,837	\$2,859		
Bartow	25,202	1.152%	\$1,724,738,920	0.594%	0.873%	\$9,149	\$1,200	\$5,337	\$5,334	\$10,671	\$11,871	\$2,722		
Big Bear Lake	5,041	0.230%	\$4,416,276,035	1.520%	0.875%	\$9,152	\$1,204	\$5,337	\$5,334	\$10,671	\$11,875	\$2,723		
Chino	91,998	4.205%	\$17,295,592,739	5.953%	5.079%	\$14,667	\$6,985	\$5,337	\$5,334	\$10,671	\$17,656	\$2,989		
Chino Hills	77,964	3.564%	\$14,639,278,992	5.039%	4.301%	\$13,647	\$5,915	\$5,337	\$5,334	\$10,671	\$16,586	\$2,939		
Colton	53,617	2.451%	\$5,016,940,896	1.727%	2.089%	\$10,744	\$2,873	\$5,337	\$5,334	\$10,671	\$13,544	\$2,800		
Fontana	212,809	9.728%	\$27,019,267,552	9.300%	9.514%	\$20,485	\$13,084	\$5,337	\$5,334	\$10,671	\$23,755	\$3,270		
Grand Terrace	13,042	0.596%	\$1,347,509,349	0.464%	0.530%	\$8,699	\$729	\$5,337	\$5,334	\$10,671	\$11,400	\$2,701		
Hesperia	100,324	4.586%	\$8,075,905,550	2.780%	3.683%	\$12,835	\$5,065	\$5,337	\$5,334	\$10,671	\$15,736	\$2,901		
Highland	56,546	2.585%	\$4,500,367,999	1.549%	2.067%	\$10,715	\$2,843	\$5,337	\$5,334	\$10,671	\$13,514	\$2,799		
Loma Linda	25,349	1.159%	\$2,827,789,573	0.973%	1.066%	\$9,402	\$1,466	\$5,337	\$5,334	\$10,671	\$12,137	\$2,735		
Montclair	37,846	1.730%	\$4,280,071,001	1.473%	1.602%	\$10,105	\$2,203	\$5,337	\$5,334	\$10,671	\$12,874	\$2,769		
Needles	4,876	0.223%	\$495,248,695	0.170%	0.197%	\$8,262	\$270	\$5,337	\$5,334	\$10,671	\$10,941	\$2,679		
Ontario	179,516	8.206%	\$36,223,657,090	12.469%	10.337%	\$21,565	\$14,216	\$5,337	\$5,334	\$10,671	\$24,887	\$3,322		
Rancho Cucamonga	174,476	7.975%	\$32,965,855,079	11.347%	9.661%	\$20,678	\$13,287	\$5,337	\$5,334	\$10,671	\$23,958	\$3,280		
Redlands	72,585	3.318%	\$12,032,086,055	4.142%	3.730%	\$12,897	\$5,129	\$5,337	\$5,334	\$10,671	\$15,800	\$2,903		
Rialto	103,954	4.752%	\$13,115,586,958	4.515%	4.633%	\$14,082	\$6,372	\$5,337	\$5,334	\$10,671	\$17,043	\$2,961		
San Bernardino	220,840	10.095%	\$19,097,789,522	6.574%	8.334%	\$18,937	\$11,462	\$5,337	\$5,334	\$10,671	\$22,133	\$3,196		
Twentynine Palms	27,685	1.266%	\$1,137,526,790	0.392%	0.829%	\$9,091	\$1,139	\$5,337	\$5,334	\$10,671	\$11,810	\$2,719		
Upland	79,139	3.618%	\$11,532,952,948	3.970%	3.794%	\$12,981	\$5,217	\$5,337	\$5,334	\$10,671	\$15,888	\$2,907		
Victorville	136,561	6.242%	\$11,444,656,207	3.939%	5.091%	\$14,682	\$7,001	\$5,337	\$5,334	\$10,671	\$17,672	\$2,990		
Yucaipa	54,494	2.491%	\$5,524,015,696	1.901%	2.196%	\$10,885	\$3,020	\$5,337	\$5,334	\$10,671	\$13,691	\$2,806		
Yuca Valley	21,813	0.997%	\$2,270,934,302	0.782%	0.889%	\$9,171	\$1,223	\$5,337	\$5,334	\$10,671	\$11,894	\$2,723		
County	300,003	13.713%	\$42,962,663,648	14.788%	14.251%	\$26,693	\$19,598	\$5,330	\$5,334	\$10,664	\$30,262	\$3,569		
	2,187,665	100.000%	\$290,515,911,972	100.00%	100.00%	\$331,276	\$137,523	\$133,418	\$133,350	\$266,768	\$404,291	\$73,015		

NOTES:

- 1) Population Source: Most recent Measure 1 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, Fiscal Year 2022/2023.
- 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) In Fiscal Year 2015/2016, the Board of Directors approved an additional \$133,418 to Fiscal Year 2022/2023 dues for Council of Government (COG) activities.
- 6) In Fiscal Year 2021/2022, the Board of Directors approved the following additional monetary obligations for Council of Government (COG) activities: \$66,675 for Fiscal Year 2022/2023, \$133,350 for Fiscal Year 2023/2024, \$200,000 for Fiscal Year 2024/2025. Furthermore, the Board approved to exclude this additional monetary obligation by the lower of CPI factor or 2% per year, starting from Fiscal Year 2025/2026.

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. 23-047 on June 7, 2023, establishing appropriation for San Bernardino County Transportation Authority at \$1,610,367,270.

The calculation for the Fiscal Year 2023/2024 appropriations limit is as follows:

Fiscal Year 2021/2022 Appropriations Limit		\$1,540,058,546
Fiscal Year 2022/2023 adjustment:		
Change in California per capita personal income	=	4.44 %
Change in Population, San Bernardino County	=	.12%
Per Capita Cost of Living converted to a ratio:		
$\frac{4.44 + 100}{100}$	=	1.0444
Population converted to a ratio:		
$\frac{.12 + 100}{100}$	=	1.0012
Calculation of factor for Fiscal Year 2023/2024:	$1.0444 \times 1.0012 = 1.04565328$	
	$\$1,540,058,546 \times 1.04565328 = \$1,610,367,270$	
Fiscal Year 2023/2024 Appropriations Limit		\$1,610,367,270

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

Funds/Funding Sources
Fiscal Year 2023/2024

General Fund

General Funds

MSI Valley Admin
Local Transportation Fund-Admin
Local Transportation Fund-Planning
Local Transportation Fund-ART 3 Bicycle
Local Transportation Fund-Rail
State Transit Assistance Fund-Rail
Rail Assets
Amtrak
Modeling Fees
Indirect Cost Fund

Special Revenue Funds

Federal Highway Fund:

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

Federal Transit Administration Fund:

Federal Transit Administration 5307 – CMAQ
Federal Transit Administration 5309

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
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

Debt Service Fund:

Sales Tax Revenue Bonds 2014A Fund
Sales Tax Revenue Bonds 2022A Fund

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
State of California Department Parks & Recreation
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
I-15 Express Lanes Contract 1

Task Listing
Fiscal Year 2023/2024

<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
0450	Management Services	CF
0470	Human Resources	CF
0501	Intergovernmental	SS
0503	Legislation	OG
0605	Public Affairs	OG
0805	Building Operation	CF
Environment and Energy Conservation		
0101	Environment	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
Council of Governments		
0511	Council of Governments	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
0821	Toll Operations	TB
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		
0966	2014A Sales Tax Revenue Bond	HF
0967	2022A Sales Tax Revenue Bond	HF
Express Lanes Operations Program		
0750	Express Lanes Operation	HF

Sub-Task Listing
Fiscal Year 2023/2024

<u>Sub-Task</u>	<u>Title</u>	<u>Mgr</u>	<u>Sub-Task</u>	<u>Title</u>	<u>Mgr</u>
Environment			Intergovernmental		
0102	Air Quality Activities	SS	0222	Equity Framework	SS
0105	EV Infrastructure Planning	SS	0223	Business to Business Support	SS
Regional Planning			Council of Governments		
0112	Regional Safe Routes to School	SS	0220	Outdoor Equity Program	SS
0113	Regional Conservation Investment Strategy	SS	0221	SCRHT Staff Hours	SS
Subregional Planning			7101	Public-Tech/Strgic Enrgy Plan Prg(Admin)	SS
0406	Sidewalk Inventory Project	SS	7102	Public-Tech/Strgic Enrgy PlanPrg(Direct)	SS
0408	Regional Conservation Investment Strategy	SS	7103	Public-Tech/Strgic Enrgy PlanPrg(Market)	SS
0409	SBTAM Update	SS	7111	Pub Sec-Norm Meter Enrgy Consump(Admin)	SS
0410	Long Range Multimodal Transportation Plan	SS	7112	Pub Sec-Norm Meter Enrgy Consump(Direct)	SS
Transit Operator Support			7113	Pub Sec-Norm Meter Enrgy Consump(Market)	SS
0309	Transit Support	VL	7201	Workforce Ed/Train -Train/Ed Prg(Admin)	SS
0501	Federal Transit Act Programming	VL	7202	Workforce Ed/Train-Train/Ed Prg(Direct)	SS
Transit Allocations/Pass-throughs			7203	Workforce Ed/Train-Train/Ed Prg(Market)	SS
0310	MSI S and D and Other Grants Pass-throughs	AZ	7211	Workforce Ed/Train-WF Develop Prg(Admin)	SS
0506	LTF Apportionment	AZ	7212	Workforce Ed/Train-WFDevPrg(Direct)	SS
0507	STAF Apportionment	AZ	7213	Workforce Ed/Train-WFDevelop Prg(Market)	SS
General Transit			7301	Code/Stand-Train/Education Prog(Admin)	SS
0352	Regional Representation	VL	7302	Code/Stand-Train/Education Prg(Direct)	SS
0353	Program Management	VL	7303	Code/Stand-Train/Education Prg(Market)	SS
Transit Right of Way Management			7311	Code/Stand-Train/Education Prog(Admin)	SS
0360	Right of Way Property Management	VL	7312	Code/Stand-Tech Support Prg(Direct)	SS
0361	Maintenance of Way	VL	7313	Code/Stand-Tech Support Prog(Market)	SS
0362	Plan Reviews	VL	Allocations/Pass-throughs		
Transit Operations			0515	MSI Valley Apportionment and Allocation	AZ
0320	Ride Share and Park & Ride	VL	0516	MSI Mt/Desert Apportionment and Allocation	AZ
0340	Multimodal Mobility	VL	0610	Measure I Project Advancement	AZ
0341	Sante Fe Depot Bus Stop Improvements	VL	0918	Measure I Local Pass-through	AZ
0371	Arrow Service	VL	Freeway Projects		
0372	Rail Station Security & Technical Advisory	VL	0821	I-10 Corridor Contract 2A	HS
0374	Private Transportation Provider Pilot Program	VL	0823	I-10 Corridor Contract 1	HS
0375	Metrolink SB Line Fare Discount Program	VL	0831	I-15 Corridor Express Lanes Improvements Contract 1	HS
0377	Metrolink Operating and Maintenance Subsidy	VL	0838	I-215 Construction	HS
Transit Capital			0839	I-215 Bi-County HOV Gap Closure Project	HS
0324	Redlands Passenger Rail	VL	0840	I-215 Barton Road Interchange	HS
0326	Gold Line Extension to Montclair	VL	0844	US-395 Phase 2 Widening Project	HS
0334	West Valley Connector	VL	0847	Slover Mtn UPRR Overhead	HS
0336	DMU to ZEMU Vehicle	VL	0854	I-10 EB Truck Climb/Live Oak/County	HS
0337	Tunnel to ONT	VL	0887	SR-210 Lane Addition	HS
0338	SCORE Rancho Cucamonga Siding ROW Support	VL	0891	US 395 Widen SR-18/Chamberlaine/Adelanto	HS
0379	Metrolink Capital Subsidy	VL	Express Lanes Project Development		
Special Projects & Strategic Initiatives			0821	I-10 Corridor Contract 2	TB
0427	Claims Management	BV	0823	I-10 Corridor Contract 1	TB
0428	Enterprise Resource Planning	BV	0831	I-15 Corridor Contract 1	TB
0429	Insurance Management	BV	Interchange Projects		
Freeway Patrol Service/State			0803	SR-210 Baseline Road Interchange	HS
0170	Restrictive	SS	0808	I-10 Wildwood Interchange	HS
0171	Unrestrictive	SS	0814	SR-10 Waterman Avenue	HS
0172	CFSP I-15 Victorville from Oak Hill Rd.	SS	0842	I-10 Tippecanoe Avenue Interchange	HS
Fund Administration			0853	I-215 University Pkwy/State St. Interchange	HS
0373	Federal/State Fund Administration	AZ	0880	I-15/I-215 Devore Road Interchange	HS
0502	TDA Administration	AZ	0883	SR-210 Pepper Avenue Interchange	HS
0517	MSI Administration	AZ	0893	SR-60 Central Avenue Interchange	HS
0609	Strategic Planning/Delivery Planning	AZ	0894	SR-60 Archibald Avenue Interchange	HS
			0895	I-10/Alabama Street Interchange	HS
			0897	I-10 Cedar Avenue Interchange	HS
			0898	I-10 Mount Vernon Avenue Interchange	HS
			0899	I-10 University Street Interchange	HS

Sub-Task Listing
Fiscal Year 2023/2024

<u>Sub-Task</u>	<u>Title</u>	<u>Mgr</u>
Grade Separation Projects		
0868	Monte Vista Grade Separation	HS
0876	South Milliken Avenue Grade Separation	HS
Arterial Projects		
0701	Valley Signal Coordination	HS
0810	Metrolink ATP - Phase 2	HS
0811	N.1st Ave Bridge Over-BNSF	HS
0813	N.1st Ave Bridge Over-Mojave River-Overflow	HS
0827	Mount Vernon Avenue Viaduct	HS
Mt./Desert Planning and Project Development		
0409	SBTAM Update	SS
0410	Long Range Multimodal Transportation Plan	SS
Administrative		
0920	Financial Management	ADM
0921	Management Services	ADM
0922	Intergovernmental Relations	ADM
0923	Legislation	ADM
0924	Public Affairs	ADM
0925	Building Operation	ADM
0926	Environment and Energy Conservation	ADM
0927	Vanpool Program	ADM
0928	Traveler Services	ADM
0929	Call Box System	ADM
0930	Freeway Patrol Service/State	ADM
0931	Planning	ADM
0932	Mt./Desert Planning and Project Development	ADM
0933	General Transit	ADM
0934	Transit Capital	ADM
0935	General Commuter Rail	ADM
0936	Project Delivery	ADM
0937	Fund Administration	ADM
0938	Executive Administration and Support	ADM
0939	General Counsel	ADM
0940	Board Meeting	ADM
0941	GPC Meeting	ADM
0942	Transit Meeting	ADM
0943	MVSS Meeting	ADM
0944	1-10/I-15 Sub Committee	ADM
0945	Mtn./Desert	ADM
0946	Public Records Request	ADM
0947	Intergovernmental – CTA	ADM
0948	Special Projects & Strategic Initiatives	ADM
0949	Risk Managemnt	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
0960	Council of Governments	ADM
0961	MSI Extention	ADM
0980	Property Rental Fees	ADM
0981	Station Host Services	ADM
0982	Metrolink Corporate Partner Program	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/Subsidies
Communications
Administrative Charges
Record/Equipment Storage
Inland Modeling Fees
In-Kind Contribution
Long Term Cash Borrowing Interest
Bank Charges
Other Service Charges
Revenue Transfer to SBCTA
TCA Processing Costs Expense - ETC
TCA Processing Costs Expense-Violations
Collection Processing Expense/Costs
DMV Hold Fees
Express Lanes FSP
Express Lanes CHP
Express Lanes Caltrans Maintenance
Depreciation Expense

Pass-throughs and Allocations

Pass-through Payments
Major Street Payments
Major Local Highway Payments
Project Development Traffic Mgmt Sys Pymt

Professional and Technical Services

Professional Services
Right of Way Engineering & Administration Costs
Consulting Services
Program Management Fees
County Fees
Grant Writing
Project Controls
Auditing and Accounting
Investment Management Fees
Attendance Fees

Object Category List (continued)

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

Express Lanes Operations

Professional Services
Consulting Services
Legal
Marketing/Advertising
Rent
Utilities
Insurance Premiums - Gen Liability
Insurance Premiums - Property
TCA - Processing Costs - ETC
TSP Services
CHP Patrol Services
Freeway Service Patrol
Bank/Trustee Fees
Express lane Surface Maintenance
Training/Registration
Travel - Employee
Travel - Mileage Employee
Dues/Memberships
Office Supplies
Printing
Postage/Mailing
Financing Fee (TIFIA Annual) - Debt Fee
Interest Expense

Acronym List

AB	Assembly Bill
ACFR	Annual Comprehensive Financial Report
ADA	Americans with Disabilities Act
AEA	Advance Expenditure Agreement
AFFH	Affirmatively Furthering Fair Housing
AMF	Arrow Maintenance Facility
AQMP	Air Quality Management Plan
ARP	American Rescue Plan
ATP	Active Transportation Program
AV	Audio Visual
B2B	Business to Business
BBF	Bus and Bus Facilities
BNSF	Burlington Northern Santa Fe Railroad
BUC	Building Upgrade Concierge
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
CCR	California Code of Regulations
CCMTAC	City/County Manager's Technical Advisory Committee
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
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CIG	Capital Investment Grants
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
COLA	Cost of Living Adjustment
COVID-19	Coronavirus Disease
CP	Control Point
CPA	Certified Public Accountant
CPNA	Capital Project Needs Analyses
CPUC	California Public Utilities Commission
CRP	Carbon Reduction Program
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act of 2021
CTC	California Transportation Commission
CTO	Contract Task Order
CTOC	California Toll Operators Committee
CTP	Countywide Transportation Plan
CTSA	Consolidated Transportation Services Agency
CTTA	California Tow Truck Association
CVAG	Coachella Valley Association of Governments
Depot	Santa Fe Depot
DDI	Diverging Diamond Interchange

Acronym List (*Continued*)

DIF	Development Impact Fee
DMAR	Development Mitigation Annual Report
DMO	Data Management Office
DMU	Diesel Multiple Unit
DOE	Department of Energy
DSBPRP	Downtown San Bernardino Passenger Rail Project
EEP	Establish Existing Planting
EPA	Environmental Protection Agency
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
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GAAP	Generally Accepted Accounting Principles
GAGAS	Generally Accepted Government Auditing Standards
GFOA	Government Finance Officers Association
GGRF	Greenhouse Gas Reduction Fund
GHG	Greenhouse Gas
GIS	Geographic Information System
GPS	Global Positioning System
HERO	Home Energy Retrofit Opportunity
HCD	California Department of Housing and Community Development
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HVAC	Heating, Ventilation, & Air Conditioning
I-REN	Inland Regional Energy Network
IE511	Inland Empire 511
IETMC	Inland Empire Transportation Management Center
IFB	Invitation for Bid
IJA	Infrastructure Investment and Jobs Act
IIP	Interregional Improvement Program
IT	Information Technology
ITS	Intelligent Transportation Systems
ITSP	Interregional Transportation Strategic Plan
JPA	Joint Powers Agreement
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
LNG	Liquefied Natural Gas
LOS	Level of Service
LPP	Local Partnership Program
LRMTP	Long Range Multimodal Transportation Plan
LTF	Local Transportation Funds
MAAC	Member Agency Advisory Committee
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority

Acronym List (*Continued*)

MDAQMD	Mojave Desert Air Quality Management District
MLH	Major Local Highway
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSI	Measure I
MSRC	Mobile Source Air Pollution Reduction Review Committee
MU	Multiple Unit
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
NTD	National Transit Database
O/D	Origin and Destination
OCTA	Orange County Transportation Authority
OH	Overhead
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
PED	Project End Date
PNRS	Project National and Regional Significance
PPM	Planning, Programming, and Monitoring
PS&E	Plans, Specifications & Estimates
PSR/PDS	Project Study Report/Project Development Support
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
QA/QC	Quality Assurance/Quality Control
RCIS	Regional Conservation Investment Strategy
RCTC	Riverside County Transportation Commission
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
RSTAC	Rail Station Technical Advisory Committee
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SAFE	Service Authority for Freeway Emergencies
SB	San Bernardino
SB (with number)	Senate Bill
SBC RCIS	San Bernardino County Regional Conservation Investment Strategy
SBCOG	San Bernardino Counsel of Governments
SBL	San Bernardino Line
SBTAM	San Bernardino County Transportation Analysis Model

Acronym List (*Continued*)

SBTAM+	San Bernardino Transportation Analysis Model Plus
SBTC	San Bernardino Transit Center
SBCTA	San Bernardino County Transportation Authority
SBRHT	San Bernardino Regional Housing Trust
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
SCO	State Controller's Office
SCORE	Southern California Optimized Rail Expansion
SCRRA	Southern California Regional Rail Authority
SCMP	Smart County Master Plan
SGR	State of Good Repair
SHOPP	State Highway Operations and Protection Program
SoCal 511	Southern California 511
SR	State Route
SRTP	Short Range Transit Plan
SRTS	Safe Routes to School
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
TAP	Transportation Alternatives Program
TAZ	Transportation Analysis Zone
TBD	To Be Determined
TCA	Transportation Corridor Agency
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
TIRCP	Transit and Intercity Rail Capital Program
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 Miles Travelled
VVTA	Victor Valley Transit Authority
WET	Workforce Education and Training
WORM	Write Once Read Many
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.*

Balanced Budget

Budget where total expected revenues and fund balances are equal to total expected expenditures.

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 Expenditure

Expenditures incurred construct, purchase, or improve, capital assets that have a useful life of more than two years. This includes outlays for major projects as detailed in the Program Expenditure Detail Section for Transit and Project Delivery when SBCTA may or may not own or operate the finished project.

Capital Projects Fund

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

Commercial Paper

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

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.

Glossary of Budget Terms (*Continued*)

Fiscal Year

A twelve month period to which the annual operating budget applies and at the end of which a government determines its financial position and the results of its operations.

Fund

A fiscal and accounting entity with a self-balancing set of accounts in which cash and other financial resources, all related liabilities and residual equities or balances, and changes therein, that are segregated for the purpose of carrying on specific activities or attaining certain objectives in accordance with special regulations, restrictions or limitations.

Fund Balance

The difference between assets and liabilities reported in a governmental fund.

General Fund

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

Generally Accepted Accounting Principles (GAAP)

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

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.

Measure I Sales Tax

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.

Glossary of Budget Terms (*Continued*)

Modified Accrual Basis

Basis of accounting used in conjunction with current financial resources measurement focus that modifies the accrual basis of accounting in two important ways 1) revenues are not recognized until they are measurable and available, and 2) expenditures are generally recorded when a liability is incurred, except for expenditures related to debt service and compensated absences, which are recognized when payment is due. Furthermore, revenues are considered to be available when they are collected within the current period or soon thereafter to pay liabilities of the current period.

Operating Transfers

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

Other Financing Sources

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

Other Financing Uses

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

Overhead/Indirect

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

Principal

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

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.