

Adopted

ANNUAL 2024/2025 BUDGET



1170 West Third Street, San Bernardino, CA 92410 | www.goSBCTA.com | 909.884.8276

Photo: Interstate 10 / Alabama Street Interchange Project



GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
Award*

PRESENTED TO

**San Bernardino County Transportation Authority
California**

For the Fiscal Year Beginning

7/1/2023

Christopher P. Morill

Executive Director



MISSION STATEMENT

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

We achieve this by:

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

Approved December 4, 2019

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INTRODUCTORY SECTION

Date: June 5, 2024

To: SBCTA Board of Directors

From: Raymond W. Wolfe, Executive Director

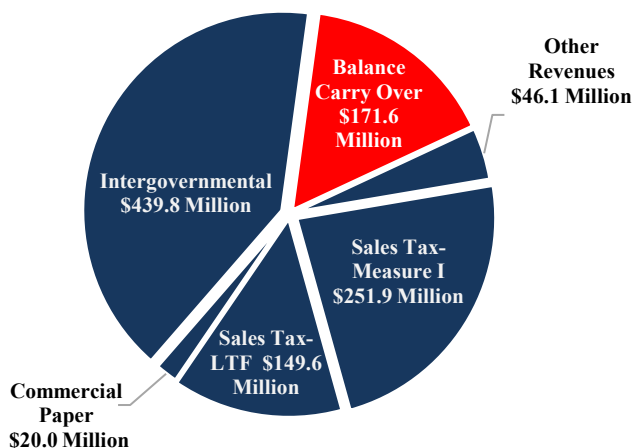
Subject: San Bernardino County Transportation Authority (SBCTA) and San Bernardino Council of Governments (SBCOG) Fiscal Year 2024/2025 Budget

This cover letter serves to transmit the Fiscal Year 2024/2025 budget. The past several years we have managed the largest construction budget in the history of the organization. Work was completed on State Route (SR) 210, progress was made on Interstate (I) 10 Contract 1, and in Chino, the improved Central Avenue Interchange on SR-60 opened for public use. The replacement of the North First Avenue Bridge in Barstow commenced, and is well on its way to completion in September 2024. We finally started constructing the replacement bridge for the Mount Vernon Viaduct in San Bernardino after BNSF completed work on additional tracks to accommodate staging to build the foundations. The Zero Emission Multiple Unit (ZEMU) will arrive for final testing and commissioning in a couple months. Construction of the West Valley Connector bus rapid transit began, and design continues along with right-of-way acquisitions on US 395 between I-15 and Palmdale Road.

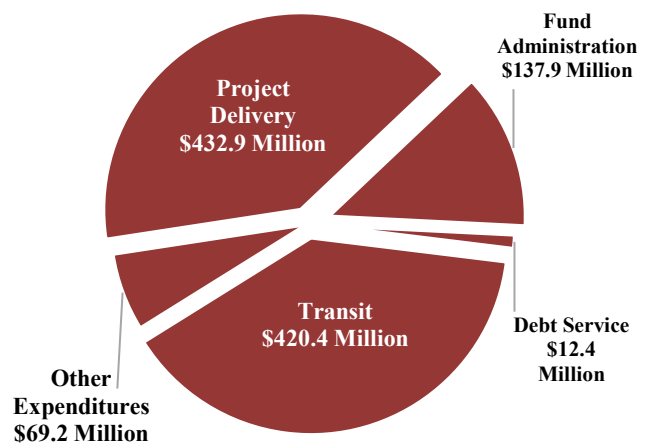
As noted in last year's message, many people are still taking advantage of remote work allowances, and office occupancy rates remain low from the pandemic. Interestingly, while transit ridership continues to flounder, particularly commuter rail, congestion on the highway network generally exceeds pre-pandemic levels – people are still driving somewhere.

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 \$2.7 billion worth of transportation improvements spanning all subareas in the County with a mere \$652 million of Measure I funds. That is an important success story for our agency as we continue to build the transportation systems necessary to ensure our long-term economic growth and prosperity, and truly create a quality of life of which to be proud.

Where does the money come from?



Where does the money go?



The lion's share of resources to support appropriations for the fiscal year budget remains Measure I Sales Tax, Local Transportation Funds, and intergovernmental revenue. The latter includes reimbursements from Federal, State and local agencies for various programs and capital projects. This includes 9.7 percent from the Federal Transit Administration, 12.5 percent from the Surface Transportation Program, 19.9 percent from Senate Bill 1, and 8.6 percent from the Highway Bridge Program. Measure I Sales Tax revenues are estimated at \$251.9 million, reflecting a decrease of 2 percent from the Fiscal Year 2023/2024 budget of \$257 million. The moderate decrease is attributed to the slowing of the economy, partially due to higher interest rates, lower fuel prices, fewer automobile purchases, and fewer commercial utility projects ongoing in the County.

The total budget for Fiscal Year 2024/2025 is \$1.073 billion, representing a 7.51 percent decrease from the prior year. This is primarily due the SR-210 being completed, I-10 nearing completion, as well as a decrease in the expected Local Transportation Funds carryover balance. The budget for Project Delivery is \$432.9 million, followed by Transit at \$420.4 million, and Fund Administration at \$137.9 million. New revenues are projected at \$887.4 million. Fund balance from various funds in the amount of \$171.6 million, and commercial paper issuance of \$20 million, will cover the variance between estimated revenues and appropriations. The SBCOG budget increased by \$3.9 million reflecting the Board's direction to expand the capacity of SBCOG, and the full implementation of the Inland Regional Energy Network (I-REN). Additional information on revenue sources and program expenditures is provided in the detail sections of the budget document.

The Fiscal Year 2024/2025 budget furthers a legacy of addressing the mobility needs of our communities to ensure a healthy and prosperous tomorrow. Safety, sustainability and innovation remain central tenants to how we tackle 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. We have accomplished a lot as we forge into the 14th year of the renewal of the measure, but there is still so much more to do.

Sincerely,

A handwritten signature in black ink, appearing to read "Ray Wolfe", written in a cursive style.

Raymond W. Wolfe
Executive Director

List of Principal Officials

Board of Directors

Name and Represented Jurisdiction

Daniel Ramos, City of Adelanto
Art Bishop, Town of Apple Valley
Carmen Hernandez, 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
Bill Hussey, City of Grand Terrace
Rebekah Swanson, City of Hesperia
Larry McCallon, City of Highland
Bhavin Jindal, 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
Curt Hagman, County of San Bernardino
Joe Baca, Jr., County of San Bernardino

Senior Management

Raymond W. Wolfe, Executive Director*
Julianna Tillquist, General Counsel*
Marleana Roman, Clerk of the Board/Administrative Manager
Carolyn Schindler, Deputy Executive Director
Hilda Flores, Chief Financial Officer/Treasurer
Otis Greer, Director of Legislative and Public Affairs
Steven Smith, Director of Planning and Regional Programs
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 Express Lanes
Kristi Harris, Director of Project Delivery
Andrea Zureick, Director of Fund Administration
Colleen Franco, Director of Management Services
Juanda Daniel, Assistant General Counsel

*Appointed by the Board of Directors

<u>DATE</u>	<u>ACTIVITY</u>
December 13, 2023	General Policy Committee Review and Discussion of 2024/2025 Budget Schedule
January 3, 2024	Board Approval of 2024/2025 Budget Schedule
February 15, 2024	Metro Valley Study Session General Overview by Region
February 16, 2024	Mountain/Desert Committee General Overview by Region
March 13, 2024	General Policy Committee Review of Tasks
March 14, 2024	Transit Committee Review of Tasks
March 14, 2024	Metro Valley Study Session Review of Tasks
March 15, 2024	Mountain/Desert Committee Review of Tasks
April 10, 2024	General Policy Committee Further Review of Tasks, if Required
April 11, 2024	Transit Committee Further Review of Tasks, if Required
April 11, 2024	Metro Valley Study Session Further Review of Tasks, if Required
April 19, 2024	Mountain/Desert Committee Further Review of Tasks, if Required
May 1, 2024	Budget Presentation and Workshop of the Proposed Budget in Conjunction with Board of Directors' Meeting Adoption of the Council of Governments' Fiscal Year 2024/2025 Budget
June 5, 2024	Public hearing on SBCTA's recommended Budget for Fiscal Year 2024/2025 and Board of Directors Adoption of the SBCTA Fiscal Year 2024/2025 Budget

The Community Served

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 incorporated 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 776 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.

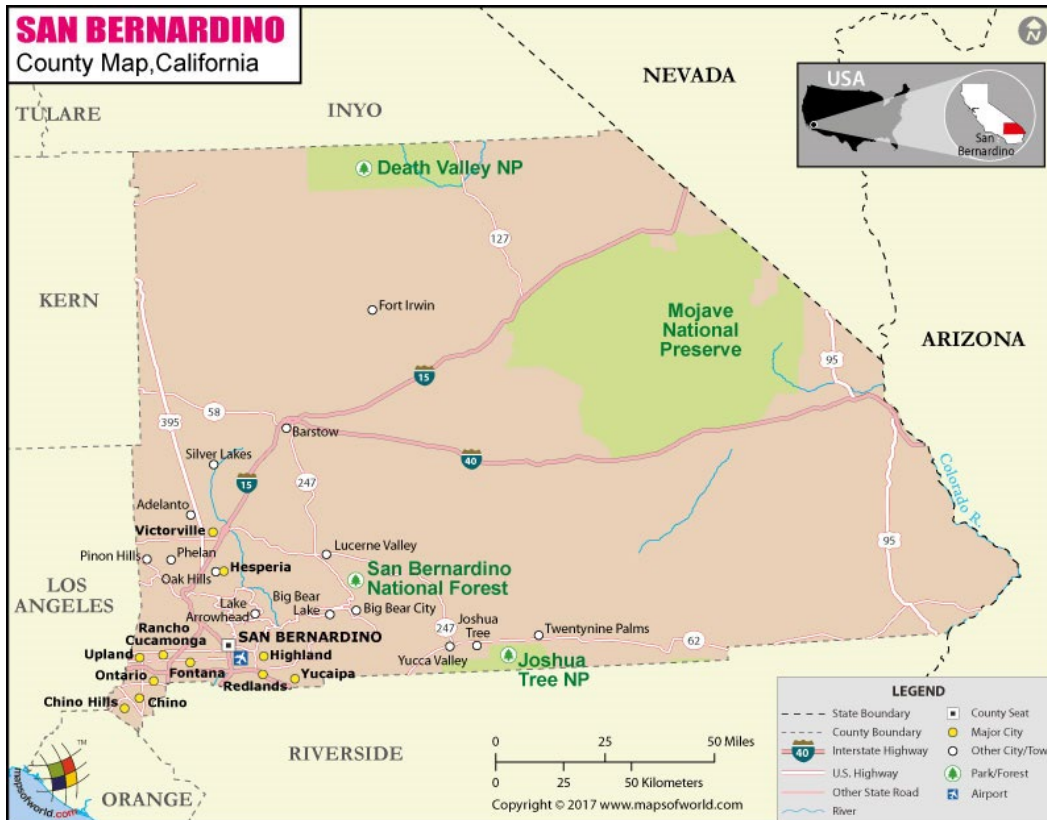
Subregional Planning Agency responsible for representing the San Bernardino County subregion and assisting the Southern California Association of Governments (SCAG) in its role as the metropolitan planning organization. SBCTA performs studies and develops consensus relative to the regional growth forecasts, 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.

The Community Served



- 20,105 square miles.
- Five County of San Bernardino Supervisorial Districts
- 24 incorporated cities/towns.
 - East Valley
 - Colton
 - Grand Terrace
 - West Valley
 - Chino
 - Chino Hills
 - Mountain/Desert
 - Adelanto
 - Apple Valley
 - Barstow
 - Highland
 - Loma Linda
 - Fontana
 - Montclair
 - Big Bear Lake
 - Hesperia
 - Redlands
 - Rialto
 - Ontario
 - Rancho Cucamonga
 - Needles
 - Twentynine Palms
 - San Bernardino
 - Yucaipa
 - Upland
 - Victorville
 - Yucca Valley
- 81 percent land area outside the control of San Bernardino County or City Governments.
- 93 percent land area within the San Bernardino County Desert Region.

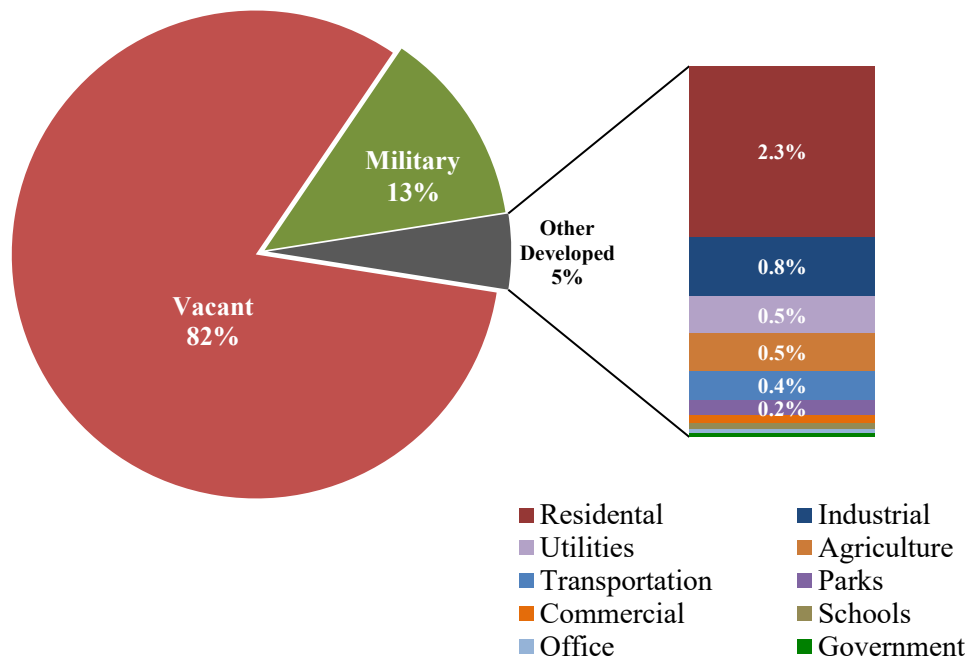
Source: <https://indicators.sbcounty.gov/>

Land Use

- Six acres of parkland per 1,000 residents.
- Five 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 out of four residents live within one mile of a local park or within five miles of a regional, State, or national park.

Data Source: <https://indicators.sbcounty.gov/>

The Community Served



Population and Demographics

- 2,182,056 (population 2023).
 - Source: U.S. Census Bureau, Population Estimates Program (PEP)
- 18 percent projected growth between 2022 and 2045.
- 56 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.
- 45.7 percent speak a language other than English at home.
 - Source: 2022 American Community Survey 1-Year Estimates
- 3.2 is the average household size.
- 39 percent of households have children under 18.
- 26 percent of families with children under 18 are led by a single parent.
 - 2017-2021 County Health Rankings
- 23 percent of residents over the age of 25 have a bachelor's degree (2021).
- 81.4 percent is the high school graduation rate (2021/2022).
 - Source: 2018-2022 U.S. Census Bureau, PEP
- 34 is the median age
 - Source: 2022 American Community Survey 1-Year Estimates

Income

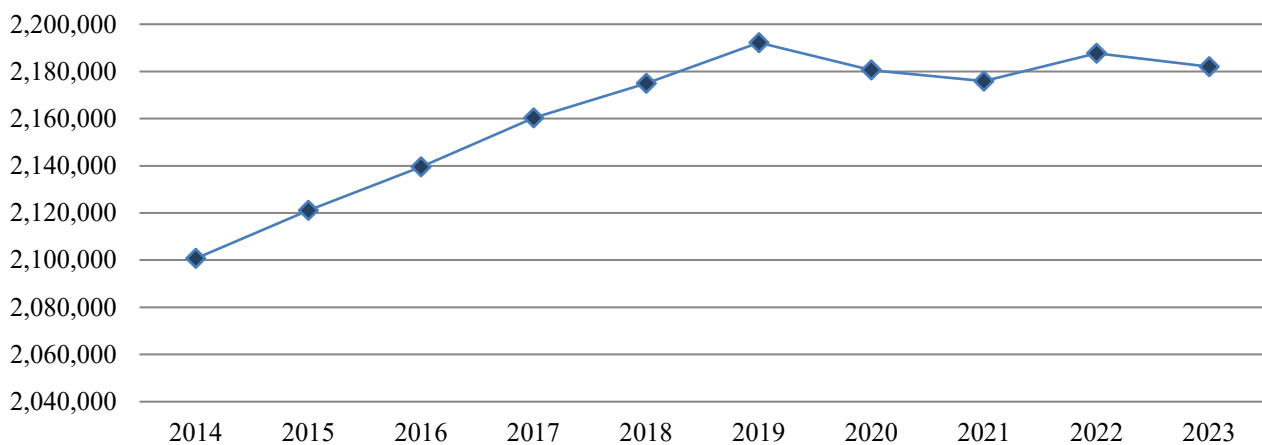
- \$79,091 median household income (2022).
 - Source: 2022 American Community Survey 1-Year Estimates
- 13.5 percent overall poverty rate (2022).
 - Source: U.S. Census Bureau, PEP
- 17 percent child poverty rate (2021).

The Community Served

Economy

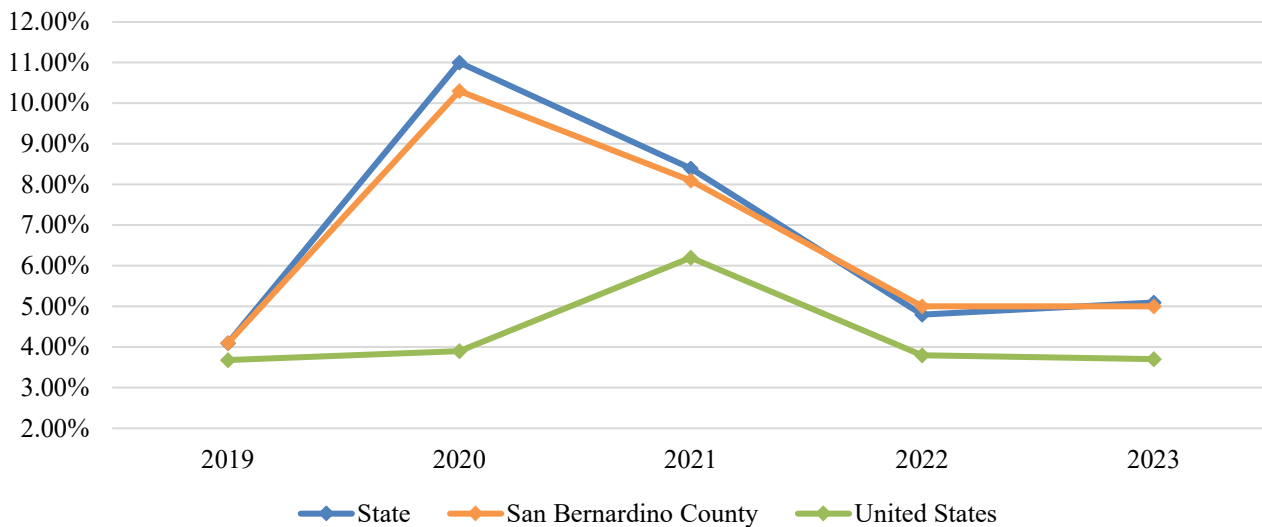
- Five percent unemployment rate for San Bernardino County (December 2023).
 - Source: State of California Employment Development Department
- 45 percent buyers who can afford an entry-level home (priced at 85 percent of median) (2023 Quarter 4).
 - Source: California Association of Realtors
- \$473,875 median single-family existing home price (2022).
 - Source: California Association of Realtors

San Bernardino County experienced slight decrease in population from 2022 to 2023. The County has lower priced housing and a lower cost of living compared to the coastal counties. The source of this information is from the County of San Bernardino from 2023.



San Bernardino County's unemployment rate is higher than the nation, but similar to the State.

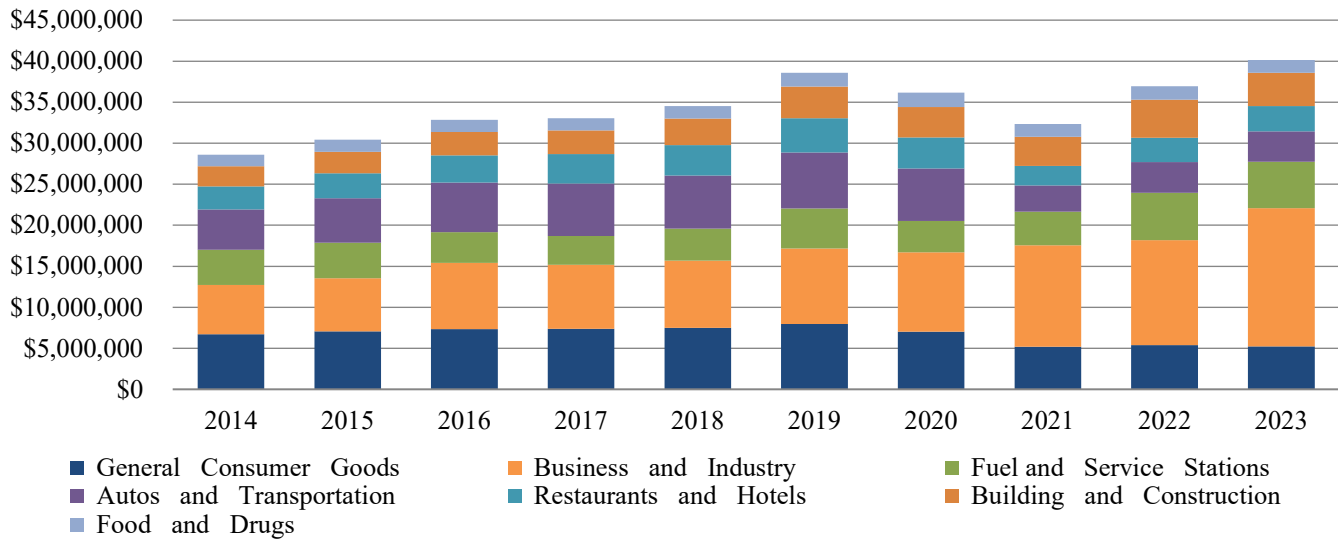
Unemployment Rate County, State and United States Last Five Years



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

The Community Served

Retail sales in the county have shown an increase in consumer spending over the past few years and are expected to start decreasing in Fiscal Year 2023/2024.



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 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 2023.

<u>Fiscal Year</u>	<u>Measure I Direct Rate</u>	<u>County of San Bernardino</u>
2023	0.50%	7.75%
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%

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 economic segments in 2023 are Service Stations, Fulfillment Centers, Drugs/Chemicals, Trailers/Auto Parts, Contractors, 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	\$ 5,426,155	1	13.49%
Fulfillment Centers	\$ 5,252,256	2	13.05%
Drugs/Chemicals	\$ 2,864,551	3	7.12%
Trailers/Auto Parts	\$ 2,781,845	4	6.91%
Contractors	\$ 2,568,086	5	6.38%
New Motor Vehicle Dealers	\$ 1,551,660	6	3.86%

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 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 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 intent 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 years to provide a transparent list of projects that will be developed during the next 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 long-term guiding documents outlined above, the SBCTA Budget provides a detailed financial plan of operation for Fiscal Year 2024/2025 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

Strategic Goals and Strategies Addressing Long-term Concerns and Issues ~

to the appropriate programming document, the lead agency is usually responsible for applying for funds through SBCTA or Federal and State agencies and is responsible for maintaining compliance with various funding requirements. Federal and State funds allocated by the Board are not reflected in the SBCTA budget unless SBCTA is the lead agency for project implementation, with the exception of Transportation Development Act (TDA) Funds, State of Good Repair (SGR) Funds under Senate Bill 1 (SB1), and Senate Bill 125 (SB125) Funds.

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 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 2021/2022 represented a 31 percent increase above the Fiscal Year 2020/2021 apportionment of \$45.2 billion, and IIJA allowed for modest increases through Fiscal Year 2025/2026. California is estimated to receive a total of \$30 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, 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 apportionment of approximately \$30 million of STP funds per year from Caltrans, the Corrective Action requires that SBCTA now nominate projects to SCAG for a region-wide project selection process that began in Fiscal Year 2023/2024. 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,

Strategic Goals and Strategies Addressing Long-term Concerns and Issues ~

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.

Congestion Mitigation and Air Quality (CMAQ) Improvement Fund – 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 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 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

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Funds through approval of each operator's biennial Short Range Transit Plan (SRTTP), 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, SGR Program, provides financial assistance to public transit agencies that operate rail fixed-guideway and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, along with the development and implementation of transit asset management plans. These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development. Section 5339, Bus and Bus Facilities (BBF) Program, provides funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for 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.

American Rescue Plan (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 previous COVID-19 relief acts, the ARP cap was 132 percent for Section 5307 and 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-year program of transportation projects that is formally updated through the combined efforts of regional agencies, Caltrans, and the CTC every two 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. In addition to the \$11.5 million of Federal Relief Funds, SBCTA received about \$105.3 million of new programming capacity in the 2024 STIP cycle in addition to the \$83.6 million already programmed for a total programming of \$188.9 million through Fiscal Year 2028/2029. The 2024 STIP was adopted by the CTC in March 2024.

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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 (SR) 58, SR 138, and Interstate 15 (I-15), no new projects were proposed for San Bernardino County in the 2024 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 were announced 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 are distributed through a 40 percent statewide competitive component and a 60 percent formula component. SBCTA's formulaic share is approximately \$6 million per year. SBCTA also secured \$10.8 million through a LPP competitive grant award in 2018 for the Redlands Passenger Rail Project.

Trade Corridor Enhancement Program (TCEP) – The TCEP provides approximately \$300 million per year in State funding for projects that more efficiently enhance the movement of goods along corridors that have a high freight volume. Subsequent legislation combined these funds with existing NHFP Funds. 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 I-15 from 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. In June 2023, SBCTA was successful in securing \$85 million for the I-10 Corridor Contract 2 Project, \$30 million for the US 395 Widening Phase 2 Project, and \$10 million and \$5 million for zero emission infrastructure improvements in the I-10 and US 395 corridors, respectively.

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State of Good Repair Program (SGR) – The SGR provides approximately \$105 million per year in State funding for capital assistance to rehabilitate and modernize California’s existing local transit systems, with a focus on upgrading, repairing, and maintaining transit infrastructure in a state of good repair. The formulaic revenue estimate provided to SBCTA by the State Controller’s Office (SCO) for Fiscal Year 2024/2025 is \$4.5 million. The SGR Program includes an inflation adjustment. The SCO distributes these funds using the State Transit Assistance Fund (STA) distribution formula.

Proposition 1B – The passage of Proposition 1B, the Highway, Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters in 2006, authorized \$19.93 billion in general obligation bond proceeds to be available for high-priority transportation corridor improvements, trade infrastructure and port security projects, school bus retrofit and replacement purposes, STIP augmentation, transit and passenger rail improvements, State-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, State highway safety and rehabilitation projects, and local street and road improvement, congestion relief, and traffic safety. Most of these programs were scheduled to have been fully allocated by the CTC by June 2013.

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 San Bernardino County. The adopted LTF revenue estimate for Fiscal Year 2024/2025 is \$149.6 million. The total Fiscal Year 2024/2025 apportionment is \$171.1 million and includes \$21 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 2024/2025 is \$5.1 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, two percent of the annual LTF apportionment is designated to fund pedestrian and bicycle facilities, bicycle safety programs, bicycle trails, bicycle lockers or racks, and for the development of a comprehensive bicycle and pedestrian facilities plan. SBCTA conducts biennial “calls for projects” with 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 ATP.

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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 2024/2025, 72 percent of the remaining balance, or \$115.3 million, has been apportioned to the San Bernardino Valley and will be used exclusively for public transportation operations and capital improvements for Omnitrans, Metrolink, and other rail and bus projects. The remaining 28 percent, or \$44.3 million, is apportioned to the Mountain/Desert transit operators and will be used exclusively for public transportation operations and capital improvements.

State Transit Assistance Fund (STA) – SBCTA is responsible for administering STA. STA is derived from the statewide sales tax on diesel, with 50 percent being apportioned to SBCTA on a population basis and 50 percent being apportioned to individual transit operators based on prior year passenger fare and local support revenues. The formulaic revenue estimate provided to SBCTA by the SCO for Fiscal Year 2024/2025 is \$26.1 million. The total Fiscal Year 2024/2025 apportionment is \$29.8 million and includes \$3.7 million of actual revenue received in excess of prior year estimates, less a 10 percent reserve of estimated new revenue. Of this, \$21.5 million is distributed to the Valley area and \$8.3 million to the Mountain/Desert area on a population basis. Additionally, \$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 2024/2025 is \$7 million. Since the revenue available for this program is dependent on auction proceeds, this is not a stable fund source from year-to-year, which is apparent in fluctuations between \$2.7 million in Fiscal Year 2021/2022 to this year's \$7 million in available funding. The SCO distributes these funds using the STA distribution formula.

Transit and Intercity Rail Capital Program (TIRCP) – The TIRCP was created by SB862 and modified by Senate Bill 9 to provide grants from the GGRF to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. Assembly Bill 398 extended the Cap-and-Trade Program that supports the TIRCP from 2020 through 2030. SB1 continues to provide a historic funding increase for transportation with funds directed to the TIRCP from the Public Transportation Account (PTA). The TIRCP is administered by the California State Transportation Agency (CalSTA) as a competitive program. SBCTA has been successful in receiving \$45.8 million for the Diesel Multiple Unit (DMU) Vehicles to Zero Emission Multiple Unit (ZEMU) Vehicle conversion, \$33.8 million for the West Valley Connector Bus Rapid Transit Project, \$9.2 million for the Redlands Passenger Rail Project, and \$41 million for the Gold Line Extension to Montclair Project.

Senate Bill 125 (SB125) – SB125 amended the Budget Act of 2023 to appropriate \$4 billion of General Fund to the TIRCP over the next two fiscal years as well as \$910 million of GGRF funding and \$190 million of PTA funding over the next four fiscal years to establish the Zero Emission Transit Capital Program (ZETCP). These funds are formula funds that are to be administered by SBCTA. The TIRCP portion is distributed to SBCTA based on a population formula and the ZETCP is distributed to SBCTA based on the STA formula, which is 50 percent based on population and 50 percent based on transit operator revenues. The total amount to be received by SBCTA through Fiscal Year 2026/2027 is estimated at \$259 million; however, while the first year of funds totaling \$122 million were appropriated in the Fiscal Year 2023/2024 State Budget, recent State revenue shortfalls put future appropriations at risk. Projects are allocated funds by the Board and then submitted to CalSTA for an eligibility determination and approval. Once approved by CalSTA, the SCO distributes the funds to SBCTA for disbursement.

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to project sponsors. The Board has apportioned and allocated the Fiscal Year 2023/2024 TIRCP and ZETCP Funds to capital and operations needs for all of the transit operators in San Bernardino County.

NON-FEDERAL OR STATE FUND ALLOCATION RESPONSIBILITIES

SBCOG Member Agency Dues – The functions of the SBCOG have historically been funded through member agency dues collected annually and additionally with supplemental fund sources. The supplemental fund sources include grants from agencies such as SCAG and California Energy Commission, partnership funding such as with the Emergency Communication Nurse System, and Property Assessed Clean Energy (PACE)/ Home Energy Retrofit Opportunity (HERO) funds. However, the main supplemental fund source upon which SBCOG relied for the completion of the 2018 work plan was the PACE/HERO fund balance with \$1.5 million available over five years for implementation of projects and programs identified in the work plan. Upon providing a status report to the Board in July 2023, staff received direction to work with an Ad Hoc Committee of the Board to identify options and a base annual budget to be funded by member dues moving forward. Since that time, the Board of Directors approved, in January 2024, increasing annual member dues to \$991,873 and further increasing to \$1,500,000 after Fiscal Year 2024/2026. The Board directed that the method by which member agency dues are calculated will change to modernize the process which has been the method identified within the original Joint Powers Authority Agreement from 1973. Updating the member dues calculation requires each member agency to approve an Amendment to the Joint Powers Authority Agreement which the member agencies will have completed by April 30, 2024. This will allow the member dues to increase as of July 1, 2024. Additionally, supplemental fund sources will continue to be sought to fund programs and projects as they always have been. Staff will be pursuing supplemental funds even more aggressively due to the capacity to increase which allows for additional staff and resources to build out a robust a grant administration program as a result of the increase in member agency dues.

Toll Revenue – Toll operation on the Interstate 10 Express Lanes Contract 1 (I-10 Contract 1) is expected to commence in mid 2024. To assist in funding the construction of I-10 Contract 1, SBCTA obtained \$225 million loan from the United States Department of Transportation (USDOT) under Transportation Infrastructure Finance and Innovation Act (TIFIA) program. The loan payable to TIFIA is recorded as a liability on the balance sheet of the Express Lanes Operations Fund and will be repaid from toll revenues. In addition, toll revenues will be required to be in compliance with toll expenditure plan and reserves held with a trustee to ensure payment of the TIFIA loan.

Budget Action Plan FY 2024/2025

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.	Q2	Finance
	Inform Committees and Board of status of audits.	Q3	
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 and State Transportation Improvement Program (STIP) for I-10 Contract 2 - Q4	Fund Administration
		Request allocation of competitive grant funds for US 395 Phase 2 - Q4	
		Request allocation of Planning, Programming and Monitoring funds for Fiscal Year 2025/2026 - Q4	
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.	Release Request for Proposals for Air Quality Consultant to remain eligible for Federal Congestion Mitigation and Air Quality Improvement funding - Q4	Fund Administration
		Nominate projects to SCAG for programming of federal formula funds in accordance with the 2024 Update to the 10-Year Delivery Plan, and the 10-Year Plan for transit operators' implementation of the zero emission bus mandate (pending schedule for call for projects) - Q4	Fund Administration, Project Delivery, Transit
Division Strategy: Develop long-term bonding needs to help leverage other funds and deliver projects			
1D	Establish plan for sales tax revenue bond program through development of the 2024 Update to the 10-Year Delivery Plan.	Present final 2024 Update to the 10-Year Delivery Plan to the Board for approval - Q3	Fund Administration (Finance, Project Delivery, Transit, Planning)
		Monitor implementation of the 2024 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	Schedule a meeting with Executive Board officers and certified public accountant (CPA) firm to cover audit process and timing.	Q4	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).	Q3	Finance
Division Strategy: Obtain Distinguished Budget Presentation Award			
2C	Apply for GFOA award for annual budget.	Q1	Finance
Division Strategy: Complete internal control self-assessment to identify areas of improvement.			
2D	Complete review of annual internal control self-assessment (AICA).	Q4	Finance
Division Strategy: Implement the Records Retention Schedule			
2E	Continue with the implementation of the Records Retention Program, including establishing quarterly meetings with records coordinators, 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, Management Services
		Automate retention to remaining libraries in Laserfiche - Q4	
		Automate retention to four (4) department sites in SharePoint - Q4	
Division Strategy: Streamline Agency Operations			
2F	Update procurement templates.	Q4	Finance, General Counsel
	Begin implementation of new enterprise resource system (accounting system).	Q1	Finance, Project Delivery, Management Services
	Implement Microsoft 365 G5 Licenses.	Q4	Management Services

Budget Action Plan FY 2024/2025

Action Plan		Milestones	Responsibility
Initiative #3: Focus on Creating and Strengthening Collaborative Partnerships with Governmental and Business Entities			
Division Strategy: Work with other governments and business groups to leverage resources for our region's benefit			
3A	Prepare tools to assist local agencies with changes to statewide housing policies and environmental regulations.	Update Work Plan for the Council of Governments - Q3	COG, General Counsel
		Provide Technical Assistance to jurisdictions through REAP 2.0 Program - Ongoing (pending REAP funding)	
	Partner with local and government agencies to improve opportunities in workforce development.	Continue to incorporate small business interests into B2B - Q2	
		Small Business Study to be presented to CCMTAC and Board - Q1	
	Establish Housing Trust JPA	Execute JPA with member agencies - Q3 (pending REAP funding)	
		Review draft Administrative Plan - Q4 (pending REAP funding)	
	Smart County Master Plan.	Complete Plan - Q3	
	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	Transit
	Complete the RAISE grant agreement and subrecipient agreement for the construction of the Brightline West High Desert Stations.	Q1	Transit
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 2025.	Legislative/Public Affairs, COG
	Collaborate with member agencies through City/County Manager Technical Advisory Committee (CCMTAC).	Ongoing bi-monthly meetings	
Division Strategy: Enhance SBCOG's and the region's ability to compete for grant funding			
3C	Host Workshop.	Q3	COG
	Communicate grant opportunities to member agencies. - Expand the function of SBCOG with regard to grant and project development.	Establish a project development process and grant writing coordination through SBCOG on behalf of member agencies - Q3	
		Continue to provide updates to member agencies on new grant opportunities - Ongoing	
Division Strategy: Assist local governments with environmental and efficiency initiatives			
3D	Award contract for the replacement of the EV chargers in employee parking lot.	Q1	Transit
	Work with local agencies with Zero Emission Vehicle (ZEV) readiness plan and assist in identifying grant opportunities for charging infrastructure.	Ongoing	Air Quality/Mobility
	Assist local agencies with reducing energy consumption and achieving savings through formation of the Inland Regional Energy Network (I-REN).	Ongoing	
Initiative #4: Accelerate Delivery of Capital Projects			
Division Strategy: Support Delivery the West Valley Connector Phase I			
4A	Complete Stage 1 (North Side of Holt Blvd)	Q2	Transit
Division Strategy: Produce Zero Emission Multiple Unit			
4B	Complete ZEMU testing program	Q2	Transit
	Complete construction of hydrogen fuel station	Q4	
	Complete construction of maintenance facility retrofit	Q4	
Division Strategy: Deliver the Tunnel to ONT Project			
4C	Environmental Document approval	Q2	Transit
	Award design-build contract	Q4	
Division Strategy: Delivery of Capital Projects - Plans, Specifications and Estimate (PS&E); Engineering Reports Milestones:			
4D	I-10 Mount Vernon Avenue	PS&E approval - Q1	Project Delivery
	US-395 Widening Project - Phase 2	PS&E approval - Q4	
Division Strategy: Delivery of Capital Projects - Construction Milestones:			
4E	SR-210 Waterman Avenue	Start construction - Q1	Project Delivery
	I-215 University Parkway	Start construction - Q1	
	I-10 Mount Vernon Avenue	Start construction - Q2	
	I-215 Bi-County/Segment 5 Landscaping	Start construction - Q3	
	North First Avenue Bridge over BNSF	Complete for Beneficial Use - Q1	
	SR-210 Waterman Avenue	Complete for Beneficial Use - Q3	
	Metrolink ATP - Phase 2	Complete for Beneficial Use - Q3	
	I-10 Cedar Avenue	Complete for Beneficial Use - Q4	
	I-10 Eastbound Truck Climbing Lane	Complete for Beneficial Use - Q4	

Budget Action Plan FY 2024/2025

Action Plan		Milestones	Responsibility
Division Strategy: Delivery of Express Lanes Projects			
4F	I-10 Corridor Freight and Express Lanes Project (Contract 2) Segment 2a	PS&E approval - Q2	Project Delivery
	I-10 Corridor Freight and Express Lanes Project (Contract 2) Segment 2b	PS&E approval - Q4	Project Delivery
	I-15 Corridor Freight and Express Lanes Project (Contract 1)	Start construction- Q2	Project Delivery
	I-10 Corridor Freight and Express Lanes Project (Contract 1)	Complete for Beneficial Use - Q1	Express Lanes
Division Strategy: Support Delivery of Gold Line			
4G	Present Funding Agreement and Operations and Maintenance Agreement to SBCTA Board	Q1	Transit
	Monitor SBCTA funding gap and LA Metro funding commitment to build to the County line.	Q3	Transit
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.	Ongoing	Legislative/Public Affairs
	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.	Ongoing	Legislative/Public Affairs
Division Strategy: Operate and Maintain SB Express Lanes			
5B	I-10 Corridor Freight and Express Lanes Project (Contract 1) Operations and Maintenance.	Ongoing starting Q1	Express Lanes
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. Annual state of transportation event; monthly blog series "Measure I (Impact)".	Ongoing	Legislative/Public Affairs, Fund Administration
	Market SBCTA identity, promote awareness of programs and services. Employee spotlight blog series.	Ongoing	Legislative/Public Affairs
Division Strategy: Leverage and grow public outreach and communication services			
6B	Continue to enhance traditional and social media presence by providing project updates, alerts, and information.	Ongoing	Legislative/Public Affairs
	Utilize On-Call Public Outreach Contracts, On-Call Graphic Design Services Contracts, Marketing & Branding Services Contract to utilize new tools and capitalize on communication opportunities throughout the region.	Ongoing	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	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. Provide legislative information and updates, advocate at the state and federal levels for transit maintenance and operations funding.	Ongoing	Legislative/Public Affairs, Transit
Division Strategy: SB Express Lanes Customer Support			
6D	Manage SB Express Lanes Walk-In Center.	Ongoing	Express Lanes
	Manage SB Express Lanes Website.	Ongoing	Express Lanes
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 LRMTP - Q3	Planning, Transit, Fund Administration
		Final LRMTP - Q4	
	Prepare for the 2028 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).	Work with SCAG to establish project schedule - Q3	Planning, Fund Administration
		Begin setting up San Bernardino County Growth Projection Model - Q4	
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).	Ongoing	Planning
	Update SBTAM "Plus" modeling system.	Model Validation Report - Q1	
		Vehicle Miles Traveled/Land Use Model and Scenario Samples - Q2	
		Final Documentation & Presentation - Q4	
	Incrementally implement an SBCTA agency-wide data and analytics dashboard.	Ongoing	
Division Strategy: Conduct subarea and modal studies			
7D	State Route 247/62 Emergency Bypass Lane Study.	Phase 1 report - Q4	Planning

Budget Action Plan FY 2024/2025

Action Plan		Milestones	Responsibility
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) Grant(s) Submitted - Q2	Planning, Fund Administration
		Other state and federal grants - Ongoing	
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	Establishment of the Program Structure - Q2 (pending REAP funding)	Planning
		Start VMT App Development - Q3 (pending REAP funding)	
	Countywide Evacuation Route Study and Modelling for Member Jurisdictions	Initiate project - Q1	
		Begin Modelling Work - Q3	
	Assist local agencies with housing initiatives under Regional Early Action Plan (REAP) 2.0.	Begin Project - Q1 (pending REAP funding)	
Division Strategy: Prepare effective active transportation plans			
8C	Implement Safe Routes to School Program (with SBCSS and the County DPH).	Complete Programs - Q4	Planning
	Manage Transit Development Act (TDA) Article 3 bike/ped project invoicing.	Ongoing	
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 for Beneficial Use - Q3	Planning, Project Delivery
Division Strategy: Develop and administer programs to improve the efficient use of our existing freeway network			
8E	Manage the Southern California 511 (SoCal 511) program with other County Commissions	Ongoing	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	
Division Strategy: Support access to jobs, healthcare, and education while reducing roadway congestion.			
8F	Administer multi-modal programs to reduce congestion and improve quality of life including coordination with transit providers and Consolidated Transportation Service Agencies (CTSA) serving San Bernardino County.	Work with the transit providers and CTSAs, to identify key activities for inclusion in the SBCTA LRMTF based on the approved Public Transit-Human Services Transportation Coordination Plan – Q3	Planning
Initiative #9 Meet Equity Goals of SBCTA/SBCOG			
Division Strategy: Ensure Equity goals met for internal structure and policies			
9A	Establish equity goals and policies for ensuring structural equity within the business processes and procedures within SBCTA/SBCOG.	Project outreach in Q1 and Q2	COG
Division Strategy: Ensure Equity goals met for projects and programs implemented in collaboration with SBCOG/SBCTA member agencies.			
9B	Small Business Program	Study to be presented - Q1	COG



SBCTA/SBCOG Board Members were on hand at the Santa Fe Depot to celebrate the agency's 50th Anniversary.

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 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 revenues and expenditures for Express Lanes, but also to record the loan with United States Department of Transportation (USDOT) to be repaid with express lanes revenues. The loan from USDOT under the Transportation Infrastructure Finance and Innovation Act (TIFIA) 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 Fund, Federal Transit Administration Fund, State 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 and Interstate 10 (I-15) express lanes. 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. 38*.

Additional information on funding sources is provided in the *Revenue Overview pg. 76*.

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 early in the calendar year 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 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 public hearing relative to the adoption of the budget. The general public has the opportunity to speak on the budgeted tasks at each of the policy committee meetings, budget workshop on the proposed budget, and public hearing at 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 2024/2025 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, Deputy Executive Director, Chief Financial Officer and Chief of Fiscal Resources for review. The Chief Financial Officer and Executive Director review the entire budget for overall consistency with both the short and long term strategic direction of the Board, the appropriateness of funding sources for the identified tasks, and any recommended staffing changes.

Budget Amendments

When it becomes necessary to modify the adopted budget, the amendment procedure depends on the type of change that is needed.

1. Administrative Budget Amendments

There are four types of administrative budget amendments that do not result in an increase to the overall program budgets. The four 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. Substitution of one Fund for another Fund for prior year expenditures within the same subtask where both Funds and Programs are included in the adopted budget. This amendment shall require the approval of the task manager and Chief Financial Officer.
- iii. Reallocation of budgeted salary and benefits costs, and associated revenues, from one Fund or Program to another Fund or Program when both Funds and Programs are included in the adopted budget. This amendment shall require the approval of the Chief Financial Officer.
- iv. 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 2024/2025 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 in 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 2024/2025 Budget includes prior year Board approved appropriations to be expended in Fiscal Year 2024/2025.

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 funds from bond proceeds or issuance of 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 approved by Board is \$1,500,000, with \$991,873 for the Fiscal Year 2024/2025 Budget to allow for a gradual increase to the full \$1,500,000. The total is made up of the following:
 - a. Original General Assessment of \$137,523 based on the jurisdictions' population and assessed value,
 - b. Assessment approved in Fiscal Year 2015/2016 of \$333,418 calculated based on the jurisdictions' populations and net assessed property value,
 - c. Assessment approved in Fiscal Year 2023/2024 of \$520,932 for Fiscal Year 2024/2025 (increases to \$1,029,059 in future years) based on the jurisdictions' Population and General Fund Tax Revenues.Additional information on the General Assessment Dues amounts is located in the ***General Assessment Dues Calculation*** pg. 317 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.
3. Revenues are 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

Financial Overview

liquidated. Any cash received in advance 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 are done in an expeditious and timely manner.
5. Idle funds are 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 instructs 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 presents 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.

Procurement Policies

1. Contract and Procurement Policy No. 11000 establishes contracting and procurement standards to guide the selection of the most qualified vendors to perform services to the best advantage of the Agency and to acquire goods at a fair and reasonable price.
2. SBCTA will comply with standards of conduct for SBCTA employees and consultants involved in the procurement process to ensure procurement contracts are awarded and administered in an ethical manner and will comply with guidelines for the submittal and evaluation of protests relating to all procurements.

Debt and Capital Summary

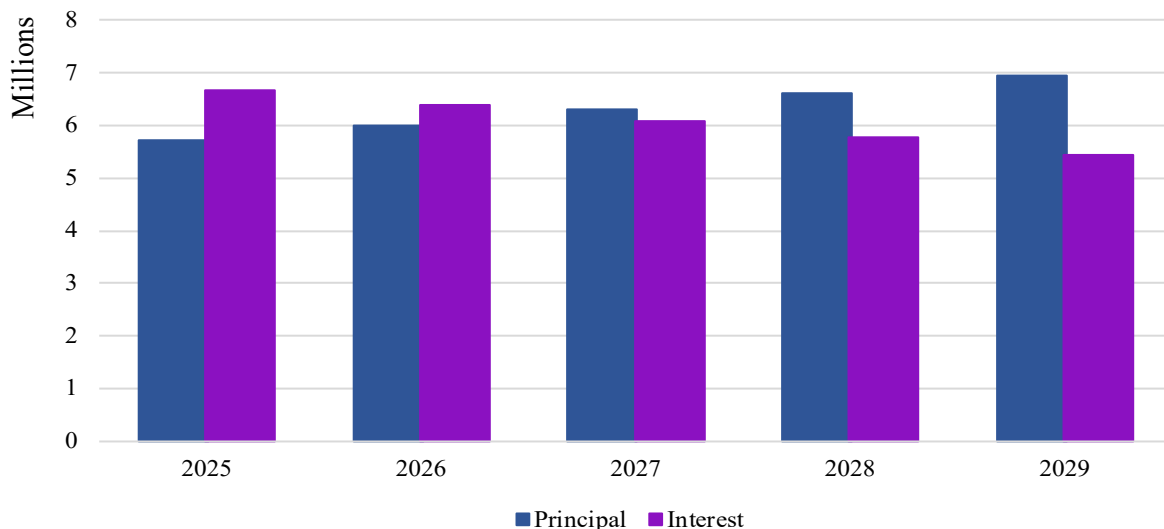
Debt Financing

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.

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. In December 2023, SBCTA issued \$81.9 million of sales tax revenue bonds for defeasance of the 2014A sales tax revenue bonds with net present value interest cost savings of \$14 million. The following are the outstanding balances for the 2022A and 2023A sales tax revenue bonds:

Debt Service Schedule			
Year	Principal	Interest	Total
2025	5,720,000	6,663,850	12,383,850
2026	6,010,000	6,377,850	12,387,850
2027	6,305,000	6,077,350	12,382,350
2028	6,620,000	5,762,100	12,382,100
2029	6,950,000	5,431,100	12,381,100
2030-2034	40,340,000	21,580,750	61,920,750
2035-2039	51,455,000	10,468,900	61,923,900
2040	11,825,000	559,500	12,384,500
	<u>135,225,000</u>	<u>62,921,400</u>	<u>198,146,400</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 19.16 times for Fiscal Year 2022/2023. 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 2024/2025, Debt Service expenditures constitute only 1.15 percent of the total SBCTA budget, which does not materially impact the day-to-day operations of the agency.

Currently, SBCTA's senior debt is limited to the 2022A and 2023A 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. 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. The loan is expected to fully be drawn for a total of \$225 million in Fiscal Year 2024/2025.

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 2024/2025 from Cajon Pass program to Measure I interchange is for \$26,292,897 to cover appropriations.

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 relinquished to the appropriate agency, such as Caltrans and local jurisdictions, for maintenance and operations of those capital improvements and SBCTA will not have any additional commitment. However, for those projects that will expand transit/rail services, SBCTA may play a role in subsidizing those expanded services and maintenance costs.

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.

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.

Debt and Capital Summary

SBCTA will continue to perform maintenance of way activities outside of the operating envelop as is currently done. Additionally, SBCTA is in the process of developing and procuring the first self-contained Zero Emission Multiple Unit (ZEMU) passenger rail vehicle in North America. Similar to the DMU, the ZEMU will operate on the Arrow Service line, and will be operated and maintained by Metrolink. It is estimated that the ZEMU will be available for public use and begin revenue service in December 2024.

The estimated cost of Arrow operations and maintenance for Fiscal Year 2024/2025 is approximately \$16.2 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 Funds, and Low Carbon Transit Operations Program (LCTOP) funds for the first five (5) years. Thereafter, operations will primarily be funded with Measure I Valley Metrolink/Rail Program Funds.

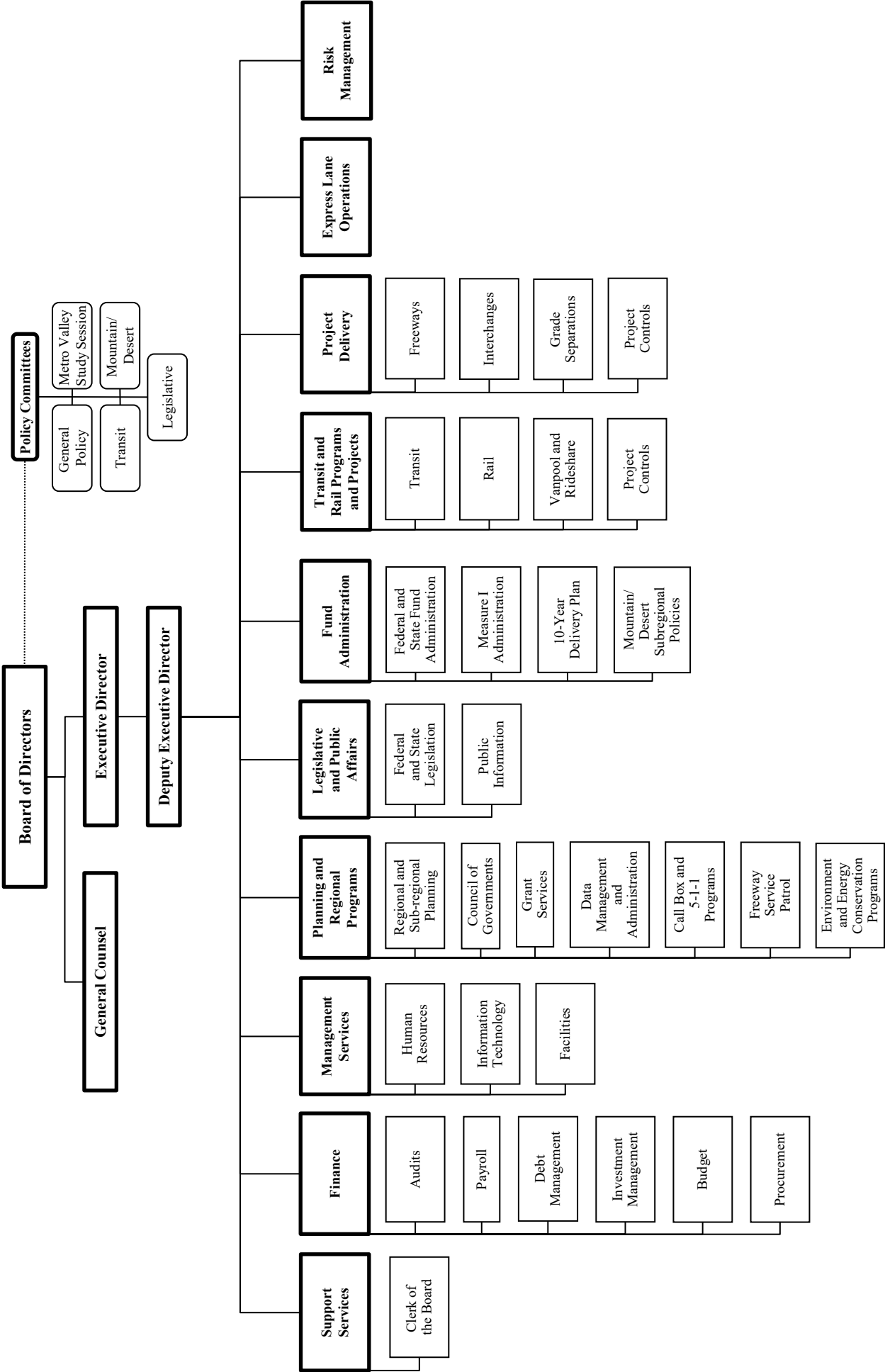
As part of the development of the Express Lanes, SBCTA, through a 50 year lease with Caltrans, will be responsible for operations and maintenance of the I-10 Corridor Contract 1 Express Lanes. SBCTA has contracted with Caltrans for the maintenance of the Tolled Express Lanes and with a Toll Services Provider (TransCore) for the operations and maintenance of the collection system. The I-10 Express Lanes are anticipated to begin operations in mid 2024. As part of the financial plan for the development of the project, consideration was made regarding ongoing operations and maintenance costs. Annual cost 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 \$8.6 million funded with express lanes revenues.

The other two 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. The I-15 Corridor Express Lanes is anticipated to begin construction in Fiscal Year 2024/2025. I-10 Contract 2 is currently under final design. 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 2024/2025 Capital outlay is budgeted at \$822,618, which includes expenditures for furniture, equipment and computer hardware and building improvements on the Santa Fe 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 2024/2025. SBCTA is a small organization relative to its budget. Relying on a small staff to carry out SBCTA's and SBCOG's varied work program makes the recruitment and retention of quality employees critical. This budget provides funding for a total of 87 regular employees and two student interns (*Table of Regular Positions pg. 45*). This is an increase of three positions from Fiscal Year 2023/2024.

Staff Organization Structure

SBCTA has a Deputy Executive Director and nine 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 and SBCOG management and policy issues. They are accountable for objectives established annually within the budget. A graphic representation of the staff organization structure is depicted in the *SBCTA Organization Chart pg. 41*.

Staffing

The SBCTA workforce in this budget is comprised of the Executive Director, General Counsel, Deputy Executive Director and 11 senior management level positions, 61 professional and administrative positions, and 12 support positions. This is a net increase of three positions over what was approved by the Board in Fiscal Year 2023/2024. The staffing changes proposed for this budget are detailed below.

Positions to be Eliminated

The Director of Special Projects and Strategic Initiatives is proposed to be eliminated. The Enterprise Risk Manager and Procurement group staff previously reporting to this position have been reassigned. The Enterprise Risk Manager now reports to the Deputy Executive Director and the Procurement group reports to the Chief Financial Officer.

One of two Construction Manager positions is proposed to be eliminated in the Project Delivery Department. This position has never been filled and the single Construction Manager position is adequate for the Department's needs with support from two consultant Construction Managers.

New Positions

Planning and Regional Programs

A new Grants Analyst position is being requested in the Council of Governments division of the Planning and Regional Programs Department. This position is needed to support the substantial increase in competitive grant-funded projects for planning, sustainability, and transportation. The Grants Analyst position will be assigned to salary range 19 (\$82,881 to \$124,322) and will report to the Chief of Council of Governments and Equity Programs.

A Council of Governments and Equity Programs Manager position is being requested in the Council of Governments division of the Planning and Regional Programs Department. This position is needed to scope out and implement projects and programs at the direction of the Board and City/County Manager's Technical Advisory Committee. The Council of Governments and Equity Programs Manager position will be assigned to salary range 22 (\$95,945 to \$143,918) and will report to the Chief of Council of Governments and Equity Programs.

SBCOG received funding from the California Public Utilities Commission (CPUC) to create, in collaboration with the Coachella Valley Association of Governments (CVAG) and the Western Riverside Council of Governments (WRCOG), the Inland Regional Energy Network (IREN). The funds from the CPUC include funds for three staff to implement the program. Last year only two of the three positions were budgeted. The Air Quality Mobility Programs division of Planning and Regional Programs is requesting one new Management Analyst I position for the IREN program to fully staff this program and to keep up with the increasing workload and growth. The new position will be fully funded by the program. The position will be assigned to salary range 13 (\$61,848 to \$92,772) and report to the Chief of Air Quality and Mobility Programs.

Staffing Overview

One additional GIS Analyst position is being requested in the Data and Analytics Program division of the Planning and Regional Programs Department. The Planning Department has been called on to play an increasing role in maintaining our competitiveness in grant funding. In addition, there has been a greater emphasis on performance-based planning and how our projects address the metrics that are included in state and regional plans and goals. While consultant expertise has been substantially used to conduct larger studies, SBCTA needs to maintain quality control and guidance over these efforts and to provide analytical support for other SBCTA departments. The GIS Analyst will report to the Data and Analytics Program Manager, an upgraded position as described below. The GIS Analyst position will be assigned to salary range 16 (\$71,595 to \$107,393) and will report to the Data and Analytics Program Manager.

Fund Administration

A Management Analyst I position is being requested in the Fund Administration Department. This position is needed to support the increased workload required for the opportunity to and the management of State and Federal allocated funds. The Management Analyst I position will be assigned to salary range 13 (\$61,848 to \$92,772) and will report to the Chief of Fund Administration.

Positions to be Reclassified or Upgraded

There are two existing positions within Planning and Regional Programs that are to be reclassified or upgraded as identified below.

The budget includes a GIS Administrator upgrading to Data and Analytics Program Manager. This upgraded classification reflects the broader scope being taken on in the overall Data and Analytics Program. As explained above, there has been a greater emphasis statewide and nationally on performance-based planning and how our projects address the metrics that get included in state and regional plans and goals. The Program Manager will have an increase in duties, responsibilities and accountability for that position and will be responsible for maintaining the upgraded SBTAM model and VMT analysis tool used by our jurisdictions and for SBCTA projects. The Data and Analytics Program Manager is assigned to Salary Range 22 (\$95,945 to \$143,918). This is an approximately 15 percent increase over the existing Salary Range 19 (\$82,881 to \$124,322).

The budget also includes a Senior Planner upgrading to Planning Manager. This upgraded classification reflects the increased technical requirements, complexity and level of responsibility associated with today's multimodal transportation projects and sustainability initiatives. SBCTA needs to remain competitive in attracting talent to these technical positions. The Planning Manager is assigned to Salary Range 22 (\$95,945 to \$143,918) and will report to the Deputy Director of Planning. This is an approximately 10 percent increase over the existing Salary Range 20 (\$87,025 to \$130,538).

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.

Staffing Overview

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. 47*** contained in this budget illustrates the total estimated costs for salaries and benefits during the Fiscal Year 2024/2025 budget, as estimated in April 2024. The total salary and benefit cost in the budget is \$18,949,248 which represents 1.77 percent of the total budgeted expenditures.

In July 2023, the Board approved adjustments to salary ranges based on movement with the Consumer Price Index (CPI). The adjustment only applies to SBCTA's salary range structure and is not automatically applied to current employee salaries. Any adjustments would be predicated on the percent change in CPI – All Urban Wage Earners, covering San Bernardino, CA for the 12-month period ending December 31, rounded to the nearest half percent, with a maximum adjustment of 4 percent. The adjustment will be equal to CPI but no less than 0 percent and no greater than 4 percent. The CPI for San Bernardino, CA for the 12-month period ending December 31, 2023, was 2.9 percent. In accordance with the Board's action, CPI was rounded to 3 percent and applied to the SBCTA salary range structure for Fiscal Year 2024/2025.

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

1. Includes a \$1,200/year increase, from \$7,857/year to \$9,057/year, to the medical premium subsidy for employees that get their medical and dental insurance through SBCTA. This is to respond to expected increases in medical insurance premiums.
2. A budget amount of \$386,175 is included to allow the Executive Director to grant merit increases of up to 4 percent based on an employee's annual performance evaluation.
3. A 3 percent Cost of Living Adjustment (COLA) budgeted amount of \$442,236 to SBCTA's salaries. The 3 percent is based on the change in the CPI from January 2023-December 2023 for the Riverside/San Bernardino area. This will be the first COLA for SBCTA staff since Fiscal Year 2022/2023.

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. 51*** 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. 50*** 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 recording of costs associated with budgeted tasks and provides important base information for future budgeting estimates.

Table of Regular Positions
Fiscal Year 2024/2025

Support Group	Fiscal Year 2021/2022	Fiscal Year 2022/2023	Fiscal Year 2023/2024	Fiscal Year 2024/2025
Accounting Assistant	2	2	2	2
Administrative Assistant	1	0	0	0
Administrative Assistant, Senior	4	5	0	0
Assistant to the Clerk of the Board	1	1	1	1
Executive Assistant	0	0	5	5
Office Assistant	1	1	1	1
Records Technician	1	1	0	0
Records Management Specialist	0	0	1	1
Senior Accounting Assistant	2	2	2	2
Total Support Group	12	12	12	12
Professional/Administrative Group				
Accountant	2	3	3	3
Accounting Manager	1	1	1	1
Accounting Supervisor	1	1	1	1
Chief of Air Quality and Mobility Programs	1	1	1	1
Chief of Council of Governments and Equity Programs	0	0	1	1
Chief of Information Technology	1	1	1	1
Chief of Express Lanes	0	0	1	1
Chief of Fiscal Resources	1	1	1	1
Chief of Fund Administration	1	1	1	1
Chief of Legislative and Public Affairs	1	1	1	1
Chief of Project Controls	1	1	1	1
Chief of Toll Operations	0	1	0	0
Clerk of the Board/Administrative Supervisor	1	1	0	0
Clerk of the Board/Administrative Manager	0	0	1	1
Construction Manager	2	2	2	1
Corridor Manager	1	1	1	1
Council of Governments and Equity Programs Manager	1	1	0	1
Data and Analytics Program Manager	0	0	0	1
Deputy Clerk of the Board	1	1	1	1
Energy Project Manager	0	1	0	0
Energy Program Manager	0	0	1	1
Enterprise Risk Manager	0	0	1	1
Express Lanes Financial Supervisor	0	0	0	1
GIS Administrator	1	1	1	0
GIS Analyst	1	1	1	2
Grant Analyst	0	0	0	1
Legislative Analyst	0	1	1	1
Management Analyst I	2	3	3	5
Management Analyst II	6	9	9	9
Management Analyst III	5	3	3	3
Multimodal Mobility Programs Administrator	2	2	2	2

Table of Regular Positions
Fiscal Year 2024/2025

Professional/Administrative Group (continued)	Fiscal Year 2021/2022	Fiscal Year 2022/2023	Fiscal Year 2023/2024	Fiscal Year 2024/2025
Planning Manager	0	0	0	1
Procurement Analyst	2	2	0	0
Procurement Analyst I	0	0	0	1
Procurement Analyst II	0	0	2	1
Procurement Analyst III	0	0	1	1
Procurement Manager	1	1	1	1
Project Controls Analyst II	3	3	3	3
Project Controls Analyst III	2	2	2	2
Project Controls Manager	1	1	1	1
Project Delivery Manager	1	1	1	1
Right of Way Manager	1	1	1	1
Right of Way Specialist	1	1	1	1
Risk Manager	1	1	0	0
Senior Accountant	1	1	1	1
Senior Planner	1	1	1	0
Toll Financial Supervisor	1	1	1	0
Toll Operations Administrator	1	0	0	0
Transit Manager	1	1	1	1
Total Administrative/Professional Group	52	56	57	61
Senior Management Group				
Assistant General Counsel	1	1	1	1
Chief Financial Officer	1	1	1	1
Deputy Director of Planning	1	1	1	1
Deputy Director of Transit and Rail Programs – Capital Delivery	1	1	1	1
Deputy Executive Director	1	1	1	1
Director of Express Lanes	0	0	1	1
Director of Fund Administration	1	1	1	1
Director of Legislative and Public Affairs	1	1	1	1
Director of Management Services	1	1	1	1
Director of Planning and Regional Programs	1	1	1	1
Director of Project Delivery	1	1	1	1
Director of Special Projects and Strategic Initiatives	1	1	1	0
Director of Toll Operations	1	1	0	0
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	15	15	14
TOTAL REGULAR POSITIONS	78	83	84	87

**Salaries and Benefits Schedule
For Fiscal Year 2024/2025**

	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 Supp. **	Total
Support Group	\$ 883,956	\$ 295,630	\$ 49,506	\$ 45,481	\$ 29,777	\$ 13,475	\$ 1,162	\$ 1,131	\$ 1,800	\$ 186,715	\$ -	\$ 14,724	\$ 1,521,357
Accounting (4)													
Administrative Assistants (5)													
Assistant to the Clerk of the Board													
Office Assistant													
Records Technician													
Interns/Part-Time (2)													
Administrative/Professional Group	7,224,102	2,395,466	9,505	537,896	234,422	106,081	10,432	9,163	9,150	977,253	34,081	65,540	11,613,091
Accountant (3)													
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)													
Senior Management Group	3,647,992	1,338,900	5,428	277,110	118,390	53,575	5,129	13,255	2,100	207,399	125,641	19,881	5,814,800
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	\$ 11,756,050	\$ 4,027,996	\$ 64,439	\$ 860,487	\$ 382,589	\$ 173,131	\$ 16,723	\$ 23,549	\$ 13,050	\$ 1,371,367	\$ 159,722	\$ 100,145	\$ 18,949,248

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	
	\$ 3,832,402
	382,589
	173,131
	16,723
	13,050
	4,417,895
	\$ 901,506
	2,775,502

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

Annual Pay Schedule by Class Title Fiscal Year 2024/2025				
Class Title	Salary Range	Bottom of Range*	Top of Range*	Maximum**
Office Assistant	4	\$39,867	\$59,801	\$65,781
Accounting Assistant	7	\$46,152	\$69,228	\$76,151
Records Management Specialist	8	\$48,458	\$72,687	\$79,956
Executive Assistant	11	\$56,097	\$84,146	\$92,560
Senior Accounting Assistant	11	\$56,097	\$84,146	\$92,560
Assistant to the Clerk of the Board	12	\$58,902	\$88,353	\$97,188
Management Analyst I	13	\$61,848	\$92,772	\$102,049
Procurement Analyst I	13	\$61,848	\$92,772	\$102,049
Accountant	15	\$68,185	\$102,277	\$112,505
GIS Analyst	16	\$71,595	\$107,393	\$118,132
Management Analyst II	16	\$71,595	\$107,393	\$118,132
Procurement Analyst II	16	\$71,595	\$107,393	\$118,132
Project Controls Analyst II	16	\$71,595	\$107,393	\$118,132
Right of Way Specialist	16	\$71,595	\$107,393	\$118,132
Deputy Clerk of the Board	17	\$75,176	\$112,764	\$124,040
Legislative Analyst	18	\$78,933	\$118,400	\$130,240
Senior Accountant	18	\$78,933	\$118,400	\$130,240
Grant Analyst	19	\$82,881	\$124,322	\$136,754
Management Analyst III	19	\$82,881	\$124,322	\$136,754
Multimodal Mobility Programs Administrator	19	\$82,881	\$124,322	\$136,754
Procurement Analyst III	19	\$82,881	\$124,322	\$136,754
Project Controls Analyst III	19	\$82,881	\$124,322	\$136,754
Accounting Supervisor	21	\$91,378	\$137,067	\$150,773
Energy Program Manager	21	\$91,378	\$137,067	\$150,773
Express Lanes Financial Supervisor	21	\$91,378	\$137,067	\$150,773
Right of Way Manager	21	\$91,378	\$137,067	\$150,773
Council of Governments and Equity Programs Manager	22	\$95,945	\$143,918	\$158,309
Data and Analytics Program Manager	22	\$95,945	\$143,918	\$158,309
Planning Manager	22	\$95,945	\$143,918	\$158,309
Accounting Manager	23	\$100,743	\$151,115	\$158,309
Procurement Manager	25	\$111,070	\$166,604	\$183,265
Project Controls Manager	25	\$111,070	\$166,604	\$183,265
Enterprise Risk Manager	25	\$111,070	\$166,604	\$183,265
Transit Manager	25	\$111,070	\$166,604	\$183,265
Clerk of the Board/Administrative Manager	27	\$122,453	\$183,680	\$202,048
Chief of Air Quality and Mobility Programs	29	\$135,004	\$202,506	\$222,756
Chief of Council of Governments and Equity Programs	29	\$135,004	\$202,506	\$222,756
Chief of Express Lanes	29	\$135,004	\$202,506	\$222,756
Chief of Fiscal Resources	29	\$135,004	\$202,506	\$222,756
Chief of Fund Administration	29	\$135,004	\$202,506	\$222,756
Chief of Information Technology	29	\$135,004	\$202,506	\$222,756
Chief of Legislative and Public Affairs	29	\$135,004	\$202,506	\$222,756
Chief of Project Controls	29	\$135,004	\$202,506	\$222,756

Annual Pay Schedule by Class Title Fiscal Year 2024/2025				
Class Title	Salary Range	Bottom of Range*	Top of Range*	Maximum**
Construction Manager	29	\$135,004	\$202,506	\$222,756
Project Delivery Manager	29	\$135,004	\$202,506	\$222,756
Corridor Manager	31	\$148,843	\$223,265	\$245,591
Deputy Director of Planning	31	\$148,843	\$223,265	\$245,591
Assistant General Counsel	33	\$164,100	\$246,150	\$270,765
Chief Financial Officer	33	\$164,100	\$246,150	\$270,765
Deputy Director of Transit and Rail Programs – Capital Delivery	33	\$164,100	\$246,150	\$270,765
Director of Express Lanes	33	\$164,100	\$246,150	\$270,765
Director of Fund Administration	33	\$164,100	\$246,150	\$270,765
Director of Legislative and Public Affairs	33	\$164,100	\$246,150	\$270,765
Director of Management Services	33	\$164,100	\$246,150	\$270,765
Director of Project Delivery	33	\$164,100	\$246,150	\$270,765
Director of Planning and Regional Programs	35	\$180,921	\$271,381	\$298,519
Director of Transit and Rail Programs	35	\$180,921	\$271,381	\$298,519
Deputy Executive Director	38	\$209,437	\$314,156	\$345,571

General Counsel	Employment Agreement	\$275,000
Executive Director	Employment Agreement	\$370,862

* 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.

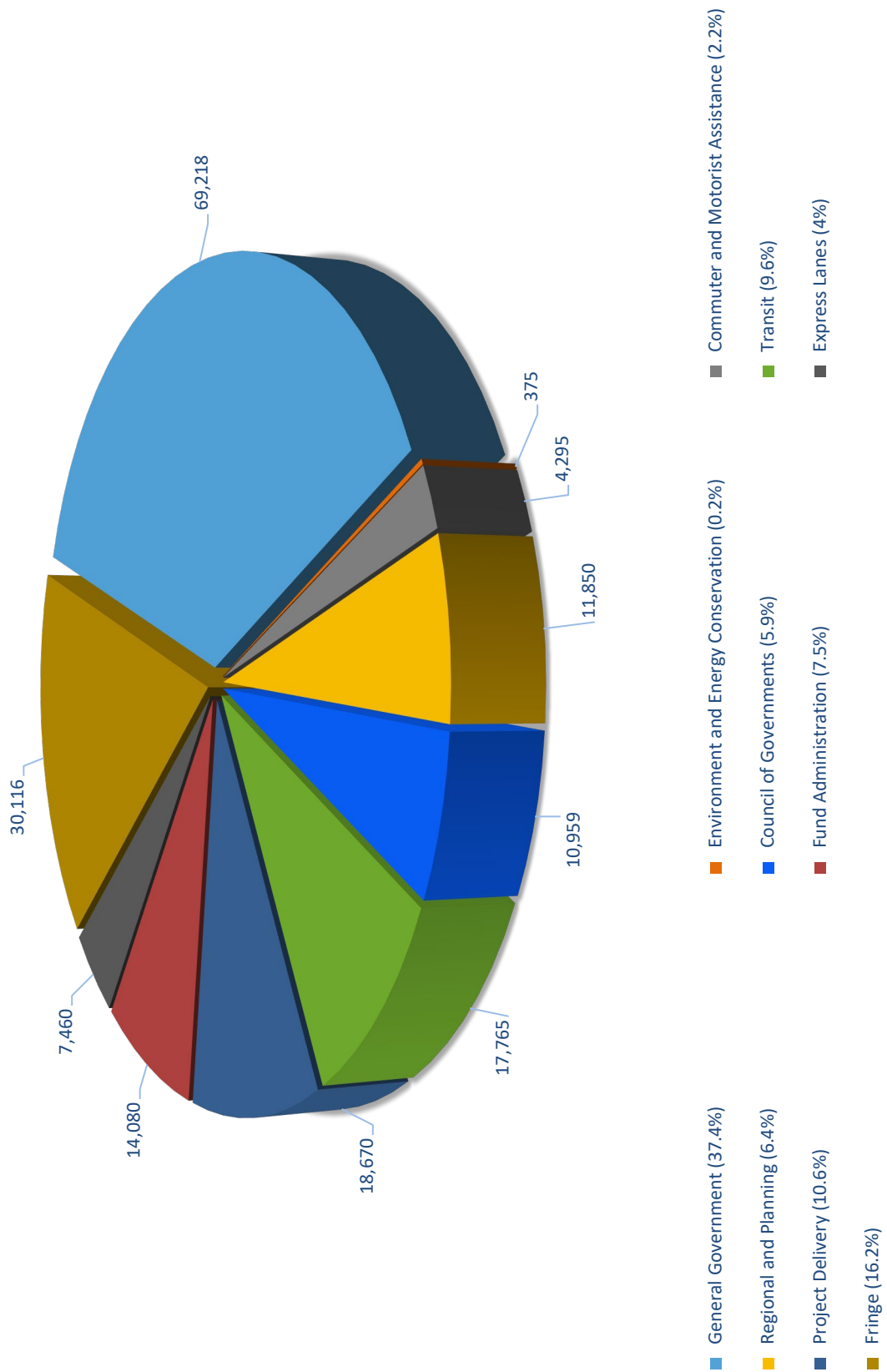
Staff Utilization Report (In Hours)
Fiscal Year 2024/2025

	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	Executive Director	Director of Fund Administration	Other Staff *	TOTAL
GENERAL GOVERNMENT															
0100 Board of Directors	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0200 Executive Administration and Support	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0350 General Counsel	-	-	1,755	-	-	-	-	-	-	-	-	1,610	-	17,625	20,095
0400 Financial Management	-	-	-	1,280	-	-	-	-	-	-	1,710	-	-	1,760	5,225
0430 Risk Management	-	-	-	-	-	-	-	-	-	-	-	-	-	25,498	26,778
0450 Management Services	-	-	-	-	460	-	-	-	-	-	-	-	-	1,680	1,680
0470 Human Resources	-	-	-	-	610	-	-	-	-	-	-	-	-	1,772	2,232
0501 Intergovernmental - COG	-	-	-	-	-	-	-	-	-	-	-	-	-	1,738	2,348
0503 Legislation	-	-	-	-	-	1,700	-	-	-	-	-	-	-	1,070	1,070
0605 Publications and Outreach	-	-	-	-	-	60	-	-	-	-	-	-	-	1,745	3,445
0805 Building Operation	-	-	-	-	610	-	-	-	-	-	-	-	-	3,305	3,365
TOTAL GENERAL GOVERNMENT	-	-	1,755	1,280	1,680	1,760	-	1,460	-	-	1,710	1,610	-	57,963	69,213
ENVIRONMENT AND ENERGY CONSERVATION															
0101 Environment	-	-	-	-	-	-	-	-	-	-	-	-	-	375	375
TOTAL ENVIRONMENT AND ENERGY CONSERVATION	-	-	-	-	-	-	-	-	-	-	-	-	-	375	375
COMMUTER AND MOTORIST ASSISTANCE															
0406 Traveler Services	-	-	-	-	-	-	-	-	-	-	-	-	-	408	408
0702 Call Box System	-	-	-	-	-	-	-	-	-	-	-	-	-	826	826
0704 Freeway Patrol Service/State	-	-	-	-	-	-	-	-	-	-	-	-	-	3,061	3,061
TOTAL COMMUTER and MOTORIST ASSISTANCE	-	-	-	-	-	-	-	-	-	-	-	-	-	4,295	4,295
PLANNING and REGIONAL															
0110 Regional Planning	-	-	-	-	-	-	-	-	460	-	-	-	-	2,458	2,918
0203 Congestion Management	-	-	-	-	-	-	-	-	160	-	-	-	-	160	320
0206 Data Program Management	-	-	-	-	-	-	-	-	-	-	-	-	-	5,002	5,002
0404 Subregional Planning	-	-	-	-	-	-	-	-	850	-	-	-	-	2,480	3,330
0941 Min. Desert Planning and Project Development	-	-	-	-	-	-	-	-	250	-	-	-	-	30	280
TOTAL PLANNING and REGIONAL	-	-	-	-	-	-	-	-	1,720	-	-	-	-	10,330	11,850
COUNCIL OF GOVERNMENTS															
0511 Council of Governments	-	-	5	192	-	-	-	220	40	-	50	70	-	10,382	10,959
COUNCIL OF GOVERNMENTS	-	-	5	192	-	-	-	220	40	-	50	70	-	10,382	10,959
TRANSIT															
0309 Transit Operator Support	-	-	-	-	-	-	88	-	-	-	-	-	-	2,209	2,297
0310 Transit Allocations/Pass Throughs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0312 General Transit	306	-	-	-	-	-	950	-	-	-	-	-	-	6,910	8,166
0313 Transit Right of Way Management	144	-	-	-	-	-	88	-	-	-	-	-	-	3,243	3,475
0314 Transit Operations	24	-	-	-	-	-	176	-	-	-	-	-	-	1,218	1,418
0315 Transit Capital	1,286	-	-	-	-	-	440	-	-	-	-	-	-	215	1,941
0383 Vampool Program	-	-	-	-	-	-	18	-	-	-	-	-	-	450	468
TOTAL TRANSIT	1,760	-	-	-	-	-	1,360	-	-	-	-	-	-	14,245	17,765
PROJECT DELIVERY															
0815 Measure I Program Management	-	-	-	-	-	-	-	-	-	1,584	-	-	-	15,880	17,464
0820 Freeway Projects	-	-	-	-	-	-	-	-	-	88	-	-	-	88	88
0821 Toll Project Development	-	340	-	-	-	-	-	-	-	-	-	-	-	500	840
0830 Interchange Projects	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0840 Grade Separation Projects	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0860 Arterial Projects	-	-	-	-	-	-	-	-	-	88	-	-	-	190	278
TOTAL PROJECT DELIVERY	-	340	-	-	-	-	-	-	-	1,760	-	-	-	16,570	18,670
FUND ADMINISTRATION															
0500 Fund Administration	-	-	-	-	-	-	-	-	-	-	-	-	1,720	12,360	14,080
0550 Allocations/Pass Throughs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL FUND ADMINISTRATION	-	-	-	-	-	-	-	-	-	-	-	-	1,720	12,360	14,080
ENTERPRISE															
0750 Express Lanes Operation	-	1,420	-	288	-	-	-	-	-	-	-	-	-	5,752	7,460
TOTAL ENTERPRISE	-	1,420	-	288	-	-	-	-	-	-	-	-	-	5,752	7,460
FRINGE															
	320	320	320	440	400	320	320	480	520	360	320	520	360	25,116	30,116
GRAND TOTALS	2,080	2,080	2,080	2,200	2,080	2,080	2,080	2,160	2,280	2,120	2,080	2,200	2,080	157,188	184,788

* OTHER STAFF comprised of (87) FULL-TIME PROFESSIONAL STAFF; (2) PART-TIME.

Hourly Staff Utilization by Program

Fiscal Year 2024/2025 - 184,778 Hours

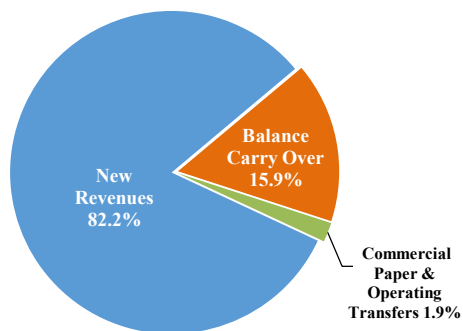


Budget Summary by Organization Type

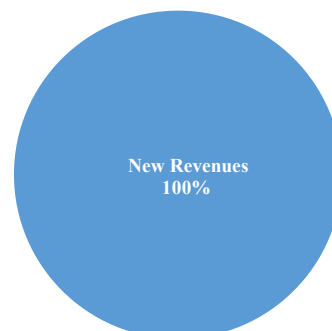
	County Transportation Authority	Council of Governments	Total
Revenues			
Sales Tax-MSI	251,900,000	-	251,900,000
Sales Tax-LTF	149,568,943	-	149,568,943
Intergovernmental	428,959,473	10,794,059	439,753,532
Charges for Services	52,223	-	52,223
Special Assessments	-	991,873	991,873
Investment Earnings	19,746,000	40,000	19,786,000
Express Lanes Fees And Charges	13,828,000	-	13,828,000
Miscellaneous	10,686,133	825,993	11,512,126
Total New Revenues	<u>874,740,772</u>	<u>12,651,925</u>	<u>887,392,697</u>
Balance Carry Over from Prior Years	<u>171,623,031</u>	<u>-</u>	<u>171,623,031</u>
Total Revenues and Carry Over Prior Years	<u>1,046,363,803</u>	<u>12,651,925</u>	<u>1,059,015,728</u>
Expenditures			
General Government	15,291,034	-	15,291,034
Environment and Energy Conservation	298,449	-	298,449
Commuter and Motorist Assistance	8,152,077	-	8,152,077
Planning and Regional	21,920,167	-	21,920,167
Council of Governments	-	5,617,687	5,617,687
Transit	420,417,827	-	420,417,827
Project Delivery	432,856,193	-	432,856,193
Fund Administration	137,888,778	-	137,888,778
Debt Service	12,413,850	-	12,413,850
Express Lanes Operations	17,906,865	-	17,906,865
Total Expenditures	<u>1,067,145,240</u>	<u>5,617,687</u>	<u>1,072,762,927</u>
Other Financing Sources			
Transfers In	133,587,869	-	133,587,869
Transfers Out	(132,806,432)	(781,437)	(133,587,869)
Commercial Paper (Short Term Borrowing)	20,000,000	-	20,000,000
Total Other Financing Sources	<u>20,781,437</u>	<u>(781,437)</u>	<u>20,000,000</u>
Total Expenditures and Other Financing Sources	<u>1,046,363,803</u>	<u>6,399,124</u>	<u>1,052,762,927</u>

Use of New Revenues vs. Use of Fund Balance

County Transportation Authority



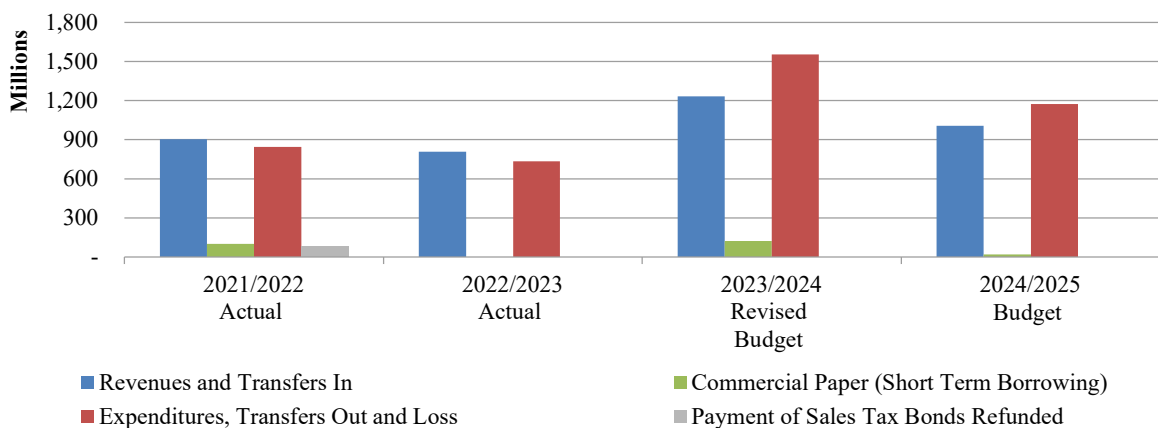
Council of Governments



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 was a new program and task created in the Fiscal Year 2023/2024.

Budget Summary - All Governmental Funds

	2021/2022	2022/2023	2023/2024	2024/2025
	Actual	Actual	Revised Budget	Budget
Revenues				
Sales Tax-MSI	252,227,715	257,469,981	257,000,000	251,900,000
Sales Tax-LTF	147,255,418	147,692,918	150,157,833	149,568,943
Intergovernmental	255,158,587	205,339,905	474,521,322	439,753,532
Charges for Services	573,523	1,013,353	270,500	52,223
Special Assessments	260,691	331,276	404,291	991,873
Investment Earnings	(9,184,448)	17,208,559	21,751,000	19,786,000
Miscellaneous	26,381,821	1,466,376	2,741,620	11,512,126
Total Revenues	672,673,307	630,522,368	906,846,566	873,564,697
Expenditures				
General Government	10,483,721	12,290,940	15,611,471	15,291,034
Environment and Energy Conservation	445,004	204,435	927,551	298,449
Commuter and Motorist Assistance	5,020,698	5,078,872	7,875,579	8,152,077
Planning and Regional	3,859,768	2,924,922	5,919,279	21,920,167
Council of Governments	-	115,551	1,691,533	5,603,657
Transit	136,074,830	218,600,169	419,347,900	420,417,827
Project Delivery	356,174,660	321,855,899	564,875,589	432,856,193
Fund Administration	75,088,776	97,585,488	162,394,829	137,888,778
Debt Service	87,575,168	13,256,163	111,983,420	12,413,850
Total Expenditures	674,722,625	671,912,441	1,290,627,151	1,054,842,032
Other Financing Sources				
Transfers In	230,133,894	176,637,970	325,417,257	133,587,869
Transfers Out	(168,982,577)	(61,491,259)	(262,587,475)	(118,233,071)
Gain (Loss) on Land Held for Resale	-	1,260,909	-	-
Commercial Paper (Short Term Borrowing)	26,352,000	-	25,000,000	20,000,000
Sales Tax Revenue Bonds Issued	60,050,000	-	96,352,000	-
Sales Tax Revenue Bonds Premium	13,108,295	-	-	-
Payment of Sales Tax Bonds	(78,399,819)	-	-	-
Total Other Financing Sources	82,261,793	116,407,620	184,181,782	35,354,798
Revenues Over (Under) Expenditures	80,212,476	75,017,547	(199,598,803)	(145,922,537)



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 United States 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	5,752,415	2,689,000	2,668,590	-	5,772,825
Local Transportation Fund - Admin	929,448	-	771,383	(76,561)	81,504
Local Transportation Fund - Planning	4,384,412	150,000	3,650,161	4,666,441	5,550,692
Local Transportation Article 3 - Bicycle/Pedestrian	-	-	301,630	301,630	-
Local Transportation Fund - Rail	-	-	37,667,630	37,667,630	-
State Transit Assistance Fund - Rail	-	-	29,395,981	29,395,981	-
State of Good Repair - SBCTA	-	-	2,505,811	2,505,811	-
Rail Assets	4,415,925	140,000	55,500	-	4,500,425
General Fund-Local/Other	120,494	-	-	-	120,494
Amtrak	1,196	12,000	12,000	-	1,196
Congestion Management Program	19,486	-	-	-	19,486
Modeling Fees	388	20,000	16,407	-	3,981
Loan Admin Fee	32,257	-	-	-	32,257
EV Charging Stations Fund	9,217	8,151	17,300	-	68
Indirect Fund	2,889,029	-	10,030,467	7,936,438	795,000
Total General Fund	<u>18,554,267</u>	<u>3,019,151</u>	<u>87,092,860</u>	<u>82,397,370</u>	<u>16,877,928</u>
Federal Fund					
Surface Transportation Program	-	57,328,163	57,328,163	-	-
Congestion Mitigation and Air Quality	-	21,137,264	21,137,264	-	-
Project National and Regional Significance	-	600,000	600,000	-	-
Active Transportation Program - Federal	-	1,820,043	1,820,043	-	-
Highway Bridge Program	-	39,403,065	39,403,065	-	-
Highway Infrastructure Program	-	10,412,330	10,412,330	-	-
Total Federal Fund	<u>-</u>	<u>130,700,865</u>	<u>130,700,865</u>	<u>-</u>	<u>-</u>
Federal Transit Administration Fund					
Federal Transit Administration 5307	-	659,692	659,692	-	-
Federal Transit Administration 5307 - CMAQ	-	5,883,035	5,883,035	-	-
Federal Transit Administration 5309	-	38,246,712	38,246,712	-	-
Total Federal Transit Administration Fund	<u>-</u>	<u>44,789,439</u>	<u>44,789,439</u>	<u>-</u>	<u>-</u>
State Fund					
Regional Improvement Program	-	22,249,548	22,249,548	-	-
State Highway Oper and Protection Program	-	7,166,000	7,166,000	-	-
Planning, Programming and Monitoring	-	1,495,000	1,495,000	-	-
Transit and Intercity Rail Capital Program	-	32,057,024	32,057,024	-	-
Total State Fund	<u>-</u>	<u>62,967,572</u>	<u>62,967,572</u>	<u>-</u>	<u>-</u>
Proposition 1B Fund					
Trade Corridor Improvement Fund-P1B	-	12,998	12,998	-	-
Total Proposition 1B Fund	<u>-</u>	<u>12,998</u>	<u>12,998</u>	<u>-</u>	<u>-</u>
Local Transportation Fund					
Local Transportation Fund - Pass-through	291,144,472	151,568,943	120,000,000	(44,811,525)	277,901,890
Total Local Transportation Fund	<u>291,144,472</u>	<u>151,568,943</u>	<u>120,000,000</u>	<u>(44,811,525)</u>	<u>277,901,890</u>
Note: Ending Fund Balance not adjusted by 10% Reserve of \$14,956,894 for Local Transportation Fund - Pass-through pg. 83.					
State Transit Assistance Fund					
State Transit Assistance Fund - Pass-through	115,762,241	26,893,318	20,513,660	(29,395,981)	92,745,918
State of Good Repair Fund - Pass-through	3,087,994	4,428,943	4,445,213	(2,505,811)	565,913
Total State Transit Assistance Fund	<u>118,850,235</u>	<u>31,322,261</u>	<u>24,958,873</u>	<u>(31,901,792)</u>	<u>93,311,831</u>
Note: Ending Fund Balance not adjusted by 10% Reserve of \$2,609,332 for State Transit Assistance Fund - Pass-through pg. 83.					

Budget Summary Changes in Fund Balances - Funding Sources

	Beginning Fund Balances	Revenues	Expenditures	Net Operating Transfers	Ending Fund Balances
Senate Bill 1 Fund					
Local Partnership Program-Formula-SB1	-	3,000,000	3,000,000	-	-
Freeway Service Patrol (SAFE)-SB1	-	1,431,379	1,431,379	-	-
Sustainable Communities Grants - SB1	-	400,000	400,000	-	-
Trade Corridor Enhancement Program - SB1	-	49,341,300	49,341,300	-	-
Solutions for Congested Corridors Program - SB1	-	37,343,567	37,343,567	-	-
Total Senate Bill 1 Fund	-	91,516,246	91,516,246	-	-
Measure I 1990-2010 Fund					
MSI 1990-Valley Fund-Major Projects	1,178,206	30,000	1,097,400	-	110,806
MSI 1990-Valley Fund-TMEE	2,284,071	70,000	906,000	-	1,448,071
Total Measure I 1990-2010 Fund	3,462,277	100,000	2,003,400	-	1,558,877
Measure I 2010-2040 Fund					
MSI Valley Fund-Freeway Projects	169,947,152	63,690,500	91,387,578	13,009,390	155,259,464
MSI Valley Fund-Fwy Interchange	34,868,599	24,341,200	95,227,656	16,212,379	(19,805,478)
MSI Valley Fund-Major Streets:					
Grade Separations	5,663,984	6,998,200	3,410,571	(4,786,785)	4,464,828
Arterials	173,094,783	32,792,800	31,514,450	(28,700)	174,344,433
MSI Valley Fund-Local Street	-	41,165,900	41,165,900	-	-
MSI Valley Fund-Metrolink/Rail Service	13,407,163	16,866,300	17,213,236	(1,478,387)	11,581,840
MSI Valley Fund-Express Bus//Rapid Trans	48,199,461	10,441,500	16,739,191	253,092	42,154,862
MSI Valley Fund-Senior/Disabled	25,143,825	17,316,300	26,466,300	-	15,993,825
MSI Valley Fund-Traffic Mgmt Sys	21,756,767	4,696,600	5,886,041	-	20,567,326
MSI Victor Valley Fund-Major Local Hwy	32,281,276	7,252,700	25,332,075	(1,677,937)	12,523,964
MSI Victor Valley Fund-Local Street	-	16,757,300	16,757,300	-	-
MSI Victor Valley Fund-Senior/Disabled	-	1,500,700	1,500,700	-	-
MSI Victor Valley Fund-Traffic Mgmt Sys	2,546,899	580,200	1,115,005	-	2,012,094
MSI North Desert Fund-Major Local Hwy	11,689,653	1,679,600	6,431,381	(59,945)	6,877,927
MSI North Desert Fund-Local Street	-	3,534,900	3,534,900	-	-
MSI North Desert Fund-Senior/Disabled	-	259,900	259,900	-	-
MSI North Desert Fund-Traffic Mgmt Sys	1,461,315	149,000	9,582	-	1,600,733
MSI Colorado River Fund-Major Local Hwy	501,647	126,400	500,000	7,772	135,819
MSI Colorado River Fund-Local Street	-	308,300	308,300	-	-
MSI Colorado River Fund-Senior/Disabled	-	22,700	22,700	-	-
MSI Colorado River Fund-Traffic Mgmt Sys	85,377	11,100	2,290	-	94,187
MSI Morongo Basin Fund-Major Local Hwy	4,126,656	895,600	1,187,560	(2,120)	3,832,576
MSI Morongo Basin Fund-Local Street	-	2,082,300	2,082,300	-	-
MSI Morongo Basin Fund-Senior/Disabled	-	153,100	153,100	-	-
MSI Morongo Basin Fund-Traffic Mgmt Sys	613,459	76,200	7,582	-	682,077
MSI Mountain Fund-Major Local Highway	4,338,394	791,800	4,388,340	(12,726)	729,128
MSI Mountain Fund-Local Street	-	1,827,400	1,827,400	-	-
MSI Mountain Fund-Senior/Disabled	-	134,400	134,400	-	-
MSI Mountain Fund-Traffic Mgmt Sys	403,102	64,700	11,165	-	456,637
MSI Cajon Pass Fund	27,564,968	8,039,400	10,000	(3,312,335)	32,282,033
Total Measure I 2010-2040 Fund	577,694,480	264,557,000	394,586,903	18,123,698	465,788,275
Note: Ending Fund Balance not adjusted by 20% Reserve of \$31,460,040 for Measure I Funds pg. 83.					
Debt Service Fund					
Sales Tax Revenue Note 2022A Fund	2,239,375	-	5,935,350	5,935,350	2,239,375
Sales Tax Revenue Bonds 2023A Fund	-	-	6,478,500	6,478,500	-
Total Debt Service Fund	2,239,375	-	12,413,850	12,413,850	2,239,375

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	-	50,068,111	49,568,091	-	500,020
Redlands Passenger Rail Project Fund	107,840	-	-	-	107,840
Victorville Project Fund	8,387,760	250,000	-	-	8,637,760
Victor Valley Project Fund	23,355,294	2,626,240	-	-	25,981,534
Commercial Paper (Short Term Borrowing) ⁽¹⁾	-	-	1,000,000	1,000,000	-
Valley Projects Fund	2,132,456	472,402	2,034,700	-	570,158
Valley Fwy Interchange Bond Fund	242	-	-	-	242
Cajon Pass Bond Fund	1,813	-	-	-	1,813
Total Capital Projects Fund	33,985,405	53,416,753	52,602,791	1,000,000	35,799,367
Nonmajor Governmental Fund					
Federal Railway Administration	-	5,807,433	5,807,433	-	-
Environmental Protection Agency	-	700,000	700,000	-	-
Low Carbon Transit Operations Program	2,412,632	2,015,132	397,500	-	4,030,264
Affordable Housing & Sustainable Communities	-	4,899,283	4,899,283	-	-
Climate Adaptation Planning	-	500,000	500,000	-	-
State of California Department Parks & Recreation	-	230,000	230,000	-	-
Active Transportation Program - State	-	200,000	200,000	-	-
Transit and Intercity Rail Capital Program-SB125	-	6,674,599	6,674,510	-	89
Zero Emission Transit Capital Program-SB125	-	31,444	31,165	-	279
SAFE-Vehicle Registration Fees	3,525,199	2,002,000	3,085,336	(1,085,366)	1,356,497
SAFE Reimbursement	169,745	46,745	128,000	-	88,490
Freeway Service Patrol	-	3,298,208	2,338,351	-	959,857
SCAQMD/Mobile Source Review Comm.	-	831,000	831,000	-	-
Electric Vehicle Charging Stations	12,213	12,213	-	-	24,426
General Assessment Dues	-	991,873	619,781	(372,092)	-
Property Assessed Clean Energy Fund	1,284,703	865,993	458,714	-	1,691,982
Greenhouse Gas Fund	22,616	-	21,632	-	984
COG Capital Projects	-	10,564,059	4,287,560	(409,345)	5,867,154
Total Nonmajor Governmental Fund	7,427,108	39,669,982	31,210,265	(1,866,803)	14,020,022
Express Lanes Operations Fund ⁽²⁾					
Interstate 10 Express Lanes	(232,516,936)	13,828,000	15,906,865	(15,354,798)	(249,950,599)
Interstate 15 Express Lanes	(4,387,418)	-	2,000,000	-	(6,387,418)
Total Enterprise Fund	(236,904,354)	13,828,000	17,906,865	(15,354,798)	(256,338,017)
Total Changes in Fund Balance	816,453,265	887,469,210	1,072,762,927	20,000,000	651,159,548

⁽¹⁾ Includes on the payment of interest related to commercial paper in Fiscal Year 2024/2025, principal will be paid in future years.

⁽²⁾ Enterprise Fund ending fund balance is negative due to transfer out to Freeway Measure I fund from loan proceeds of drawn down from United States Department of Transportation (USDOT) under the Transportation Infrastructure Finance and Innovation Act (TIFIA) for construction phase of the Interstate 10 Corridor Contract 1 Project and cash flow borrowing from Measure I Freeway Funds.

Explanation for Operating Transfers

	Transfers In	Transfers Out	Net Operating Transfers	Explanation for Operating Transfers
General Fund				
Operating Tsfr from LTF Fund	44,811,525	-		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	3,724,584	(262,132)		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	354,798	-		Transfer in to the Indirect Cost Fund from the Enterprise Fund to fund indirect expenditures.
Operating Tsfr from SGR Fund	2,505,811	-		Transfer in to State of Goods Repair (SGR) - SBCTA from - SGR Senate Bill 1 fund. Pass-through Fund to fund Metrolink capital and Transit Pass-through to transit agencies.
Operating Tsfr from Special Revenue Fund	1,866,803	-		Transfer in to the Indirect Cost Fund from SAFE and Council of Governments to fund indirect expenditures.
Operating Tsfr from STA Fund	29,395,981	-		Transfer in to STA Rail from STA - Pass-through Fund to support transit capital projects.
Operating Tsfr from and to General Fund	2,252,385	(2,252,385)		Transfer in to the Indirect cost fund from LTF planning fund. Transfer out to Measure I fund for prior year reimbursement of indirect expenditures.
General Fund Total	84,911,887	(2,514,517)	82,397,370	
Local Transportation Fund				
Operating Tsfr to General Fund	-	(44,811,525)		Transfer out from LTF - Pass-through Fund to LTF - Admin, LTF - Planning, LTF Bicycle/Pedestrian, LTF - Rail to fund the Transit activities and projects and the Indirect Cost Fund.
Local Transportation Fund Total	-	(44,811,525)	(44,811,525)	
State Transit Assistance Fund				
Operating Tsfr to General Fund	-	(31,901,792)		Transfer out from STA Fund to the General Fund to fund rail administrative activities, capital projects, and the Arrow Maintenance Facility improvements funded with SGR SBI.
State Transit Assistance Fund Total	-	(31,901,792)	(31,901,792)	
Capital Projects Fund				
Operating Tsfr from Measure I Fund	1,000,000	(20,000,000)		Transfer between Capital Projects Fund and Measure I Fund related to short term Commercial Paper financing, including interest.
Debt Service Fund Total	1,000,000	(20,000,000)	(19,000,000)	
Measure I 2010-2040 Fund				
Operating Tsfr to Capital Projects Fund	20,000,000	(1,000,000)		Transfer between Capital Projects Fund and Measure I Fund related to short term Commercial Paper financing.
Operating Tsfr to Proprietary Fund	15,000,000	-		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 Program.
Operating Tsfr to Debt Service Fund	-	(12,413,850)		Transfer out from Measure I to Debt Service Fund to pay for debt service obligations.
Operating Tsfr from and to General Fund	262,132	(3,724,584)		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	35,262,132	(17,138,434)	18,123,698	
Debt Service Fund				
Operating Tsfr from Measure I Fund	12,413,850	-		Transfer in to the Debt Service Fund from the Measure I Fund to pay for debt service obligations.
Debt Service Fund Total	12,413,850	-	12,413,850	
Nonmajor Governmental Funds				
Operating Tsfr to General Fund	-	(1,866,803)		Transfers out from SAFE Vehicle Registration Fee and Council of Governments funds to the General Fund to fund Indirect expenditures.
Nonmajor Governmental Funds Total	-	(1,866,803)	(1,866,803)	
Express Lanes Operations Funds				
Operating Tsfr to Measure I Fund	-	(15,000,000)		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 Program.
Express Lanes Operations Funds Total	-	(15,354,798)	(15,354,798)	
Operating Transfer Totals	133,587,869	(133,587,869)	-	

Explanation for Fund Balances Changes Over 10%

General Fund							
	Beginning Fund Balances	Revenues	Expenditures	Operating Transfers	Ending Fund Balances	Difference Between Beginning and Ending	Percent of Change
Local Transportation Fund - Admin	929,448	-	771,383	(76,561)	81,504	(847,944)	-91.23%
Local Transportation Fund - Planning	4,384,412	150,000	3,650,161	4,666,441	5,550,692	1,166,280	26.60%
Modeling Fees	388	20,000	16,407	-	3,981	3,593	926.03%
EV Charging Stations Fund	9,217	8,151	17,300	-	68	(9,149)	-99.26%
Indirect Fund	2,889,029	-	10,030,467	7,936,438	795,000	(2,094,029)	-72.48%
State Transit Assistance Fund							
State Transit Assistance Fund - Pass-through	115,762,241	26,893,318	20,513,660	(29,395,981)	92,745,918	(23,016,323)	-19.88%
State of Good Repair Fund - Pass-through	3,087,994	4,428,943	4,445,213	(2,505,811)	565,913	(2,522,081)	-81.67%
Measure 1 1990-2010 Fund							
MSI 1990-Valley Fund-Major Projects	1,178,206	30,000	1,097,400	-	110,806	(1,067,400)	-90.60%
MSI 1990-Valley Fund-TMEE	2,284,071	70,000	906,000	-	1,448,071	(836,000)	-36.60%
Measure 1 2010-2040 Fund							
MSI Valley Fund-Fwy Interchange	34,868,599	24,341,200	95,227,656	16,212,379	(19,805,478)	(54,674,077)	-156.80%
MSI Valley Fund-Major Streets/ Grade Separations	5,663,984	6,998,200	3,410,571	(4,786,785)	4,464,828	(1,199,156)	-21.17%
MSI Valley Fund-Metrolink/Rail Service	13,407,163	16,866,300	17,213,236	(1,478,387)	11,581,840	(1,825,323)	-13.61%
MSI Valley Fund-Express Bus/Rapid Trans	48,199,461	10,441,500	16,739,191	253,092	42,154,862	(6,044,599)	-12.54%
MSI Valley Fund-Senior/Disabled	25,143,825	17,316,300	26,466,300	-	15,993,825	(9,150,000)	-36.39%
MSI Victor Valley Fund-Major Local Hwy	32,281,276	7,252,700	25,332,075	(1,677,937)	12,523,964	(19,757,312)	-61.20%
MSI Victor Valley Fund-Traffic Mgmt Sys	2,546,899	580,200	1,115,005	-	2,012,094	(534,805)	-21.00%
MSI North Desert Fund-Major Local Hwy	11,689,653	1,679,600	6,431,381	(59,945)	6,877,927	(4,811,726)	-41.16%
MSI Colorado River Fund-Major Local Hwy	501,647	126,400	500,000	7,772	135,819	(365,828)	-72.93%
MSI Colorado River Fund-Traffic Mgmt Sys	85,377	11,100	2,290	-	94,187	8,810	10.32%
MSI Morongo Basin Fund-Traffic Mgmt Sys	613,459	76,200	7,582	-	682,077	68,618	11.19%
MSI Mountain Fund-Major Local Highway	4,338,394	791,800	4,388,340	(12,726)	729,128	(3,609,266)	-83.19%
MSI Mountain Fund-Traffic Mgmt Sys	403,102	64,700	11,165	-	456,637	53,535	13.28%
MSI Cajon Pass Fund	27,564,968	8,039,400	10,000	(3,312,335)	32,282,033	4,717,065	17.11%

	Explanation for change in Fund Balance over 10%
Estimated appropriations and transfers out exceed revenues for local transportation administration activities; thus a decrease in fund balance. Budgeted expenditures are recorded in the General Government, Regional and Subregional Planning, Transit, Project Delivery and Fund Administration Programs.	
Transfers in from the STA exceed appropriations for contributions; thus increasing fund balance. Budgeted expenditures are recorded in the General Government, Regional and Subregional Planning, Transit, and Fund Administration Programs.	
Appropriations exceed revenues for modeling fees; thus reducing fund balance to zero.	
Expenditures exceed revenues and excess will be covered by fund balance.	
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.	
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.	
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.	
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.	
Fund project expenditures covered by fund balance and new revenues	
Appropriations including transfers out for interchange projects exceed estimated revenues; thus fund balance is reduced. Use of fund balance is budgeted.	
Appropriations including transfers out exceed estimated revenues for grade separation projects; thus fund balance is reduced. Use of fund balance is budgeted.	
Estimated revenues exceed appropriations including transfers out for transit projects; thus fund balance is increased.	
Appropriations including transfers out exceed estimated revenues for transit projects; thus fund balance is reduced. Use of fund balance is budgeted.	
Appropriations including transfers out exceed estimated revenues for local pass-through; thus fund balance is reduced. Use of fund balance is budgeted.	
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.	
Fund project expenditures covered by fund balance and new revenues	
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.	
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.	
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.	
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.	
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.	
Estimated revenues exceed appropriations for traffic management in the Mountain Project area as there are no active major projects budgeted; thus fund balance is increased.	
Estimated revenues exceed appropriations for the Cajon Pass fund as there are no active major projects budgeted; thus fund balance is increased.	

Explanation for Fund Balances Changes Over 10%

	Beginning Fund Balances	Revenues	Expenditures	Operating Transfers	Ending Fund Balances	Difference Between Beginning and Ending	Percent of Change	Explanation for change in Fund Balance over 10%
Capital Projects Fund								
Victor Valley Project Fund	23,355,294	2,626,240	-	-	25,981,534	2,626,240	11.24%	Appropriations are not budgeted; thus estimated revenues increase fund balance.
Valley Projects Fund	2,132,456	472,402	2,034,700	-	570,158	(1,562,298)	-73.26%	Appropriations exceed estimated revenues; thus fund balance is reduced. Use of fund balance is budgeted.
Nonmajor Governmental Fund								
Low Carbon Transit Operations Program	2,412,632	2,015,132	397,500	-	4,030,264	1,617,632	67.05%	Estimated revenues exceed appropriations for the Low Carbon Operations Program; thus fund balance is increased.
SAFE-Vehicle Registration Fees	3,525,199	2,002,000	3,085,336	(1,085,366)	1,356,497	(2,168,702)	-61.52%	Appropriations including transfers exceed estimated revenues for SAFE activities. Use of fund balance is budgeted.
SAFE Reimbursement	169,745	46,745	128,000	-	88,490	(81,255)	-47.87%	Appropriations exceed estimated revenues; thus fund balance is reduced. Use of fund balance is budgeted.
Electric Vehicle Charging Stations	12,213	12,213	-	-	24,426	12,213	100.00%	Appropriations are not budgeted; thus estimated revenues increase fund balance.
Property Assessed Clean Energy Fund	1,284,703	865,993	458,714	-	1,691,982	407,279	31.70%	Appropriations exceed estimated revenue since fund balance is used for remaining PACE activity and Council of Governments projects. Use of fund balance is budgeted.
Greenhouse Gas Fund	22,616	-	21,632	-	984	(21,632)	-95.65%	Use of Fund Balance is being budgeted to cover salary costs, thus reducing fund balance to zero.
Express Lanes Operations Fund								
Interstate 15 Express Lanes	(4,387,418)	-	2,000,000	-	(6,387,418)	(2,000,000)	45.58%	No estimated revenues for the I-15 Express Lanes since operations have not commenced. The operating transfer is to Measure I-Freeway fund to fund the construction phase of the I-15 Corridor Contract 1 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

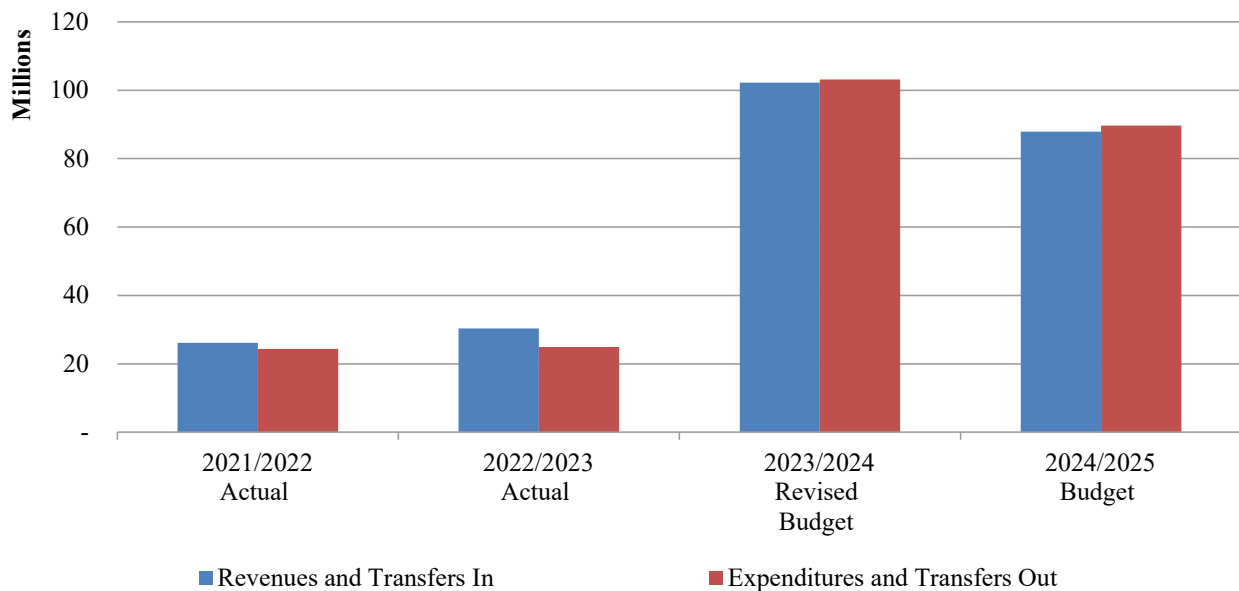
	General Fund	Special Revenue Fund (1)	Capital Projects Fund	Nonmajor Governmental Fund	Debt Service Fund	Express Lanes Operations Fund (2)	Total
Revenues							
Sales Tax-MSI	2,519,000	249,381,000	-	-	-	-	251,900,000
Sales Tax-LTF	-	149,568,943	-	-	-	-	149,568,943
Intergovernmental	-	361,169,381	41,603,924	36,980,227	-	-	439,753,532
Charges for Services	40,010	-	-	12,213	-	-	52,223
Special Assessments	-	-	-	991,873	-	-	991,873
Investment Earnings	460,000	18,116,000	1,065,000	145,000	-	-	19,786,000
Express Lanes Fees And Charges	-	-	-	-	-	13,828,000	13,828,000
Miscellaneous	141	-	10,671,316	840,669	-	-	11,512,126
Total Revenues	3,019,151	778,235,324	53,340,240	38,969,982	-	13,828,000	887,392,697
Expenditures							
General Government	13,907,509	1,192,535	75,000	115,990	-	-	15,291,034
Environment and Energy Conservation	-	298,449	-	-	-	-	298,449
Commuter and Motorist Assistance	-	2,717,368	-	5,434,709	-	-	8,152,077
Planning and Regional Council of Governments	1,553,616	12,957,226	6,708,337	700,988	-	-	21,920,167
Transit	-	-	-	5,617,687	-	-	5,617,687
Project Delivery	70,952,674	335,289,324	8,048,046	6,127,783	-	-	420,417,827
Fund Administration	309,967	396,884,518	35,661,708	-	-	-	432,856,193
Debt Service	444,094	135,409,984	2,034,700	-	-	-	137,888,778
Express Lanes Operations	-	-	-	-	12,413,850	-	12,413,850
Total Expenditures	87,167,860	884,749,404	52,527,791	17,997,157	12,413,850	17,906,865	1,072,762,927
Other Financing Sources							
Transfers In	84,911,887	35,262,132	1,000,000	-	12,413,850	-	133,587,869
Transfers Out	(2,514,517)	(93,851,751)	(20,000,000)	(1,866,803)	-	(15,354,798)	(133,587,869)
Commercial Paper (Short Term Borrowing)	-	-	20,000,000	-	-	-	20,000,000
Total Other Financing Sources	82,397,370	(58,589,619)	1,000,000	(1,866,803)	12,413,850	(15,354,798)	20,000,000
Revenues Over (Under) Expenditures	(1,751,339)	(165,103,699)	1,812,449	19,106,022	-	(19,433,663)	(165,370,230)

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 I Project.

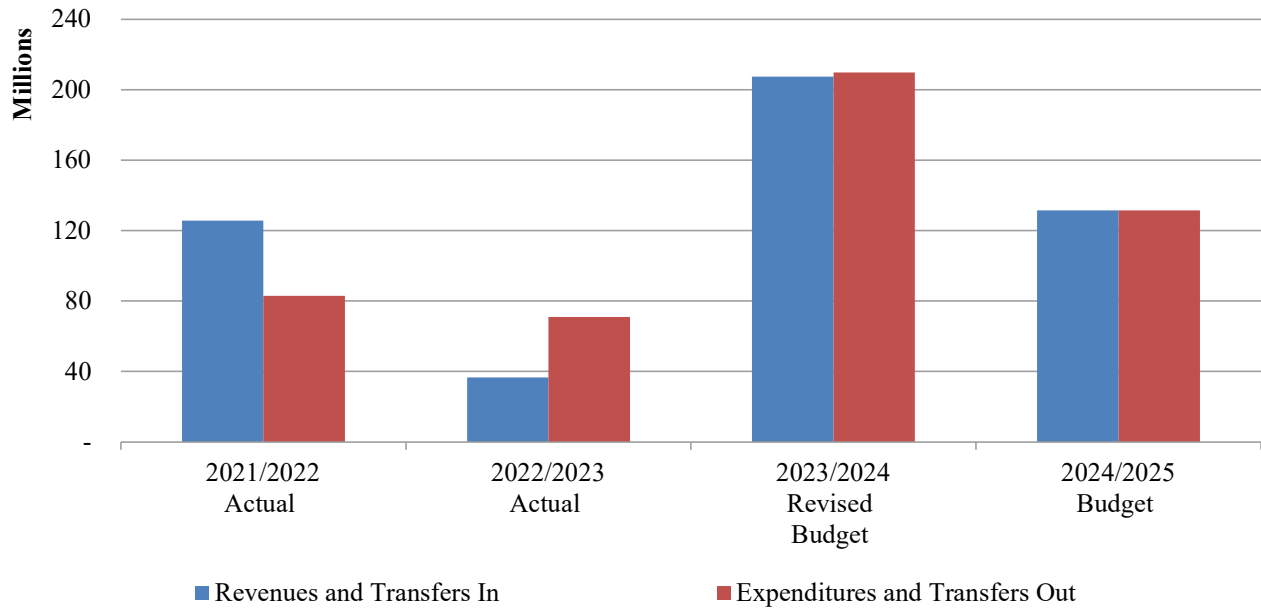
Budget Summary by Fund

	2021/2022	2022/2023	2023/2024	2024/2025
	Actual	Actual	Revised Budget	Budget
General Fund				
Revenues				
Sales Tax-MSI	2,522,277	2,574,700	2,570,000	2,519,000
Charges for Services	568,592	1,013,353	263,000	40,010
Investment Earnings	(122,204)	241,641	367,000	460,000
Miscellaneous	77	502,348	-	141
Total Revenues	<u>2,968,743</u>	<u>4,332,042</u>	<u>3,200,000</u>	<u>3,019,151</u>
Expenditures				
General Government	9,389,154	11,115,659	14,226,861	13,907,509
Environment and Energy Conservation	143	13,430	-	-
Planning and Regional	539,462	718,757	1,496,648	1,553,616
Transit	12,976,131	12,530,785	85,875,398	70,952,674
Project Delivery	23	-	441,697	309,967
Fund Administration	363,452	519,938	692,162	444,094
Total Expenditures	<u>23,268,365</u>	<u>24,898,569</u>	<u>102,732,766</u>	<u>87,167,860</u>
Other Financing Sources				
Transfers In	23,224,738	24,801,015	99,002,219	84,911,887
Transfers Out	(1,137,522)	-	(431,940)	(2,514,517)
Gain (Loss) on Land Held for Resale	-	1,260,743	-	-
Total Other Financing Sources	<u>22,087,216</u>	<u>26,061,758</u>	<u>98,570,279</u>	<u>82,397,370</u>
Revenues Over (Under) Expenditures	<u>1,787,595</u>	<u>5,495,231</u>	<u>(962,487)</u>	<u>(1,751,339)</u>



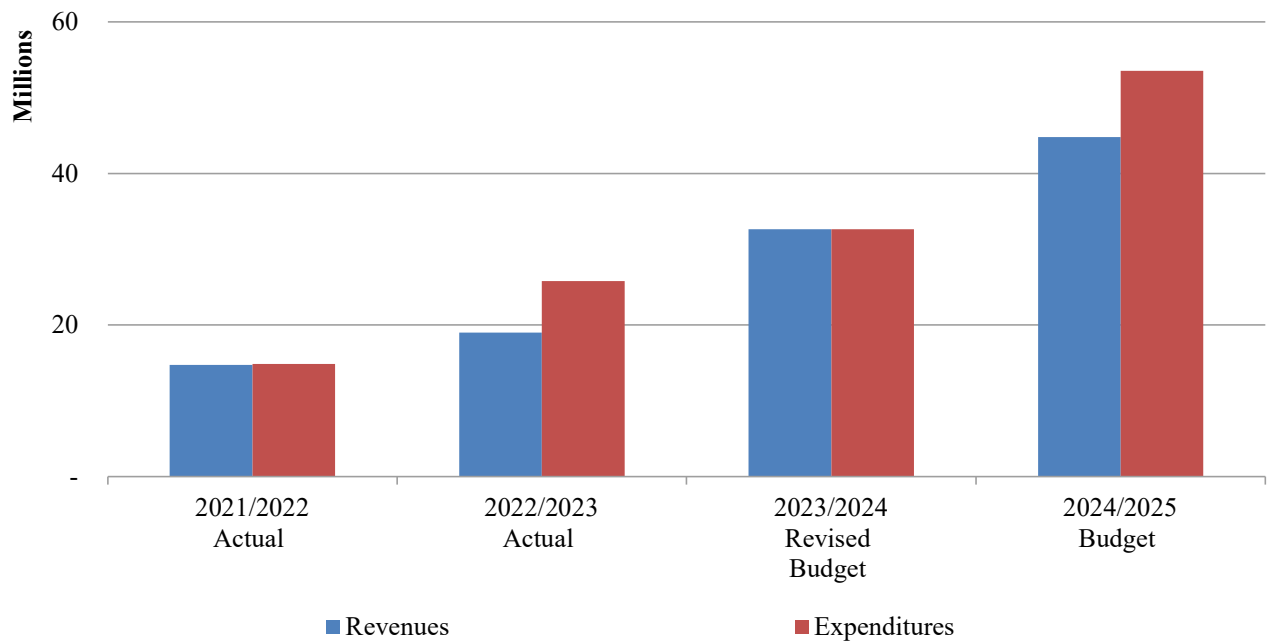
Budget Summary by Fund

	2021/2022	2022/2023	2023/2024	2024/2025
	Actual	Actual	Revised Budget	Budget
Federal Fund				
Revenues				
Intergovernmental	76,349,051	35,783,822	179,943,595	131,400,865
Investment Earnings	13,729	94,185	2,546,000	-
Miscellaneous	22,896,898	735,078	-	-
Total Revenues	<u>99,259,678</u>	<u>36,613,086</u>	<u>182,489,595</u>	<u>131,400,865</u>
Expenditures				
Planning and Regional	-	-	1,000,000	700,000
Transit	1,145,986	1,474,613	1,686,932	2,363,732
Project Delivery	<u>50,210,648</u>	<u>48,120,044</u>	<u>179,802,663</u>	<u>128,337,133</u>
Total Expenditures	<u>51,356,634</u>	<u>49,594,658</u>	<u>182,489,595</u>	<u>131,400,865</u>
Other Financing Sources				
Transfers In	26,386,268	-	25,000,000	-
Transfers Out	<u>(31,558,145)</u>	<u>(21,459,417)</u>	<u>(27,219,179)</u>	<u>-</u>
Total Other Financing Sources	<u>(5,171,877)</u>	<u>(21,459,417)</u>	<u>(2,219,179)</u>	<u>-</u>
Revenues Over (Under) Expenditures	<u>42,731,167</u>	<u>(34,440,989)</u>	<u>(2,219,179)</u>	<u>-</u>



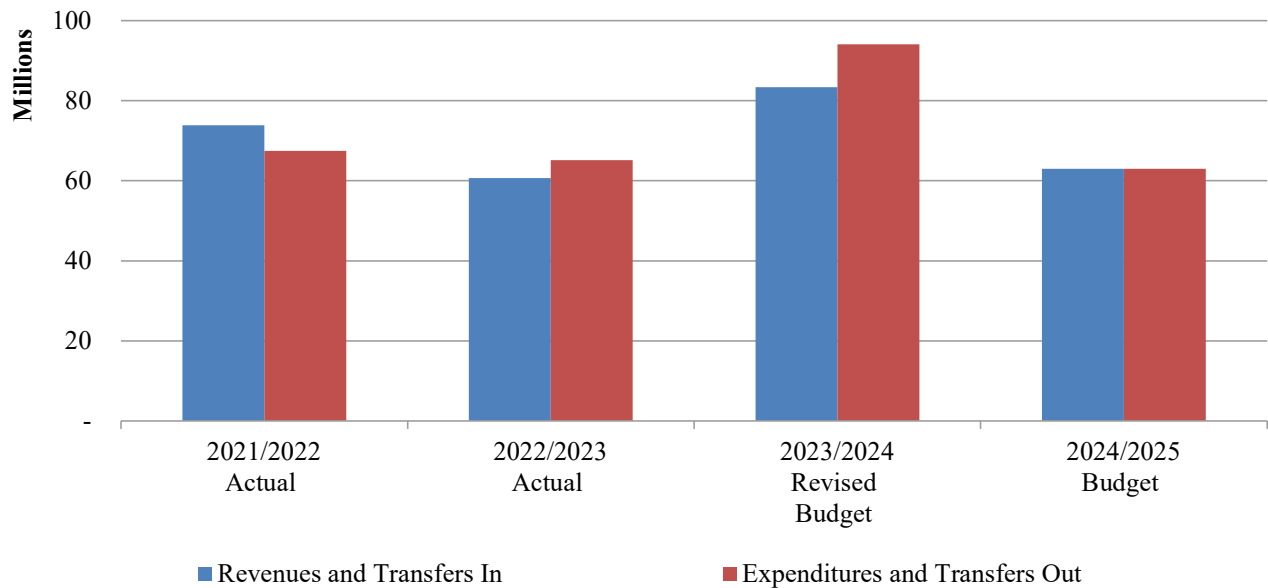
Budget Summary by Fund

	2021/2022	2022/2023	2023/2024	2024/2025
	Actual	Actual	Revised Budget	Budget
Federal Transit Administration Fund				
Revenues				
Intergovernmental	14,741,619	19,011,731	32,625,062	44,789,439
Investment Earnings	7,526	-	-	-
Total Revenues	<u>14,749,146</u>	<u>19,011,731</u>	<u>32,625,062</u>	<u>44,789,439</u>
Expenditures				
Transit	<u>14,868,192</u>	<u>25,810,829</u>	<u>32,625,062</u>	<u>53,549,524</u>
Total Expenditures	<u>14,868,192</u>	<u>25,810,829</u>	<u>32,625,062</u>	<u>53,549,524</u>
Revenues Over (Under) Expenditures	<u>(119,046)</u>	<u>(6,799,099)</u>	<u>-</u>	<u>(8,760,085)</u>



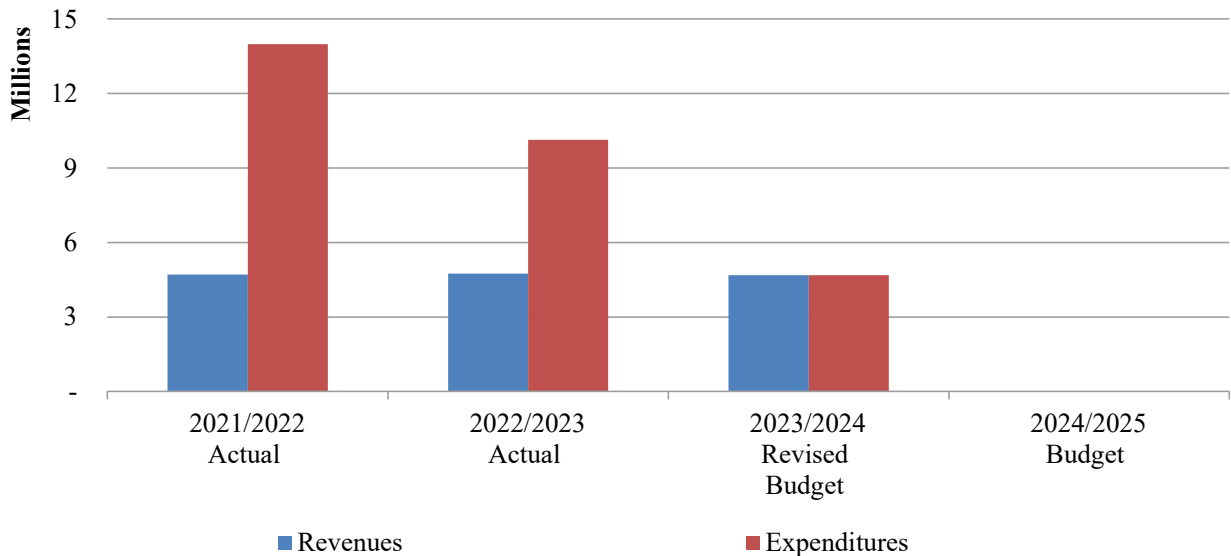
Budget Summary by Fund

	2021/2022	2022/2023	2023/2024	2024/2025
	Actual	Actual	Revised Budget	Budget
State Fund				
Revenues				
Intergovernmental	73,825,933	60,679,247	83,359,106	62,967,572
Total Revenues	73,825,933	60,679,247	83,359,106	62,967,572
Expenditures				
General Government	142	244	10,132	4,601
Planning and Regional	336,352	258,181	270,774	491,374
Transit	4,861,202	5,043,315	20,190,580	32,057,024
Project Delivery	61,378,188	59,029,734	72,783,753	29,415,548
Fund Administration	731,506	809,576	787,094	999,025
Total Expenditures	67,307,390	65,141,049	94,042,333	62,967,572
Other Financing Sources				
Transfers In	41,135	-	-	-
Transfers Out	(120,570)	-	-	-
Total Other Financing Sources	(79,435)	-	-	-
Revenues Over (Under) Expenditures	6,439,108	(4,461,803)	(10,683,227)	-



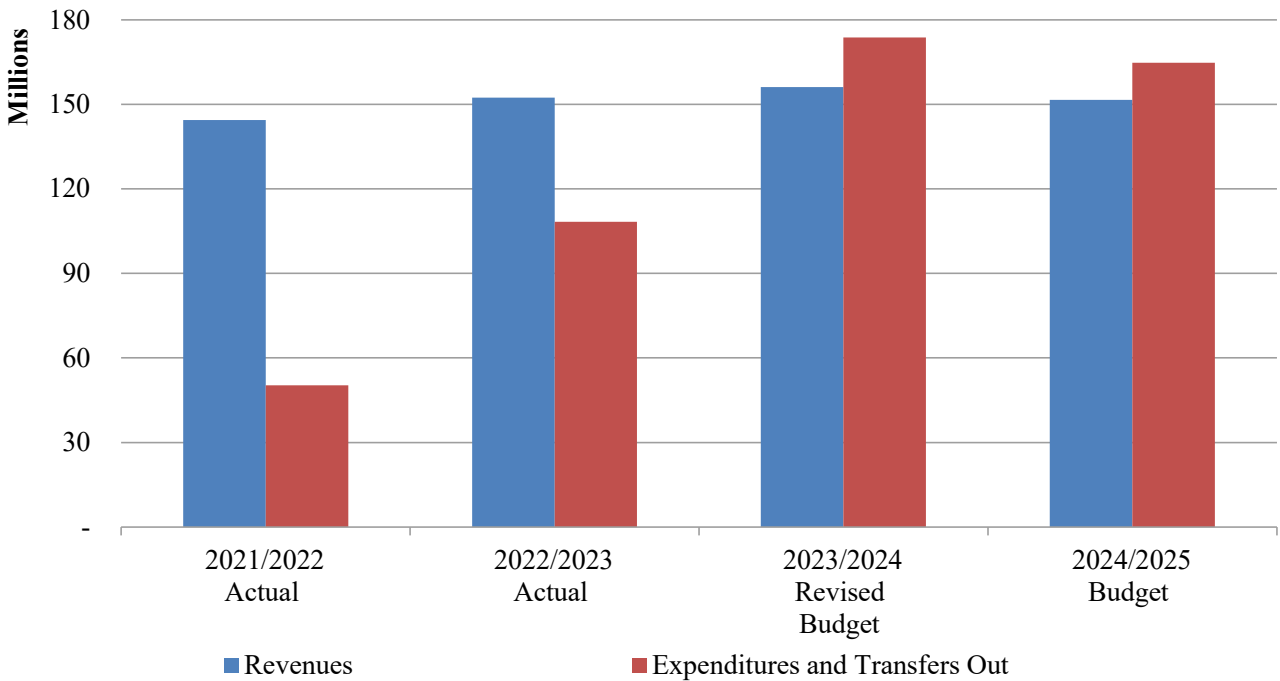
Budget Summary by Fund

	2021/2022	2022/2023	2023/2024	2024/2025
	Actual	Actual	Revised Budget	Budget
Proposition 1B Fund				
Revenues				
Intergovernmental	4,569,482	2,922,737	4,677,540	12,998
Investment Earnings	136,852	14,642	-	-
Total Revenues	4,706,334	2,937,379	4,677,540	12,998
Expenditures				
Transit	9,456,501	7,211,656	-	-
Project Delivery	4,529,482	2,922,737	4,677,540	12,998
Total Expenditures	13,985,983	10,134,393	4,677,540	12,998
Other Financing Sources				
Transfers In	-	1,805,948	-	-
Total Other Financing Sources	-	1,805,948	-	-
Revenues Over (Under) Expenditures	(9,279,649)	(5,391,067)	-	-



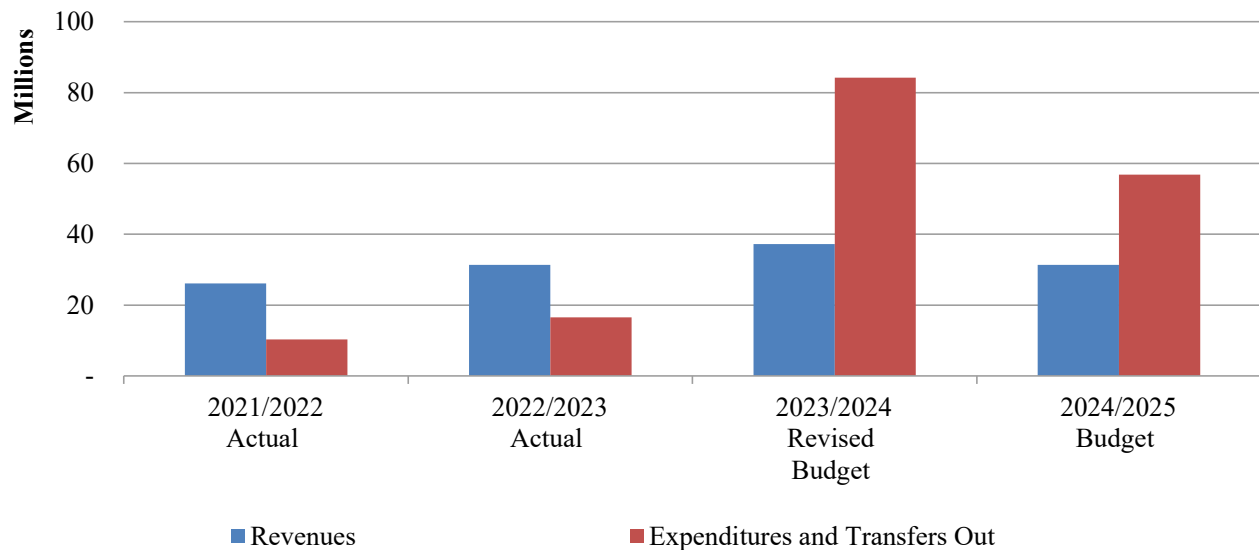
Budget Summary by Fund

	2021/2022	2022/2023	2023/2024	2024/2025
	Actual	Actual	Revised Budget	Budget
Local Transportation Fund				
Revenues				
Sales Tax-LTF	147,255,418	147,692,918	150,157,833	149,568,943
Investment Earnings	(2,777,180)	4,716,532	6,000,000	2,000,000
Total Revenues	<u>144,478,239</u>	<u>152,409,450</u>	<u>156,157,833</u>	<u>151,568,943</u>
Expenditures				
Transit	<u>40,097,652</u>	<u>90,191,590</u>	<u>139,640,000</u>	<u>120,000,000</u>
Total Expenditures	<u>40,097,652</u>	<u>90,191,590</u>	<u>139,640,000</u>	<u>120,000,000</u>
Other Financing Sources				
Transfers Out	<u>(10,152,909)</u>	<u>(18,188,827)</u>	<u>(34,151,952)</u>	<u>(44,811,525)</u>
Total Other Financing Sources	<u>(10,152,909)</u>	<u>(18,188,827)</u>	<u>(34,151,952)</u>	<u>(44,811,525)</u>
Revenues Over (Under) Expenditures	<u>94,227,678</u>	<u>44,029,033</u>	<u>(17,634,119)</u>	<u>(13,242,582)</u>



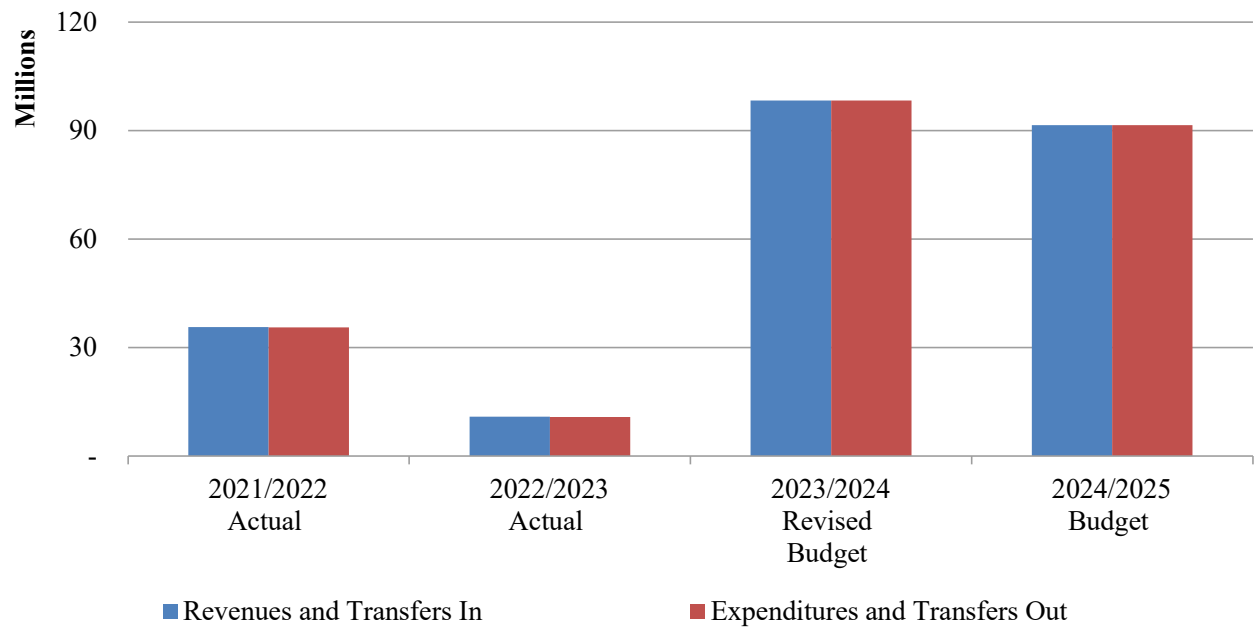
Budget Summary by Fund

	2021/2022	2022/2023	2023/2024	2024/2025
	Actual	Actual	Revised Budget	Budget
State Transit Assistance Fund				
Revenues				
Intergovernmental	27,738,083	29,166,205	34,688,509	30,482,261
Investment Earnings	(1,621,116)	2,159,601	2,513,000	840,000
Total Revenues	<u>26,116,968</u>	<u>31,325,807</u>	<u>37,201,509</u>	<u>31,322,261</u>
Expenditures				
Transit	<u>4,495,379</u>	<u>16,558,006</u>	<u>27,324,081</u>	<u>24,958,873</u>
Total Expenditures	<u>4,495,379</u>	<u>16,558,006</u>	<u>27,324,081</u>	<u>24,958,873</u>
Other Financing Sources				
Transfers Out	<u>(5,812,340)</u>	<u>-</u>	<u>(56,892,617)</u>	<u>(31,901,792)</u>
Total Other Financing Sources	<u>(5,812,340)</u>	<u>-</u>	<u>(56,892,617)</u>	<u>(31,901,792)</u>
Revenues Over (Under) Expenditures	<u>15,809,248</u>	<u>14,767,801</u>	<u>(47,015,189)</u>	<u>(25,538,404)</u>



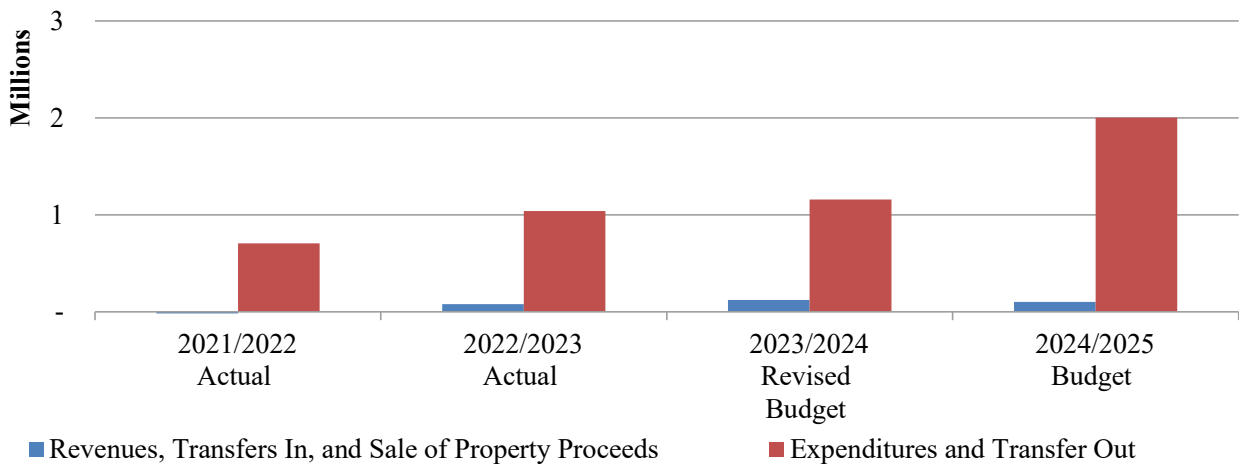
Budget Summary by Fund

	2021/2022	2022/2023	2023/2024	2024/2025
	Actual	Actual	Revised Budget	Budget
Senate Bill 1 Fund				
Revenues				
Intergovernmental	35,492,900	10,907,124	98,341,150	91,516,246
Total Revenues	35,492,900	10,907,124	98,341,150	91,516,246
Expenditures				
Commuter and Motorist Assistance	1,283,470	1,441,908	2,576,431	1,431,379
Planning and Regional	471,931	355,928	550,000	10,400,000
Transit	-	-	47,979,494	37,343,567
Project Delivery	33,807,648	9,059,851	47,235,225	42,341,300
Total Expenditures	35,563,049	10,857,687	98,341,150	91,516,246
Other Financing Sources				
Transfers in	144,373	-	-	-
Transfers Out	(5,583)	-	-	-
Total Other Financing Sources	138,790	-	-	-
Revenues Over (Under) Expenditures	68,641	49,437	-	-



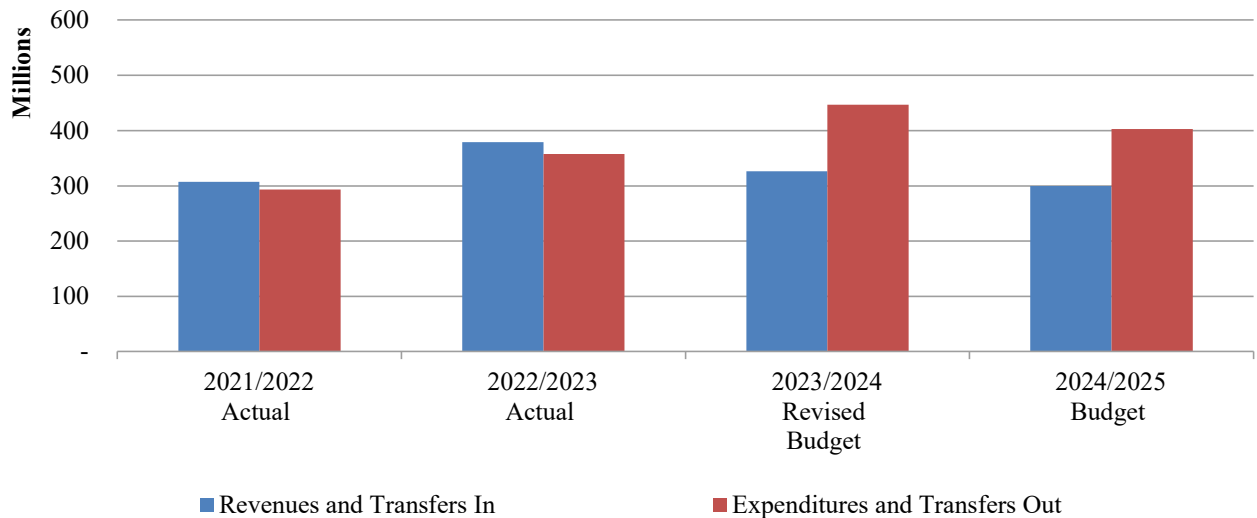
Budget Summary by Fund

	2021/2022	2022/2023	2023/2024	2024/2025
	Actual	Actual	Revised Budget	Budget
Measure I 1990-2010 Fund				
Revenues				
Investment Earnings	(48,554)	77,824	121,000	100,000
Total Revenues	<u>(48,554)</u>	<u>77,824</u>	<u>121,000</u>	<u>100,000</u>
Expenditures				
Environment and Energy Conservation	58	-	-	-
Commuter and Motorist Assistance	60,265	-	-	-
Project Delivery	643,278	1,039,612	1,156,040	2,003,400
Total Expenditures	<u>703,602</u>	<u>1,039,612</u>	<u>1,156,040</u>	<u>2,003,400</u>
Other Financing Sources				
Transfers In	19,620	-	-	-
Transfers Out	(19,620)	-	-	-
Sale of Property Proceeds	-	35	-	-
Total Other Financing Sources	<u>-</u>	<u>35</u>	<u>-</u>	<u>-</u>
Revenues Over (Under) Expenditures	<u>(752,155)</u>	<u>(961,753)</u>	<u>(1,035,040)</u>	<u>(1,903,400)</u>



Budget Summary by Fund

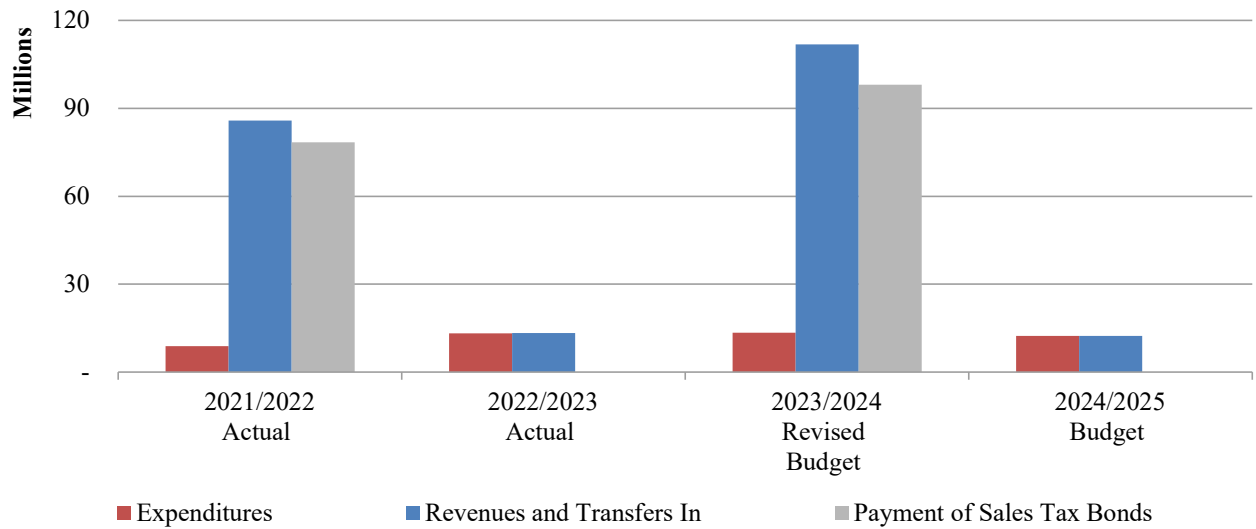
	2021/2022	2022/2023	2023/2024	
	Actual	Actual	Revised Budget	2024/2025 Budget
Measure I 2010-2040 Fund				
Revenues				
Sales Tax-MSI	249,705,438	254,895,282	254,430,000	249,381,000
Investment Earnings	(4,590,830)	8,961,763	9,149,000	15,176,000
Total Revenues	<u>245,114,608</u>	<u>263,857,045</u>	<u>263,579,000</u>	<u>264,557,000</u>
Expenditures				
General Government	670,431	881,157	1,265,700	1,182,571
Environment and Energy Conservation	109,662	34,048	270,051	298,449
Commuter and Motorist Assistance	426,302	183,259	904,784	1,285,989
Planning and Regional	796,742	1,020,998	1,359,037	1,365,852
Transit	40,438,655	55,822,059	59,640,893	55,688,811
Project Delivery	157,274,139	182,684,939	204,206,341	191,598,239
Fund Administration	73,993,819	96,255,974	159,288,275	134,406,907
Total Expenditures	<u>273,709,749</u>	<u>336,882,434</u>	<u>426,935,081</u>	<u>385,826,818</u>
Other Financing Sources				
Transfers In	62,363,124	115,232,322	62,662,439	35,262,132
Transfers Out	(19,879,672)	(20,965,542)	(19,835,366)	(17,138,434)
Total Other Financing Sources	<u>42,483,453</u>	<u>94,266,780</u>	<u>42,827,073</u>	<u>18,123,698</u>
Revenues Over (Under) Expenditures	<u>13,888,311</u>	<u>21,241,390</u>	<u>(120,529,008)</u>	<u>(103,146,120)</u>



Note: Sales Tax - MSI is net of the one percent for Measure I Administration that is accounted for in the General Fund. Transfers In for Fiscal Years 2021/2022 and 2022/2023 includes a transfer from the Enterprise Fund for a draw down on the loan from the US Department of Transportation (USDOT) under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.

Budget Summary by Fund

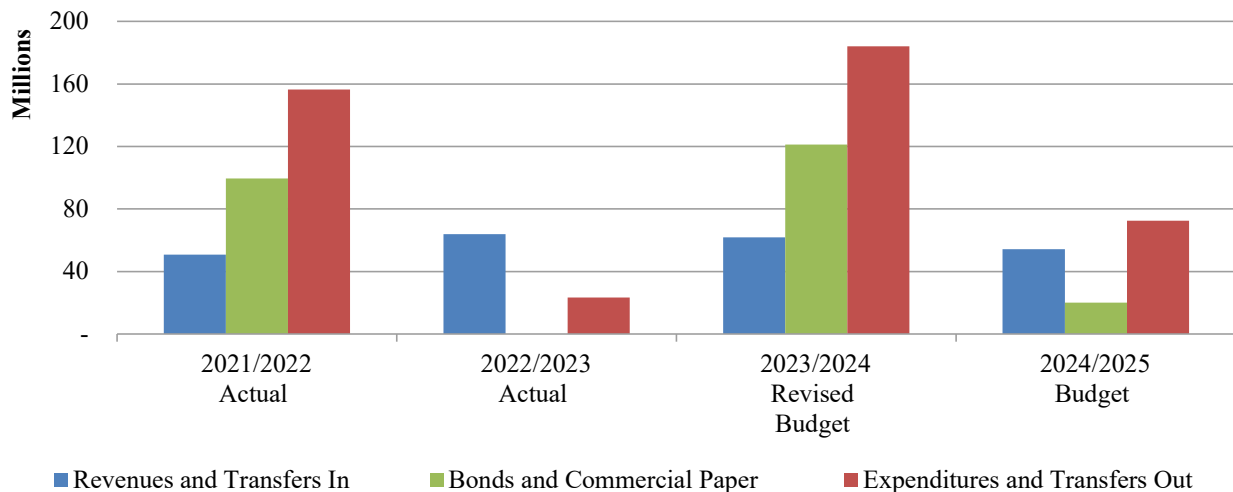
	2021/2022 Actual	2022/2023 Actual	2023/2024 Revised Budget	2024/2025 Budget
Debt Service Fund				
Revenues				
Investment Earnings	473	125,004	303,000	-
Total Revenues	473	125,004	303,000	-
Expenditures				
Debt Service	8,844,181	13,256,163	13,418,420	12,413,850
Total Expenditures	8,844,181	13,256,163	13,418,420	12,413,850
Other Financing Sources				
Transfers In	85,840,425	13,256,163	111,533,420	12,413,850
Payment of Sales Tax Bonds	(78,399,819)	-	(98,115,000)	-
Total Other Financing Sources	7,440,606	13,256,163	13,418,420	12,413,850
Revenues Over (Under) Expenditures	(1,403,102)	125,004	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.

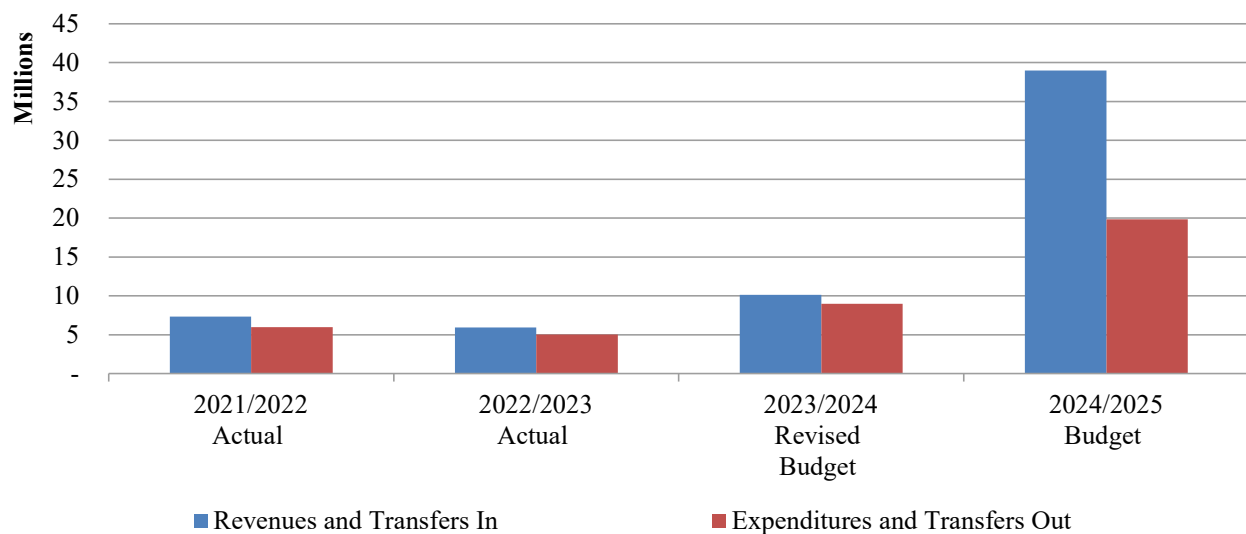
Budget Summary by Fund

	2021/2022	2022/2023	2023/2024	
	Actual	Actual	Revised Budget	2024/2025 Budget
Capital Projects Fund				
Revenues				
Intergovernmental	15,519,567	41,482,637	31,346,757	41,603,924
Investment Earnings	(129,665)	660,497	609,000	1,065,000
Miscellaneous	3,274,959	150,486	2,695,900	10,671,316
Total Revenues	18,664,861	42,293,619	34,651,657	53,340,240
Expenditures				
General Government	-	-	-	75,000
Environment and Energy Conservation	-	84,148	657,500	-
Commuter and Motorist Assistance	56,319	368,748	1,079,349	-
Planning and Regional	16,199	47,358	301,255	6,708,337
Transit	7,735,132	3,904,096	2,372,760	8,048,046
Project Delivery	48,331,254	18,998,982	54,572,330	35,661,708
Fund Administration	-	-	1,627,298	2,034,700
Debt Service	331,168	-	450,000	-
Total Expenditures	56,470,072	23,403,332	61,060,492	52,527,791
Other Financing Sources				
Transfer In	32,108,523	21,535,279	27,219,179	1,000,000
Transfers Out	(99,957,560)	(12)	(123,140,000)	(20,000,000)
Commercial Paper (Short Term Borrowing)	26,352,000	-	25,000,000	20,000,000
Sales Tax Revenue Bonds Issued	60,050,000	-	81,880,000	-
Sales Tax Revenue Bonds Premium	13,108,295	-	14,472,000	-
Total Other Financing Sources	31,661,259	21,535,267	25,431,179	1,000,000
Revenues Over (Under) Expenditures	(6,143,952)	40,425,554	(977,656)	1,812,449



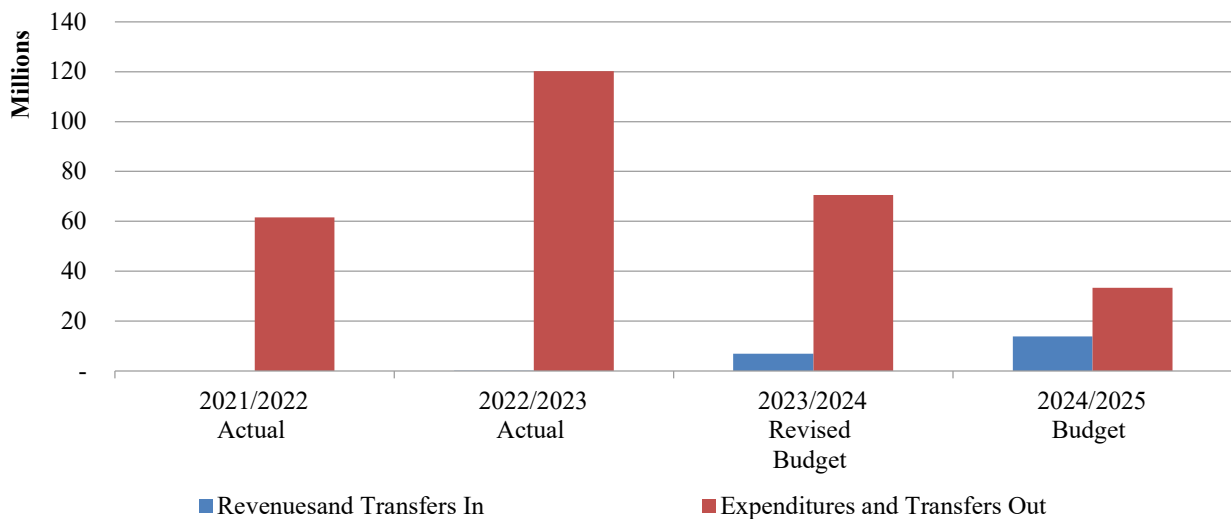
Budget Summary by Fund

	2021/2022	2022/2023	2023/2024	2024/2025
	Actual	Actual	Revised Budget	Budget
Nonmajor Governmental Fund				
Revenues				
Intergovernmental	6,921,952	5,386,402	9,539,603	36,980,227
Charges for Services	4,931	-	7,500	12,213
Special Assessments	260,691	331,276	404,291	991,873
Investment Earnings	(53,482)	156,871	143,000	145,000
Miscellaneous	209,887	78,464	45,720	840,669
Total Revenues	<u>7,343,978</u>	<u>5,953,013</u>	<u>10,140,114</u>	<u>38,969,982</u>
Expenditures				
General Government	423,994	293,881	108,778	130,020
Environment and Energy Conservation	335,141	72,810	-	-
Commuter and Motorist Assistance	3,194,342	3,084,958	3,315,015	5,434,709
Planning and Regional	1,699,082	523,700	941,565	700,988
Council of Governments	-	115,551	1,691,533	5,603,657
Transit	-	53,221	2,012,700	6,127,783
Total Expenditures	<u>5,652,558</u>	<u>4,144,120</u>	<u>8,069,591</u>	<u>17,997,157</u>
Other Financing Sources				
Transfers In	5,688	7,375	-	-
Transfers Out	(338,656)	(877,460)	(916,421)	(1,866,803)
Total Other Financing Sources	<u>(332,968)</u>	<u>(870,085)</u>	<u>(916,421)</u>	<u>(1,866,803)</u>
Revenues Over (Under) Expenditures	<u>1,358,452</u>	<u>938,807</u>	<u>1,154,102</u>	<u>19,106,022</u>



Budget Summary by Fund

	2021/2022	2022/2023	2023/2024	2024/2025
	Actual	Actual	Revised Budget	Budget
Enterprise Fund				
Revenues				
Express Lanes Fees And Charges	-	-	6,914,000	13,828,000
Total Revenues	-	-	6,914,000	13,828,000
Expenditures				
Express Lanes Operations	350,667	5,039,710	7,933,045	17,906,865
Total Expenditures	350,667	5,039,710	7,933,045	17,906,865
Other Financing Sources				
Transfers In	-	85,542	-	-
Transfers Out	(61,157,771)	(115,232,253)	(62,554,782)	(15,354,798)
Total Other Financing Sources	(61,157,771)	(115,146,711)	(62,554,782)	(15,354,798)
Revenues Over (Under) Expenditures	(61,508,438)	(120,186,421)	(63,573,827)	(19,433,663)



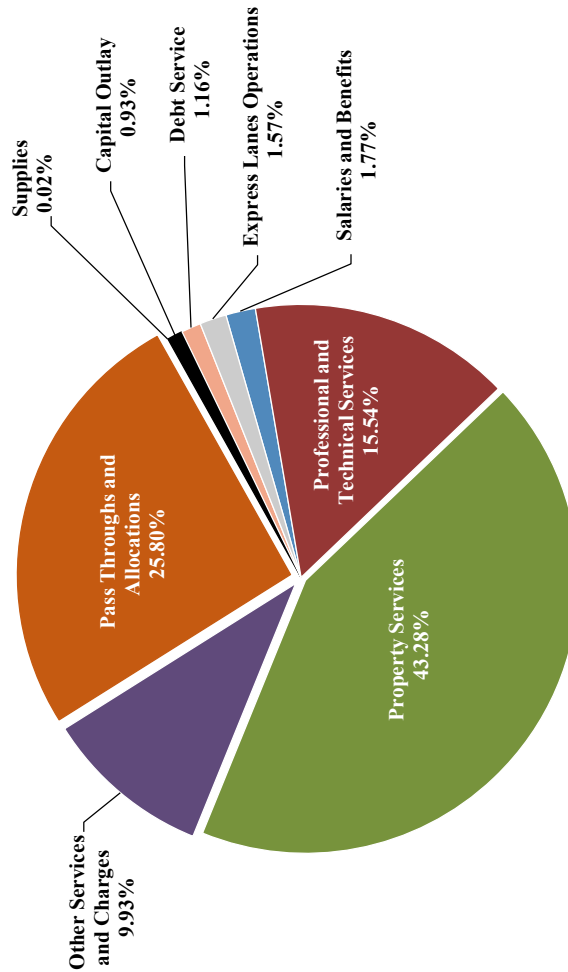
Note: Estimated expenditures are budgeted for Fiscal Year 2021/2022, 2022/2023, and 2023/2024 account for interest before operations commence. Transfers out are included in the budget to Measure I-Freeway program from the draw down of Transportation Infrastructure Finance and Innovation Act (TIFIA) program loan proceeds. Toll operations on the Interstate 10 Express Lanes is expected to commence in mid 2024. SBCTA is planning to draw down on the loan from the United States Department of Transportation (USDOT) under TIFIA program for \$15 million for Fiscal Year 2024/2025. The loan payable to TIFIA will be recorded as a liability on the balance sheet of the Enterprise Fund to be repaid from express lanes 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	8,027,195	3,193,782	1,202,028	1,218,686	-	139,039	1,510,304	-	-	15,291,034
Environment and Energy Conservation	40,435	134,184	450	122,855	-	525	-	-	-	298,449
Commuter and Motorist Assistance	408,715	6,486,342	800,720	425,850	-	10,450	20,000	-	-	8,152,077
Planning and Regional	1,499,328	9,922,239	-	10,490,300	-	1,800	6,500	-	-	21,920,167
Council of Governments	1,355,862	4,081,315	-	176,476	-	4,034	-	-	-	5,617,687
Transit	2,341,048	64,372,680	113,403,453	91,417,844	140,513,660	4,875	8,364,267	-	-	420,417,827
Project Delivery	2,666,917	78,565,969	348,933,248	2,598,559	-	11,500	80,000	-	-	432,856,193
Fund Administration	1,597,242	-	-	31,500	136,257,886	2,150	-	-	-	137,888,778
Debt Service	-	-	-	-	-	-	-	12,413,850	-	12,413,850
Express Lanes Operations	-	-	-	-	-	-	-	-	16,894,359	16,894,359
Total Expenditures	18,949,248	166,756,512	464,339,899	106,482,070	276,771,546	174,373	9,981,071	12,413,850	16,894,359	1,072,762,927

* Property Services include construction and right of way among other expenses (see pg 323-324 Object Category List for more detail).

**Operating budget is \$62,908,385.



Revenue Overview

Anticipated new revenue for Fiscal Year 2024/2025 is projected at \$907,392,697, which includes \$20,000,000 of Commercial Paper. 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, Modeling Fees, 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, Federal Transit Administration (FTA), State, 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 2022A and 2023A Sale Tax Revenue Bond Funds.

Enterprise Fund include express lanes revenue which will commence in mid 2024 for the I-10 Corridor Contract 1 Project.

Measure I Sales Tax

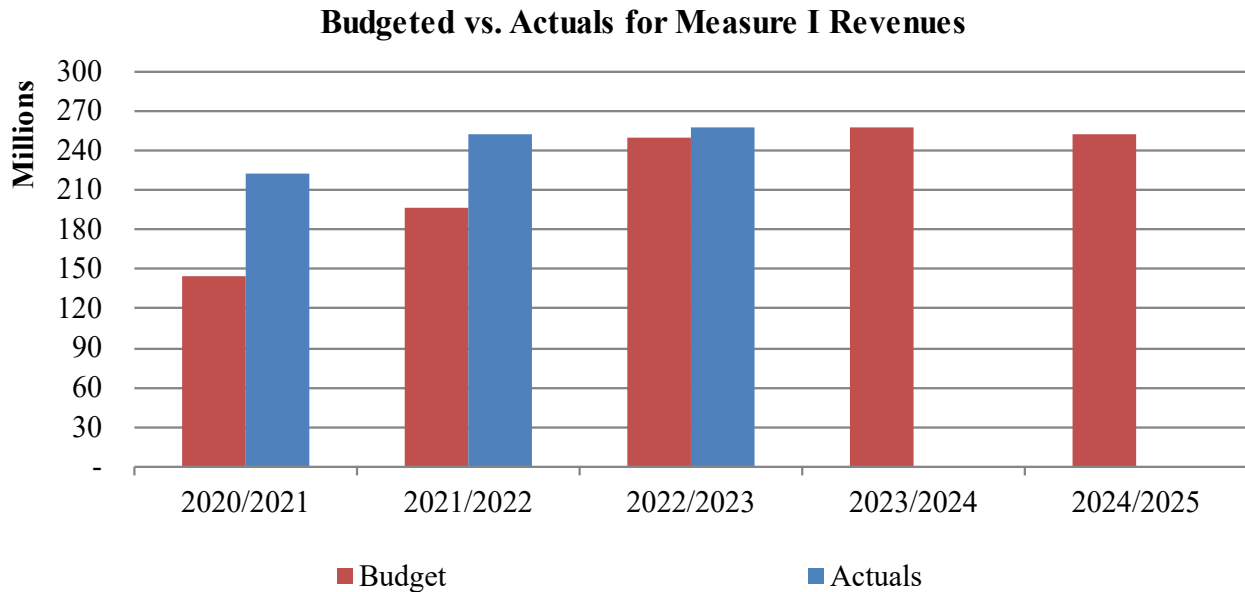
In November 2004, San Bernardino County voters approved an extension of Measure I authorizing SBCTA to impose half-cent retail transactions and use tax applicable in the incorporated and unincorporated territory of the County of San Bernardino for a period of 30 years. SBCTA is authorized to administer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

Measure I identifies six 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.

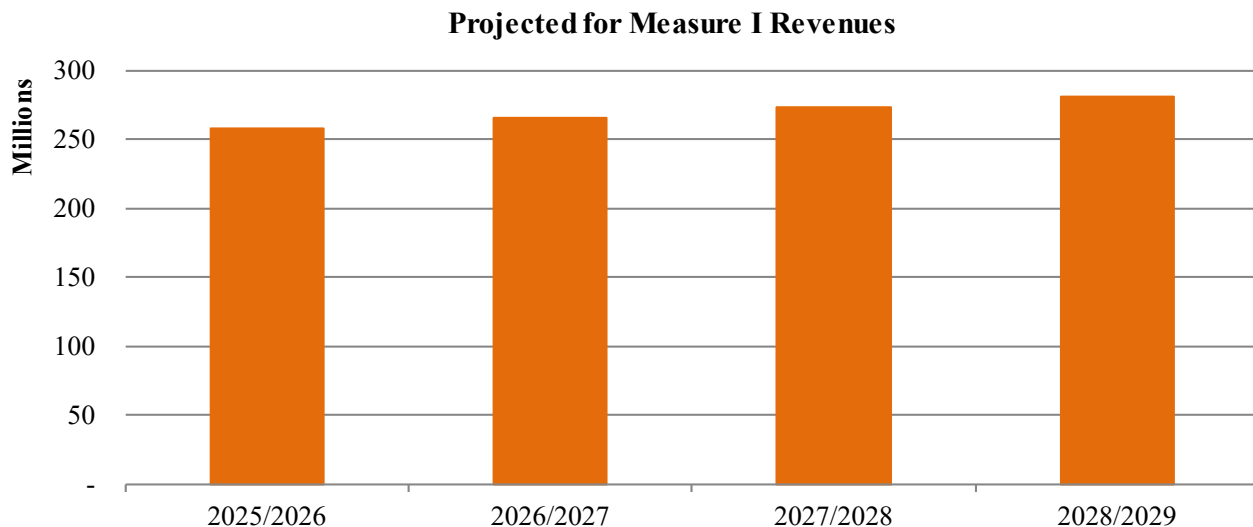
Proper planning calls for continual assessment of the status of projects managed by SBCTA. Revenues determine what can be completed and when. SBCTA has made it a practice to regularly update its revenue projections for budget and strategic project planning purposes. The projections provided by sales 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 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 fiscal years are presented in the graph below.



Measure I projections for the next four 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 2024/2025 Measure I collections are \$251.9 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 offsetting 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

	2021/2022	2022/2023	2023/2024	2024/2025
	Actual	Actual	Revised Budget	Budget
Taxes				
Sales Tax-MSI	252,227,715	257,469,981	257,000,000	251,900,000
Sales Tax-LTF	147,255,418	147,692,918	150,157,833	149,568,943
Total Taxes	<u>399,483,133</u>	<u>405,162,899</u>	<u>407,157,833</u>	<u>401,468,943</u>
Intergovernmental				
Active Transportation Program-Federal	-	-	6,131,664	200,000
Active Transportation Program-State	-	-	700,000	-
Affordable Housing & Sustainable Communities Program	-	-	-	4,899,283
Barstow	124,889	839,626	1,987,686	1,139,692
Caltrans	56,319	208,845	1,079,349	505,044
Chino	4,830,620	3,619,629	1,660,612	222,149
Climate Adaptation Planning	-	-	-	500,000
Colton	54,518	62,835	671,700	1,830,627
Congestion Mitigation and Air Quality	15,246,229	4,641,671	27,501,932	21,137,264
Demonstration Priority Project	-	(401)	-	-
Environmental Protection Agency	-	-	1,000,000	700,000
Federal Railroad Administration	-	-	-	5,807,433
Federal Repurposed Earmarks	7,679	-	-	-
Federal Transit Administration	14,174,217	19,011,731	32,625,062	44,789,439
Fontana	504,123	441,100	556,402	493,223
Freeway Service Patrol	2,099,224	1,536,858	3,178,812	3,298,208
Hesperia	1,876,240	11,257,442	1,876,240	-
Highland	1,209,265	142,672	492,893	281,612
Highway Bridge Program	33,996,907	17,230,077	73,270,879	39,403,065
Highway infrastructure Program	23,495,394	1,264,913	2,323,273	10,412,330
Local Agency Formation Commission	33,794	-	-	-
Local Bridge Seismic Retrofit Account-P1B	-	-	3,005,102	-
Los Angeles County Metro Transportation Authority	183,637	200,242	264,756	274,454
Low Carbon Transit Operations Program	1,052,438	1,300,783	600,000	2,015,132
Montclair	132,384	85,559	2,481,000	2,550,513
Omnitrans	-	15,951,892	1,933,854	7,477,640
Ontario	1,697,242	1,571,147	670,437	46,379
Orange County Transportation Authority	62,815	76,682	123,709	153,840
Planning, Programming and Monitoring	1,068,000	1,068,000	1,068,000	1,495,000
Project National and Regional Significance	8,192	31,642	4,323,473	600,000
Rail Station Coop	-	-	-	75,000
Rancho Cucamonga	68,515	37,107	234,200	200,750
Rancho Cucamonga Fire Protection District	-	-	30,936	-
Redlands	2,366,868	2,959,742	313,900	351,864
Regional Improvement Program	25,959,167	4,660,063	20,403,753	22,249,548
Rialto	(0)	-	-	-
Riverside County Transportation Commission	134,731	2,681	103,738	155,964
Road Repair and Accountability-SB1	35,492,900	10,907,124	98,341,150	91,516,246
San Bernardino	998,066	612,648	2,369,823	4,724,683
San Bernardino County	113,961	3,393,423	14,320,816	14,920,794
San Bernardino County Call Box	478	-	-	-
San Bernardino County Housing Trust	-	-	254,516	3,308,054
San Bernardino County Public Health	-	12,298	100,000	101,008
SCAG	1,469,947	436,600	65,484	11,759,874

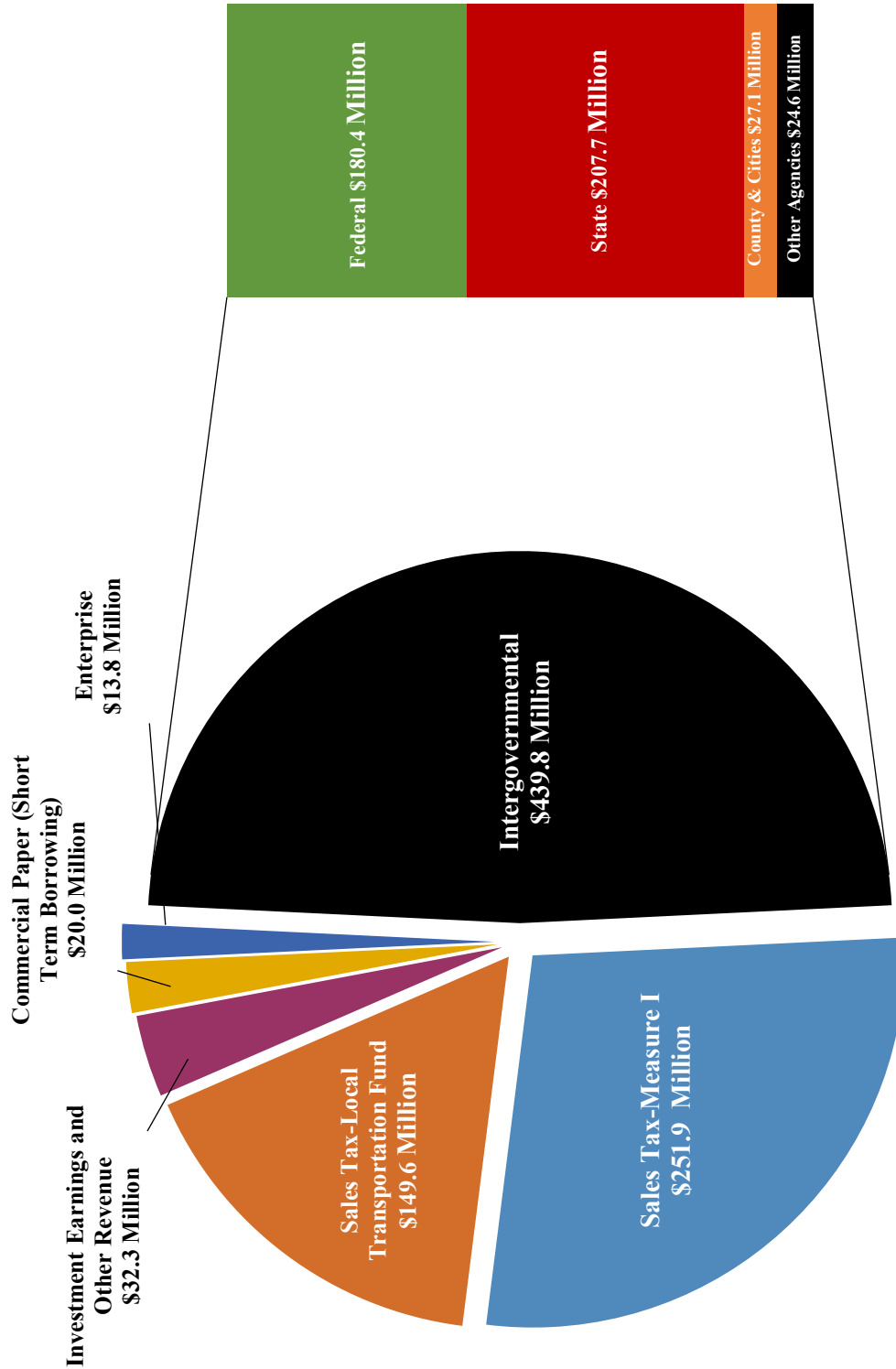
Estimated Revenue Summary

	2021/2022	2022/2023	2023/2024	2024/2025
	Actual	Actual	Revised Budget	Budget
SCAQMD/Mobile Source Review Committee	151,305	-	1,502,700	831,000
SCRRA	-	23,274	71,269	51,702
State California Department Parks & Recreation	-	-	230,000	230,000
State Highway Oper and Protection Program	42,412,848	49,919,497	52,380,000	7,166,000
State of Good Repair (SGR) - Pass-through	3,898,987	3,383,572	4,248,047	4,388,943
State Transit Assistance Fund	23,839,096	25,782,633	30,440,462	26,093,318
State Wildlife Conservation Board	103,691	63,452	150,000	-
Surface Transportation Program	3,594,650	12,615,920	65,392,374	57,328,163
Trade Corridor Improvement	4,569,482	2,922,737	1,672,438	12,998
Traffic Light Synchronization Program	-	-	-	1,820,043
Transit and Intercity Rail Capital Program	4,385,919	5,031,687	9,507,353	32,057,024
Transit and Intercity Rail Capital Program - SB125	-	-	-	6,674,599
Transport Investment Generating Economic Recovery	567,403	-	-	-
Upland	1,123,193	32,704	194,600	150,503
VCTC	10,625	11,906	26,714	40,893
Vehicle Registration Fees	1,982,630	1,984,904	1,900,000	1,902,000
WRCOG_Regional Energy Network	-	2,987	740,214	1,378,790
Zero Emission Transit Capital Program-SB125	-	-	-	31,444
Total Intergovernmental	<u>255,158,587</u>	<u>205,339,905</u>	<u>474,521,322</u>	<u>439,753,532</u>
Charges For Services				
Administration Fee	39,000	55,560	-	-
Appeal Fee	-	900	-	-
Application Fee	13,380	17,840	-	-
Land Sales	-	334,562	-	-
Modeling Fees	3,800	2,700	-	20,000
Property Rental Fees	262,209	326,666	-	-
Rail Asset General Revenue	-	17,050	251,000	-
Rental Fee - San Bernardino Metrolink EV Station	-	-	-	7,633
Rental Fee - Santa Fe Depot EV Station	4,931	4,479	7,500	12,590
Use Fee	238,204	240,946	-	-
Use Fee - Surface Uses	-	650	-	-
AMTRAK	<u>12,000</u>	<u>12,000</u>	<u>12,000</u>	<u>12,000</u>
Total Charges For Services	<u>573,523</u>	<u>1,013,353</u>	<u>270,500</u>	<u>52,223</u>
Express Lanes Fees And Charges				
I-10 Express Lanes	-	-	6,914,000	13,828,000
Total Express Lanes Fees And Charges	-	-	<u>6,914,000</u>	<u>13,828,000</u>
Special Assessments				
General Assessment Dues	<u>260,691</u>	<u>331,276</u>	<u>404,291</u>	<u>991,873</u>
Total Special Assessments	<u>260,691</u>	<u>331,276</u>	<u>404,291</u>	<u>991,873</u>
Investment Earnings				
Investment Earnings	<u>(9,184,448)</u>	<u>17,208,559</u>	<u>21,751,000</u>	<u>19,786,000</u>
Total Investment Earnings	<u>(9,184,448)</u>	<u>17,208,559</u>	<u>21,751,000</u>	<u>19,786,000</u>

Estimated Revenue Summary

	2021/2022	2022/2023	2023/2024	2024/2025
	Actual	Actual	Revised Budget	Budget
Miscellaneous				
BNSF	100,322	(100,322)	1,866,900	8,587,211
Brightline West	-	-	-	1,807
Callbox Knockdown Recovery	-	-	45,720	14,676
CALNEV Pipeline	21,335	-	-	-
Esri	101,726	-	-	-
Fees for PACE Program	209,887	78,464	-	825,993
In-Kind Revenue	25,863,434	830,315	-	-
Lease financing	-	268,088	-	-
Level 3 Communication	70,438	-	-	-
Low Carbon Fuel Credit	-	764	-	141
Other Miscellaneous Revenues	77	87	-	1,876,240
Ryder	-	84,148	657,500	-
Subscription financing	-	233,410	-	-
UPRR	14,603	71,423	171,500	206,058
Total Miscellaneous	<u>26,381,821</u>	<u>1,466,376</u>	<u>2,741,620</u>	<u>11,512,126</u>
Other Financing Sources				
Transfers In	230,133,894	177,984,422	325,417,257	133,587,869
Unrealized Gain (Loss)	-	-	-	-
Gain (Loss) on Land Held for Resale	-	-	-	-
Commercial Paper (Short Term Borrowing)	26,352,000	-	25,000,000	20,000,000
Sales Tax Revenue Bonds Issued	60,050,000	-	96,352,000	-
Sales Tax Revenue Bonds Premium	13,108,295	-	-	-
Total Other Financing Sources	<u>329,644,190</u>	<u>177,984,422</u>	<u>446,769,257</u>	<u>153,587,869</u>
Total Revenues and Other Financing Sources	<u>1,002,317,497</u>	<u>808,506,790</u>	<u>1,360,529,823</u>	<u>1,040,980,566</u>

Estimated New Revenues of \$907.4 Million **Fiscal Year 2024/2025**



**Sales Tax Measure I
Revenue Summary**

	2021/2022	2022/2023	2023/2024	2024/2025
	Actual	Actual	Revised Budget	Budget
Measure I Administration				
Administration	2,522,277	2,574,700	2,570,000	2,519,000
Total Measure I Administration	2,522,277	2,574,700	2,570,000	2,519,000
Measure I Valley				
Freeway Projects	59,682,176	60,974,382	60,654,400	59,690,500
Fwy Interchange	22,638,067	23,128,214	23,006,800	22,641,200
Major Street	34,986,103	35,743,603	35,556,000	34,991,000
Local Street	41,160,121	42,051,298	41,830,600	41,165,900
Metrolink/Rail Service	16,464,048	16,820,519	16,732,200	16,466,300
Express Bus/Bus Rapid Trans	10,290,030	10,512,824	10,457,700	10,291,500
Senior/Disabled	16,464,048	16,820,519	16,732,200	16,466,300
Traffic Mgmt Sys	4,116,012	4,205,130	4,183,100	4,116,600
Total Measure I Valley	205,800,606	210,256,490	209,153,000	205,829,300
Measure I Victor Valley				
Major Local Hwy	6,308,273	6,462,602	6,600,000	6,252,700
Local Street	16,906,171	17,319,774	17,688,100	16,757,300
Senior/Disabled	1,513,985	1,551,024	1,584,000	1,500,700
Traffic Mgmt Sys	504,662	517,008	528,000	500,200
Total Measure I Victor Valley	25,233,091	25,850,408	26,400,100	25,010,900
Measure I North Desert				
Major Local Hwy	1,239,313	1,279,742	1,312,000	1,299,600
Local Street	3,370,931	3,480,899	3,568,500	3,534,900
Senior/Disabled	247,863	255,948	262,400	259,900
Traffic Mgmt Sys	99,145	102,379	105,000	104,000
Total Measure I North Desert	4,957,252	5,118,970	5,247,900	5,198,400
Measure I Colorado River				
Major Local Hwy	114,417	108,645	116,800	113,400
Local Street	311,213	295,514	317,600	308,300
Senior/Disabled	22,883	21,729	23,400	22,700
Traffic Mgmt Sys	9,153	8,692	9,300	9,100
Total Measure I Colorado River	457,666	434,579	467,100	453,500
Measure I Morongo Basin				
Major Local Hwy	804,110	815,126	764,700	765,600
Local Street	2,187,180	2,217,142	2,079,900	2,082,300
Senior/Disabled	160,822	163,025	152,900	153,100
Traffic Mgmt Sys	64,329	65,210	61,200	61,200
Total Measure I Morongo Basin	3,216,441	3,260,503	3,058,700	3,062,200
Measure I Mountain				
Major Local Hwy	723,752	668,014	704,500	671,800
Local Street	1,968,606	1,816,998	1,916,300	1,827,400
Senior/Disabled	144,750	133,603	140,900	134,400
Traffic Mgmt Sys	57,900	53,441	56,400	53,700
Total Measure I Mountain	2,895,008	2,672,056	2,818,100	2,687,300
Measure I Cajon Pass				
Cajon Pass	7,145,372	7,302,275	7,285,100	7,139,400
Total Measure I Cajon Pass	7,145,372	7,302,275	7,285,100	7,139,400
Total Sales Tax Measure I	252,227,715	257,469,981	257,000,000	251,900,000

Reserves
Fiscal Year 2024/2025

Measure I 2010-2040 Funds

Valley:

Freeway	11,938,100
Interchange	4,528,240
Major Street - Grade Separation	1,399,640
Major Street - Arterials	5,598,560
Metrolink/Rail	3,293,260
Express Bus/Bus Rapid Transit	2,058,300
Traffic Management	823,320

Total Valley

29,639,420

Mountain/Desert:

Major Local Highway:

Victor Valley	1,250,540
North Desert	259,920
Colorado River	22,680
Morongo Basin	153,120
Mountain	134,360

Total Mountain/Desert

1,820,620

Total Reserves for Measure I Funds

31,460,040

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

Transportation Development Act (TDA) Funds

Local Transportation Fund	14,956,894
State Transit Assistance Fund	2,609,332

Total Reserves for Transportation Development Act Funds

17,566,226

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	295,000

Total Reserve for Indirect Cost Fund

795,000

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.

Total Reserves

49,821,266

Program Overview

The SBCTA Fiscal Year 2024/2025 budget is organized into 10 distinct program areas with budget requirements of \$1,072,762,927. Within these 10 program areas, 39 specific tasks and 144 sub-tasks are budgeted.

The table below lists the programs contained in the SBCTA budget which direct the financial and human resource expenditures of the agency for the Fiscal Year 2024/2025 Budget. The Fiscal Year 2024/2025 Budget request includes prior year Board approved appropriations to be expended in Fiscal Year 2024/2025.

Budget Summary by Program Expenditures

	2021-2022	2022-2023	2023-2024	2024-2025	Percent
	Actuals	Actuals	Revised Budget	Budget	Budget Change
General Government	10,483,721	12,290,940	15,611,471	15,291,034	-2.05%
Environment and Energy Conservation	445,004	204,435	927,551	298,449	-67.82%
Commuter and Motorist Assistance	5,020,698	5,078,872	7,875,579	8,152,077	3.51%
Planning and Regional	3,859,768	2,924,922	5,919,279	21,920,167	270.32%
Council of Governments	-	115,551	1,691,533	5,617,687	232.11%
Transit	136,074,830	218,600,169	419,347,900	420,417,827	0.26%
Project Delivery	356,174,660	321,855,899	564,875,589	432,856,193	-23.37%
Fund Administration	75,088,776	97,585,488	162,394,829	137,888,778	-15.09%
Debt Service	87,575,168	13,256,163	111,983,420	12,413,850	-88.91%
Express Lanes Operations	350,667	5,039,710	7,933,045	17,906,865	125.72%
Total Expenditures	<u>675,073,292</u>	<u>676,952,149</u>	<u>1,298,560,196</u>	<u>1,072,762,927</u>	

Transit, Project Delivery, and Fund Administration Programs comprise 92.4 percent of appropriations for next fiscal year. These three 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 and Commuter and Motorist Assistance Programs changed inconsequentially. The changes includes audit costs being less than anticipated for Measure I street and senior and disabled pass-through, and Transportation Development Act (TDA) compliance audits; increase in cost for additional advocacy services that will be offset by an increase in revenue (reimbursement) from Omnitrans; higher security hourly rates and an increase in Depot utility and maintenance costs; the need to update the current 511 signage to reflect the SoCal 511 information; and ADA compliance efforts.
- Budgeted expenditures for the Environment and Energy Conservation Program decreased due to the completion of the United States Department of Energy (DOE) truck and asset management task.
- Budgeted expenditures in the Planning and Regional Program increased mainly to an expected increase in activity on consulting support for the Regional Early Action Planning (REAP) 2.0 program and other on-call planning services. The amount of REAP 2.0 funding has not been determined yet, due to the State budget deficit. The budget reflects the full award amount. The budgeted revenue and expenses will be subject to reduction, depending on the final numbers from the State budget.

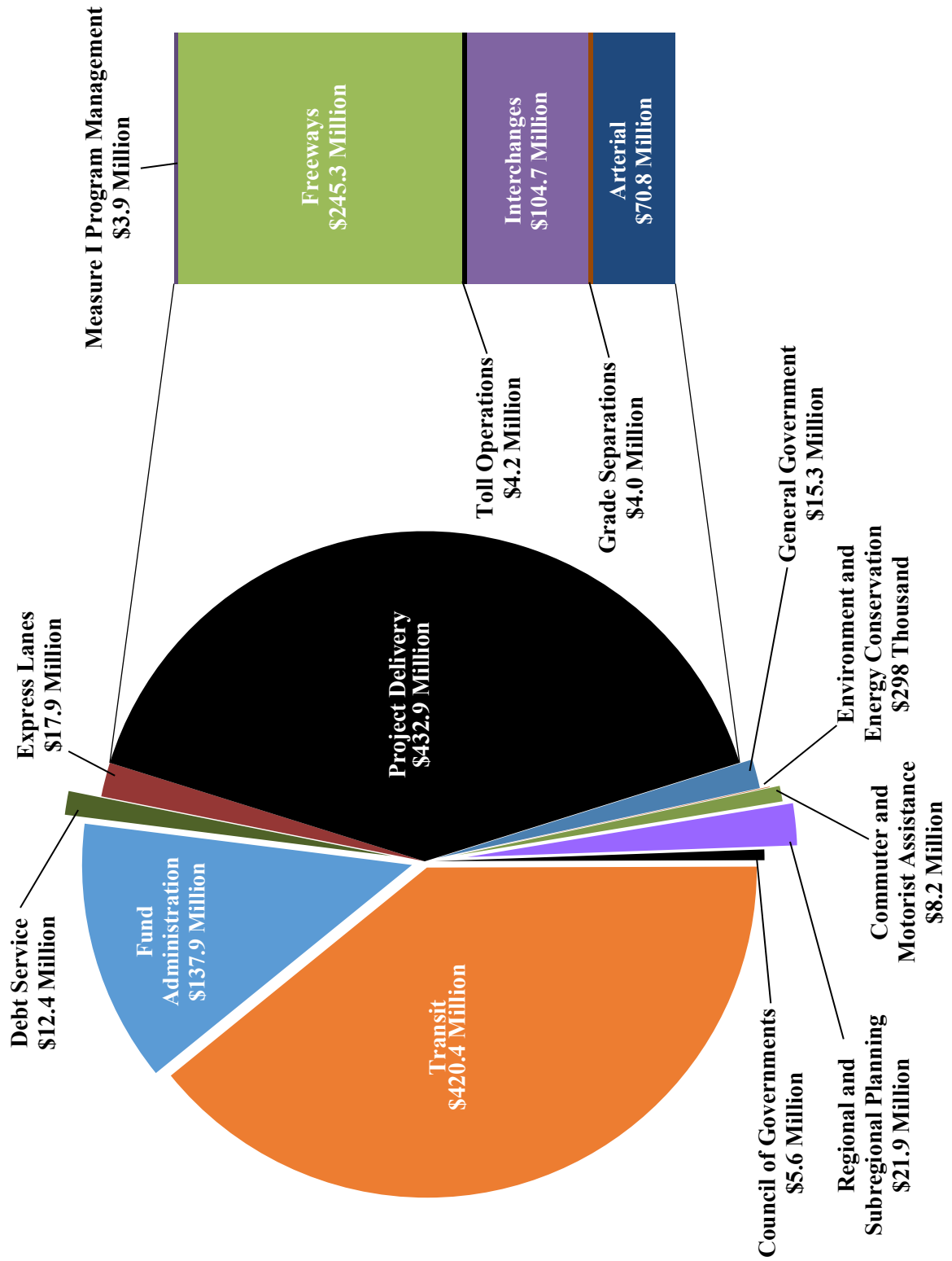
Program Overview

- Budgeted expenditures for Council of Governments increased increase mainly due to increases in staffing to support SBCOG and an expected increase in activity on consulting support for the REAP 2.0 program and other on-call planning services.
- Budgeted expenditures for the Transit Program are similar to prior year. Pass-throughs are due to a decrease in Measure I 2010-2040 and TDA projected disbursements, operations and capital offset this with increases related to changes to SBCTA's annual operation subsidy, and ongoing construction and right of way acquisitions for the West Valley Connector Project, the construction of the Hydrogen Fueling Infrastructure and Retrofit of Arrow Maintenance Facility for the Zero Emission Multiple Unit Vehicle (ZEMU) Project, environmental clearance activities for the Tunnel to Ontario International Airport (ONT) Project, the facilitation of funding for the Brightline – High Desert Stations Project, and the initiation of the Lilac to Sycamore Double Track cooperative project agreement.
- Budgeted expenditures for the Project Delivery Program decreased while several freeway, interchange, and bridge replacement projects are in design and continuing to move through construction, including but not limited to the following: Interstate 10 (I-10) Corridor Contract 1 and Contract 2, Interstate 15 (I-15) Corridor Contract 1 and, I-10 Eastbound Truck Climbing Lane. An increase in construction capital is due to the Interstate 215 (I-215) University Parkway Interchange, I-10 Mount Vernon Avenue Interchange, and bridge replacements including: Mount Vernon Viaduct and North First Avenue Bridge in the City of Barstow.
- Budgeted expenditures for the Fund Administration Program decreased due to the completion of several large projects resulting in reduced Measure I 2010-2040 reimbursements to jurisdictions for projects that have received allocations of funds from SBCTA.
- Debt Service increase is negligible and is due to Debt Service payments, including principal and interest.
- Budgeted expenditures for the Express Lanes program increase are due to the commencement of operations expected in mid 2024. 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 10 programs is included in the Supplemental Information Section of the budget document on the table entitled ***Task Listing Fiscal Year 2024/2025 pg. 320*** and the ***Sub-Task Listing Fiscal Year 2024/2025 pg. 321***. Please refer to each program in the Program Expenditure Section for detailed information on funding sources and expenditures.

Budgeted Expenditures of \$1.073 Billion

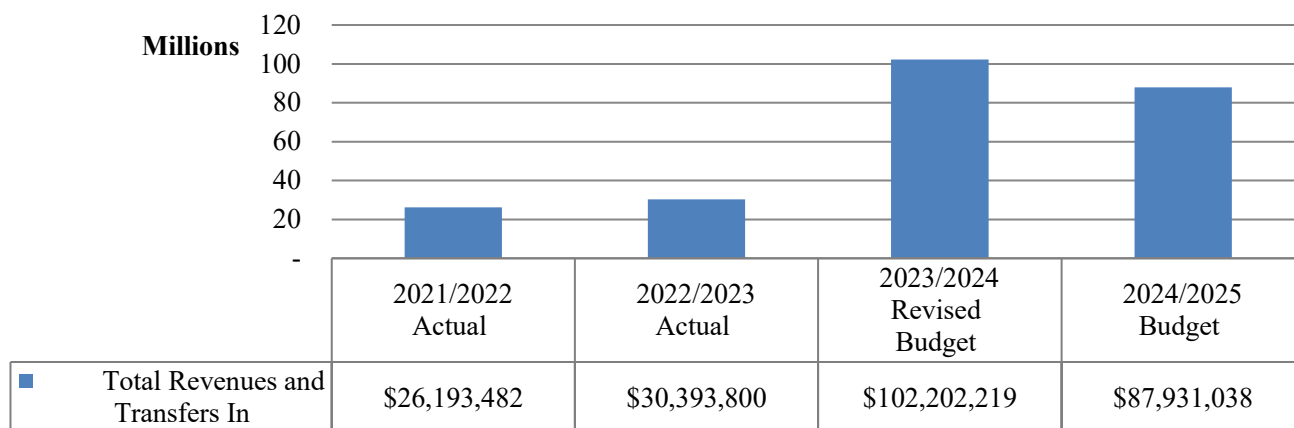
Fiscal Year 2024/2025



REVENUE DETAIL

General Fund Revenue Information

General fund revenues are used to carry out administrative, planning, fund administration, transit activities and project delivery projects. This fund accounts for all financial transactions not required to be recorded in other funds.



General Fund revenues for Fiscal Year 2024/2025 are estimated at \$87.9 million, a decrease of \$14.3 million from the prior year due to decreasing transfers from Local Transportation Fund, State Transit Assistance Fund, and Measure I Funds. Revenue recorded in the General Fund is mainly derived from the following sources:

Taxes

Sales Tax-Measure I of \$2.5 million represents 2.86 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 includes: Sales Tax-Local Transportation Fund (LTF) and State Transit Assistance 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 \$40,010 modeling and in other rental fees. Charges for services represent 0.05 percent of the General Fund revenue.

Investment Earnings

Investment earnings of \$460,000 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 0.52 percent of the General Fund revenue.

Other Financing Sources

Other financing sources of \$84.9 million include operating cash transfers between funds. This category represents 96.57 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.

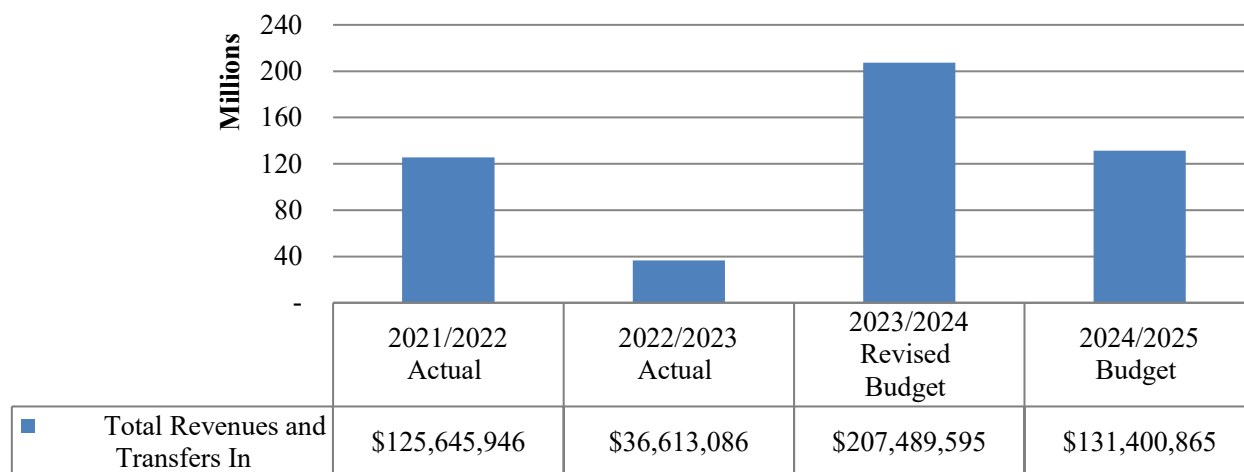
- \$44.8 million is from LTF fund for administration, planning, and rail and bus projects.
- \$29.4 million is from STA fund for rail and bus projects.
- \$3.7 million is from Measure I Programs to fund the Indirect Cost Fund.
- \$2.3 million is within the General Fund to fund the Indirect Cost Fund.
- \$1.4 million is from the General Assessment Dues and SAFE Funds to fund the Indirect Cost Fund.
- \$409,345 is from the COG Fund to fund the Indirect Cost Fund.
- \$354,798 is from the Express Lanes Fund to fund the Indirect Cost Fund.

**General Fund
Revenue Information**

	2021/2022	2022/2023	2023/2024	
	Actual	Actual	Revised Budget	2024/2025 Budget
Taxes				
Sales Tax-MSI	<u>2,522,277</u>	<u>2,574,700</u>	<u>2,570,000</u>	<u>2,519,000</u>
Total Taxes	<u>2,522,277</u>	<u>2,574,700</u>	<u>2,570,000</u>	<u>2,519,000</u>
Charges For Services				
Administration Fee	39,000	55,560	-	-
Application Fee	13,380	17,840	-	-
Modeling Fees	3,800	2,700	-	20,000
Property Rental Fees	262,209	326,666	-	-
Rail Asset General Revenue	-	17,050	251,000	-
Rental Fee - San Bernardino Metrolink EV Station	-	-	-	7,633
Rental Fee - Santa Fe Depot EV Station	-	4,479	-	377
Use Fee - Surface Uses	-	650	-	-
Use Fee	238,204	240,946	-	-
Appeal Fee	-	900	-	-
Land Sales	-	334,562	-	-
AMTRAK	<u>12,000</u>	<u>12,000</u>	<u>12,000</u>	<u>12,000</u>
Total Charges For Services	<u>568,592</u>	<u>1,013,353</u>	<u>263,000</u>	<u>40,010</u>
Investment Earnings				
Investment Earnings	<u>(122,204)</u>	<u>241,641</u>	<u>367,000</u>	<u>460,000</u>
Total Investment Earnings	<u>(122,204)</u>	<u>241,641</u>	<u>367,000</u>	<u>460,000</u>
Miscellaneous				
Other Miscellaneous Revenues	77	87	-	-
Low Carbon Fuel Credit	-	764	-	141
Lease financing	-	268,088	-	-
Subscription financing	<u>-</u>	<u>233,410</u>	<u>-</u>	<u>-</u>
Total Miscellaneous	<u>77</u>	<u>502,348</u>	<u>-</u>	<u>141</u>
Other Financing Sources				
Transfers In	23,224,738	24,801,015	99,002,219	84,911,887
Sale of Property Proceeds	<u>-</u>	<u>1,260,743</u>	<u>-</u>	<u>-</u>
Total Other Financing Sources	<u>23,224,738</u>	<u>26,061,758</u>	<u>99,002,219</u>	<u>84,911,887</u>
Total Revenues and Other Financing Sources	<u>26,193,482</u>	<u>30,393,800</u>	<u>102,202,219</u>	<u>87,931,038</u>

Federal Fund Revenue Information

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



Federal Fund revenues for Fiscal Year 2024/2025 are estimated at \$135.0 million in comparison to \$207.5 million of the previous year. The decrease of \$72.4 million is due to the decrease in expected reimbursement of Federal funds for various projects. Revenue budgeted in the Federal Fund is mainly derived from the following sources:

Intergovernmental

- Congestion Mitigation and Air Quality (CMAQ)
- Environmental Protection Agency (EPA)
- Highway Bridge Program (HBP)
- Highway Infrastructure Program (HIP)
- Project National and Regional Significance (PNRS)
- Surface Transportation Program (STP)
- Traffic Light Synchronization Program (TLSP)

Congestion Mitigation and Air Quality (CMAQ)

CMAQ revenue of \$21.1 million represents 16.09 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.

Environmental Protection Agency (EPA)

EPA revenue of \$700,000 represents 0.53 percent of the total fund revenue. This Federal revenue is used for climate protection reduction grant in the Planning and Regional Program.

Highway Bridge Program (HBP)

HBP revenue of \$39.4 million represents 29.99 percent of the total fund revenue. This Federal revenue is used for bridge replacement projects of the Project Delivery Program.

Highway Infrastructure Program (HIP)

HIP revenue of \$10.4 million represents 7.92 percent of the total fund revenue. This Federal revenue is used for bridge replacement projects of the Project Delivery Program.

**Federal Fund
Revenue Information**

Project National and Regional Significance (PNRS)

PNRS revenue of \$600,000 represents 0.46 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 \$57.3 million represents 43.63 percent of the Federal Fund revenue. This Federal revenue will finance various freeway and interchange projects of the Project Delivery Program.

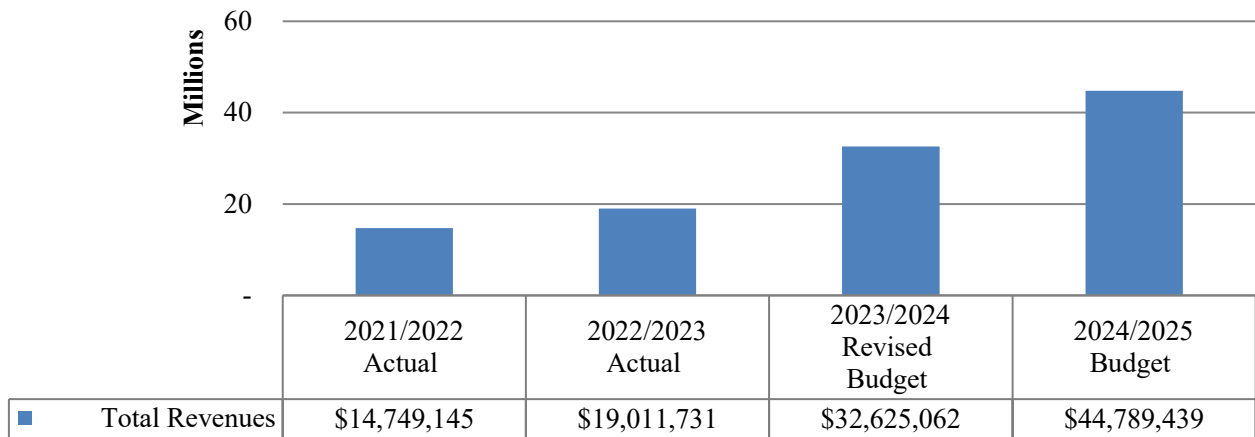
Traffic Light Synchronization Program (TLSP)

TLSP revenue of \$1.8 million represents 1.38 percent of the Federal Fund revenue. This Federal revenue will finance various freeway and interchange projects of the Project Delivery Program.

	2021/2022	2022/2023	2023/2024	
	Actual	Actual	Revised Budget	2024/2025 Budget
Intergovernmental				
Active Transportation Program-Federal	-	-	6,131,664	-
Congestion Mitigation and Air Quality Demonstration Priority Project	15,246,229	4,641,671	27,501,932	21,137,264
Environmental Protection Agency	-	(401)	-	-
Federal Repurposed Earmarks	-	-	1,000,000	700,000
Highway Bridge Program	7,679	-	-	-
Highway infrastructure Program	33,996,907	17,230,077	73,270,879	39,403,065
Project National and Regional Significance	23,495,394	1,264,913	2,323,273	10,412,330
Surface Transportation Program	8,192	31,642	4,323,473	600,000
Traffic Light Synchronization Program	3,594,650	12,615,920	65,392,374	57,328,163
	-	-	-	1,820,043
Total Intergovernmental	<u>76,349,051</u>	<u>35,783,822</u>	<u>179,943,595</u>	<u>131,400,865</u>
Investment Earnings				
Investment Earnings	<u>13,729</u>	<u>94,185</u>	<u>2,546,000</u>	<u>-</u>
Total Investment Earnings	<u>13,729</u>	<u>94,185</u>	<u>2,546,000</u>	<u>-</u>
Miscellaneous				
In-Kind Revenue	<u>22,896,898</u>	<u>735,078</u>	<u>-</u>	<u>-</u>
Total Miscellaneous	<u>22,896,898</u>	<u>735,078</u>	<u>-</u>	<u>-</u>
Other Financing Sources				
Transfers In	<u>26,386,268</u>	<u>-</u>	<u>25,000,000</u>	<u>-</u>
Total Other Financing Sources	<u>26,386,268</u>	<u>-</u>	<u>25,000,000</u>	<u>-</u>
Total Revenues and Other Financing Sources	<u><u>125,645,946</u></u>	<u><u>36,613,086</u></u>	<u><u>207,489,595</u></u>	<u><u>131,400,865</u></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 2024/2025 are estimated at \$44.8 million in comparison to \$32.6 million of the previous year. The increase of \$12.2 million is largely due to the West Valley Connector Project starting the construction phase. FTA funds under Section 5307 are for Transit Projects Program that include the West Valley Connector project, Arrow Service, and Vanpool program.

Intergovernmental

- Federal Transit Administration (FTA)

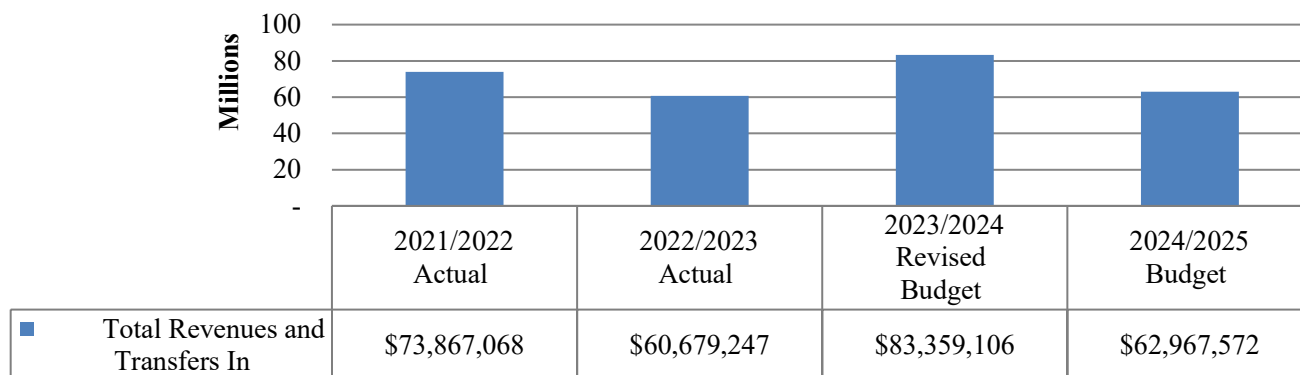
Federal Transit Administration (FTA)

FTA revenue of \$44.8 million represents 100 percent of the total revenue. The FTA revenue funds the West Valley Connector Project.

	2021/2022 Actual	2022/2023 Actual	2023/2024 Revised Budget	2024/2025 Budget
Intergovernmental				
Federal Transit Administration	14,174,217	19,011,731	32,625,062	44,789,439
Transport Invest Generate Econ Recovery	567,403	-	-	-
Total Intergovernmental	14,741,619	19,011,731	32,625,062	44,789,439
Investment Earnings				
Investment Earnings	7,526	-	-	-
Total Investment Earnings	7,526	-	-	-
Total Revenues	14,749,145	19,011,731	32,625,062	44,789,439

State Fund Revenue Information

State 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 Fund revenues for Fiscal Year 2024/2025 are estimated to be \$63.0 million in comparison to \$83.4 million of the previous year. The decrease of \$21.4 million is largely due to the reduction of reimbursement of State funds for project deliverer, which is somewhat offset by the increase in transit large capital projects for Fiscal Year 2024/2025. Revenue recorded in the State 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 \$1.5 million represents 2.37 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 \$22.2 million represents 35.34 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 \$7.2 million represents 11.38 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)

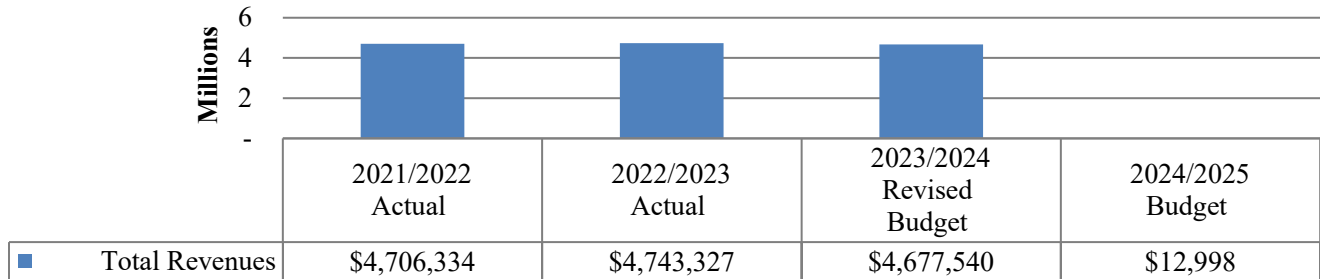
TIRCP revenue of \$32.1 million represents 50.91 percent of the total fund revenue. This State revenue is used for Transit Program capital projects.

**State Fund
Revenue Information**

	2021/2022	2022/2023	2023/2024	2024/2025
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
Planning, Programming and Monitoring	1,068,000	1,068,000	1,068,000	1,495,000
Regional Improvement Program	25,959,167	4,660,063	20,403,753	22,249,548
State Highway Oper and Protection Program	42,412,848	49,919,497	52,380,000	7,166,000
Transit and Intercity Rail Capital Program	<u>4,385,919</u>	<u>5,031,687</u>	<u>9,507,353</u>	<u>32,057,024</u>
Total Intergovernmental	<u>73,825,933</u>	<u>60,679,247</u>	<u>83,359,106</u>	<u>62,967,572</u>
Other Financing Sources				
Transfers In	<u>41,135</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Other Financing Sources	<u>41,135</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Revenues	<u><u>73,867,068</u></u>	<u><u>60,679,247</u></u>	<u><u>83,359,106</u></u>	<u><u>62,967,572</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 2024/2025 are estimated at \$12,998 in comparison to \$4.7 million of the previous year. The decrease of \$4.7 million is due to the the completion various capital projects. Revenue recorded in the Proposition 1B Fund is derived from the following sources:

Intergovernmental

- Trade Corridor Improvement Fund (TCIF)

Trade Corridor Improvement Fund (TCIF)

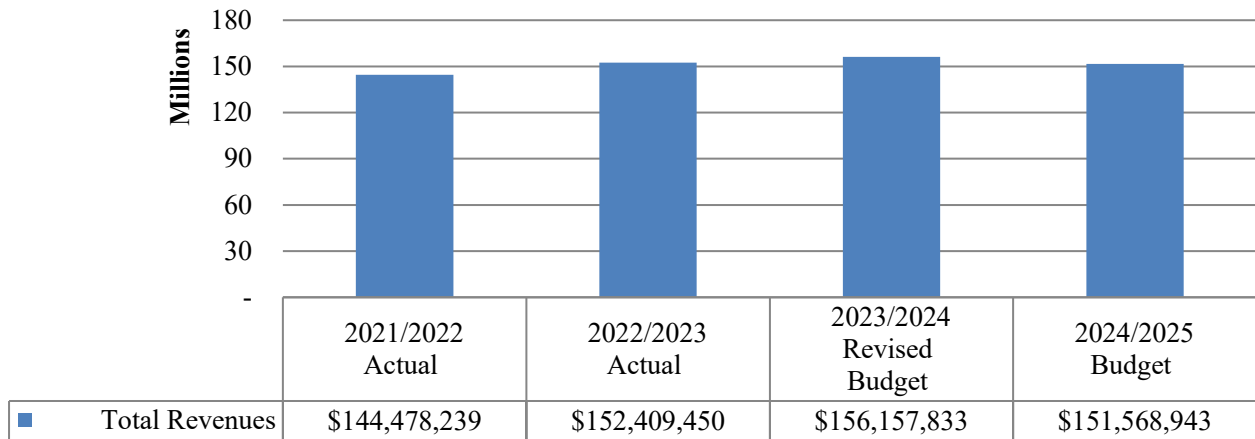
TCIF revenue of \$12,998 represents 100 percent of the Proposition 1B Fund revenue. The revenue is for freeway and interchange projects of the Project Delivery Program.

	2021/2022 Actual	2022/2023 Actual	2023/2024 Revised Budget	2024/2025 Budget
Intergovernmental				
Local Bridge Seismic Retrofit Account-P1B	-	-	3,005,102	-
Trade Corridor Improvement	4,569,482	2,922,737	1,672,438	12,998
Total Intergovernmental	4,569,482	2,922,737	4,677,540	12,998
Investment Earnings				
Investment Earnings	136,852	14,642	-	-
Total Investment Earnings	136,852	14,642	-	-
Other Financing Sources				
Transfers In	-	1,805,948	-	-
Total Other Financing Sources	-	1,805,948	-	-
Total Revenues and Other Financing Sources	4,706,334	4,743,327	4,677,540	12,998

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 and bus 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 2024/2025 are estimated at \$151.6 million which is a decrease of \$4.6 million from the previous year. The decrease is due to a projected decrease in TDA revenue.

Sales Tax-Local Transportation Fund

Sales Tax revenue of \$149.6 million represents 98.68 percent of the LTF revenue. Current sales tax revenue and balance carry over will provide \$120.0 million for transit allocations and pass-throughs to local jurisdictions and transit operators; \$44.8 million for SBCTA transit, planning, and administrative activities for Fiscal Year 2024/2025.

Investment Earnings

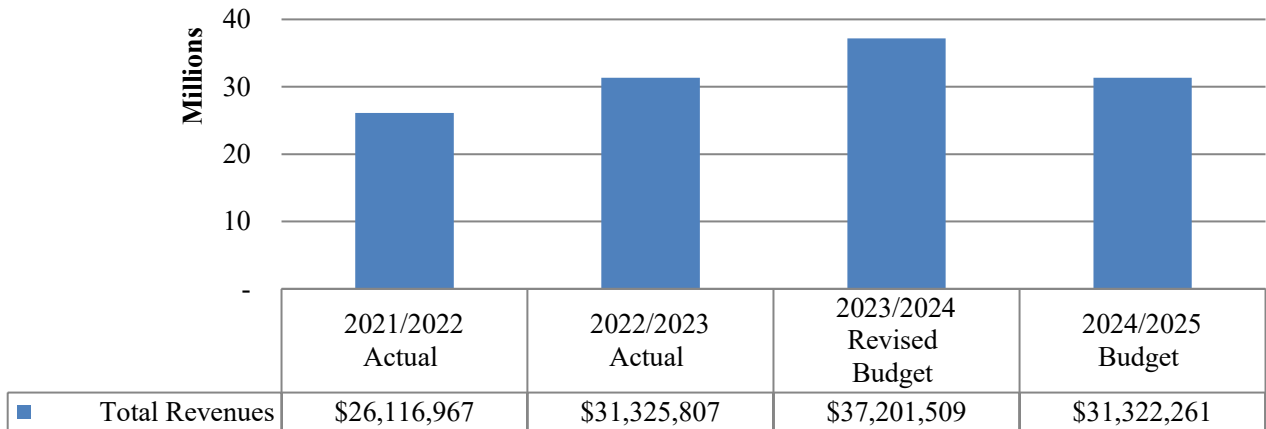
Investment earnings of \$2 million are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year. This revenue source represents 1.32 percent of the LTF revenue.

	2021/2022 Actual	2022/2023 Actual	2023/2024 Revised Budget	2024/2025 Budget
Taxes				
Sales Tax-LTF	147,255,418	147,692,918	150,157,833	149,568,943
Total Taxes	147,255,418	147,692,918	150,157,833	149,568,943
Investment Earnings				
Investment Earnings	(2,777,180)	4,716,532	6,000,000	2,000,000
Total Investment Earnings	(2,777,180)	4,716,532	6,000,000	2,000,000
Total Revenues	144,478,239	152,409,450	156,157,833	151,568,943

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 2024/2025 are estimated at \$31.3 million in comparison to \$37.2 million of the previous year. The decrease of \$4.7 million is due to an anticipated decrease in the State Development Act funding.

Intergovernmental

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

State Transit Assistance Fund (STA)

STA revenue will provide \$26.1 million of transit allocations and pass-throughs for transit agencies and SBCTA transit activities. This revenue represents 83.31 percent of the STA revenue.

State of Good Repair (SGR) – Pass-through

SGR revenue will provide \$4.4 million of transit allocations and pass-throughs for transit agencies and SBCTA transit activities in Fiscal Year 2024/2025. This revenue represents 14.01 percent of the STA revenue.

Investment Earnings

Investment earnings of \$840,000 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 2.68 percent of the STA revenue.

**State Transit Assistance Fund
Revenue Information**

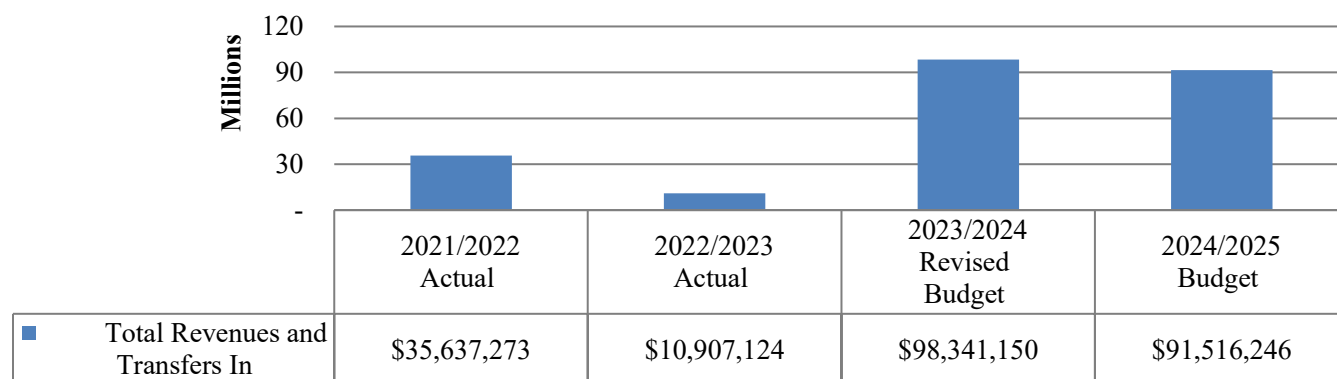
	2021/2022	2022/2023	2023/2024	2024/2025
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
State Transit Assistance Fund	23,839,096	25,782,633	30,440,462	26,093,318
State of Good Repair (SGR)-Pass-through	<u>3,898,987</u>	<u>3,383,572</u>	<u>4,248,047</u>	<u>4,388,943</u>
Total Intergovernmental	<u>27,738,083</u>	<u>29,166,205</u>	<u>34,688,509</u>	<u>30,482,261</u>
Investment Earnings				
Investment Earnings	<u>(1,621,116)</u>	<u>2,159,601</u>	<u>2,513,000</u>	<u>840,000</u>
Total Investment Earnings	<u>(1,621,116)</u>	<u>2,159,601</u>	<u>2,513,000</u>	<u>840,000</u>
Total Revenues	<u>26,116,967</u>	<u>31,325,807</u>	<u>37,201,509</u>	<u>31,322,261</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 2024/2025 are estimated at \$91.5 million in comparison to \$98.3 million of the previous year. The decrease of \$6.8 million is mainly due to the reduced reimbursement of SB1 Funds for large capital projects in Fiscal Year 2024/2025.

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 \$1.4 million represents 1.56 percent of the total fund revenue. The SB1 revenue will provide funding for continuation of the FSP Program of the Commuter and Motorist Assistance Program, as costs for services are increasing.

Local Partnership Program (LPP) – Formula – SB1

LPP – Formula – SB1 revenue of \$3.0 million represents 3.28 percent of the total fund revenue. The SB1 revenue will provide funding for the Interstate 10 (I-10) Corridor Express Lanes 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 \$37.4 million represents 40.81 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 \$400,000 represents 0.43 percent of the total fund revenue. The SB1 revenue will provide funding for the Long Range Multimodal Transportation Plan of the Planning and Regional Program.

Trade Corridor Enhancement Program (TCEP) – SB1

TCEP – SB1 revenue of \$49.3 million represents 53.92 percent of the total fund revenue. The SB1 revenue will provide funding for the I-10 Eastbound Truck Climb Project and the I-10 Corridor Express Lanes Contract 1 Project of the Project Delivery Program.

	2021/2022	2022/2023	2023/2024	2024/2025
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
Freeway Service Patrol (SAFE)-SB1	1,380,166	1,441,908	2,576,431	1,431,379
Local Partnership Program-Formula-SB1	1,672,548	449,972	2,308,600	3,000,000
Solutions for Congested Corridors Progra	-	-	47,979,494	37,343,567
Sustainable Communities Grants-SB1	425,657	405,365	550,000	400,000
Trade Corridor Enhancement Program	<u>32,014,529</u>	<u>8,609,879</u>	<u>44,926,625</u>	<u>49,341,300</u>
Total Intergovernmental	<u>35,492,900</u>	<u>10,907,124</u>	<u>98,341,150</u>	<u>91,516,246</u>
Other Financing Sources				
Transfers in	<u>144,373</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Other Financing Sources	<u>144,373</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Revenues	<u><u>35,637,273</u></u>	<u><u>10,907,124</u></u>	<u><u>98,341,150</u></u>	<u><u>91,516,246</u></u>

Measure I 1990-2010 Fund Revenue Information

The Measure I 1990-2010 Fund accounts for the one-half 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 2024/2025 are estimated to be \$100,000 derived from investment earnings.

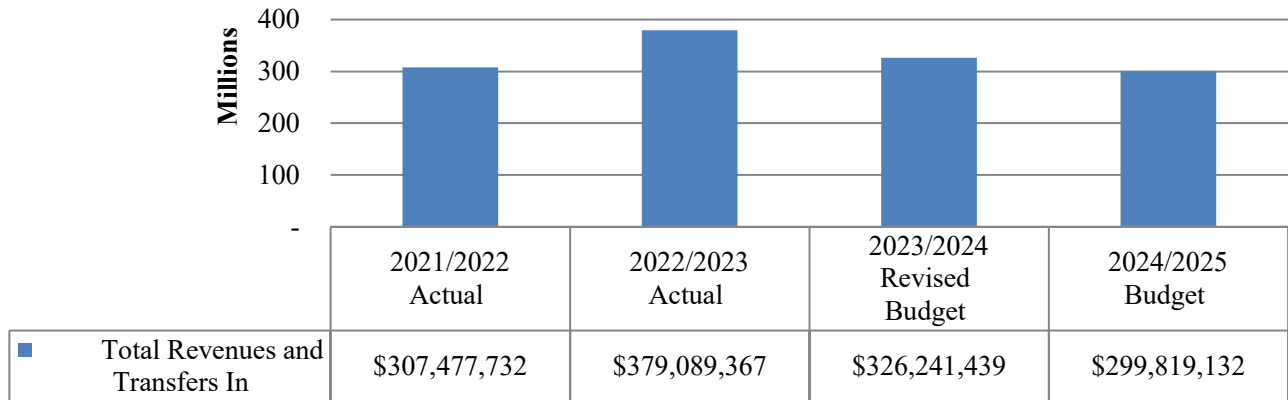
Investment Earnings

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.

	2021/2022 Actual	2022/2023 Actual	2023/2024 Revised Budget	2024/2025 Budget
Investment Earnings				
Investment Earnings	(48,554)	77,824	121,000	100,000
Total Investment Earnings	(48,554)	77,824	121,000	100,000
Other Financing Sources				
Transfers In	19,620	-	-	-
Sale of Property Proceeds	-	35	-	-
Total Other Financing Sources	19,620	35	-	-
Total Revenues and Other Financing Sources	(28,934)	77,859	121,000	100,000

Measure I 2010-2040 Fund Revenue Information

Measure I 2010-2040 Fund accounts for the extension of the one-half 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 2024/2025 are estimated at \$299.8 million in comparison to \$326.2 million of the previous year due to anticipated decrease 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 \$249.4 million represents 83.18 percent of the estimated fund revenue.

Investment Earnings

Investment earnings of \$15.2 million are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year for each Measure I Program. This revenue source represents 5.06 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 \$35.2 million which represents 11.76 percent of Measure I 2010-2040 Fund revenue.

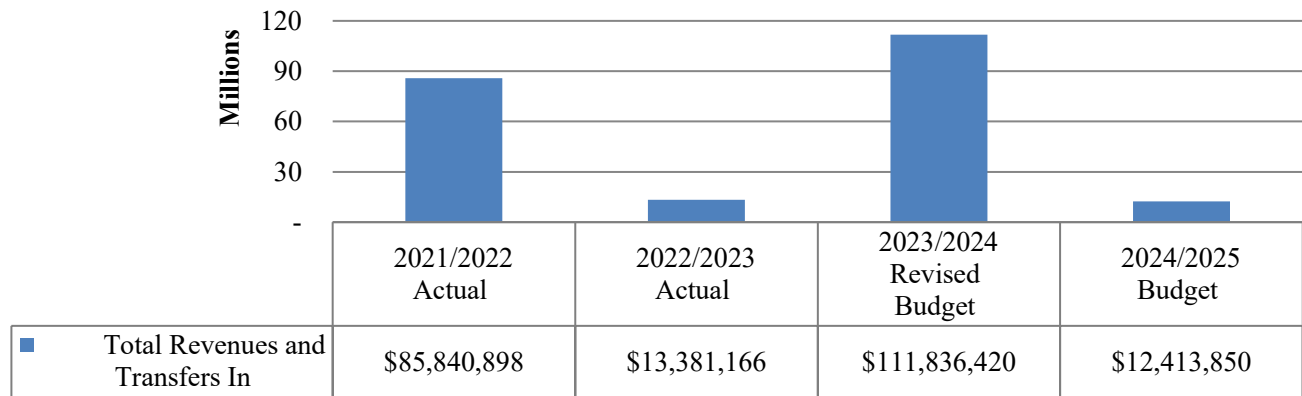
**Measure I 2010-2040 Fund
Revenue Information**

	2021/2022	2022/2023	2023/2024	2024/2025
	Actual	Actual	Revised Budget	Budget
Taxes				
Sales Tax-MSI	<u>249,705,438</u>	<u>254,895,282</u>	<u>254,430,000</u>	<u>249,381,000</u>
Total Taxes	<u>249,705,438</u>	<u>254,895,282</u>	<u>254,430,000</u>	<u>249,381,000</u>
Investment Earnings				
Investment Earnings	<u>(4,590,830)</u>	<u>8,961,763</u>	<u>9,149,000</u>	<u>15,176,000</u>
Total Investment Earnings	<u>(4,590,830)</u>	<u>8,961,763</u>	<u>9,149,000</u>	<u>15,176,000</u>
Other Financing Sources				
Transfers In	<u>62,363,124</u>	<u>115,232,322</u>	<u>62,662,439</u>	<u>35,262,132</u>
Total Other Financing Sources	<u>62,363,124</u>	<u>115,232,322</u>	<u>62,662,439</u>	<u>35,262,132</u>
Total Revenues and Other Financing Sources	<u><u>307,477,732</u></u>	<u><u>379,089,367</u></u>	<u><u>326,241,439</u></u>	<u><u>299,819,132</u></u>

Note: Transfers In for include transfers 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 have been 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 2024/2025 are estimated at \$12.4 million in comparison to \$111.8 million of the previous year, due to the refunding of the 2014A Sales Tax Revenue Bond in Fiscal Year 2023/2024.

Other Financing Sources

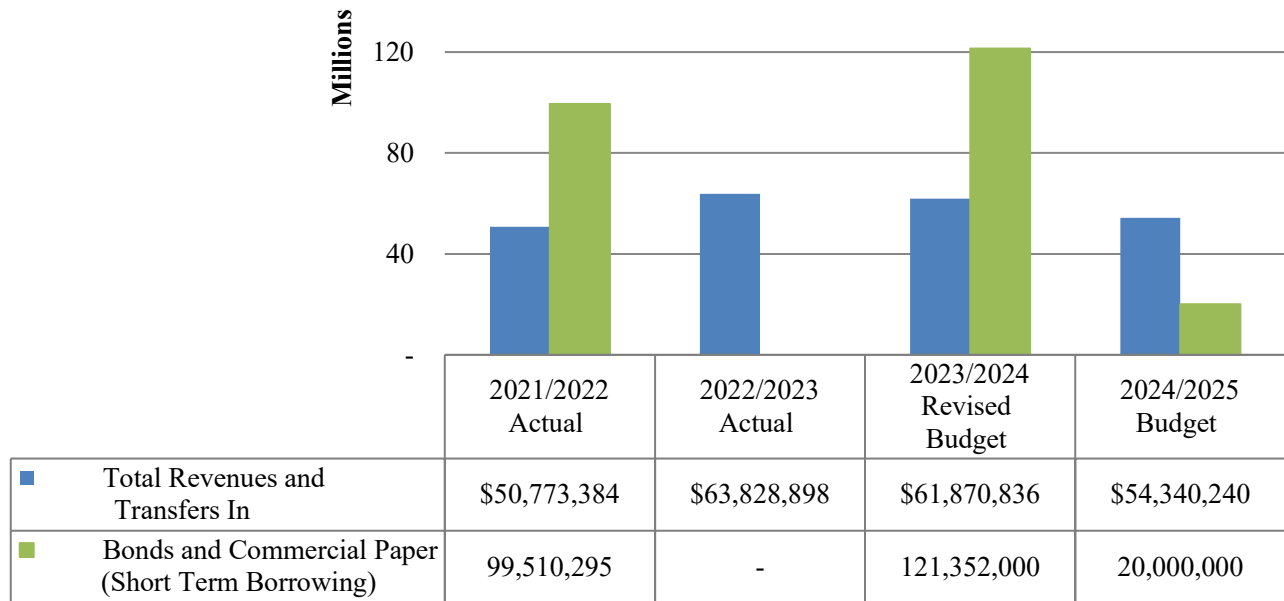
Cash is transferred from various Measure I Programs that received funds from bond proceeds to complete various projects. The debt service payments and trustee fees are budgeted in this fund. Transfers from Measure I program represents 100 percent of the Debt Service revenue.

	2021/2022 Actual	2022/2023 Actual	2023/2024 Revised Budget	2024/2025 Budget
Investment Earnings				
Investment Earnings	473	125,004	303,000	-
Total Investment Earnings	473	125,004	303,000	-
Other Financing Sources				
Transfers In	85,840,425	13,256,163	111,533,420	12,413,850
Total Other Financing Sources	85,840,425	13,256,163	111,533,420	12,413,850
Total Revenues and Other Financing Sources	85,840,898	13,381,166	111,836,420	12,413,850

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 2024/2025 are estimated at \$54.6 million in comparison to \$61.9 million of the previous year. The decrease of \$7.3 million is mainly due to lower transfers related to commercial repayment in Fiscal Year 2024/2025.

Intergovernmental

Intergovernmental revenues of \$41.7 million include County of San Bernardino, cities within the county, and other governmental agencies and represent 55.96 percent of the Capital Projects Fund revenue.

Investment Earnings

Investment earnings of \$1.1 million are generated from investing idle cash. The investment earnings are distributed based on average cash balances at the end of the fiscal year. This revenue source represents 1.43 percent of the Capital Projects Fund revenue.

Miscellaneous

Miscellaneous revenue of \$10.7 million accounts for reimbursement agreements with other governmental agencies to fund a portion of Capital Projects, which represents 14.36 percent of the Capital Projects Fund revenue.

Other Financing Sources

Commercial Paper (Short Term Borrowing) to manage cash flow on large capital projects \$20.0 million which represents 26.90 percent.

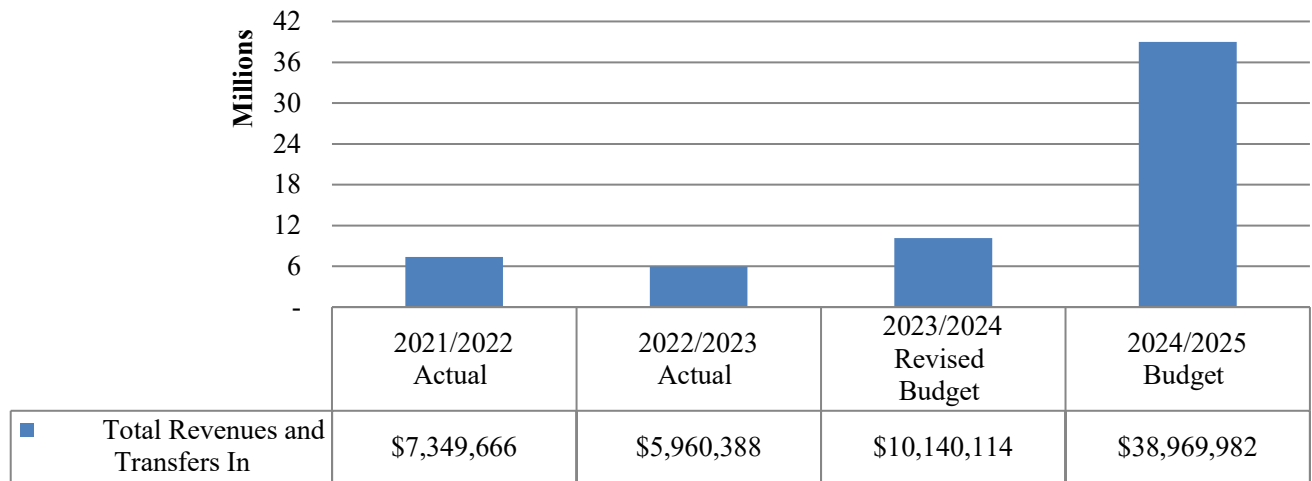
Transfers from the Special Revenue Fund for a repayment of interest related to the Commercial Paper for \$1.0 million which represents 1.35 percent of the Capital Projects Fund revenue.

**Capital Projects Fund
Revenue Information**

	2021/2022	2022/2023	2023/2024	2024/2025
	Actual	Actual	Revised Budget	Budget
Intergovernmental				
Barstow	124,889	839,626	1,987,686	1,139,692
Caltrans	56,319	208,845	1,079,349	505,044
Chino	4,830,620	3,619,629	1,660,612	222,149
Colton	54,518	62,835	671,700	1,830,627
Fontana	504,123	441,100	556,402	493,223
Hesperia	1,876,240	11,257,442	1,876,240	-
Highland	1,209,265	142,672	492,893	281,612
Los Angeles County Metro Transportation Authority	183,637	200,242	264,756	274,454
Montclair	132,384	85,559	2,481,000	2,550,513
Omnitrans	-	15,951,892	1,933,854	7,477,640
Ontario	1,697,242	1,571,147	670,437	46,379
Orange County Transportation Authority	38,847	49,063	67,829	135,250
City Coop	-	-	-	75,000
Rancho Cucamonga	68,515	37,107	234,200	200,750
Redlands	2,366,868	2,959,742	313,900	351,864
Riverside County Transportation Commission	130,255	(3,040)	78,338	147,485
San Bernardino	998,066	612,648	2,369,823	4,724,683
San Bernardino County	113,961	3,365,944	14,215,155	14,710,522
San Bernardino County Public Health	-	12,298	100,000	101,008
Southern California Association of Governments	-	-	-	6,092,931
Southern California Regional Rail Authority	-	23,274	71,269	51,702
Upland	1,123,193	32,704	194,600	150,503
Ventura County Transportation Commission	10,625	11,906	26,714	40,893
Total Intergovernmental	<u>15,519,567</u>	<u>41,482,637</u>	<u>31,346,757</u>	<u>41,603,924</u>
Investment Earnings				
Investment Earnings	(129,665)	660,497	609,000	1,065,000
Total Investment Earnings	<u>(129,665)</u>	<u>660,497</u>	<u>609,000</u>	<u>1,065,000</u>
Miscellaneous				
Burlington Northern Santa Fe Railroad (BNSF)	100,322	(100,322)	1,866,900	8,587,211
Brightline West		-	-	1,807
CALNEV Pipeline	21,335	-	-	-
Esri	101,726	-	-	-
In-Kind Revenue	2,966,536	95,237	-	-
Level 3 Communication	70,438	-	-	-
Other Miscellaneous Revenues		-	-	1,876,240
Ryder	-	84,148	657,500	-
Union Pacific Railroad (UPRR)	14,603	71,423	171,500	206,058
Total Miscellaneous	<u>3,274,959</u>	<u>150,486</u>	<u>2,695,900</u>	<u>10,671,316</u>
Other Financing Sources				
Transfers In	32,108,523	21,535,279	27,219,179	1,000,000
Commercial Paper (Short Term Borrowing)	26,352,000	-	25,000,000	20,000,000
Sales Tax Revenue Bonds Issued	60,050,000	-	81,880,000	-
Sales Tax Revenue Bonds Premium	13,108,295	-	14,472,000	-
Total Other Financing Sources	<u>131,618,819</u>	<u>21,535,279</u>	<u>148,571,179</u>	<u>21,000,000</u>
Total Revenues and Other Financing Sources	<u>150,283,680</u>	<u>63,828,898</u>	<u>183,222,836</u>	<u>74,340,240</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 2024/2025 are estimated to be \$39.0 million in comparison to \$10.1 million from the previous year, an increase of \$28.8 million mainly due to new grant funds. Revenue budgeted is from the following sources:

Intergovernmental

- Active Transportation Program-Federal (ATP) - Federal
- Affordable Housing & Sustainable Communities Program (AHSCP)
- Climate Adaptation Planning (CAP)
- Federal Railway Administration (FRA)
- Freeway Service Patrol Program (FSP)
- Low Carbon Transit Operations Program (LCTOP)
- Orange County Transportation Authority (OCTA)
- State of California Department of Parks and Recreation
- Riverside County Transportation Commission (RCTC)
- San Bernardino County
- 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)
- Service Authority for Freeway Emergencies (SAFE)
- Transit and Intercity Rail Capital Program (TIRCP) -SB125
- Western Riverside Council of Governments (WRCOG)
- Zero Emission Transit Capital Program (ZETCP) -SB125

Nonmajor Governmental Fund Revenue Information

Active Transportation Program-Federal (ATP) - Federal

ATP- Federal revenue of \$200,000 represents 0.51 percent of Nonmajor Governmental Fund revenue is for the Planning and Regional Program.

Affordable Housing & Sustainable Communities Program (AHSCP)

AHSCP- Federal revenue of \$4.9 million represents 12.57 percent of Nonmajor Governmental Fund revenue is for the Transit Program.

Climate Adaptation Planning (CAP)

CAP - Federal revenue of \$500,000 represents 1.28 percent of Nonmajor Governmental Fund revenue is for the Planning and Regional Program.

Federal Railway Administration (FRA)

FRA - Federal revenue of \$5.8 million represents 14.90 percent of Nonmajor Governmental Fund revenue is for the Transit Program related to the Brightline-High Desert Stations Project.

Freeway Service Patrol (FSP)

FSP Program revenue of \$3.3 million represents 8.47 percent of Nonmajor Governmental Fund revenue. The FSP Program revenue covers nine 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 \$2.0 million represents 5.17 percent of Nonmajor Governmental Fund revenue is for Arrow Service for the Transit Program.

Orange County Transportation Authority (OCTA)

OCTA revenue of \$18,590 is a reimbursement from OCTA for the call box system program and represents 0.05 percent of Nonmajor Governmental Fund revenue.

State of California Department of Parks and Recreation

State of California Department of Parks and Recreation revenue of \$230,000 is a reimbursement for the outdoor equity program and represents 0.59 percent of Nonmajor Governmental Fund revenue. (Note: This program is not moving forward).

Riverside County Transportation Commission (RCTC)

RCTC revenue of \$8,479 is a reimbursement from RCTC for the call box system program and represents 0.02 percent of Nonmajor Governmental Fund revenue.

Nonmajor Governmental Fund Revenue Information

San Bernardino County

San Bernardino County revenue of \$210,272 is a reimbursement from the county for managing a call box in their jurisdiction and represents 0.54 percent of Nonmajor Governmental Fund revenue.

San Bernardino County Housing Trust Joint Powers Authority (JPA)

San Bernardino County Housing Trust JPA revenue of \$3.3 is a reimbursement for staffing resources and represents 8.49 percent of Nonmajor Governmental Fund revenue.

Southern California Association of Governments (SCAG)

SCAG revenue of \$5.7 million represents 14.54 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 \$831,000 represents 2.13 percent of Nonmajor Governmental Fund revenue. The SCAQMD/MSRC revenue accounts for State funding for projects that demonstrate improvement in air quality.

Service Authority for Freeway Emergencies (SAFE)

SAFE revenue of \$1.9 million represents 4.88 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.

Transit and Intercity Rail Capital Program (TIRCP) - SB125

TIRCP revenue of \$6.7 million represents 17.13 percent of Nonmajor Governmental Fund revenue is for the Transit and Project Delivery Programs.

Western Riverside Council of Governments (WRCOG)

WRCOG revenue of \$1.4 million is a reimbursement from WRCOG for the regional energy network program and represents 3.54 percent of Nonmajor Governmental Fund revenue.

Zero Emission Transit Capital Program (ZETCP) - SB125

TIRCP revenue of \$31,444 million represents 0.08 percent of Nonmajor Governmental Fund revenue is for the Transit, Project Delivery and Fund Administration Programs.

Charges for Services

Electric Vehicle Charging Stations revenue of \$12,213 represents 0.03 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.

Nonmajor Governmental Fund Revenue Information

Special Assessments

General Assessment Dues of \$991,873 represents 2.55 percent of the Nonmajor Governmental Fund revenue. SBCOG annually collects dues from its member jurisdictions, as authorized in the joint powers agreement that are intended to fund SBCOG 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 \$145,000 are generated from investing idle cash. Investment earnings represent 0.37 percent of Nonmajor Governmental Fund revenue.

Miscellaneous

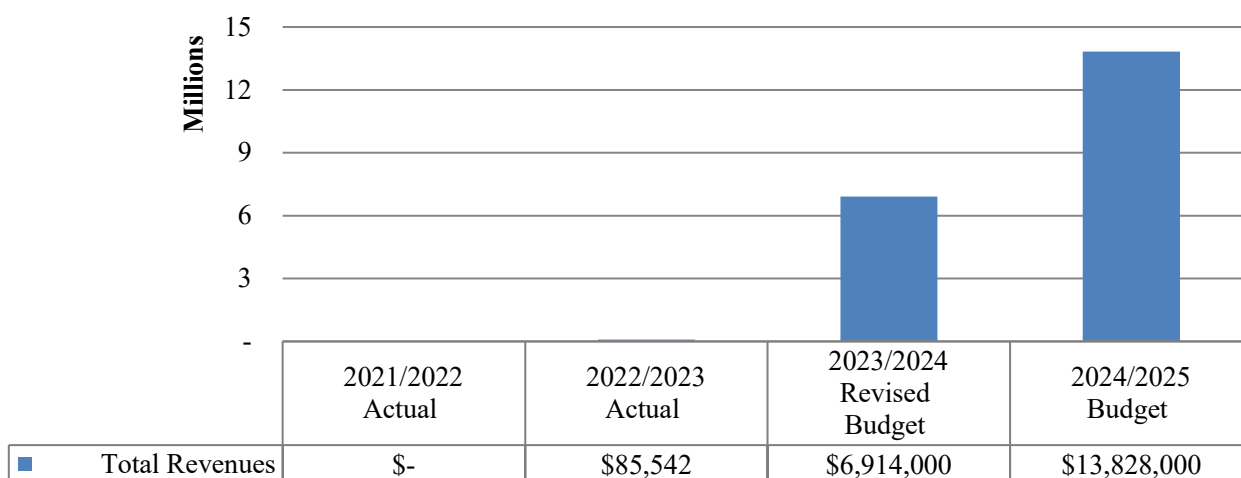
Miscellaneous revenue of \$840,669 represents 2.16 percent of Nonmajor Governmental Fund revenue. The miscellaneous revenues are reimbursements from Call Box Recovery and from the Property Assessed Clean Energy (PACE) funds for work related to improving emergency medical services countywide.

**Nonmajor Governmental Fund
Revenue Information**

	2021/2022	2022/2023	2023/2024	
	Actual	Actual	Revised Budget	2024/2025 Budget
Intergovernmental				
Active Transportation Program-Federal	-	-	-	200,000
Active Transportation Program-State	-	-	700,000	-
Affordable Housing & Sustainable Communities Program	-	-	-	4,899,283
Climate Adaptation Planning	-	-	-	500,000
Federal Railroad Administration	-	-	-	5,807,433
Freeway Service Patrol	2,099,224	1,536,858	3,178,812	3,298,208
Local Agency Formation Commission	33,794	-	-	-
Low Carbon Transit Operations Program	1,052,438	1,300,783	600,000	2,015,132
Orange County Transportation Authority	23,968	27,620	55,880	18,590
State California Department Parks & Recreation	-	-	230,000	230,000
Rancho Cucamonga Fire Protection District	-	-	30,936	-
Riverside County Transportation Commission	4,476	5,720	25,400	8,479
San Bernardino County	(0)	27,479	105,661	210,272
San Bernardino County Call Box	478	-	-	-
San Bernardino County Housing Trust	-	-	254,516	3,308,054
Southern California Association of Governments	1,469,947	436,600	65,484	5,666,943
SCAQMD/Mobile Source Review Committee	151,305	-	1,502,700	831,000
State Wildlife Conservation Board	103,691	63,452	150,000	-
Transit and Intercity Rail Capital Program (TIRCP) - SB125	-	-	-	6,674,599
Vehicle Registration Fees (SAFE)	1,982,630	1,984,904	1,900,000	1,902,000
WRCOG_Regional Energy Network	-	2,987	740,214	1,378,790
Zero Emission Transit Capital Program (ZETCP)-SB125	-	-	-	31,444
Total Intergovernmental	<u>6,921,952</u>	<u>5,386,402</u>	<u>9,539,603</u>	<u>36,980,227</u>
Charges For Services				
Rental Fee - Santa Fe Depot EV Station	4,931	-	7,500	12,213
Total Charges For Services	<u>4,931</u>	<u>-</u>	<u>7,500</u>	<u>12,213</u>
Special Assessments				
Special Assessments	260,691	331,276	404,291	991,873
Total Special Assessments	<u>260,691</u>	<u>331,276</u>	<u>404,291</u>	<u>991,873</u>
Investment Earnings				
Investment Earnings	(53,482)	156,871	143,000	145,000
Total Investment Earnings	<u>(53,482)</u>	<u>156,871</u>	<u>143,000</u>	<u>145,000</u>
Miscellaneous				
Callbox Knockdown Recovery	-	-	45,720	14,676
Fees for PACE Program	209,887	78,464	-	825,993
Total Miscellaneous	<u>209,887</u>	<u>78,464</u>	<u>45,720</u>	<u>840,669</u>
Other Financing Sources				
Transfers In	5,688	7,375	-	-
Total Other Financing Sources	<u>5,688</u>	<u>7,375</u>	<u>-</u>	<u>-</u>
Total Revenues and Other Financing Sources	<u>7,349,666</u>	<u>5,960,388</u>	<u>10,140,114</u>	<u>38,969,982</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 mid 2024. SBCTA is planning to draw down on the loan from the United States Department of Transportation (USDOT) under TIFIA program for \$15 million for Fiscal Year 2024/2025. 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 \$13.8. These charges represent 100 percent of the Express Lanes Fund revenue.

	2021/2022 Actual	2022/2023 Actual	2023/2024 Revised Budget	2024/2025 Budget
Intergovernmental				
I-10 Express Lanes	-	-	6,914,000	13,828,000
Total Intergovernmental	-	-	6,914,000	13,828,000
Other Financing Sources				
Transfers In	-	85,542	-	-
Total Other Financing Sources	-	85,542	-	-
Total Revenues and Other Financing Sources	-	85,542	6,914,000	13,828,000

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 mid 2024. SBCTA is planning to draw down on the loan for \$15 million for Fiscal Year 2024/2025. The loan payable to TIFIA will be recorded as a liability on the balance sheet of the Enterprise Fund to be repaid from express revenues.



Executive Director Ray Wolfe and Deputy Executive Director Carrie Schindler don Zero Emission Multiple Unit (ZEMU)-inspired apparel at the unveiling of SBCTA's state of the art ZEMU.

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 function, including procurement.

Risk Management

Risk Management provides comprehensive enterprise risk management and safety functions, including risk transfer and insurance coverage procurement for all organizational activities.

Management Services

Management Services provides 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 and 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. Nurture relationships with peer agencies, partners in the private sector, and at state and federal agencies.
2. Continue implementation efforts related to records retention/destruction in accordance with policy.

General Counsel

1. Monitor Federal and State legislation related to Express Lanes tolling and operations.
2. Assist with establishment of Regional Housing Trust Joint Powers Agreement.
3. Review and update procurement templates.
4. Continue supporting staff in effecting Brightline West transactions.

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.

Risk Management

1. Ensure compliance with SB 553 Workplace Violence Prevention Program requirements.
2. Plan and deliver online National Incident Management System (NIMS) course tools for all staff and communicate, monitor for course completion and facilitate an annual full functional exercise in compliance with current NIMS requirements.
3. Finalize Security Sensitive Information procedure updates.
4. Continue to work with project delivery staff and contractors to reduce third party claims.
5. Conduct annual safety audits of all SBCTA physical property locations.
6. Plan and facilitate annual insurance underwriter forums to increase carriers' knowledge and comfort with SBCTA as an insurance risk.

Management Services

1. Provide computer software training to employees.
2. Implement Office 365 and G5 licensing.
3. Continue evaluation of systems and networks for security.

General Government Program Budget

Goals and Objectives

Human Resources

1. Conduct recruitment to keep SBCTA fully staffed.
2. Evaluate benefits for potential cost saving opportunities.

Intergovernmental

1. Address agency and regional issues related to equity.
2. Implement Outdoor Equity Program. (Note: This program is not moving forward).

Legislation

1. Advocate increasing historic funding levels provided by Federal and State sources, as well as represent SBCTA's and SBCOG'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 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 and SBCOG's sponsor legislation at the State level.
5. Continue Measure I renewal preparations (ad hoc committee work, expenditure plan development, public education and engagement)
6. Support implementation of Federal funding programs that advance project streamlining initiatives and enhanced project delivery authority, prioritize SBCTA projects and programs in funding decisions, and protects SBCTA's traditional funding and project selection roles and responsibilities.
7. 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 SBCTA and SBCOG projects, programs, and services.
4. Enhance education on Measure I and its successes in San Bernardino County
5. 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.
6. 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. Update and maintain the long-term capital improvement plan and budget for SBCTA-owned facilities.
2. Evaluate the Santa Fe Depot building for possible energy efficiency improvements.

General Government Program Budget

Performance/Workload Indicators

	2021/2022 Actual	2022/2023 Actual	2023/2024 Revised Budget	2024/2025 Budget
Realized yield on operating investments	.50%	0.72%	3.0%	3.5%
Sales Tax revenue note/bond rating (S&P/Fitch)	AAA/AA	AAA/AAA	AAA/AAA	AAA/AAA
Measure I Sales Tax revenue forecast	YES	YES	YES	YES
Capital budget cash flow bond needs analysis	YES	N/A	YES	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	YES	YES	YES	YES
Manage claims effectively and efficiently	YES	YES	YES	YES
Implementation of Enterprise Resource Planning system	N/A	N/A	N/A	YES
City/County Conference	YES	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	NO*	NO*
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	YES	YES

*The state budget deficit has delayed advancement of REAP 2.0 funded programs, and the CTC did not allocate the I-15 funds at the December CTC meeting as anticipated delaying the construction bid.

General Government

Task 0100 Board of Directors

Purpose

The Board membership is comprised of the Mayor or a Council Member from each of the 22 cities and two towns within San Bernardino County and the five members of the County Board of Supervisors. The Board serves as the governing body of the County Transportation Authority and Council of Governments. The Board membership of the County Transportation Authority includes an ex-officio member appointed by the Governor of California. The Board is responsible for setting policies to enhance the quality of life of residents within the county, promoting cooperative regional planning, strengthening economic development efforts, exerting leadership in creative problem solving and establishing priorities for the expenditure of funds in the most efficient and beneficial way to deliver projects and services.

Accomplishments

The widening of State Route 210 (SR 210) through San Bernardino, Highland, and Redlands was completed for beneficial use. Construction of the Interstate 10 (I-10) Express Lanes nears completion as well. The replacement of the North First Avenue Bridge in Barstow progressed beyond the 50 percent mark. Work commenced to reconstruct the Mount Vernon Avenue Viaduct after several years waiting for the work in the Burlington Northern Santa Fe Railroad (BNSF) intermodal yard to conclude. The Zero Emission Multiple Unit (ZEMU) vehicle was unveiled in Orlando, Florida, and is expected to arrive late spring to San Bernardino. ZEMU is anticipated to start revenue operations this fall. Finally, Brightline West received \$3 billion in federal grant funds and will break ground on the high speed rail connection between Las Vegas and Rancho Cucamonga in 2024.

The leadership and advocacy of the Board on behalf of the residents of San Bernardino County remains key to SBCTA's and SBCOG's success. SBCTA is working on the second decade of a 30 year sales tax measure and continues 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 SBCTA's and SBCOG's concerns are understood regionally.
4. Engage in legislative advocacy in Sacramento and Washington, D.C.

Product

Policy direction and goal setting for the agency.

Contract Information

- a. New Contract
 - i. Software license/subscription - Replacement of Agenda Management Software, Amount Budgeted \$30,000, Total Estimated Contract Amount \$100,000

Manager

Marleana Roman, Clerk of the Board/Administrative Manager

General Government

Task 0100 Board of Directors

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Professional Services	5,339	6,785	10,000	20,000
Attendance Fees	89,600	85,400	113,000	113,000
Security	3,547	5,555	23,260	23,260
Rentals-Office Equipment	-	-	15,000	10,000
Training/Registration	-	31	6,000	6,000
Travel Expense - Non-Employee	-	4,350	11,500	9,500
Travel Expense-Mileage-Non-Employee	10,052	16,512	17,000	19,000
Meeting Expense	3,211	4,854	17,000	14,000
Office Equip/Software-Inventorial	9,552	7,495	20,500	33,500
Total Expenditures	<u>121,300</u>	<u>130,981</u>	<u>233,260</u>	<u>248,260</u>
Funding Sources				
MSI Admin				179,500
Local Transportation Fund - Admin				10,000
Local Transportation Fund - Planning				37,760
SAFE-Vehicle Registration Fees				18,000
MSI Valley Fund-Freeway Projects				3,000
Total Funding Sources				<u>248,260</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. Worked closely with stakeholders and key leadership in the State to ensure previously committed State funds were not diverted from highway capacity projects. This effort was vastly intensified upon the heels of the California Transportation Commission (CTC) failing to allocate \$202 million in construction funds to the Interstate 15 (I-15) project in December 2023, and will remain an important part of our advocacy for years to come.
3. Advocated in Washington D.C. for grant funds for Brightline West to construct the proposed high speed rail connection between Rancho Cucamonga and Las Vegas. Most of the funds were received and the project will start construction before the end of Fiscal Year 2023/2024.
4. Elevated the discussion with the Federal Transit Administration (FTA) to allow us to proceed with the environmental clearance of the proposed autonomous tunnel connection to Ontario International Airport. The approval to begin National Environment Policy Act (NEPA) clearance had been delayed for nearly 15 months before we were able to successfully plead our case in Washington D.C. NEPA work has now begun and is expected to be completed within one year.

Work Elements

This task provides for the following:

1. Executive Director oversight and management to implement Board priorities and support for the executive staff.
2. Executive Director participation on conference panels as necessary to maintain agency presence and participation in issues of regional significance.
3. Executive Director advocacy in Sacramento and Washington, D.C.
4. Preparation of agendas and minutes.
5. Maintenance of all official records and documents.
6. Monitoring Political Reform Act and Conflict of Interest Code filings.
7. Certify documents pertaining to SBCTA and SBCOG affairs.
8. Administrative Support for agency-wide functions within the agency.

Product

Executive leadership and oversight to ensure that Board priorities are accomplished. Administrative support included in this task is critical for overall agency functions, posting of agendas and preparation of minutes to document agency actions. Supports compliance with applicable laws and State requirements.

General Government

Task 0200 Executive Administration and Support

Contract Information

- a. Existing Contracts
 - i. 22-1002672, Office Supplies County Participation Agreement, Amount Budgeted \$10,000.
 - ii. 22-1002683, Offsite Record Storage, Amount Budgeted \$23,000.
- b. New Contract
 - i. Software license/subscription - Replacement of Agenda Management Software, Amount Budgeted \$30,000, Total Estimated Contract Amount \$100,000.

Manager

Marleana Roman, Clerk of the Board/Administrative Manager

General Government

Task 0200 Executive Administration and Support

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	753,408	1,008,855	1,112,496	1,171,113
Regular Part-Time Employees	4,488	2,618	24,000	-
Overtime	2,048	788	14,850	14,850
Fringe Allocation-General	746,492	988,155	906,185	876,423
Professional Services	-	28	30,000	30,000
Consulting Services	-	-	50,000	20,000
Legal Fees	500	-	-	-
Maintenance-Office Equipment	495	320	1,500	1,000
Rentals-Office Equipment	43,898	8,231	5,000	5,000
Dues/Memberships	25,627	26,078	50,000	40,000
Training/Registration	5,247	5,851	14,000	15,000
Postage	846	23	5,250	1,250
Travel Expense - Employee	6,656	8,524	23,350	15,000
Travel Expense-Mileage-Employee	217	354	2,100	2,100
Travel Expense-Other-Metrolink Tickets	14	66	300	300
Advertising	-	-	700	1,000
Printing - External	1,198	978	7,300	5,000
Printing - Internal	260	69	10,000	5,000
Record/Equipment Storage	63,233	4,126	8,000	23,000
Office Expense	2,266	4,934	15,000	15,000
Meeting Expense	881	714	3,600	3,600
Office Equip/Software-Inventorial	-	-	20,000	15,000
Total Expenditures	1,657,776	2,060,711	2,303,631	2,259,636

Funding Sources

MSI Admin	659,840
Local Transportation Fund - Planning	270,882
Planning, Programming and Monitoring	4,601
SAFE-Vehicle Registration Fees	1,198
MSI Valley Fund-Freeway Projects	89,212
MSI Valley Fund-Fwy Interchange	35,290
MSI Valley Fund-Traffic Mgmt Sys	23,005
MSI Victor Valley Fund-Traffic Mgmt Sys	5,751
Indirect Cost Fund	1,169,857
Total Funding Sources	2,259,636

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. Updated Administrative Code to accurately reflect SBCTA's practice with regard to the Board Secretary and Treasurer, and to incorporate Express Lanes tolling and operations.
2. Implemented structure for Express Lanes tolling and operations legal compliance.
3. Assisted with the establishment of the Inland Regional Energy Network (I-REN).
4. Supported efforts to issue short-term commercial paper to support North First Avenue Bridge and Mount Vernon Avenue Viaduct projects.
5. Supported efforts to refund 2014 bonds.
6. Participated in negotiations with Housing and Community Development, City of Pomona and Cesar Chavez Foundation to limit SBCTA's liability in connection with Affordable Housing and Sustainable Community (AHSC) grant.
7. Provided comprehensive quarterly litigation and claims updates for the Board.

Work Elements

1. Monitor Federal and State legislation related to Express Lanes tolling and operations.
2. Assist with establishment of Regional Housing Trust Joint Powers Authority.
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 \$6,490.
- 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

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	419,991	439,272	486,409	553,857
Fringe Allocation-General	415,008	429,923	381,832	409,299
Professional Services	9,796	6,965	7,210	7,470
Legal Fees	-	4,397	85,000	85,000
Dues/Memberships	1,565	2,025	2,090	2,090
Training/Registration	2,521	1,632	5,000	5,400
Postage	-	-	100	100
Travel Expense - Employee	3,424	1,954	5,500	5,500
Travel Expense-Mileage-Employee	-	48	200	200
Advertising	1,244	-	-	-
Printing - Internal	7	-	200	-
Meeting Expense	-	30	500	500
Office Equip/Software-Inventorial	-	-	10,000	10,000
Total Expenditures	853,555	886,245	984,041	1,079,416

Funding Sources

MSI Admin	54,890
Local Transportation Fund - Planning	5,547
Local Transportation Fund - Rail	156,844
MSI Valley Fund-Freeway Projects	245,194
MSI Valley Fund-Fwy Interchange	26,155
MSI Valley Fund-Grade Separations	29,497
Indirect Cost Fund	561,289
Total Funding Sources	1,079,416

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 11th consecutive Government Finance Officers Association (GFOA) award for the Annual Comprehensive Financial Report (ACFR) and award for the Annual Budget.
2. Monitored short-term financing programs including notes, commercial paper and other options.
3. Reduced the existing commercial paper program to \$25 million to inject cash flow to the North First Avenue Bridge Project and Interchange Program for the Interstate 10 (I-10) Mount Vernon Avenue Interchange and I-10 Cedar Avenue Interchange Projects.
4. Continued to draw on the United State Department of Transportation (USDOT) loan, under the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program, for the I-10 Corridor Contract 1 Project.
5. Complied with monthly and annual reporting requirements per loan agreement for the I-10 Corridor Contract 1 Project with TIFIA, including annual rating agency monitoring.
6. Reviewed the internal control assessment to assess the effectiveness and efficiency of internal controls.
7. Performed an annual update of the Investment Policy No. 20100.
8. Completed the refunding of the 2014 Sales Tax Revenue Bonds with the issuance of the 2023 Sales Tax Revenue Bonds to reduce interest costs of over \$17.4 million, or \$14 million on a net present value basis.
9. Monitored and completed various Measure I local pass through and Transportation Development Act fund audits for the Fiscal Year 2022/2023.
10. Selected on-call Auditor to complete biennial review of Measure I programs administered by SBCTA.

Work Elements

Finance and Accounting

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

1. Auditing and accounting services:
 - i. Independent financial audit and single compliance audit.
 - ii. Financial, Measure I local street and senior and disabled pass-through, and Transportation Development Act 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.
 - iii. Review investment policies, practices, procedures and portfolio status.
 - iv. Observations and recommendations regarding the adequacy of investment controls.
4. Review financing timetables and structure new debt issue, as necessary, including rating agency presentations and official statements.

General Government

Task 0400 Financial Management

Budgetary changes are mainly due to less costs than anticipated for auditing costs related to MSI local street and senior and disabled pass-through, and Transportation Development Act (TDA) compliance audits of transit operators, cities, and county.

Product

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

Contract Information

- a. Existing Contracts
 - i. 20-1002269, Issuing and Paying Agent for Commercial Paper, Amount Budgeted \$0.*
 - ii. 20-1002281, 20-1002295, 21-1002607, 22-1002704, 24-1003074, and 24-1003075 Rating Services, Amount Budgeted \$0.*
 - iii. 20-1002292, Investment Advisory Services, Amount Budgeted \$125,000.
 - iv. 20-1002320 and 20-1002378, On-Call Audit Services, Amount Budgeted \$25,000.
 - v. 20-1002380 and 20-1002322, Financial Advisory Services, Amount Budgeted \$50,000.
 - vi. 21-1002544, Sales Tax Consulting Services, Amount Budgeted \$25,000.
 - vii. 21-1002558, Custodial Banking Services, Amount Budgeted \$1,500.
 - viii. 21-1002624, Bond Counsel, Amount Budgeted \$0.*
 - ix. 21-1002625, Disclosure Counsel, Amount Budgeted \$0.*
 - x. 23-1002833, Financial Model for Express Lanes Operations, Amount Budgeted \$0.*
 - xi. 23-1002932, Banking and Credit Card Services, Amount Budgeted \$1,000.
 - xii. 23-1002933, Economist Services, Amount Budgeted \$25,000.
- b. New Contracts
 - i. RFP, Trustee Services for Outstanding Bonds, Amount Budgeted \$30,000, Total Estimated Contract Amount \$100,000.
 - ii. RFP, Auditing Services for Transit Operators, Amount Budgeted \$150,000, Total Estimated Contract Amount \$1,260,000.
 - iii. RFP, Auditing Services for Measure I Local Pass-through and Parking Fees, Amount Budgeted \$300,000, Total Estimated Contract Amount \$1,130,000.
 - iv. RFP, Auditing Services for Financial Statements, Amount Budgeted \$300,000, Total Estimated Contract Amount \$900,000.
 - v. RFP, Financial Advisory Services, Amount Budgeted \$50,000, Total Estimated Contract Amount \$500,000.
 - vi. RFP, Investment Advisory Services, Amount Budgeted \$125,000, Total Estimated Contract Amount \$500,000.
 - vii. RFP, On-Call Audit Services, Amount Budgeted \$50,000, Total Estimated Contract Amount \$1,200,000.
- c. Software License Agreements and Software Subscriptions
 - i. Lease and subscription based information technology arrangements management software, Amount Budgeted \$8,000.

*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

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	809,783	903,559	1,259,049	1,227,737
Overtime	20,092	7,853	14,850	14,850
Fringe Allocation-General	820,028	892,015	998,114	872,291
Professional Services	52,775	15,433	214,000	405,903
Consulting Services	-	-	140,000	200,000
County Fees	83,045	68,303	100,000	100,000
Auditing and Accounting	628,253	719,859	1,876,000	1,315,000
Investment Management Fees	149,183	75,345	125,000	125,000
Legal Fees	-	19,203	16,000	-
Dues/Memberships	3,519	2,596	5,125	13,000
Training/Registration	3,201	3,623	20,250	20,000
Postage	1,872	1,967	2,100	2,100
Travel Expense - Employee	1,080	7,648	21,000	16,000
Travel Expense-Mileage-Employee	475	161	3,750	4,100
Advertising	1,841	400	2,800	2,800
Printing - External	513	960	7,000	5,000
Bank Charges	2,154	369	5,000	1,000
Office Expense	199	254	800	-
Meeting Expense	451	1,180	1,700	2,000
Total Expenditures	<u>2,578,465</u>	<u>2,720,727</u>	<u>4,812,538</u>	<u>4,326,781</u>
Funding Sources				
MSI Admin				1,054,805
Local Transportation Fund - Admin				418,506
Local Transportation Fund - Planning				256,932
Local Transportation Fund - Rail				2,078
Federal Railway Administration				894
Transit and Intercity Rail Capital Program-SB125				894
Zero Emission Transit Capital Program-SB125				3,575
SAFE-Vehicle Registration Fees				92,728
MSI Valley Fund-Freeway Projects				299,238
MSI Valley Fund-Fwy Interchange				67,784
MSI Valley Fund-Grade Separations				30,166
MSI Valley Fund-Metrolink/Rail Service				55,848
MSI Victor Valley Fund-Major Local Hwy				20,578
Indirect Cost Fund				<u>2,022,755</u>
Total Funding Sources				<u>4,326,781</u>

General Government

Task 0430 Risk Management

Purpose

Facilitate and oversee risk-handling activities that may be planned or invoked as needed across all agency activities to mitigate adverse impacts; this includes management of SBCTA's comprehensive insurance and enterprise risk management program, identification of insurance requirements for contracts, management of the continuity of operations plan, and leading the safety committee.

Accomplishments

Risk Management, in an effort to continue the safety initiatives, has continued to promote staff awareness, training on security sensitive information protocols, and wrote a resolution. This resolution was adopted by the Board of Directors, making the National Incident Management System (NIMS) the official Incident Management System for large scale emergencies at SBCTA. Risk Management is leading the effort to comply with Senate Bill 553 (SB553), newly enacted legislation requiring all employers to implement a Workplace Violence Prevention Plan no later than July 1, 2024. Risk Management continues to promote initiatives that help mitigate third party and workplace injuries.

Work Elements

This activity evaluates and procures via a contracted insurance broker, all appropriate forms of insurance coverage and insurance limits of liability including: 1) workers compensation, 2) commercial property, 3) general and excess liability (including public officials errors and 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: security sensitive information (SSI), personally identifiable information (PII) and continuity of business operations planning (COOP), environmental health and safety, fire, life and safety and the review of all contracts for proper vendor insurance coverage and certificate of insurance, as well as managing a third party administrator responsible for handling claims. The activity includes the following professional contracts:

1. Insurance and Risk Management consultant:
 - i. Marketing SBCTA to the insurance market and seeking proposals from various carriers for SBCTA and SBCOG insurance policies.
 - ii. 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.

Product

1. Evaluate risk and secure annual insurance policies.
2. In coordination with Executive Management, continuously review and assess SSI and ensure it is handled appropriately.
3. Develop formal procedure to outline how to identify, store, handle and disseminate SSI.
4. Perform annual updates to the Continuity of Operations Plan and continue managing the Continuity of Operations training, testing, and exercising program.
5. Perform monthly safety inspections and annual full functional exercise and fire drill.

General Government

Task 0430 Risk Management

Contract Information

- a. Existing Contracts
 - i. 19-1002035, Broker Service, Amount Budgeted \$1,500.
 - ii. 23-1002957, Broker Service, Amount Budgeted \$35,000.
 - iii. 21-1002472, Liability Claims Third Party Administrator, Amount Budgeted \$15,000.

Local Funding Source Detail

- i. Fontana - \$3,500.
- ii. Montclair - \$12,500.
- iii. Ontario - \$4,500.
- iv. Rancho Cucamonga - \$15,000.
- v. Redlands - \$6,500.
- vi. Rialto - \$5,000.
- vii. San Bernardino - \$25,000.
- viii. Upland - \$3,000.

Manager

Steven Keller, Enterprise Risk Manager

General Government

Task 0430 Risk Management

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	-	-	121,639	130,840
Fringe Allocation-General	-	-	95,488	96,690
Professional Services	-	-	48,000	50,000
Legal Fees	-	-	15,000	15,000
Claims	-	-	50,000	50,000
General Liability Insurance	-	-	255,000	250,000
Umbrella Liability Insurance	-	-	120,000	120,000
Property Insurance	-	-	261,716	214,209
Crime Insurance	-	-	12,000	12,000
Automotive Insurance	-	-	1,500	1,500
Cyber Liability Insurance	-	-	26,400	26,400
Dues/Memberships	-	-	375	400
Training/Registration	-	-	2,750	3,000
Postage	-	-	100	100
Travel Expense - Employee	-	-	-	3,000
Travel Expense-Mileage-Employee	-	-	350	500
Advertising	-	-	1,000	-
Total Expenditures	-	-	1,011,318	973,639
Funding Sources				
MSI Admin				3,928
Local Transportation Fund - Planning				107,098
SAFE-Vehicle Registration Fees				4,064
MSI Valley Fund-Freeway Projects				115,118
MSI Victor Valley Fund-Major Local Hwy				1,355
Local Projects Fund				75,000
Indirect Cost Fund				667,076
Total Funding Sources				973,639

NOTE: New Task created in Fiscal Year 2023/2024 per board approval on September 6, 2023. It does not include prior year history.

General Government

Task 0450 Management Services

Purpose

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

Accomplishments

1. Conducted an email phishing test, identifying opportunities for training improvement.
2. Implemented appropriate LaserFiche workflow to enable proper records retention for public records requests and cancelled procurements.
3. Upgraded on-premise infrastructure to modern equipment.
4. Identified and designed critical improvements to two-factor authentication software to protect internal systems.
5. Created Request for Proposal Draft for Microsoft Office 365 G5 implementation.
6. Upgraded Microsoft Office 365 licensing to G3 to enable litigation hold.
7. Conducted a successful test of the current disaster recovery and business continuity solution, identifying opportunities to improve service in the event of an event.
8. Migrated organization to Adobe Cloud platform, enabling more timely responses to Public Records Requests.
9. Purchased a new agency pool vehicle.

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 six contracts related to computer network administration. In addition, the budgeted amount includes an upgrade to Microsoft Office 365's G5 level, enabling records retention for all items in the Office 365 environment.

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).

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 means and methods to ensure existing SharePoint site is able to migrate into SharePoint Online with document retention and records management.

General Government

Task 0450 Management Services

5. Plan and direct the organization's strategy to drive on-premise hardware and services to the cloud.
6. Replace computer network workstations as part of a standard rotation and capital improvement plan.
7. Replace existing disaster recovery and business continuity solution with a modernized and more robust system.
8. Provide technical expertise, guidance and recommendation for replacement software for MinueTraq.
9. Provide technical expertise, guidance and recommendations for an Enterprise Resource Planning (ERP) solution.

Contract Information

- a. Existing Contracts
 - i. 17-1001628, Technology Network Consultant, Amount Budgeted \$275,000.
 - ii. 24-1003072, Phone and Internet Communication, Amount Budgeted \$12,900.
 - iii. 22-1002805, Printer Leases, Amount Budgeted \$30,000.
 - iv. 23-1002842, Postage Machine Lease, Amount Budgeted \$11,000.
 - v. 23-1002828, SharePoint Administrator Professional Services, Amount Budgeted \$14,355.
 - vi. 22-1002779, MOU with County for Mail and Printing Services, Amount Budgeted \$0.*
- b. New Contracts
 - i. IFB, Workstation Replacement Program, Phase Two, Amount Budgeted \$75,000, Total Estimated Contract Amount \$75,000.
 - ii. RFP, Disaster Recovery/Business Continuity Solution Replacement, Amount Budgeted \$40,000, Total Estimated Contract Amount \$69,000.
 - iii. RFP, Technology Network Consultant, Amount Budgeted \$285,000, Total Estimated Contract Amount \$1,550,000.
 - iv. RFP, LaserFiche Administrator, Amount Budgeted \$66,250, Total Estimated Contract Amount, \$220,000.
 - v. RFP, ShoreTel Phone System Support Services. Amount Budgeted \$5,000, Total Estimated Contract Amount \$10,000.
 - vi. RFP, Office 365 Migration and Implementation, Amount Budgeted \$150,000 Total Estimated Contract Amount \$150,000.
 - vii. REDA, Network Security Training and Phishing Response Testing, Amount Budgeted \$10,000, Total Estimated Contract Amount \$10,000.
- 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. Adobe Cloud Software - Adobe Sign, Adobe Creative Cloud, Adobe Acrobat Subscription, Amount Budgeted \$18,900.
 - v. Hosted O365 Email and Microsoft Office Applications, Amount Budgeted \$103,680.
 - vi. Email Spam Filtering and Encryption, Amount Budgeted \$6,250.
 - vii. Zoom Software, reduce cost from \$6,500 to \$800 annual by leveraging Microsoft Teams

* 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

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	115,638	147,570	171,928	177,641
Fringe Allocation-General	114,266	144,429	134,964	131,276
Professional Services	301,088	331,852	470,400	456,650
Maintenance-Motor Vehicles	779	2,315	2,500	2,500
Rentals-Office Equipment	-	15,786	-	-
Training/Registration	640	-	10,000	10,000
Postage	8	2,516	1,000	3,500
Travel Expense - Employee	-	254	1,000	1,000
Travel Expense-Mileage-Employee	-	-	200	200
Advertising	-	209	-	-
Communications	10,692	10,588	48,500	41,400
Office Expense	53	1,139	1,500	1,500
Meeting Expense	383	-	200	200
Office Equip/Software-Inventorial	127,670	678,807	342,606	398,686
Computer Hardware and Software	-	4,043	352,000	225,000
Total Expenditures	<u>671,216</u>	<u>1,339,507</u>	<u>1,536,798</u>	<u>1,449,553</u>
Funding Sources				
MSI Admin				81,517
Indirect Cost Fund				<u>1,368,036</u>
Total Funding Sources				<u>1,449,553</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 nine positions at time of budget preparation with the expectation for an additional seven recruitments.
2. Screened over 386 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 and active shooter training and certified employees in first aid.
7. Implemented a Mentorship program to provide employees with the opportunity to receive guidance from a mentor, engage with fellow SBCTA employees, and to open up new channels for networking and mutual learning.
8. Implemented a new online training program to increase employee skills and competencies.

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.

General Government

Task 0470 Human Resources

2. Research, develop, and deliver ways to automate human resources processes to improve efficiency and reduce costs.
3. Promote health and wellness campaign program initiatives.
4. Legal review of personnel policies and procedures to maintain accordance with Federal, State, and local guidelines.

Contract Information

- a. Existing Contracts
 - i. 21-1002467, On-Call Employment Law Advisement Services, Amount Budgeted \$20,000.
 - ii. 23-1002959, On-Call Legal Services, Amount Budgeted \$5,000.
- b. New Contracts
 - i. RFQ, Employment Prescreening Services, Amount Budgeted \$3,230, Total Estimated Contract Amount \$20,000.
 - ii. RFQ, Employee Background Screening Services, Amount Budgeted \$1,750, Total Estimated Contract Amount \$8,000.
 - iii. RFQ, Various Employee Service Award Services and Products, Amount Budgeted \$20,500, Total Estimated Contract Amount \$20,500.
- c. Software License Agreements and Software Subscriptions
 - i. Third Party Whistleblower Services, Amount Budgeted \$1,500.
 - ii. Mentorship Software, Amount Budgeted \$2,100.
 - iv. Human Resources Information System (HRIS) for recruitment, performance management, and training. Amount Budgeted \$23,500.

Manager

Colleen Franco, Director of Management Services

General Government

Task 0470 Human Resources

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	175,362	124,052	129,746	130,569
Fringe Allocation-General	173,281	121,411	101,851	96,491
Professional Services	18,551	56,444	3,875	4,980
Legal Fees	13,009	21,079	25,000	25,000
Maintenance-Motor Vehicles	-	198	-	-
Dues/Memberships	1,841	1,819	2,175	2,180
Training/Registration	1,865	524	21,050	33,250
Postage	-	-	200	200
Travel Expense - Employee	214	-	6,500	7,000
Travel Expense-Mileage-Employee	1	-	500	500
Advertising	7,561	11,641	15,800	15,800
Office Expense	340	1,167	1,000	1,000
Meeting Expense	3,971	8,138	15,000	20,000
Total Expenditures	395,996	346,472	322,697	336,970
Funding Sources				
MSI Admin				1,715
Indirect Cost Fund				335,255
Total Funding Sources				336,970

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 previous fiscal years, and authorization from the SBCTA/SBCOG Board, 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 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, particularly as staff moves to create and implement an Equity Framework for SBCOG and SBCTA.

1. Received Outdoor Equity Program Grant to cover three years. (Program not moving forward).
2. Approved vendor contracts to implement Outdoor Equity Program.
3. Entered into vendor contract to complete an Equity Framework for SBCTA and SBCOG
4. Implemented Small Business component to the annual Business-to-Business event.
5. Completed regional study for small business activity at the local jurisdiction level.

Work Elements

1. Planning and coordination within SBCTA/SBCOG and among local agencies to develop and implement an Equity Framework.
2. Coordination with vendors to implement the Outdoor Equity Program. (Program not moving forward).
3. Coordination and implementation with cities, the county, non-profits, and stakeholders for implementation of the Small Business Component of the Business-to-Business event.
4. Coordinated with the City/County Manager's Technical Advisory Committee (CCMTAC) to receive direction on the regional small business study.

Product

Equity Framework, Outdoor Equity Program and Implementation Plan.

General Government Contract Information

- a. Existing Contracts
 - i. 23-1002995, CTO Business to Business (B2B) Small Business Track, Amount Budgeted \$50,000.
 - ii. 19-1002000, Equity Framework, Amount Budgeted \$100,000.
 - iii. 24-1003033, Equity Policy Framework, Amount Budgeted \$200,000.
 - iv. 23-1003018, Planning and COG On-Call Services, Amount Budgeted \$52,500.

Manager

Steven Smith, Director of Planning

General Government

Task 0501 Intergovernmental

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	120,889	126,074	64,389	65,931
Fringe Allocation-General	119,455	123,391	50,545	48,723
Professional Services	148,612	138,714	50,000	50,000
Consulting Services	51,458	115,227	250,000	250,000
Dues/Memberships	-	-	500	500
Training/Registration	37,299	15,000	30,000	30,000
Postage	-	-	100	100
Travel Expense - Employee	415	408	-	-
Travel Expense-Mileage-Employee	124	200	1,200	1,200
Travel Expense-Mileage-Non-Employee	-	-	200	200
Travel Expense-Other-Metrolink Tickets	-	-	200	100
Contributions/Subsidies	-	-	5,000	5,000
Office Expense	-	-	100	100
Meeting Expense	(27,770)	12,800	-	-
Grant Writing	-	-	52,500	52,500
Total Expenditures	<u>450,483</u>	<u>531,815</u>	<u>504,734</u>	<u>504,354</u>
Funding Sources				
MSI Admin				89,700
Indirect Cost Fund				<u>414,654</u>
Total Funding Sources				<u>504,354</u>

General Government

Task 0503 Legislation

Purpose

Advocate for policies, funding, legislation, and regulatory actions that advance the transportation and council of government priorities as established by the Board in order to enable the efficient delivery of transportation projects and SBCTA and SBCOG programs.

Accomplishments

SBCTA continued to work with its member jurisdictions, Federal and State advocates, regional and statewide agencies, and key stakeholders to advance transportation policies beneficial to SBCTA, protect critical funding sources, and ensure that SBCTA's priority projects were able to move forward.

The work supported by this task 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. Advocating 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. Advocating for support of SBCTA Federal grant requests.

In Sacramento, SBCTA Board Members' and staff advocacy efforts included:

1. Advocating to protect Senate Bill 1 (SB1) investments in transportation.
2. Advocating to protect existing transit investments.
3. Advocating for the reexamination of Senate Bill 743 (SB743) and the Vehicle Miles Traveled (VMT) metric.
4. Advocating to maintain and increase Federal and State formula funding sources.
5. Advocating for Cap-and-Trade Program allocations for transportation projects and working with statewide partners to promote maximum flexibility in program guidelines.
6. 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.
7. Educating on the significance of the role San Bernardino County highways play in goods movement.
8. 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.
9. Advocating to protect SBCTA's local control over regional transportation projects.
10. Continuing to build and improve relationships with Federal and State transportation agencies.

Locally, SBCTA staff will:

1. Work with the Transportation Investment Plan Ad Hoc Committee in development of the expenditure plan and revenue projections for the potential 2026 Measure I Renewal ballot measure.
2. Educate the public on the benefits of Measure I and Measure I projects.

General Government

Task 0503 Legislation

Work Elements

This Program has four components:

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

Budgetary changes are mainly due to an increase in cost for additional advocacy services that will be offset by an increase in revenue (reimbursement) from Omnitrans.

Product

Products of this work element include the retention and/or expansion of funding for SBCTA's and SBCOG's projects and programs; a more efficient project delivery system; the inclusion of SBCTA's and SBCOG'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 2024/2025, 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 and SBCOG's adopted legislative platform through the legislative process.

Contract Information

- a. Existing Contracts
 - i. 20-1002385, Federal Advocacy Services, Amount Budgeted \$162,000.
 - ii. 20-1002384, State Advocacy Services, Amount Budgeted \$120,000.

Manager

Otis Greer, Director of Legislative and Public Affairs

General Government

Task 0503 Legislation

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	219,113	253,256	285,432	293,374
Fringe Allocation-General	216,513	247,867	224,067	216,805
Professional Services	162,683	214,913	164,328	284,328
Dues/Memberships	11,249	18,381	12,000	9,504
Training/Registration	212	1,100	10,000	10,000
Postage	-	41	-	-
Travel Expense - Employee	8,780	7,525	26,500	25,261
Travel Expense-Mileage-Employee	-	114	3,000	4,000
Travel Expense-Other-Metrolink Tickets	-	25	200	200
Office Expense	-	-	500	500
Meeting Expense	626	465	32,000	31,000
Total Expenditures	<u>619,176</u>	<u>743,687</u>	<u>758,027</u>	<u>874,972</u>
Funding Sources				
MSI Admin				126,873
Local Transportation Fund - Admin				3,814
Local Transportation Fund - Planning				50,221
Local Transportation Fund - Rail				120,000
MSI Valley Fund-Freeway Projects				6,307
Indirect Cost Fund				<u>567,757</u>
Total Funding Sources				<u>874,972</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.

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. Supported 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 contracts for public outreach, media relations, and on-call graphic design services.
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; provided communications for the various programs within the COG function; development of a COG marketing plan; and supported the planning and execution of the annual City/County Conference.
10. Hosted 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.

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 COG Communicator,

General Government

Task 0605 Public Affairs

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 2024/2025, 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. 23-1002995, 4-year (+1) On-call Public Outreach, Amount Budgeted \$75,000.*
 - ii. 23-1002966, Website Maintenance and Content Posting, Amount Budgeted \$25,000.

* 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

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	131,331	175,010	173,137	192,670
Fringe Allocation-General	129,772	171,285	135,914	142,383
Professional Services	67,942	67,946	185,000	150,000
Dues/Memberships	4,994	3,645	11,600	11,600
Training/Registration	2,437	925	15,600	14,000
Travel Expense - Employee	218	2,082	10,000	10,000
Travel Expense-Mileage-Employee	-	530	3,500	3,500
Public Information Activities	3,636	20,402	70,000	119,142
Meeting Expense	-	54,439	135,000	35,000
Total Expenditures	<u>340,330</u>	<u>496,265</u>	<u>739,751</u>	<u>678,295</u>

Funding Sources

MSI Admin	114,993
Local Transportation Fund - Planning	23,340
Local Transportation Fund - Rail	52,016
MSI Valley Fund-Freeway Projects	65,654
MSI Valley Fund-Fwy Interchange	44,364
MSI Valley Fund-Grade Separations	1,908
MSI Valley Fund-Metrolink/Rail Service	7,349
MSI Valley Fund-Express Bus/Rapid Trans	9,798
Indirect Cost Fund	<u>358,873</u>
Total Funding Sources	<u>678,295</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 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 2023/2024, SBCTA completed Phase 1 of 3 Heating, Ventilation, and Air Conditioning (HVAC) unit replacement/upgrades by replacing outdated controls with all new smart sensors for optimal energy utilization and efficiency. SBCTA also completed carpet replacement for the 2nd floor and the Boardroom with new carpet tiles which included subfloor repairs.

Work Elements

1. Monthly review of property manager's reports and allocated costs to this task as appropriate.
2. Coordinate all facility maintenance activities between SBCTA and the property manager.
3. Coordinate all furniture procurements and repairs for SBCTA.
4. Review building operating budgets quarterly and adjust as necessary.
5. Ongoing oversight of the property management account.
6. Continued oversight over added security measures.
7. Coordinate all building construction and repair activities between SBCTA and the property manager.

The budgetary increase is due to higher security hourly rates and an increase in Depot utility and maintenance costs.

Product

1. Active management of the facility.
2. Procure parking lot slurry and stencil services.
3. Phase 2 of 3 Heating, Ventilation, and Air Conditioning (HVAC) unit replacement/upgrades.
4. Paint Lobby & Lobby Restroom Walls and Partition Doors.
5. Stain and Refurbish All Interior/Exterior Benches and Lobby Doors.
6. Depot Elevator Modernization.

Contract Information

- a. Existing Contracts
 - i. 20-1002397, Property and Facility Management Services, Amount Budgeted \$14,109.
 - ii. 21-1002626, Confidential Paper Recycling Services, Amount Budgeted \$110.
 - iii. 22-1002732, Auction Services, Amount Budgeted \$0.
 - iv. 24-1003072, Telephone and Internet Service, Amount Budgeted \$7,700.
 - v. 23-1003013 (Pending), Furniture and Furniture Services, Amount Budgeted \$65,000.
- b. New Contracts
 - i. RFP, Parking Lot Slurry Seal/Stencil, Amount Budgeted \$180,000, Total Estimated Contract Amount \$180,000.

General Government

Task 0805 Building Operation

- ii. RFP, Property and Facility Management Services, Amount Budgeted \$15,000, Total Estimated Contract Amount \$155,232.
 - iii. RFP, Confidential Paper Recycling Services, Amount Budgeted \$1,276, Total Estimated Contract Amount \$6,180.
 - iv. RFP, Auction Services, Amount Budgeted \$0.*
 - v. RFP, HVAC Upgrade Phase 2, Amount Budgeted \$170,000, Total Estimated Contract Amount \$170,000.
 - vi. RFP, Paint Lobby and Lobby Restroom Walls/Partition Doors, Amount Budgeted \$67,618, Total Estimated Contract Amount \$67,618.
 - vii. RFP, Stain and Refurbish All Interior/Exterior Benches and Lobby Doors, Amount Budgeted \$80,000, Total Estimated Contract Amount \$80,000.
 - viii. RFP, Depot Elevator Modernization, Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.
 - ix. RFP, Office Plant Services, Amount Budgeted \$4,120, Total Estimated Contract Amount \$20,000.
- c. Software License Agreements and Software Subscriptions
- i. Envoy Visitor Software, Amount Budgeted \$7,477.

*Contract has no out of pocket expense for SBCTA, contract for auction service to dispose SBCTA property.

Manager

Colleen Franco, Director of Management Services

General Government

Task 0805 Building Operation

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	53,292	63,966	120,551	142,647
Fringe Allocation-General	52,660	62,604	94,632	105,416
Professional Services	(5,970)	4,877	26,386	11,500
Legal Fees	-	-	-	10,000
Security	185,234	197,152	204,716	254,510
Utilities	138,876	162,154	147,600	185,000
Maintenance-Buildings	853,187	882,586	971,872	998,528
Postage	16	-	200	200
Communications	18,761	18,127	20,000	8,600
Office Expense	9,972	4,964	14,519	14,639
Improvements OTBS	-	17,230	717,000	744,618
Office Furniture and Equipment	15,427	19,199	65,000	65,000
Office Equip/Software-Inventorial	38,854	73,451	22,200	18,500
Computer Hardware and Software	-	7,198	-	-
Total Expenditures	<u>1,360,308</u>	<u>1,513,509</u>	<u>2,404,676</u>	<u>2,559,158</u>
Funding Sources				
MSI Admin				1,715
Amtrak				12,000
Indirect Cost Fund				<u>2,545,443</u>
Total Funding Sources				<u>2,559,158</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) was moved to Task 0511 under the Council of Governments in Fiscal Year 2023/2024. 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. Staff has managed the disposition of all remaining project trucks in Fiscal Year 2023/2024 and forwarded the appropriate share of the disposition funds to the DOE. Staff has also worked with project partner, Ryder Systems, Inc. (Ryder), regarding asset management and has confirmed with Ryder that all CNG/LNG project related equipment involving DOE funds have depreciation to a value of \$0. Staff to re-review DOE requirements regarding closing out of the project once again to confirm if contract can be officially closed.
3. Staff member that represents SBCTA on the MSRC TAC Committee (TAC) was nominated and selected to Chair the TAC in Fiscal Year 2023/2024.

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. Re-review the DOE agreement and determine, since all trucks have been dispositioned and all project related equipment has a depreciation value of \$0, if DOE contract can be closed or if there are any other grant related obligations that may need to be addressed.

Performance/Workload Indicators

	2021/2022	2022/2023	2023/2024	
	Actual	Actual	Revised Budget	2024/2025 Budget
Mobile Source Review Committee Meetings*	10	10	8	11
Identification of ZEV grant opportunities	2	5	5	5

* MSRC TAC is dark in July with other cancelations.

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 the Air Quality Management Plan (AQMP) Advisory Group, which provides input to the next update of the AQMP.
2. In Fiscal Year 2023/2024, the United States Department of Energy (DOE) truck and asset management task has been completed. The work associated with this program included the disposition of all 204 Compressed Natural Gas (CNG) and Liquefied Natural Gas (LNG) DOE project trucks. In addition, all CNG and LNG equipment assets associated with the DOE project funding have been determined to have a zero dollar value by Ryder System, Incorporated (project partner).
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 South Coast Air Quality Management District (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 gases as part of Southern California Association of Governments (SCAG) Sustainable Communities Strategy.
9. Continue to explore EV technologies such as solar powered systems.

The budgetary decrease is due to the completion of the United States Department of Energy (DOE) sale of Ryder trucks.

Product

1. Continue to collaborate with local agencies regarding various EV charging station and EV infrastructure opportunities.

Environment and Energy Conservation

Task 0101 Environment

2. Identify electric, hydrogen and other alternative fuel funding opportunities to assist San Bernardino County agencies and travelers in improving air quality and working toward greenhouse gas reduction goals. The SCAG Zero-Emission Truck Infrastructure (ZETI) study is a major focal point in organizing the region for this initiative.
3. Participate via the MSRC with various work program committees to further assist with emissions reductions in the Inland Empire.

Manager

Steven Smith, Director of Planning

Environment and Energy Conservation

Task 0101 Environment

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	55,077	17,059	22,736	20,030
Regular Part-Time Employees	304	13,666	640	740
Fringe Allocation-General	54,424	16,696	18,350	15,349
Professional Services	16,854	78,184	657,500	39,500
Consulting Services	-	-	102,000	99,000
Maintenance-Motor Vehicles	-	-	450	450
Training/Registration	58	-	7,000	6,875
Postage	-	-	350	300
Travel Expense - Employee	-	-	10,500	9,300
Travel Expense-Mileage-Employee	-	58	5,000	3,380
Travel Expense-Other-Metrolink Tickets	-	-	1,000	1,400
Printing - External	-	-	1,200	1,200
Printing - Internal	-	-	400	400
Contributions/Subsidies	-	-	100,000	100,000
Office Expense	-	-	425	325
Meeting Expense	-	-	-	200
Office Equip/Software-Inventorial	1,055	-	-	-
Total Expenditures	<u>127,772</u>	<u>125,662</u>	<u>927,551</u>	<u>298,449</u>
 Funding Sources				
MSI Valley Fund-Traffic Mgmt Sys				<u>298,449</u>
Total Funding Sources				<u>298,449</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 to work with the regional SoCal 511 partners, which includes 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) with the goal that all five agencies provide seamless regional traveler information for commuters throughout the region.
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. Continued to review and make changes to FSP Request for Proposals (RFP) documents and contracts in an effort to attract more qualified tow companies to submit a proposal and participate in the FSP Program.
5. Continued to monitor and assess the operations of the FSP Program so that it runs efficiently and cost effectively as possible.

Goals and Objectives

1. Work with RCTC to plan and implement a Mobile Call Box Program protocol through SoCal 511 system.
2. Procure and award a FSP contract for Beats 5 and 27.
3. Conduct outreach to tow operators in the region regarding the upcoming Beat 11 and Beat 29 procurements.
4. Continue to review and evaluate FSP technology and operations 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 Americans with Disabilities Act (ADA) compliant.
6. Address remaining B and C site type call boxes in the network to determine if retrofitting or removing the call boxes is more appropriate. Type B and C call box site types are no longer permitted by Caltrans, due to the sites upward (site B) or downward (site C) slopes.
7. Increase mobility on area freeways by removing disabled vehicles and other impediments during peak commute hours in a safe and efficient manner.
8. Reduce traffic congestion and contribute to the improvement of air quality in the region by providing and promoting timely accident and congestion travel services information through the formation of the regional SoCal 511 system.
9. Continue to explore possible partnerships with congestion management applications for further efficiency of the Commuter and Motorist Assistance Program.

Performance/Workload Indicators

	2021/2022	2022/2023	2023/2024	
	Actual	Actual	Revised Budget	2024/2025 Budget
Motorists assisted by Freeway Service Patrol	86,178	86,178	85,000	85,000
Calls to 511	347,301	385,472	312,756	313,000
Visits to IE511.org/ SoCal 511	345,133	618,413*	304,356	305,000

*Fiscal Year 2022/2023 increased due to several weather/storm events, as well as a transit strike in the Orange County region during 2023.

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.

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) launched in January 2024. In Fiscal Year 2022/2023, the SoCal 511 system received more than 385,000 calls and the SoCal 511 website had in excess of 1.6 million web page views. Please note call and web page view increases in Fiscal Year 2022/2023 were due to several significant weather/storm events in the region, as well as a transit strike that occurred in Orange County during this time period.

Work Elements

1. Attend and participate in the regional SoCal 511 coordination meetings.
2. Continue to stay updated and educated about new and upcoming Intelligent Transportation Systems (ITS) and traveler solutions to better serve the motoring public.

Budgetary changes are a result of the need to update the current 511 signage to reflect the SoCal 511 information. The updated signage will occur throughout San Bernardino County. In addition, some marketing and design services have been added to help promote 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 to work with SoCal 511 partners to help promote and possibly advertise/market the SoCal 511 system.

Contract Information

- a. Existing Contracts
 - i. 20-1002311, LA SAFE Annual Agreement for SoCal 511, Amount Budgeted \$165,000.

Manager

Steven Smith, Director of Planning

Commuter and Motorist Assistance

Task 0406 Traveler Services & Intelligent Transportation Systems

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	9,344	1,687	23,261	20,789
Regular Part-Time Employees	-	-	640	740
Fringe Allocation-General	9,233	1,651	18,762	15,910
Professional Services	228,915	132,769	182,000	227,000
Consulting Services	-	-	20,000	20,000
Maintenance-Motor Vehicles	-	-	200	200
Training/Registration	-	-	1,500	2,000
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	-	-	97,000	147,000
Printing - Internal	-	-	100	100
Office Expense	-	-	250	250
Meeting Expense	-	-	2,000	2,000
Total Expenditures	<u>247,493</u>	<u>136,107</u>	<u>352,413</u>	<u>442,689</u>
Funding Sources				
SAFE-Vehicle Registration Fees				177,000
MSI Valley Fund-Traffic Mgmt Sys				216,539
MSI Victor Valley Fund-Traffic Mgmt Sys				<u>49,150</u>
Total Funding Sources				<u>442,689</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 776 call boxes along 1,800 centerline highway miles.

Accomplishments

Last year, more than 3,100 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 (TTY's) devices to assist the hearing and speech impaired, and improvements continue to be made to provide better access for motorists with physical and mobility disabilities. Staff continue to monitor and evaluate the current call box system.

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. Reviewing all call box site locations with an emphasis on either retrofitting or removing all B and C call box sites, due to the sites upward (site B) or downward (site C) slopes. Call box sites B and C are no longer permitted by the California Department of Transportation (Caltrans). Research and work to implement a Mobile Call Box protocol through the Southern California 511 (SoCal 511) system.

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 analyze and address all B and C call box sites.
9. Research and implement a Mobile Call Box protocol through the SoCal 511 system.
10. Continue to be the lead agency for Call Box Call Answering Center services on behalf of Riverside County Transportation Commission (RCTC) and Orange County Transportation Authority (OCTA).

Budgetary changes include increases in ADA compliance efforts, addressing all B, upward slope, and C, downward slope, call box sites, and consultant services for technical and data analysis.

Commuter and Motorist Assistance

Task 0702 Call Box System

Product

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

1. Audit random samples of recorded call box calls for quality control purposes.
2. Prompt repair or replacement of damaged call boxes.
3. Continue to review Call Box sites and address ADA compliance concerns when needed.
4. Research and implement a Mobile Call Box protocol through the SoCal 511 system.

Contract Information

- a. Existing Contracts
 - i. 23-1002942, Call Box Liaison Support, Amount Budgeted \$6,500.
 - ii. 18-1001961, Call Box Call Answering Center Services, Amount Budgeted \$115,000.
 - iii. 23-1002832, CTO #4, Prevailing Wage Consultant for Callbox Maintenance Services, Amount Budgeted \$15,000.
 - iv. 23-1003017, Call Box Maintenance, Amount Budgeted \$800,000.
 - v. 24-1003112, Call Box Cellular Services, Amount Budgeted \$17,000.
- b. New Contracts
 - i. RFP/CTO, Planning and Council of Governments On-Call Services, Amount Budgeted \$0, Total Estimated Contract Amount, \$1,000,000.
 - ii. RFP/CTO, On Call Planning Services (Call Box Technical Services), Amount Budgeted \$17,000, Total Estimated Contract Amount under Planning. (Note: Contract is under Planning Department and is noted in their budget).
 - iii. RFP/CTO, On Call Planning Services (Project Control Services), Amount Budgeted \$120,000, Total Estimated Contract Amount under Planning. (Note: Contract is under Planning Department and is noted in their budget).

Manager

Steven Smith, Director of Planning

Commuter and Motorist Assistance

Task 0702 Call Box System

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	38,972	26,457	37,743	42,233
Regular Part-Time Employees	-	88	480	555
Fringe Allocation-General	38,510	25,894	30,005	31,620
Professional Services	89,173	145,943	256,500	275,400
Consulting Services	9,107	5,242	30,000	40,000
Project Controls (Planning-COG)	-	-	120,000	120,000
Mountain Avenue Callbox	393	-	-	-
Maintenance-Motor Vehicles	-	-	120	120
Maintenance-Call Boxes	401,208	256,758	760,000	800,000
Training/Registration	-	-	150	150
Postage	-	-	100	100
Travel Expense - Employee	-	60	4,000	4,000
Travel Expense-Mileage-Employee	-	263	2,000	2,000
Travel Expense-Other-Metrolink Tickets	-	-	250	250
Printing - External	-	-	6,000	6,000
Printing - Internal	-	-	150	150
Communications	7,316	8,319	35,000	47,000
Record/Equipment Storage	4,565	5,040	10,500	9,500
Office Expense	-	-	1,500	1,500
Meeting Expense	-	-	500	500
Office Equip/Software-Inventorial	-	-	20,000	20,000
Total Expenditures	<u>589,242</u>	<u>474,065</u>	<u>1,314,998</u>	<u>1,401,078</u>

Funding Sources

SAFE-Vehicle Registration Fees	1,038,078
SAFE Reimbursement	128,000
MSI Valley Fund-Traffic Mgmt Sys	235,000
Total Funding Sources	<u>1,401,078</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 between 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. San Bernardino County FSP began full-time operations in January 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 to the motorist. 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, in partnership with CHP and Caltrans, operates an FSP Program on a total of eight Beats along 98.38 centerline miles of highway in the Valley and portions of the Cajon Pass area that assisted more than 73,455 motorists last fiscal year.

SBCTA is scheduled to provide FSP tow support services along the Interstate 10 (I-10) Express Lanes Corridor in the spring/summer of 2024. The funding for the Express Lanes FSP tow services will be provided through the Express Lanes Department within SBCTA.

Staff are also continuing to review and investigate other possible radio communication services and systems that may be able to be utilized for the FSP Program. Staff are partnering with Riverside County Transportation Commission (RCTC) in this research endeavor, as SBCTA and RCTC share and coordinate efforts with the same four FSP CHP officers and the CHP Inland Communication Center.

Work Elements

1. Explore new FSP radio technologies to enhance program efficiency and services.
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 (TAC) 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, educational information and instruction regarding driver service procedures, safety issues and customer service awareness.
5. Continue to evaluate the current eight Beat areas of the State-funded FSP Program, and seek ways to improve service.
6. Continue to evaluate the performance and efficiency of the I-10 Express Lanes FSP services.
7. Continue to explore ways in which the State-funded FSP Program may better serve the public, while maximizing resources.
8. Continue to work toward public outreach and awareness of the program, including reaching out to the California Tow Truck Association (CTTA).

Commuter and Motorist Assistance

Task 0704 Freeway Service Patrol/State

9. Continue to expand the SBCTA FSP Marketing Plan, which is aimed at bringing awareness to the program, its requirements, and upcoming opportunities to tow companies in the area.
10. Continue to seek various opportunities and partnerships to provide ongoing public awareness of the FSP Program.
11. Continue to provide Construction FSP (CFSP) support services for SBCTA Express Lanes projects.

Budgetary increase is due to an increase in cost of printing, additional analysis services required of the FSP technical consultant and staff labor.

Product

Ongoing daily 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. Staff continues to address daily operational issues and concerns.

1. Maintain close relationships with the tow industry for the marketing and awareness of the program. This includes providing possible presentations at the CTTA and continuing to reach out to tow operators throughout the region.
2. Conduct quarterly 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 \$196,000.
- ii. 23-1002945, FSP Tow Services Along Beat 5, Amount Budgeted \$385,375.
- iii. 22-1002736, FSP Tow Services Along Beat 9, Amount Budgeted \$542,105.*
- iv. 20-1002323, FSP Tow Services Along Beat 11, Amount Budgeted \$447,790.*
- v. 22-1002738, FSP Tow Services Along Beat 14, Amount Budgeted \$542,105.
- vi. 19-1002091, FSP Tow Services Along Beat 23, Amount Budgeted \$25,000.*
- vii. 23-1002947, FSP Tow Services Along Beat 23, Amount Budgeted \$881,738.*
- viii. 19-1002171, FSP Tow Services Along Beat 27, Amount Budgeted \$239,400.
- ix. 23-1002946, FSP Tow Services Along Beat 27, Amount Budgeted, \$447,035.
- x. 20-1002324, FSP Tow Services Along Beat 29, Amount Budgeted \$474,480.
- xi. 22-1002737, FSP Tow Services Along Beat 31, Amount Budgeted \$542,106.
- xii. 22-1002818, FSP Technical Consultant, Amount Budgeted \$41,000.
- xiii. 22-1002819, FSP Tow Services, I-10 Express Lanes, Amount Budgeted \$0.**
- xiv. 21-1002547, FSP Extra Time agreement with CHP for daily oversight and field supervision, Amount Budgeted \$550,000.*
- xv. 23-1002872, FSP Radio Services, Amount Budgeted \$45,000.*

b. New Contracts

- i. 24-1003125, FSP Extra Time agreement with CHP for daily oversight and field supervision, Amount Budgeted \$750,000, Total Estimated Contract Amount \$3,051,391.*

Commuter and Motorist Assistance

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*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 Server Subscription Software, Amount Budgeted \$1,800.

Manager

Steven Smith, Director of Planning

Commuter and Motorist Assistance

Task 0704 Freeway Service Patrol/State

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	122,944	90,353	86,320	132,936
Regular Part-Time Employees	1,838	21,176	10,976	12,691
Fringe Allocation-General	121,485	88,430	76,377	107,619
Professional Services	3,890,417	4,211,311	5,789,495	5,767,064
Consulting Services	-	-	64,500	80,500
Maintenance-Motor Vehicles	-	-	400	400
Training/Registration	-	65	300	300
Postage	46	-	1,000	1,000
Travel Expense - Employee	-	654	7,000	7,000
Travel Expense-Mileage-Employee	-	562	4,000	4,000
Printing - External	23,449	31,365	88,000	108,500
Printing - Internal	-	-	1,000	1,000
Communications	22,778	22,518	72,400	79,100
Office Expense	-	302	1,200	1,200
Meeting Expense	1,006	1,964	5,200	5,000
Total Expenditures	<u>4,183,963</u>	<u>4,468,701</u>	<u>6,208,168</u>	<u>6,308,310</u>

Funding Sources

Freeway Service Patrol (SAFE)-SB1	1,431,379
SAFE-Vehicle Registration Fees	1,753,280
Freeway Service Patrol	2,338,351
MSI Valley Fund-Traffic Mgmt Sys	35,300
MSI Victor Valley Fund-Traffic Mgmt Sys	<u>750,000</u>
Total Funding Sources	<u>6,308,310</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; perform travel demand modeling, growth analysis, and focused transportation study efforts; and prepare grant applications. There were several major activities for Fiscal Year 2023/2024:

1. Provided technical input and comments to the Southern California Association of Governments (SCAG) regarding the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS – “Connect SoCal”). The RTP/SCS was approved in mid-2024.
2. The SBCTA/SBCOG Board approved moving ahead with an expansion of the Council of Governments activities and associated budget, with consideration of an amendment to the SBCOG Joint Powers Authority by each of the local jurisdictions in the county.
3. The Smart County Early Action Plan was completed, with proposed initiatives in transportation, broadband, and emergency services communication.
4. The Equity Framework Study was initiated.
5. Collaborated 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.
6. Continuation of project delivery on Active Transportation Program (ATP) grants from Cycles 1-6 and assistance to jurisdictions on Cycle 7 applications. Over \$80 million in grants has been awarded to San Bernardino County jurisdictions in Cycles 1-6 of this program.
7. The final Regional Conservation Investment Strategy (RCIS) was submitted to the California Department of Fish and Wildlife (CDFW) and approval of the RCIS has been received.
8. Development of the Environmental Impact Report of the San Bernardino County Sub-regional Greenhouse Gas Reduction Plan was completed. This will serve as programmatic environmental clearance for individual jurisdiction Climate Action Plans.
9. The update of the San Bernardino Transportation Analysis Model “Plus” (SBTAM+) was completed. The package includes an update to the VMT analysis screening tool in response to Senate Bill 743 (SB743).
10. Sidewalk inventory data were collected and analyzed for Phase 2 of the Comprehensive Pedestrian Sidewalk Connectivity Plan. The project is now complete, funded by a California Department of Transportation (Caltrans) planning grant.
11. Input is being provided on the next South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP).
12. SBCTA staff provided comments on a variety of statewide and regional plans and guidelines, including: Caltrans System Investment Strategy (CSIS) and Guidelines for Senate Bill 1 (SB1) grant programs from the California Transportation Commission.
13. Multiple grant applications were submitted, including: Multiple grant applications for the SCAG Regional Early Action Plan (REAP 2.0) Program (e.g.VMT Mitigation Bank, complete streets projects, housing, and equity); Federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for two Brightline stations in the Victor Valley; SB1 screening application to Caltrans for the Tunnel to Ontario International Airport; and the Federal Nationally Significant Multimodal Freight and Highway Projects (INFRA) and National Infrastructure Project Assistance (MEGA) grant for the Interstate 10 Corridor Freight and Managed Lane Project.
14. Completed the 2024 Development Mitigation Nexus Study update.
15. Completed the State Route 18 (SR18) and State Route 138 (SR138) Corridor Study in conjunction with Los Angeles County Metropolitan Transportation Authority (LACMTA).

Activities Planned for Fiscal Year 2024/2025 include (see more comprehensive listing in the individual tasks):

1. Begin work with SCAG on the next cycle of the RTP/SCS.

Planning and Regional Program Budget

2. Establish a Memorandum of Understanding (MOU) between participating agencies and SBCOG for SBCOG to administer the San Bernardino Regional Housing Trust (SBRHT). Work will include the development and implementation of the Governance Structure, Administrative Plan, and project and programming established by the SBRHT.
3. Complete the 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. Execute the projects funded through the SCAG REAP 2.0 project awards, including VMT Mitigation Bank, complete streets projects, housing, and equity programs.
5. Planning and coordination within SBCTA/SBCOG and among local agencies to develop and implement an Equity Framework.
6. 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, USDOT, Environmental Protection Agency (EPA), and other Federal and State grant programs.
7. Provide continuing input to and comments on a variety of State and regional plans and guidelines.
8. Continue support for SBCTA/SBCOG technical committees.
9. Continue to support other SBCTA departments as well as individual jurisdictions with modeling, Geographic Information System (GIS), mapping, and analysis support where appropriate.
10. Complete work on the full Smart County Master Plan (SCMP).

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

	2021/2022 Actual	2022/2023 Actual	2023/2024 Revised Budget	2024/2025 Budget
RTP/SCS Growth forecasts and project submittals. Coordinate Reviews for SBCTA Projects and 25 Juris.	YES	YES	YES	YES
Transportation Modeling, Applied to Countywide Transportation Plan (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 Federal and State 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 2023/2024, SBCTA reviewed and provided comments on the draft of 2024 RTP/SCS. SBCTA and San Bernardino Council of Governments (SBCOG) assisted local jurisdictions with implementation of the Southern California Association of Governments (SCAG) Regional Housing Needs Assessment (RHNA) through updates of their General Plan Housing Elements using state 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. At the State level, SBCTA provided input to multiple processes and documents, such as the Senate Bill 671 (SB671) clean truck corridors, and guidelines for the Cycle 4 SB1 grant applications from the California Transportation Commission (CTC). Subsequently, SBCTA submitted a number of grant applications, including applications for the US Department of Transportation (USDOT) Nationally Significant Multimodal Freight and Highway Projects program, National Infrastructure Project Assistance (MEGA) program, Environmental Protection Agency (EPA) Climate Pollution Reduction Grant (CPRG), and Regional Early Action Plan (REAP). 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 7, SBCTA assisted local jurisdictions with application submittal and project outreach for the proposed bicycle, pedestrian, and Safe Routes to Schools (SRTS) projects.

Work Elements

1. Track implementation of the 2024 RTP/SCS and provide technical input into development of the 2028 RTP/SCS when necessary.
2. Continue to improve on implementation of active transportation projects and programs.

Planning and Regional

Task 0110 Regional Planning

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. Implement SRTS plans and programs around San Bernardino County public schools.
5. Continue to participate in the SCAG Working Groups on modeling, freight, aviation, active transportation, equity, and environmental/sustainability issues.
6. Develop technical input and policy recommendations as needed for regional transportation, aviation, air quality, GHG reduction, VMT reduction, climate adaptation, habitat preservation, and goods movement studies conducted by SCAG, Caltrans, air districts, other subregional agencies, and transportation commissions, and participate on steering committees for those studies managed by other agencies.
7. Coordinate with other subregions, SCAG, and Federal and State Agencies in addressing regional goods movement issues through the California Freight Advisory Committee (CFAC), the California Freight Mobility Plan, and the Southern California Freight Consensus Group.
8. Provide technical support as needed for SCAG delegates regarding the RTP/SCS, air quality issues, and regional goods movement issues.
9. Provide technical assistance and input to guidelines for Federal, State, and regional grant applications.
10. Participate in agency and industry conferences relevant to specific work elements such as GIS, air quality conformity, goods movement, inter-modal accessibility, sustainability, or land use planning.
11. Coordinate with Western Riverside Council of Governments (WRCOG) on implementing bi-county joint climate adaptation and resiliency initiatives and other bi-county efforts, as appropriate.
12. Coordinate with Caltrans and local jurisdictions to extend and/or develop new regional Class I active transportation networks such as the San Sevaine, Santa Ana River, and Pacific Electric Trails.
13. Coordinate with SCAG and local jurisdictions to implement SB743 requirements on VMT reduction, and develop programs to implement regional mitigation/crediting measures where feasible.
14. Coordinate with SCAG on “Big Data” issues and opportunities.

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

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	136,196	169,971	183,890	215,272
Fringe Allocation-General	134,580	166,354	144,353	159,086
Professional Services	369	(369)	25,000	30,000
Travel Expense-Mileage-Employee	-	880	500	500
Travel Expense-Other-Metrolink Tickets	-	-	300	200
Office Expense	43	-	500	500
Meeting Expense	153	1,914	500	1,000
Total Expenditures	<u>271,340</u>	<u>338,751</u>	<u>355,043</u>	<u>406,558</u>
 Funding Sources				
Local Transportation Fund - Planning				68,599
Planning, Programming and Monitoring				333,551
MSI Valley Fund-Freeway Projects				<u>4,408</u>
Total Funding Sources				<u>406,558</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 North Desert Subareas, as part of congestion management responsibilities. The framework for an online CMP information and data entry tool was developed.

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 hosts 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.
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.
7. Develop an online CMP information and data entry tool.

Product

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 \$73,860.

Manager

Steven Smith, Director of Planning

Planning and Regional

Task 0203 Congestion Management

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	10,014	19,339	30,993	31,217
Fringe Allocation-General	9,895	18,927	24,329	23,069
Consulting Services	42,224	67,000	84,360	60,000
Advertising	218	-	-	-
Total Expenditures	<u>62,351</u>	<u>105,266</u>	<u>139,682</u>	<u>114,286</u>
Funding Sources				
MSI Valley Fund-Traffic Mgmt Sys				90,715
MSI Victor Valley Fund-Traffic Mgmt Sys				<u>23,571</u>
Total Funding Sources				<u>114,286</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), data management, and analysis 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 2023/2024, SBCTA (in collaboration with SCAG) completed 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 was completed in early 2024.

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. San Bernardino Council of Governments (SBCOG):
 - i. Mapping for special COG projects (e.g. Smart County Master Plan, Disadvantaged Communities Analysis, Jurisdiction specific factsheets).
 - ii. COG Membership mapping support.
 - iii. Maintain SB 1000 Environmental Justice Toolkit.
7. 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

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	122,959	92,670	139,782	196,240
Regular Part-Time Employees	4,790	992	16,640	16,465
Fringe Allocation-General	121,500	90,698	122,789	157,190
Information Technology Services	39,350	27,600	34,000	35,000
Training/Registration	785	-	1,500	2,000
Travel Expense - Employee	-	3,935	4,800	5,000
Travel Expense-Mileage-Employee	-	413	500	500
Travel Expense-Other-Metrolink Tickets	-	-	100	100
Printing - External	-	-	300	300
Total Expenditures	<u>289,384</u>	<u>216,308</u>	<u>320,411</u>	<u>412,795</u>

Funding Sources

MSI Admin	23,843
Local Transportation Fund - Planning	128,567
Planning, Programming and Monitoring	156,800
SAFE-Vehicle Registration Fees	988
MSI Valley Fund-Freeway Projects	10,759
MSI Valley Fund-Fwy Interchange	1,553
MSI Valley Fund-Traffic Mgmt Sys	86,628
Indirect Cost Fund	<u>3,657</u>
Total Funding Sources	<u>412,795</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) projects, and work on a wide range of sustainability initiatives in conjunction with SCAG, local jurisdictions, and other stakeholders. A key focus of the Planning Department has now become assistance, both internally and externally, with positioning projects to be competitive in grant funding programs and preparing the associated funding applications.

Accomplishments

Subregional planning is an ongoing process that has provided a basis for SBCTA input to the SCAG Regional Transportation Plans, including preparation of the 2024 RTP/SCS. The Planning Department continued to support other departments and jurisdictions with transportation analysis, modeling, and policy analysis. This task supported the activities of both the Transportation Technical Advisory Committee (TTAC) and the Planning and Development Technical Forum (PDTF), key advisory committees for review of technical and policy issues.

The Planning Department was also the lead on multiple grant applications for infrastructure and planning, both as the grantor and as the applicant. As a grantor, SBCTA allocated \$7.2 million of Transportation Development Act (TDA) Article 3 funds to transit operators and member jurisdictions for Transit Access Improvement and Bicycle and Pedestrian Projects. As an applicant, the Planning Department worked to position projects for the next cycle of Senate Bill 1 (SB1) competitive programs, Solutions for Congested Corridors (SCCP), 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) is being updated with Riverside County Transportation Commission (RCTC) and Caltrans, in support of SBCTA's SCCP applications. SBCTA staff also worked on multiple sustainability initiatives in Fiscal Year 2023/2024. The Regional Conservation Investment Strategy (RCIS) prepared under Assembly Bill 2087 (AB 2087) was submitted, and was approved by the California Department of Fish and Wildlife (CDFW) in Fall 2023.

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 was completed using a grant received from Caltrans' Sustainable Transportation Planning Grant Program. The SRTS Phase IV project also got underway through a grant received from the state's Active Transportation Program. In Fiscal Year 2023/2024, 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. Work was begun on a set of projects awarded grant funding through REAP 2.0.

Planning and Regional

Task 0404 Subregional Planning

Work Elements

1. Collaborate with transit agencies, local jurisdictions, and other stakeholders in development of the LRMTTP, 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 as needed.
4. Support the jurisdictions of San Bernardino County in the planning and implementation of sustainability initiatives and the Countywide Vision.
5. Provide guidance and technical support for local jurisdictions in the mitigation of Vehicle Miles Travelled (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 Transit and Intercity Rail Capital Program (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 2025/2026.
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. 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).
17. Oversee the SRTS Phase IV project.

The increase in budget from the prior year is due mainly to an expected increase in activity on consulting support for the REAP 2.0 program and other on-call planning services. The amount of REAP 2.0 funding is not determined yet, due to the State budget deficit. The budget reflects the full award amount. The budgeted revenue and expense will be subject to reduction, depending on the final numbers from the State budget.

Planning and Regional

Task 0404 Subregional Planning

Products

Products include: updates of SBTAM and completion of the LRMTP; development of a VMT Mitigation Bank; 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 and Analytics Office (DAO) data and mapping portal.

Contract Information

- a. Existing Contracts
 - i. 23-1002823, Develop LRMTP, Amount Budgeted \$400,000.
 - ii. 19-1002186, CTO #23, Climate Pollution Reduction Grant (CPRG) GHG Reduction, Amount Budgeted \$698,351.
 - iii. 23-1002864, SRTS Program, Amount Budgeted \$350,000.
- b. New Contracts
 - i. RFP, Professional Services on Technical Studies and Analysis, Amount Budgeted \$173,945, Total Estimated Contract Amount \$500,000.
 - ii. RFP/CTO, Planning and COG On-Call Services, Amount Budgeted \$1,000,000, Total Estimated Contract Amount \$1,000,000.
 - iii. RFP, REAP 2.0 County Transportation Commission project, Amount Budgeted \$6,000,000 Total Estimated Contract Amount, \$9,583,000.
 - iv. 24-1003087, Evacuation Study, Amount Budgeted \$800,000, Total Estimated Contract Amount \$1,500,000.

Local Funding Source Detail

- i. San Bernardino County Department of Public Health - \$100,000.
- ii. San Bernardino County Superintendent of Schools - \$50,000.
- iii. San Bernardino County - \$26,255.
- iv. Southern California Association of Governments - \$6,032,082.

Manager

Steven Smith, Director of Planning

Planning and Regional

Task 0404 Subregional Planning

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	260,039	232,726	234,967	273,350
Regular Part-Time Employees	30	-	-	2,775
Fringe Allocation-General	256,954	227,773	181,176	204,058
Professional Services	103,691	85,300	150,000	-
Consulting Services	2,212,598	1,542,838	3,108,855	9,236,263
Project Controls (Planning-COG)	-	-	125,000	200,000
Legal Fees	15,307	236	20,000	20,000
Information Technology Services	-	-	1,000	1,000
Dues/Memberships	628	753	-	-
Training/Registration	780	7,075	4,500	4,500
Postage	-	-	100	100
Travel Expense - Employee	2,153	7,111	3,000	6,000
Travel Expense-Mileage-Employee	275	472	500	500
Advertising	236	503	500	500
Printing - Internal	-	-	100	100
Contributions/Subsidies	153,060	43,000	538,400	10,470,000
Office Expense	-	71	300	300
Office Equip/Software-Inventorial	64	-	-	-
Computer Hardware and Software	-	-	6,500	6,500
Total Expenditures	<u>3,005,815</u>	<u>2,147,858</u>	<u>4,374,898</u>	<u>20,425,946</u>

Funding Sources

Local Transportation Fund - Admin	14,832
Local Transportation Fund - Planning	895,421
Local Transportation Fund - Rail	402,290
Modeling Fees	16,407
Environmental Protection Agency	700,000
Planning, Programming and Monitoring	1,023
Climate Adaptation Planning	500,000
Active Transportation Program - State	200,000
Sustainable Communities Grants-SB1	400,000
Trade Corridor Enhancement Program	10,000,000
MSI Valley Fund-Freeway Projects	60,075
MSI Valley Fund-Fwy Interchange	10,268
MSI Valley Fund-Express Bus/Rapid Trans	9,165
MSI Valley Fund-Traffic Mgmt Sys	933,296
MSI Victor Valley Fund-Traffic Mgmt Sys	64,832
MSI North Desert Fund-Traffic Mgmt Sys	5,000
MSI Morongo Basin Fund-Traffic Mgmt Sys	3,000
MSI Mountain Fund-Traffic Mgmt Sys	2,000
Local Projects Fund	<u>6,208,337</u>
Total Funding Sources	<u>20,425,946</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 2023/2024, 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 assisted the Project Delivery Department with follow-up on Trade Corridor Enhancement Program (TCEP) award for the US 395 Freight Mobility and Safety Project from Interstate 15 (I-15) to SR18, the highest priority 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. A Federal grant, Rebuilding American Infrastructure with Sustainability and Equity (RAISE), was awarded to SBCTA and Brightline to assist with constructing the stations in Hesperia and Apple Valley. 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 Southern California Association of Governments (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 for the next SCAG 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 Feasibility Study that will evaluate improvements to alternate routes used in the event of a closure or major incident in the Cajon Pass. This new effort is funded by an allocation secured through the state legislative process, and includes 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.

The budgetary decrease is mainly due to the completion of the programming document for the widening of State Route 18 (SR18), which is offset by the startup of the State Route 247 and State Route 62 (SR247/62) Corridor Feasibility Study.

Planning and Regional

Task 0941 Mountain/Desert Planning and Project Development

Products

1. SR247/62 Corridor Feasibility Study, setting the stage for future improvements on alternate routes in the event of I-15/Cajon Pass closure or major incident.
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. New Contracts
 - i. RFP, 24-1003069, SR247/62 Corridor Feasibility Study, Amount Budgeted \$500,000, Total Estimated Contract Amount \$750,000.

Local Funding Source Detail

- i. California Department of Transportation - \$500,000.

Manager

Steven Smith, Director of Planning

Planning and Regional

Task 0941 Mountain/Desert Planning and Project Development

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	5,522	23,667	45,531	34,837
Fringe Allocation-General	5,457	23,163	33,714	25,745
Consulting Services	32,398	69,908	650,000	500,000
Contributions/Subsidies	187,500	-	-	-
Total Expenditures	<u>230,877</u>	<u>116,738</u>	<u>729,245</u>	<u>560,582</u>

Funding Sources

MSI Victor Valley Fund-Traffic Mgmt Sys	39,963
MSI North Desert Fund-Traffic Mgmt Sys	4,582
MSI Colorado River Fund-Traffic Mgmt Sys	2,290
MSI Morongo Basin Fund-Traffic Mgmt Sys	4,582
MSI Mountain Fund-Traffic Mgmt Sys	9,165
Local Projects Fund	<u>500,000</u>
Total Funding Sources	<u>560,582</u>



Preparing for the installation of new retaining walls along the ramps at Cedar Avenue in Bloomington, crews install the soil nail system for additional strength of the walls.

COUNCIL OF GOVERNMENTS

Council of Governments Program Budget

Description

The 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 the Board approved work plan, and Countywide Vision Elements are ongoing ways that SBCOG fosters collaboration through this task, and specific projects and initiatives are undertaken at the request of the SBCOG Board and member agencies.

There were several recent major activities:

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.
3. Worked with sister Councils of Government to implement Inland Regional Energy Network (I-REN), which received approval and funding in 2022 (total project funding is \$65 million from 2022-2027) from the California Public Utilities Commission (CPUC) for the development and implementation of a Regional Energy Network (REN) for San Bernardino and Riverside Counties, which is now called 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 project resources by eligible public entities throughout the Inland Empire.
4. Three SBCOG Board members were appointed to the I-REN Executive Committee.
5. Eight I-REN Executive Committee meetings took place in 2023.
6. The I-REN Executive Committee approved the recommendation to award four contracts to address the areas of Marketing, Public Sector Implementation, Codes and Standards and Building Upgrade Concierge (BUC) software.
7. Worked closely with WRCOG and CVAG on I-REN Requests for Proposals (RFPs) to address Workforce Education & Training Program services.
8. The iren.gov website was launched, which serves as a hub for all of the I-REN Program offerings.
9. A total of 11 I-REN Energy Fellows were deployed in both Riverside and San Bernardino County. There were five I-REN Energy Fellows placed in SBCOG member agency locations.
10. Provided 13 I-REN Codes and Standards trainings in calendar year 2023.
11. A total of eight I-REN orientations were conducted throughout the SBCOG region in calendar year 2023, with a participation of 26 public agencies.
12. Approximately 17 public agencies have received I-REN Public Sector onboarding services in the SBCOG region. Moreover, two building energy audits have been conducted in the SBCOG region.
13. Completed Outreach for Cucamonga Canyon Management Plan.
14. Implemented Smart County Master Plan (SCMP).
15. Provided information to the SBCOG Board and technical committees regarding the pros and cons of creating a Housing Trust for San Bernardino County.

Activities planned for Fiscal Year 2024/2025 include:

1. Planning and coordination of local agencies to prepare the full SCMP.
2. Implementation of the SCMP Early Action Plan.
3. Planning and coordination for the annual City/County Conference.
4. Develop and establish San Bernardino Regional Housing Trust Joint Powers Agreement (JPA).
5. 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 I-REN and its programs.
6. Participation in selected elements of the Countywide Vision implementation.
7. Coordination with local agencies and civic groups on regional programs and issues of importance to the various regions in the county.

Council of Governments Program Budget

8. Host grant writing seminars for SBCOG member agencies.
9. Partner with local agencies to identify long-term goals for SBCOG and to update the work plan.
10. Partner with local governments and workforce entities to improve opportunities for small business.
11. Develop a SBCOG Marketing Plan.
12. Participate on SBCOG Board and Policy Committees, Ad Hoc Committees and Study Sessions.
13. Participate on regional boards, as these are critical to ensure SBCOG concerns are understood regionally.

Goals and Objectives

1. Support City/County Conference activities.
2. Implement the six month Smart County Early Action Plan.
3. Develop COG Equity Framework.
4. Continue to implement the I-REN Program.
5. Establish Regional Housing Trust JPA.
6. Update the SBCOG work plan and fill the empty staff positions.

Performance/Workload Indicators

	2021/2022 Actual	2022/2023 Actual	2023/2024 Revised Budget	2024/2025 Budget
Smart County Master Plan: Deliver Early Action Plan	NA	NA	YES	YES
I-REN: Offer assistance and program information to 25 SBCOG member agencies	NA	NA	YES	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.

Actively participate in California's sustainability and clean energy initiatives and thereby build stronger and more resilient, prosperous communities. Connect with 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 is an ongoing way 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. Provided report on 2018 SBCOG Work Plan and a look ahead.
2. Planned and coordinated with local agencies to establish a two year work plan for SBCOG.
3. Established and met regularly with an Ad Hoc Committee of the Board to determine the best course of action to increase SBCOG capacity and budget.
4. Established and met regularly with an Ad Hoc Committee of the CCMTAC to determine the best course of action to increase SBCOG capacity and budget.
5. Board approved the SBCOG capacity and budget increase to \$991,873 for Fiscal Year 2024/2025 and ultimately to \$1.5 million for Fiscal Year 2025/2026.
6. Board approved implementation of the Outdoor Equity Program.
7. Met as needed with an Ad Hoc Committee of the Board to receive direction on forming the San Bernardino Regional Housing Trust.
8. Provided update on Housing Legislation to the CCMTAC and the Board.
9. Received approval and funding in 2022 (total project funding is \$65 million from 2022-2027) from the California Public Utilities Commission (CPUC) for the development and implementation of a Regional Energy Network (REN) for San Bernardino and Riverside Counties, which is now 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 project resources by eligible public entities throughout the Inland Empire.
10. Three SBCOG Board members were appointed to the I-REN Executive Committee. Eight I-REN Executive Committee meetings took place in 2023.
11. The I-REN Executive Committee approved the recommendation to award four contracts to address the areas of Marketing, Public Sector Implementation, Codes and Standards and Building Upgrade Concierge (BUC) software.
12. Worked closely with WRCOG and CVAG on I-REN Requests for Proposals (RFPs) to address Workforce Education & Training Program services.
13. The iren.gov website was launched, which serves as a hub for all of the I-REN Program offerings.
14. A total of 11 I-REN Energy Fellows were deployed in both Riverside and San Bernardino County. There were five I-REN Energy Fellows placed in SBCOG member agency locations.
15. Provided 13 I-REN Codes and Standards trainings in calendar year 2023.

Council of Governments

Task 0511 Council of Governments

16. A total of eight I-REN orientations were conducted throughout the SBCOG region in calendar year 2023, with a participation of 26 public agencies.
17. Approximately 17 public agencies have received I-REN Public Sector onboarding services in the SBCOG region. Moreover, two building energy audits have been conducted in the SBCOG region.
18. Implemented the Small Business Component of the SBCTA annual Business to Business (B2B) Event.
19. Completed a regional small business study with recommendations for CCMTAC and the Board's review.
20. Completed the Early Action Plan component of the Smart County Master Plan (SCMP).
21. 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 SBRHT and tools needed for implementation. Outreach presentations were made to several member jurisdiction City Councils on the SBRHT.
22. Created and implemented a marketing plan to provide information, statistics, and narrative on how SBCOG benefits and fills gaps for member agencies.
23. Presentations have been provided to member agencies on how SBCOG benefits and fills gaps for member agencies.

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 CCMTAC Ad Hoc Committee to create the new two year SBCOG Work Plan.
2. Planning and coordination of local agencies to prepare a full Smart County Master Plan.
3. Planning and coordination of local agencies to plan and implement the Small Business component of the annual B2B event.
4. Planning and coordination of non-profit vendors to implement the Outdoor Equity Program.
5. Support planning and coordination for the annual City/County Conference.
6. Planning and coordination within SBCTA/SBCOG and among local agencies to develop and implement an Equity Framework.
7. 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 I-REN and its programs.
8. Participation in selected elements of the Countywide Vision implementation.
9. Coordination with local agencies and civic groups on regional programs and issues of importance to the various regions in the county.
10. Host grant writing seminars for SBCOG member agencies.
11. Partner with local agencies to identify long-term goals for SBCOG and to update the work plan.
12. Partner with local governments and workforce entities to improve opportunities for small business.
13. Complete the development of an SBCOG Marketing Plan.
14. Participate on SBCOG Board and Policy Committees, Ad Hoc Committees and Study Sessions.
15. Participate on regional boards as these are critical to ensure SBCOG concerns are understood regionally.
16. Establish a Memorandum of Understanding (MOU) between participating agencies and SBCOG for SBCOG to administer the SBRHT. Work will include the development and implementation of the Governance Structure, Administrative Plan, and project and programming established by the SBRHT.
17. Work with Southern California Association of Governments (SCAG) and California Department of Housing and Community Development (HCD) to administer the REAP 2.0 grant funding.
18. Complete development of the full Smart County Master Plan and participate in the implementation of initiatives identified in the Early Action Plan.

Council of Governments

Task 0511 Council of Governments

The increase in budget from the prior year is due mainly to increases in staffing to support SBCOG and an expected increase in activity on consulting support for the REAP 2.0 program and other on-call planning services. The amount of REAP 2.0 funding is not determined yet, due to the State budget deficit. The budget reflects the full award amount. The budgeted revenue and expense will be subject to reduction, depending on the final numbers from the State budget.

Product

1. Amendment No. 4 to SBCOG Joint Powers Authority.
2. Updated Work Plan for SBCOG with increased capacity per the approved budget increase.
3. 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).
4. Implementation of Smart County Early Action Plan components, in collaboration with local jurisdictions and pending funding availability.
5. Smart County Master Plan
6. Grant writing workshops and grant applications on selected projects/initiatives (e.g. Climate Pollution Reduction Grant/CPRG).
7. Establishment of a SBRHT, subject to approved MOU with SCAG.
8. SBRHT Governance and Scope of Work.
9. Housing Legislation Analysis and Report.
10. Development of a SBRHT Administrative Plan.
11. Implementation of Programs and Projects identified in the Administrative Plan.

Contract Information

- a. Existing Contracts
 - i. 22-1002767, I-REN, Amount Budgeted \$850,686.
 - ii. 23-1003018, Planning and COG On-Call Services, Amount Budgeted \$70,000, Total Estimated Contract Amount \$1,000,000.
 - iii. 20-1002381, Legal services for the Home Energy Renovation Opportunity (HERO) Program, Amount Budgeted \$35,000.
 - iv. 20-1002380, Financial Advisor and Program Manager for the HERO Program, Amount Budgeted \$0- trustee process payment from fees collected.
 - v. 20-1002379, Special Tax Consultant and Assessment Engineer for the HERO Program, Amount Budgeted \$110,000.
 - vi. 23-1002995, SBCOG Outreach, Amount Budgeted \$100,000.
- b. New Contracts
 - i. RFP, Housing Trust Program, Notice of Funding Availability (NOFA), Amount Budgeted \$1,000,000, Total Estimated Contract Amount, \$1,000,000.
 - ii. RFP, Sub-Regional Partnership Program (SRP), Amount Budgeted \$1,800,000, Total Estimated Contract Amount, \$2,367,317.
 - iii. RFP, Housing Infill on Public and Private Lands (HIPP), Amount Budgeted \$500,000, Total Estimated Contract Amount, \$720,000.

Council of Governments Fund Detail

- i. Inland Regional Energy Network - \$559,598.
- ii. San Bernardino County - \$85,342.
- iii. San Bernardino Regional Housing Trust - \$1,342,620.
- iv. Southern California Association of Governments - \$2,300,000.

Manager

Steven Smith, Director of Planning

Council of Governments

Task 0511 Council of Governments

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	-	56,404	422,636	693,553
Regular Part-Time Employees	-	32	14,910	3,774
Fringe Allocation-General	-	55,203	343,471	515,320
Professional Services	-	-	225,266	156,259
Consulting Services	-	-	502,213	3,911,637
Attendance Fees	-	-	36,600	36,600
Information Technology Services	-	-	3,217	17
Training/Registration	-	1,004	16,567	12,017
Postage	-	-	767	617
Travel Expense - Employee	-	1,581	9,267	11,517
Travel Expense - Non-Employee	-	-	1,000	1,000
Travel Expense-Mileage-Employee	-	1,058	3,217	4,017
Travel Expense-Mileage-Non-Employee	-	-	1,017	1,017
Public Information Activities	-	-	-	140,257
Printing - External	-	-	1,867	4,017
Printing - Internal	-	-	367	2,017
Office Expense	-	-	2,517	1,017
Meeting Expense	-	270	6,617	3,017
Project Controls (Planning-COG)	-	-	50,017	70,017
Grant Writing	-	-	50,000	50,000
Total Expenditures	-	115,551	1,691,533	5,617,687

Funding Sources

State of California Department Parks & Recreation	230,000
General Assessment Dues	619,781
Property Assessed Clean Energy Fund	458,714
Greenhouse Gas Fund	21,632
Council of Governments Fund	4,287,560
Total Funding Sources	5,617,687

NOTE: New Task created in Fiscal Year 2022/2023 per board approval on March 1, 2023. 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 60 miles of agency owned railroad right of way. The program is funded by an array of funding sources, including Measure I, Transportation Development Act, Federal, State, and local funds. Many of SBCTA's Transit and Rail Program responsibilities are based on Federal and State regulations, requiring coordination with the Federal Railroad Administration (FRA), Federal Transit Administration (FTA), California State Transportation Agency (CalSTA), and the California Public Utilities Commission (CPUC).

Goals and Objectives

The Transit team continues 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 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 (ONT), 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 testing of Zero Emission Multi-Unit (ZEMU) in San Bernardino, and start operations.
2. Complete construction of ZEMU related infrastructure, which includes the maintenance facility retrofit and hydrogen fueling station improvements.
3. Continue the construction of West Valley Connector (WVC) Phase I – Mainline, and begin construction of bus facility upgrade to accommodate battery charging.
4. Continue to support SCRRA as needed with the right of way acquisition for the Rancho Cucamonga Siding Southern California Optimized Rail Expansion (SCORE) Project.
5. Complete the environmental clearance for the Tunnel to ONT, and release the Request for Proposals to the shortlisted Design Build entities.
6. Complete Coop Agreement with SCRRA to initiate the final design for the Metrolink Double Track Project (CP Lilac to Sycamore Ave).
7. Seek funding to close the shortfall to construct Gold Line Phase 2B to Montclair in San Bernardino County if the Los Angeles County Metropolitan Transportation Authority (LACMTA) commits to building to the county line.
8. Continue close coordination with Brightline West, including grant fund administration oversight of the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) 2023 Program Year award for the high desert stations.
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. Provide technical assistance to non-profits in San Bernardino County who received Federal and Measure I Funding.

Transit Program Budget

13. Continue managing the Inland Empire (IE) Commuter rideshare program and implementation of commuter assistance programs, including but not limited to Park & Ride lot leases, 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.
14. Work with regional rideshare agencies to maintain and enhance a regional rideshare and vanpool software and database.
15. Manage and implement adjustments to the SB Loop Vanpool Subsidy Program as needed as it relates to managing occupancy requirements and other operating guidelines. Continue National Transit Database (NTD) reporting and monitoring cost versus FTA 5307 revenue generation.
16. 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.
17. In coordination with SCRRA, complete the Implementation Study to integrate the use of Multiple Units (MUs) on the San Bernardino Line from San Bernardino to Los Angeles.
18. Conduct a hydrology study along the SBCTA railroad right of way to identify locations that may pose a risk for potential flooding, which may consequently affect rail service and neighboring communities.

Performance/Workload Indicators

	2021/2022 Actual	2022/2023 Actual	2023/2024 Revised Budget	2024/2025 Budget
Redlands Passenger Rail Project	Construction/ Pre-revenue Testing	Start of Revenue Service/Close out	Closeout/Final Delivery Reports	N/A
Development of Zero Emission Multiple Unit	Vehicle Design/ Assembly	Vehicle Assembly & Testing/AMF Upgrades Design	Vehicle Testing/AMF Upgrade Construction	Fueling Infrastructure & AMF Upgrade Construction
West Valley Connector	ROW Acquisition/ Final Design	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	Procurement/ Environmental	Procurement/ Environmental	Procurement/ Environmental	Procurement/ Environmental /Final Design
Metrolink Double Track – Control Point (CP) Lilac to Sycamore Ave	On-hold/ Seek Funding (SBCTA/ SCRRA)	On-hold/ Seek Funding (S SBCTA/ SCRRA)	On-hold/ Seek Funding (SBCTA/ SCRRA)	ROW Acquisition/ Final Design (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, Senate Bill 1 (SB1) programs, and Senate Bill 125 (SB125); 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), Basin Transit, Mountain Transit, and City of Needles Transit Fund, 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

SBCTA staff has administered and programmed the funding available for transit projects based on the Board approved priorities and strategies as communicated through the 10-Year Delivery Plan and the various Short Range Transit Plans (SRTPs), program apportionments, and project-specific allocations. Through strategic fund management and timely delivery of existing committed funds, SBCTA has maximized and protected Federal and State funding revenues. In addition, SBCTA has supported transit operators with information on funding opportunities and transportation program guidelines, requirements, policies, and schedules. SBCTA serves as a liaison between transit operators and the California Department of Transportation (Caltrans), the California Transportation Commission (CTC), the California State Transportation Agency (CalSTA), 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. Provide 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 2023/2024 and Fiscal Year 2024/2025 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. New Contracts
 - i. RFP, Transit and Specialized Transportation Planning Services, Amount Budgeted \$275,000, Total Estimated Contract Amount \$1,000,000.
 - ii. MOU, Riverside County Transportation Commission System Implementation, Amount Budgeted \$15,000, Total Estimated Contract Amount \$2,147,500.

Manager

Victor Lopez, Director of Transit and Rail Projects

Transit

Task 0309 Transit Operator Support

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	151,071	132,940	144,485	142,860
Fringe Allocation-General	149,278	130,111	113,420	105,574
Professional Services	143,615	142,982	210,000	290,000
Dues/Memberships	16,248	15,952	23,100	23,500
Postage	-	-	100	100
Travel Expense - Employee	-	-	4,000	4,000
Travel Expense-Mileage-Employee	35	-	1,000	1,000
Travel Expense-Other-Metrolink Tickets	-	-	250	300
Advertising	1,629	1,863	500	600
Printing - External	4,049	14	6,000	4,000
Contributions/Subsidies	33,221	4,395	-	-
Meeting Expense	-	-	500	500
Total Expenditures	<u>499,146</u>	<u>428,257</u>	<u>503,355</u>	<u>572,434</u>
Funding Sources				
Local Transportation Fund - Admin				155,523
Local Transportation Fund - Planning				<u>416,911</u>
Total Funding Sources				<u>572,434</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, Senate Bill 1 (SB1) State of Good Repair (SGR) Funds, Senate Bill 125 (SB125) Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital Program (ZETCP) Formula 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 pedestrian and bicycle projects within their jurisdiction.

Accomplishments

SBCTA is responsible for the disbursement of funding from the TDA, the Measure I 2010-2040 Senior and Disabled Program, SGR Funds, SB125 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 support to offset costs associated with paratransit service made available to those that meet the qualifications under the Americans with Disabilities Act (ADA). These funds are also used to provide subsidized fares to seniors. Additionally, other fund sources, such as SGR and SB125 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.

Assembly Bill 102 and SB125 amended the State Budget Act of 2023 to appropriate funds from the General Fund to the TIRCP over the next two fiscal years, as well as the Greenhouse Gas Reduction Fund and Public Transportation Account over the next four fiscal years to establish the ZETCP. Funds from these two formula programs will be disbursed to the transit operators through Task 0310 as appropriate.

Work Elements

1. Disburse Local Transportation Funds (LTF) to transit operators and local agencies for public transportation 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 occurs 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 Board.
5. Disburse SB125 Funds as they are received from the State, or in accordance with funding agreements, to transit operators based on allocations approved by the Board.
6. 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 primarily due to a projected decrease in Measure I 2010-2040 and TDA revenue that decreases projected disbursements.

Product

Funds for transit operators and other local agencies implementing transit-related or TDA-funded projects within their jurisdiction.

Transit

Task 0310 Transit Allocations/Pass-throughs

Contract Information

- a. Existing Contracts
 - i. 16-1001458, Funding Operation of a Consolidated Transportation Services Agency (CTSA) to Provide for the Coordination of Transit Services for Seniors and Persons with Disabilities, Amount Budgeted \$4,116,600.
 - ii. SB1 SGR Pass-through Agreements with Transit Operators, Amount Budgeted \$4,445,213.

Manager

Andrea Zureick, Director of Fund Administration

Transit

Task 0310 Transit Allocations/Pass-throughs

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Contributions/Subsidies	22,451,669	21,060,091	31,419,881	32,982,313
Pass-through Payments	40,695,715	104,635,354	161,440,000	140,513,660
Total Expenditures	63,147,383	125,695,445	192,859,881	173,495,973

Funding Sources

Local Transportation Fund - Pass-through	120,000,000
State Transit Assist Fund - Pass-through	20,513,660
State of Good Repair (SGR)	4,445,213
MSI Valley Fund-Senior and Disabled	26,466,300
MSI Victor Valley Fund-Senior and Disabled	1,500,700
MSI North Desert Fund-Senior and Disabled	259,900
MSI Colorado River Fund-Senior and Disabled	22,700
MSI Morongo Basin Fund-Senior and Disabled	153,100
MSI Mountain Fund-Senior and Disabled	134,400
Total Funding Sources	173,495,973

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 11 member board representing the transportation commissions of Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. Metrolink trains operate on seven routes across a six county 546 route-mile network, which includes a portion of northern San Diego County. SBCTA shares operating and capital expenses with the Los Angeles County Metropolitan Transportation Authority (LACMTA), the Riverside County Transportation Commission (RCTC), and the Orange County Transportation Authority (OCTA) for the three Metrolink routes that serve San Bernardino County. These three lines typically carry up to 44 percent of the total Metrolink passengers. Traditionally, the San Bernardino Line (SBL) alone carries approximately 25 percent of total Metrolink passengers. As a result of the Coronavirus Disease (COVID-19) pandemic, ridership in Fiscal Year 2023/2024 continued to be significantly lower; however, the SBL has shown strong signs of recovery, with the SBL maintaining the highest ridership of all Metrolink lines. Additionally, with equity being an important focal point in communities, SBCTA led an effort to provide free fares beginning in 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 in both February 2023 and 2024 and free fares were again implemented across all bus and rail operators in San Bernardino County. As part of SBCTA's role as an SCRRA member agency, staff remain engaged in the Member Agency Advisory Committee (MAAC). Staff has also 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.

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 Association, Rail~Volution, the California Transit Association, and other transit related educational opportunities as appropriate.
3. Provide 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.

Budgetary change is due to budgeting an optimal amount to accommodate SBCTA staff time and consultant staff augmentation, including sufficient budget for studies, and accommodating task orders for the needs of the department.

Transit

Task 0312 General Transit

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. Existing Contracts
 - i. 23-1002904, CTO 3, Professional Services for Transit Staff Augmentation, Amount Budgeted \$130,000.
 - ii. 15-1001125, Work Order No. 12, Multiple Unit Implementation Study, Amount Budgeted \$350,000.
- b. New Contracts
 - i. RFP/CTO, On-Call Transit and Rail Consulting Services, Amount Budgeted \$500,000, Total Estimated Contract Amount \$500,000.

Manager

Victor Lopez, Director of Transit and Rail Programs

Transit

Task 0312 General Transit

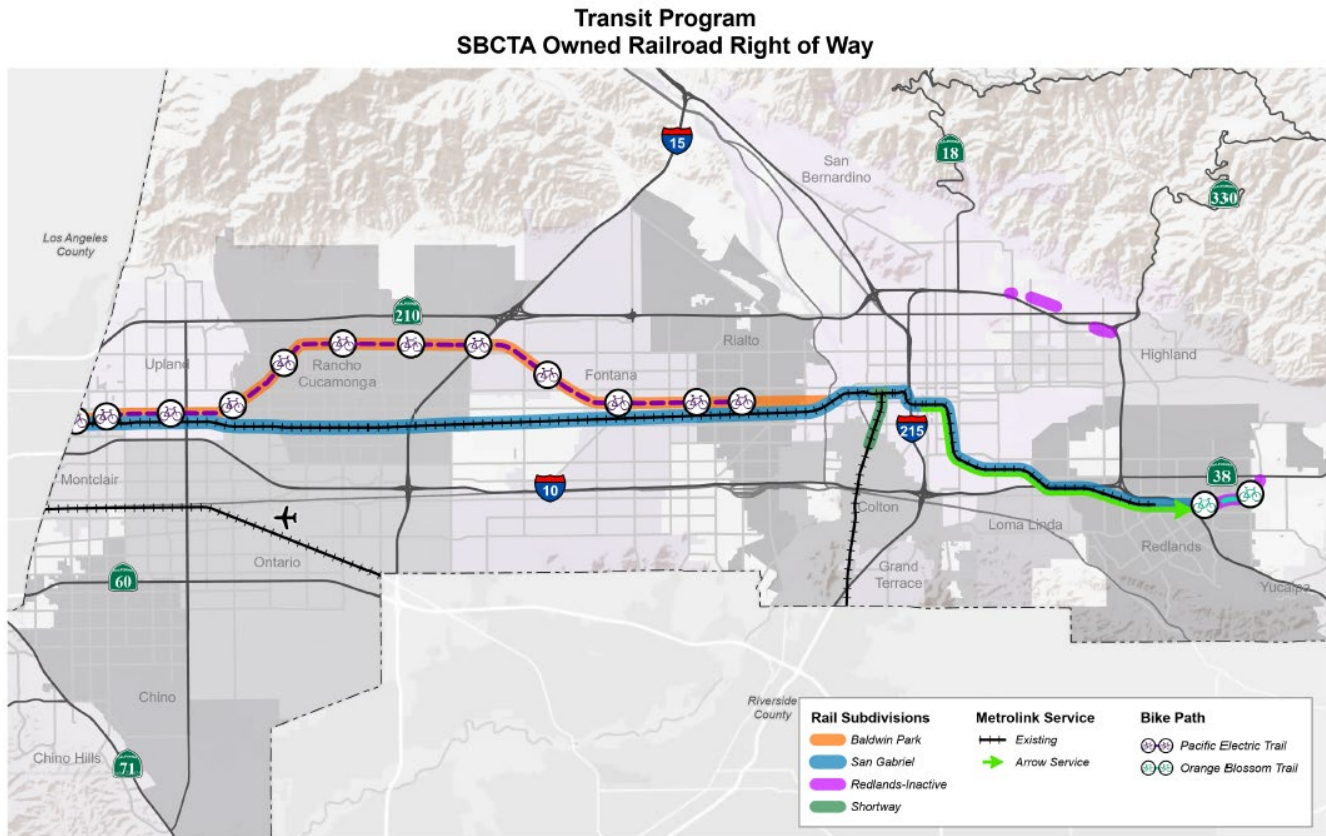
	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	346,021	434,161	479,058	546,256
Fringe Allocation-General	341,915	424,921	376,061	403,684
Professional Services	10,577	-	400,000	350,000
Program Management Fees	287,947	87,918	250,001	630,001
Dues/Memberships	1,730	8,240	7,500	7,500
Training/Registration	7,098	2,890	10,000	12,000
Postage	-	-	500	500
Travel Expense - Employee	9,536	19,207	20,000	20,000
Travel Expense-Mileage-Employee	-	27	2,000	2,000
Travel Expense-Other-Metrolink Tickets	20	145	1,000	1,000
Printing - External	75	-	500	500
Record/Equipment Storage	-	-	1,000	1,000
Office Expense	-	54	100	100
Meeting Expense	2,639	478	1,000	1,000
Total Expenditures	<u>1,007,557</u>	<u>978,041</u>	<u>1,548,720</u>	<u>1,975,541</u>
Funding Sources				
MSI Admin				16,919
Local Transportation Fund - Planning				951,332
Local Transportation Fund - Rail				630,001
State Transit Assistance Fund - Rail				350,000
Zero Emission Transit Capital Program-SB125				18,538
Indirect Cost Fund				8,751
Total Funding Sources				<u>1,975,541</u>

Transit

Task 0313 Transit Right of Way Management

Purpose

Manage and maintain approximately 60 miles of SBCTA owned railroad right of way in a safe, efficient and effective manner.



Accomplishments

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 is currently supported by the Right of Way Manager and Right of Way Specialist positions, which has provided a more robust succession planning with respect to the management of SBCTA railroad right of way. A successful negotiation was completed for the Brightline West disposition and development of a portion of the Cucamonga Station.

Work Elements

1. Process new Rights of Use Agreements.
2. Implement an online application tool for new Rights of Use Agreements.
3. Graffiti removal and weed abatement.
4. Records management.
5. Implement Master Agreements with utility agencies where possible.
6. Dispose of surplus property.

Transit

Task 0313 Transit Right of Way Management

Budgetary change is due to the onboarding of the Electric Vehicle (EV) Infrastructure Planning into the Transit Department and the continuation of services to support the maintenance of way, labor compliance, litigation services, and plan reviews.

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. 21-1002621, Rancho Cucamonga Transaction Legal Services, Amount Budgeted \$103,380.
 - ii. 22-1002745, Charge Point, Amount Budgeted \$1,100.
 - iii. 23-1002832, On-call Labor Compliance Support Services, Amount Budgeted \$1,500.
 - iv. 23-1002894, Disposition and Development – Rancho Cucamonga Station Agreement, Amount Budgeted \$50,000.
 - v. 23-1002920, Maintenance of Way Support, Amount Budgeted \$1,073,000
- b. New Contracts
 - i. RFP/CTO, Professional Services – Engineering Design for Risks Identified in the San Gabriel Subdivision Hydrologic and Hydraulic Analysis, Amount Budgeted \$250,000, Total Estimated Contract Amount \$250,000.
 - ii. RFP/CTO, Legal Services – Litigation Representation, Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.
 - iii. RFP/CTO, General Right of Way Rail Legal Services, Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.
 - iv. RFP/CTO, Professional Services – Rail Station Surveys, Amount Budgeted \$50,000, Total Estimated Contract Amount \$50,000.
 - v. RFP/CTO, Professional Services – Appraisals and Title services, Amount Budgeted \$20,000, Total Estimated Contract Amount \$40,000.
 - vi. RFP/CTO, Professional Services – Appraisals, Amount Budgeted \$100,000, Total Estimated Contract \$100,000.
 - vii. RFP/CTO, Environmental Site Assessments, Amount Budgeted \$30,000, Total Estimated Contract Amount \$40,000.
 - viii. RFP/CTO, Professional Services – Plan Reviews, Amount Budgeted \$4,000, Total Estimated Contract Amount \$15,000.

Manager

Victor Lopez, Director of Transit and Rail Programs

Transit

Task 0313 Transit Right of Way Management

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	138,753	149,833	176,733	188,610
Fringe Allocation-General	137,107	146,644	138,197	139,382
Professional Services	6,965	7,678	1,380,565	356,300
Consulting Services	-	-	-	300
Legal Fees	73,508	153,370	228,133	403,380
Rail Maintenance of Way	788,285	767,393	-	1,073,000
Right of Way Capital	-	-	-	50,000
Training/Registration	-	4,475	7,500	7,500
Postage	17	15	500	500
Travel Expense - Employee	-	-	1,000	1,000
Travel Expense-Mileage-Employee	-	68	500	500
Advertising	-	160	1,000	1,000
Meeting Expense	-	-	500	500
Office Equip/Software-Inventorial	-	-	-	16,200
Total Expenditures	<u>1,144,635</u>	<u>1,229,635</u>	<u>1,934,628</u>	<u>2,238,172</u>

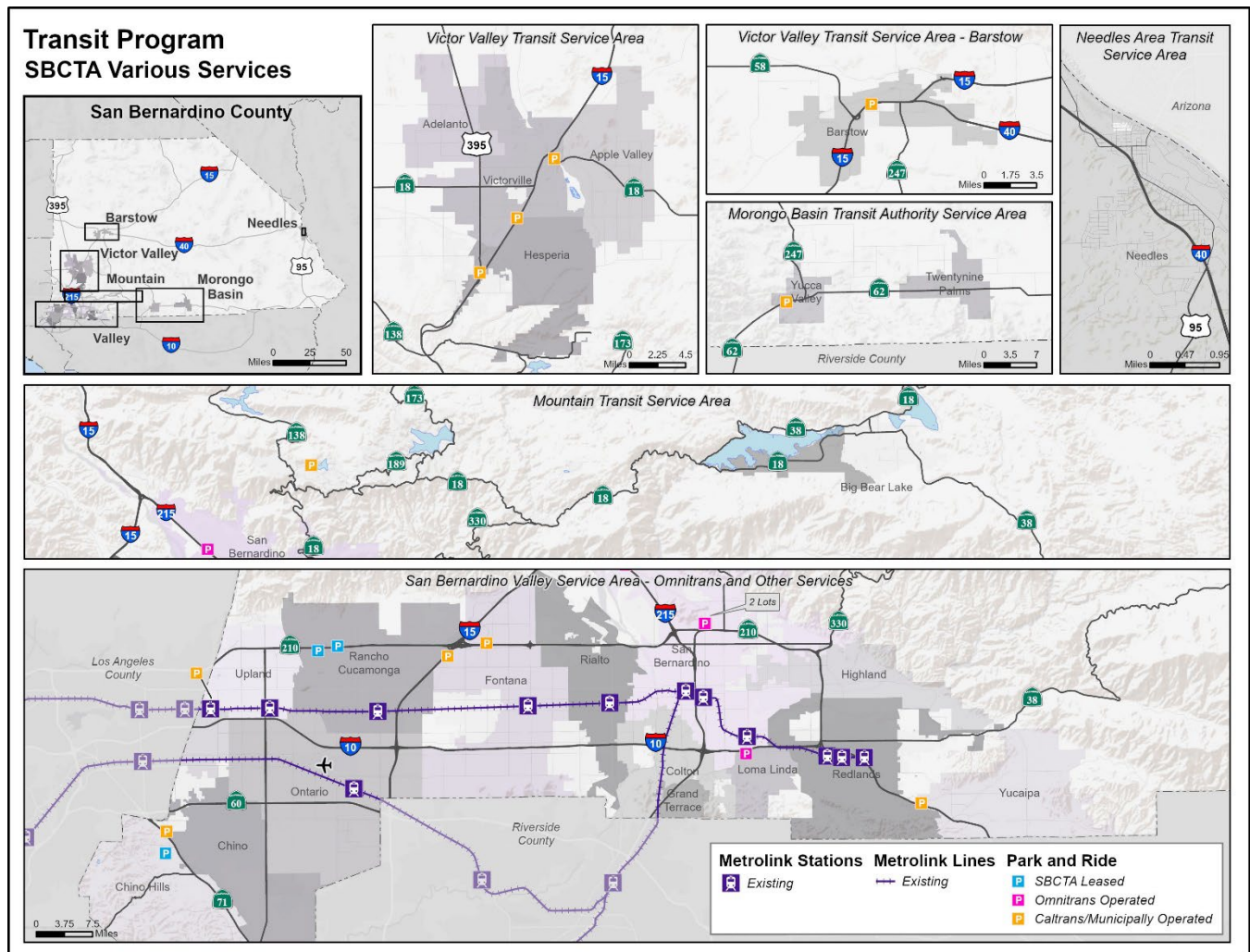
Funding Sources

Local Transportation Fund - Planning	335,236
Local Transportation Fund - Rail	1,826,380
Rail Assets	55,500
EV Charging Stations Fund	17,300
Indirect Cost Fund	3,756
Total Funding Sources	<u>2,238,172</u>

Transit

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 is the highest ridership line in the Metrolink system. Although Metrolink ridership is still below pre-pandemic levels, the service is vital to San Bernardino County commuters and has recovered approximately 57 percent system-wide as of November 2023.

SCRRA also implemented new fare products for Metrolink customers to provide greater flexibility and enhance the customer experience, including the Student Adventure Pass Program offering free fares for students with a valid Student ID, and rebranded the Reduced Fare Discount Program as Mobility-4-All for low-income individuals. SCRRA continues to offer 5-Day and 10-Day flex passes, which provides flexibility to those working modified work schedules, allowing for telecommuting and shifts in peak hours, along with traditional one-way,

Transit

round-trip, 7-Day and \$10 weekend passes. 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.

SCRRA currently operates the Arrow Service and continues to focus on exploring cleaner locomotive technology and is coordinating a Multiple Unit (MU) Implementation Study with SBCTA and Los Angeles County Metropolitan Transportation Authority (LACMTA) to evaluate opportunities to utilize MUs between Redlands and Los Angeles. The study is estimated to be completed in 2024. 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 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 2022/2023, the IE Commuter program provided rideshare resources to 111 employers within the county, 33 employer worksites with SCAQMD Rule 2202 surveying, which resulted in 2.5 million vehicle trip reductions and 136 million pounds of greenhouse gas emissions reduced. Incentive programs and strategic marketing continue to be restructured as needed to garner old and new rideshare participants post-pandemic. This includes the \$5/Day rideshare gift card incentive, monthly rideshare spotlight, monthly telework spotlight, and rideshare week incentives. In response to the increase in teleworking, the IE Commuter program offers a Telework Employer Assistance program, resources, and incentive opportunities for teleworkers. These programs support SBCTA's Senate Bill 743 (SB743) efforts. In Fiscal Year 2023/2024, the Metrolink Rail Ridership Recovery Program, offering free rail passes to residents of the county, was soft launched to select employers to encourage new riders to try the train and to re-engage riders from pre-pandemic. The full launch is anticipated in Fiscal Year 2024/2025 after the software needed to implement the program has been fully developed. This program is being implemented in conjunction with RCTC as well as a transit trainer program to assist new riders unfamiliar with how the transit system works. SBCTA continues to lease three Park and Ride lots, adding to the region's total network of 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.

SBCTA continues to actively host ongoing Multimodal Interconnectivity Working Group meetings with the county's transit operators, which include SCRRA, Basin Transit, Mountain Transit, City of Needles 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 2023/2024, the working group continued county-wide marketing efforts to encourage and regain

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riders lost from the pandemic and launched a regional transit network campaign with an emphasis on where riders can go using transit with an initial emphasis on connections through the San Bernardino Transit Center. The effort was designed to be expanded and the Montclair Transcenter will be a key location to evaluate in FY 24/25. As part of the campaign, SBCTA's transit webpage was redesigned and paired with an opportunity drawing for riders to tell their transit story. This, among other marketing efforts, focuses on equity, regional connectivity, trip planning, and county-wide free fare days on both rail and bus. Awareness campaigns may relate to transit safety, including human trafficking, sexual harassment, and domestic violence awareness. Free fare days may occur on Transit Equity Day on February 4th, 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 installing new bus stops on the north and south sides of Third Street in front of the San Bernardino Santa Fe Depot. The new stops will include the construction of bus bays to accommodate two buses on either side of the street and the installation of premium bus shelters, lighting, and real-time signage. This project will improve the ease for Omnitrans and VVTA customers to transfer between various forms of transit available 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 changes to SBCTA's annual operation subsidy for both the Arrow Service and San Bernardino Line to accommodate for the implementation of the Zero-Emission Multiple Unit (ZEMU), security funding for the Arrow rail stations, and the continuing efforts to support ongoing transit ridership programs.

Product

Process disbursement of operating and maintenance funds to SCRRA for the Metrolink and Arrow Service 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.

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Contract Information

- a. Existing Contracts
 - i. 17-1001666, San Bernardino Transit Center Station Security and Operations & Maintenance Agreement, Amount Budgeted \$100,000.
 - ii. 19-1002203, Rideshare Program Software, Amount Budgeted \$766,329.
 - iii. 20-1002253, Tippecanoe Station Security and Operations & Maintenance Agreement, Amount Budgeted \$250,000.
 - iv. 20-1002255, University of Redlands Station Security and Operations & Maintenance Agreement, Amount Budgeted \$341,000.
 - v. 20-1002310, Vehicle Spare Parts and Operations, Amount Budgeted \$350,000.
 - vi. 21-1002655, Downtown Redlands Station Security and Operations & Maintenance Agreement, Amount Budgeted \$100,000.
 - vii. 22-1002742, Park and Ride Lot Lease, Amount Budgeted \$3,600.
 - viii. 22-1002743, Park and Ride Lot Lease, Amount Budgeted \$8,532.
 - ix. 22-1002676, Park and Ride Lot Lease, Amount Budgeted \$10,800.
- b. New Contracts
 - i. RFP, Transit and Specialized Transit Planning, Amount Budgeted \$250,000, Total Estimated Contract Amount \$1,000,000.
 - ii. Park and Ride Lot Leases, Amount Budgeted \$57,999, Total Estimated Contract(s) Amount \$57,999.
 - iii. MOU, Rideshare and Vanpool Program Implementation, Amount Budgeted \$1,750,000, Total Estimated Contract Amount \$2,147,500.
 - iv. RFP/IFB, Bus Stop Improvement – San Bernardino Santa Fe Depot, Amount Budgeted \$800,000, Total Estimated Contract Amount \$800,000.
 - v. RFP, Bus Stop Consultation and Professional Services – San Bernardino Santa Fe Depot, Amount Budgeted \$200,000, Total Estimated Contract Amount \$200,000.

Local Funding Source Detail

- i. Riverside County Transportation Commission - \$146,012.
- ii. Los Angeles County Metropolitan Transportation Authority - \$271,713.
- iii. Orange County Transportation Authority - \$133,899.
- iv. Ventura County Transportation Commission - \$40,485.

Manager

Victor Lopez, Director of Transit and Rail Programs

Transit

Task 0314 Transit Operations

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	36,004	48,400	67,471	98,249
Fringe Allocation-General	35,577	47,370	52,965	72,606
Professional Services	1,556,911	2,647,926	7,863,720	5,271,061
Consulting Services	(43,529)	84	150,000	188
Utilities	-	209	-	-
Maintenance-Motor Vehicles	-	2,332,473	104,000	350,000
Utilities Capital	-	3,393	5,000	-
Dues/Memberships	18,701	52,409	70,000	51,820
Training/Registration	333	288	2,100	2,600
Postage	440	44	1,150	1,100
Travel Expense - Employee	-	229	3,750	4,475
Travel Expense-Mileage-Employee	63	537	1,000	1,125
Travel Expense-Other-Metrolink Tickets	-	-	750	687
Advertising	-	800	-	-
Printing - External	345	178	26,100	26,000
Printing - Internal	-	-	200	100
Contributions/Subsidies	5,870,478	24,950,434	38,211,808	50,536,099
Office Expense	-	194	200	200
Meeting Expense	-	-	450	475
Total Expenditures	<u>7,475,322</u>	<u>30,084,969</u>	<u>46,560,664</u>	<u>56,416,785</u>

Funding Sources

Local Transportation Fund - Admin	25,910
Local Transportation Fund - Planning	78,857
Local Transportation Fund - Rail	34,442,306
State Transit Assistance Fund - Rail	577,500
Congestion Mitigation and Air Quality	2,363,732
Low Carbon Transit Operations Program	397,500
MSI Valley Fund-Metrolink/Rail Service	17,037,293
MSI Valley Fund-Traffic Mgmt Sys	664,939
MSI Victor Valley Fund-Traffic Mgmt Sys	236,639
Local Projects Fund	592,109
Total Funding Sources	<u>56,416,785</u>

Transit

Task 0315 Transit Capital

Purpose

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

Accomplishments

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

Close out of the various project activities for the Redlands Passenger Rail Project (RPRP) was completed. Substantial progress was made on the right of way acquisitions for the West Valley Connector (WVC) Bus Rapid Transit Project, and the mainline construction contract was awarded in September 2023, with physical construction beginning in early 2024. The Zero Emission Multiple Unit (ZEMU) arrived in the United States in August 2023 and was showcased at the American Public Transportation Association Expo in Orlando, Florida, in October 2023. Vehicle testing continued at the Transportation Technology Center in Pueblo, Colorado, and testing on the Arrow corridor is scheduled to be completed in summer 2024. The hydrogen fuel station and the Arrow Maintenance Facility (AMF) retrofit is ongoing and is scheduled to be completed summer 2025. Work on the environmental clearance for the Tunnel to Ontario International Airport (ONT) project continued. Additionally, SBCTA released two Requests for Qualifications (RFQs) for the Design Build and Operating System Provider to ultimately build and operate the tunnel.

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 this Task. This is not a specific capital project, but an ongoing subsidy. 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, Federal Transit Administration (FTA) funds, and Transportation Development Act (TDA) funds. In addition, SBCTA aggressively pursues grant funding to augment the available formula funds.

Budgetary change are due to the completion of the Redlands Passenger Rail Project, ongoing construction and right of way acquisitions for the West Valley Connector Project, the construction of the Hydrogen Fueling Infrastructure and Retrofit of Arrow Maintenance Facility for the ZEMU Project, environmental clearance activities for the Tunnel to ONT Project, the facilitation of funding for the Brightline – High Desert Stations Project, and the initiation of the Lilac to Sycamore Double Track cooperative project agreement.

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

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	198,995	200,094	236,366	199,759
Fringe Allocation-General	196,634	195,836	186,085	147,622
Professional Services	16,609,868	26,231,689	39,277,864	45,770,240
Consulting Services	2,373,571	3,200,913	1,651,450	2,694,112
Program Management Fees	5,297,999	3,588,353	2,046,133	2,300,007
Legal Fees	2,403,072	4,327,707	3,369,462	5,272,953
Utilities	65,944	25,174	-	-
Maintenance-Motor Vehicles	-	33,746	-	-
Rail Maintenance of Way	-	52,585	-	-
Construction Capital	18,284,685	7,912,277	64,036,166	93,265,242
Utilities Capital	2,146,116	(108,888)	4,096,030	2,183,500
Right of Way Capital	1,804,189	22,464,584	33,687,594	16,481,711
Dues/Memberships	-	-	3,000	3,000
Postage	29	179	7,156	-
Travel Expense - Employee	-	3,411	1,500	15,000
Travel Expense-Other-Metrolink Tickets	-	-	50	-
Advertising	953	483	10,000	-
Public Information Activities	116,824	75,392	435,392	210,000
Contributions/Subsidies	89,200	163,740	6,000,000	3,000,000
Meeting Expense	394	173	-	-
Motor Vehicles	12,793,967	12,403,582	19,566,980	4,450,000
Buildings and Structures	-	-	-	8,348,067
Total Expenditures	62,382,440	80,771,031	174,611,228	184,341,213

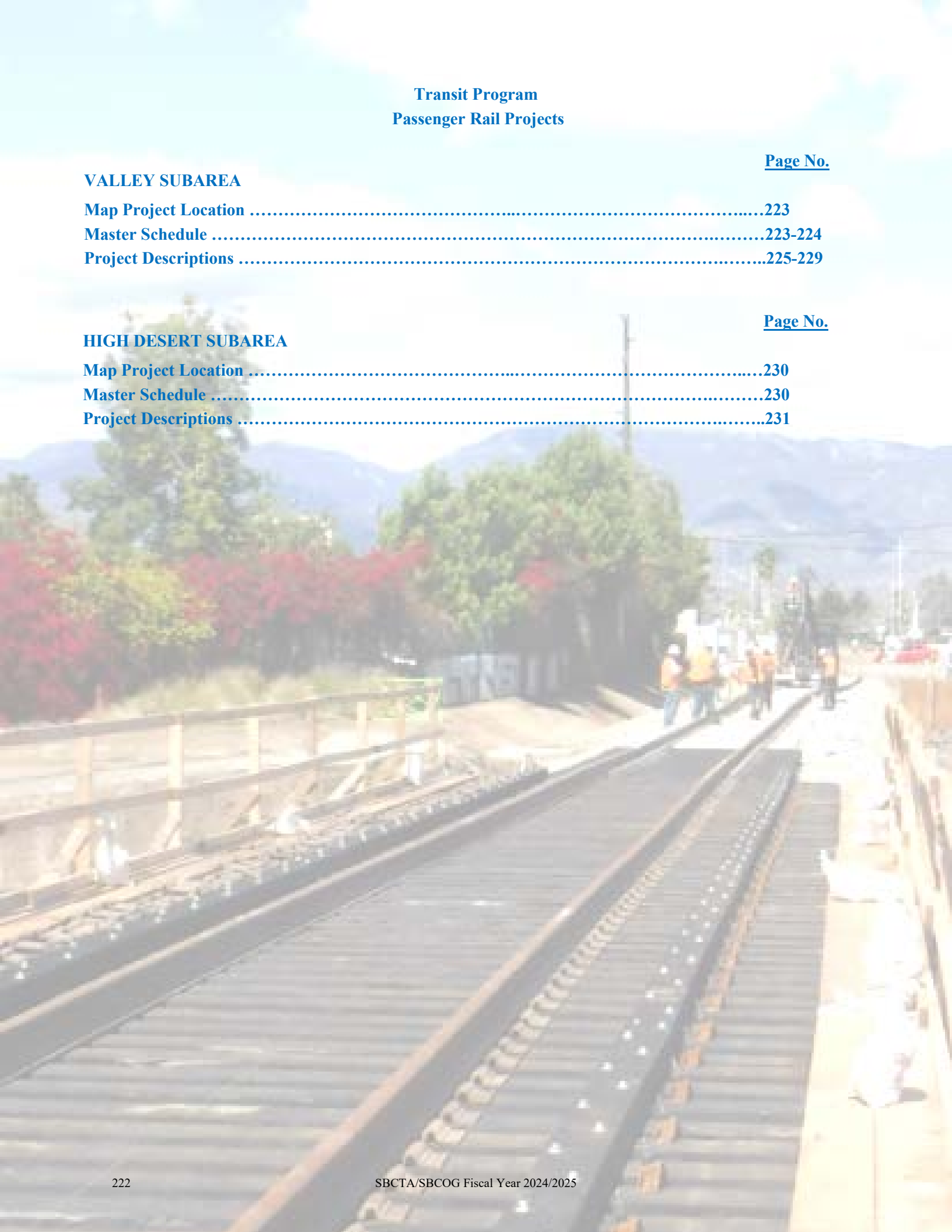
Funding Sources

Local Transportation Fund - Planning	52,563
Local Transportation Fund - Rail	33,637
State Transit Assistance Fund - Rail	28,468,481
State of Good Repair – SBCTA	2,505,811
Federal Transit Administration 5307	659,692
Federal Transit Administration 5307-CMAQ	5,654,035
Federal Transit Administration 5309	38,246,712
Federal Railway Administration	5,806,539
Transit and Intercity Rail Capital Progr	32,057,024
Affordable Housing & Sustainable Communities Program	4,899,283
Solutions for Congested Corridors Program-SB1	37,343,567
Transit and Intercity Rail Capital Program-SB125	3,502,716
SCAQMD/Mobile Source Review Committee	831,000
MSI Valley Fund-Metrolink/Rail Service	108,367
MSI Valley Fund-Express Bus/Rapid Trans	16,715,849
Local Projects Fund	7,455,937
Total Funding Sources	184,341,213

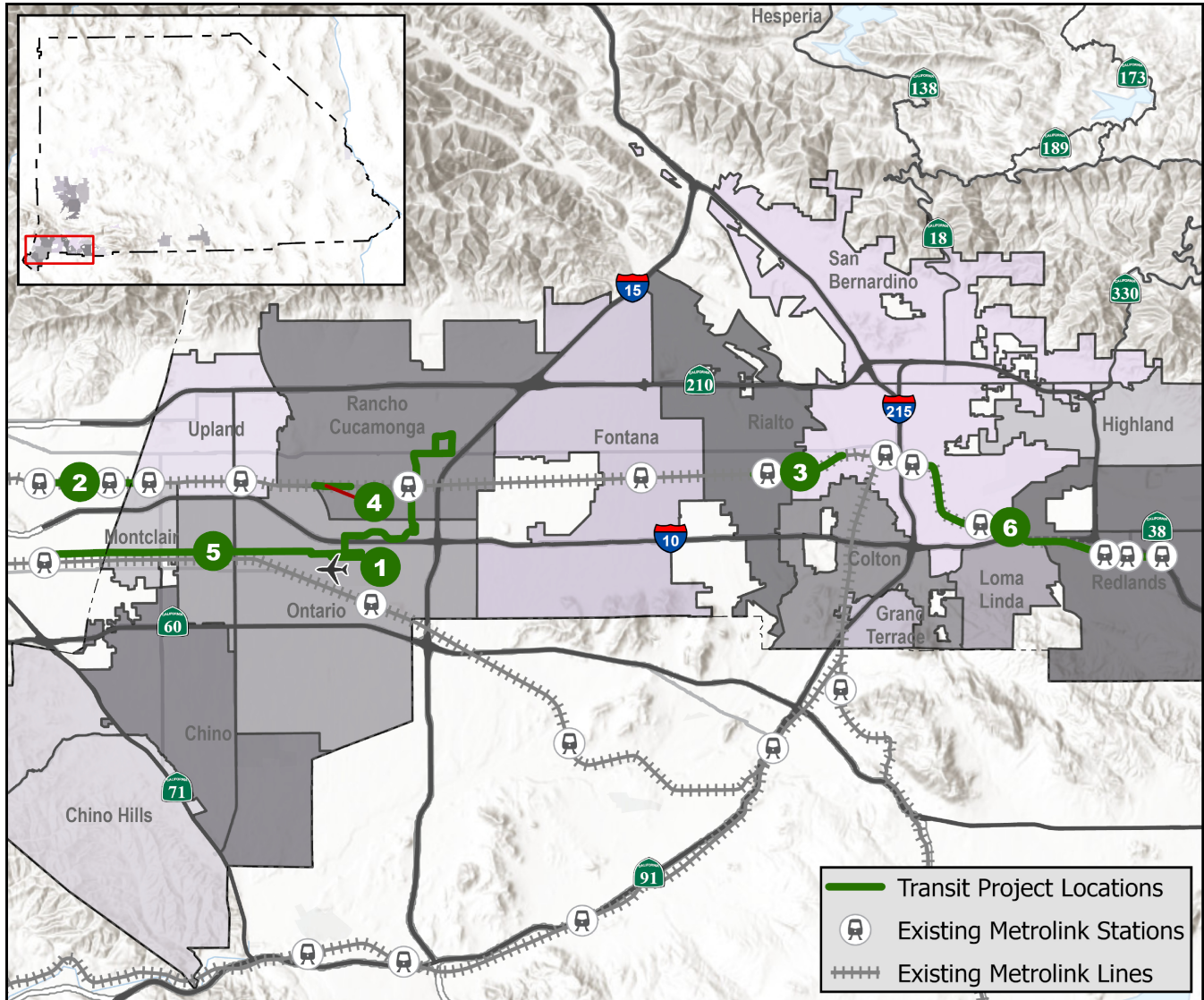
**Transit Program
Passenger Rail Projects**

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Transit Program Valley Subarea



Master Schedule

Fiscal Year[illegible]

Master Schedule

Project/Phases	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
2 <u>Gold Line to Montclair</u>				PS&E	ROW	Cons	Cons	Cons	Cons	Cons
3 <u>Control Point Lilac to Control Point Rancho Station Double Track</u>				PS&E	PS&E	PS&E	Cons	Cons	Closeout	
4 <u>SCORE Rancho Cucamonga Siding Project</u>		ROW	ROW	ROW	Cons	Cons	Cons	Closeout		
5 <u>West Valley Connector Phase I</u>	PS&E	ROW	Cons	Cons	Cons	Closeout				
6 <u>DMU to ZEMU Vehicle</u>	PA/ED	PS&E	Cons	Cons	Cons	Closeout				

1

Project

Tunnel to ONT (0337)

Description

Innovative subterranean direct connection between the Cucamonga Metrolink Station and Ontario International Airport (ONT). The project includes the construction of a four 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 surface stations at ONT. Current Phase: Procurement/Environmental.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$539,000,000	\$28,248,986	\$15,750,000	\$495,001,014

Contract Information

- a. Existing Contracts
 - i. 21-1002451, Legal Services, Amount Budgeted \$1,000,000.
 - ii. 21-1002452, Program Management/Construction Management, Amount Budgeted \$4,200,000.
 - iii. 22-1002758, Environmental Services Contract, Amount Budgeted \$3,000,000.
 - iv. 23-1002995, Public Outreach Services and Graphic Design Support, Amount Budgeted \$50,000.
- b. New Contracts
 - i. RFP, Design-Build Capital Construction Contract, Amount Budgeted \$6,000,000, Total Estimated Contract Amount \$400,000,000.
 - ii. MOU, Right of Way Acquisitions, Amount Budgeted \$500,000, Total Estimated Contract Amount \$815,000.
 - iii. MOU, Utility Relocations, Amount Budgeted \$1,000,000, Total Estimated Contract Amount \$2,300,000.

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 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 anticipates the use of Senate Bill 125 (SB125) TIRCP funding to proceed with work beyond the City of Pomona. Current Phase: Design-Build.

2

Project

Gold Line Extension to Montclair (0326) CONTINUED

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
\$80,000,000	\$1,926,955	\$103,000	\$77,970,045

*SBCTA has \$80 million identified funding for the portion of the project in San Bernardino County; \$39 million non-federal formula funds and \$41 million TIRCP grant funds.

Contract Information

- a. New Contracts
 - i. RFP/CTO, General Coordination – Consultant Review, Amount Budgeted \$100,000, Total Estimated Contract Amount, \$250,000.

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 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 future phase, from CP Lilac, through the Rialto Station, to Sycamore Avenue. Preliminary Engineering and Environmental Clearance have been completed and project is fully funded. The costs shown below are for the shorter project segment. Current Phase: Final Design.

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
\$84,254,756	\$2,229,187	\$8,800,000	\$73,225,569

*Total cost of the longer double track section is \$108 million.

Contract Information

- a. New Contracts
 - i. Cooperative Agreement, Delivery of the Double Track Project, Amount Budgeted \$8,800,000, Total Estimated Contract Amount \$75,109,635.

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 at-grade crossings, new track panels at the grade crossings (Hellman Ave. and Archibald Ave.), extension of three 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. Acquisitions for the project have been completed. Remaining anticipated tasks include modifying existing license agreements and issuing new license agreements with utilities and the City of Rancho Cucamonga to reflect the reconfiguration of improvements located within the right of way. Current Phase: Right of Way.

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
\$200,000	\$60,553	\$50,000	\$89,447

*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 \$50,000.

Local Funding Source Detail

- i. Southern California Regional Rail Authority - \$51,186.

Description

The West Valley Connector (WVC) Project is a 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 18 battery electric buses and improvements to the Omnitrans maintenance facility needed to operate and maintain the battery electric buses. Current Phase: Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$320,334,695	\$164,480,423	\$129,716,625	\$26,137,647

Contract Information

- a. Existing Contracts
 - i. 00-1000940, CTO No. 71, Project Management Consulting Services, Amount Budgeted \$1,516,482.
 - ii. 18-1001788, Omnitrans Cooperative Agreement, Amount Budgeted \$14,155,104.
 - iii. 18-1001870, Environmental and Design Services, Amount Budgeted \$1,061,939.
 - iv. 18-1001924, CTO No. 3, Right of Way Services, Amount Budgeted \$288,309.
 - v. 19-1002002, CTO No. 2, Right of Way Services, Amount Budgeted \$3,436,452.
 - vi. 19-1002007, CTO No. 3, Right of Way Services, Amount Budgeted \$288,309.
 - vii. 19-1002008, CTO No. 3, Right of Way Services, Amount Budgeted \$288,309.
 - viii. 19-1002009, CTO No. 3, Right of Way Services, Amount Budgeted \$1,135,069.
 - ix. 20-1002339, CTO No. 6, Labor Compliance, Amount Budgeted, \$35,000.
 - x. 21-1002532, Administrative Contract, Right of Way Capital Acquisition, Amount Budgeted \$15,731,710.
 - xi. 21-1002662, Construction Management, Amount Budgeted \$11,260,810.
 - xii. 22-1002778, West Valley Connector Artist Honorarium Agreement, Amount Budgeted \$350,000.
 - xiii. 22-1002812, Dry Utilities Agreement, Amount Budgeted \$1,183,500.
 - xiv. 23-1002891, Mainline Capital Construction, Amount Budgeted \$77,517,108.
 - xv. 23-1002995, Public Outreach and Event Management Services and Graphic Design Support, Amount Budgeted \$35,000.
 - xvi. 24-1003047, Dry Utilities Agreement, Amount Budgeted \$250,000.
- b. New Contracts
 - i. RFP, Project Management Consulting Services, Amount Budgeted \$783,522, Total Estimated Contract Amount \$783,522.
 - ii. RFP, Legal Services and Activities, Amount Budgeted \$200,000, Total Estimated Contract Amount \$200,000.

Local Funding Source Detail

- i. Omnitrans - \$7,402,962

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

Description

The Zero Emission Multiple Unit Vehicle (ZEMU) project includes 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 total of \$45.7 million Transit and Intercity Rail Capital Program (TIRCP) grant to lead the effort and \$1.6 million from the Mobile Source Review Committee for the hydrogen fueling infrastructure. In December 2023, SBCTA allocated \$4.4 million in TIRCP Senate Bill 125 funds to accommodate an increase to the capital project. The current estimate for the base project is \$65.65 million, which includes the vehicle, modifications to the Arrow Maintenance Facility, major equipment purchase, 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 \$14 million per vehicle 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
\$65,650,659	\$14,965,209	\$20,282,943	\$30,402,507

Contract Information

- a. Existing Contracts
 - i. 15-1001125, WO No. 09, SCRRA Support for Operational and Technical Review of the ZEMU, Amount Budgeted \$40,000.
 - ii. 15-1001125, WO No. 13, SCRRA Rail Support and Vehicle Testing, Amount Budgeted \$192,000.
 - iii. 20-1002310, Procurement of ZEMU Rail Vehicle, Amount Budgeted \$4,400,000.
 - iv. 21-1002658, Construction Management, Arrow Maintenance Facility Hydrogen Fuel Upgrade Amount Budgeted \$507,885.
 - v. 22-1002666, Hydrogen Safety Panel, Amount Budgeted \$60,129.
 - vi. 22-1002687, SCRRA ZEMU Support, Amount Budgeted \$777,091.
 - vii. 22-1002750, Professional Legal Support, Amount Budgeted \$100,000.
 - viii. 23-1002904, CTO No. 07, Project Management Consulting Services, Amount Budgeted \$1,724,392.
 - ix. 23-1002922, Retrofit of Arrow Maintenance Facility, Amount Budgeted \$8,348,065.
 - x. 23-1002961, Major Equipment Purchase, Amount Budgeted \$478,382.
 - xi. 23-1002995, Public Outreach and Graphic Design Support, Amount Budgeted \$160,000.
- b. New Contracts
 - i. IFB, Hydrogen Fueling Station Construction, Amount Budgeted \$3,465,000, Total Estimated Contract Amount \$6,930,000.

SBCTA/SBCOG Fiscal Year 2024/2025

1 Project **Brightline-High Desert Stations Project (0339)**

Description

The Brightline West High-Speed Intercity Passenger Rail System – High Desert Stations Project is for the design and construction of the Hesperia Station and Victor Valley Station along the Brightline West privately owned and operated high speed rail corridor extending from Las Vegas, Nevada, to Rancho Cucamonga, California. The project lead is Brightline West and it includes the design and construction of the two stations in the high desert region of San Bernardino County as well as grant administration and oversight responsibilities for a \$25,000,000 award under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) 2023 Grant Program. Current Phase: Final Design.

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
\$25,000,000	\$0	\$ 5,804,750	\$19,195,250

*Total estimated cost for SBCTA's support only. Total estimated project cost is \$66,082,500.

Contract Information

- a. New Contracts
 - i. MOU, Subrecipient Agreement with Brightline, Amount Budgeted \$5,804,750, Total Estimated Contract \$25,000,000.

Local Funding Source Detail

- i. Brightline West - \$1,789

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. SBCTA's Vanpool Program, branded as SB Loop, launched on September 1, 2018. 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 \$281,461 in FTA 5307 from the first 10 months of operations and NTD reporting during Fiscal Year 2018/2019, \$826,933 in Fiscal Year 2021/2022 for operations during Fiscal Year 2019/2020 and \$924,670 in Fiscal Year 2022/2023 for operations during Fiscal Year 2020/2021.

SB Loop provided up to a \$600 subsidy per month towards the cost of a vanpool, or \$700 for zero emission vehicles, for vanpools traveling into SBCTA's service area during Fiscal Year 2023/2024. 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 passenger vehicle at start-up, maintaining 50 percent occupancy month to month, as well as commuting a minimum of 12 days per month with 30 miles roundtrip daily. These qualifications were temporarily suspended due to the Coronavirus (COVID-19) pandemic to allow for social distancing and to accommodate flex schedules but have since been reinstated. 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 FTA 5307 funds. At the end of Fiscal Year 2022/2023, there were 79 vanpools approved to participate in the program.

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 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.

Transit

Task 0383 Vanpool Program

6. Continue to work with consultants for the administration of the Vanpool Subsidy Program.
7. Work with Omnitrans through a Memorandum of Understanding for the pass-through of FTA 5307 funds derived from the vanpool program.
8. Coordinate with neighboring vanpool programs on regional vanpool ridematching solutions and marketing campaigns to increase the reduction of single occupancy vehicles.

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 \$50,000.
 - ii. 23-1002958, Vanpool Vehicle Provider, Amount Budgeted \$984,000.
- b. New Contracts
 - i. MOU, Rideshare and Vanpool Program Implementation, Amount Budgeted \$210,000, Total Estimated Contract Amount \$2,147,500.

Manager

Victor Lopez, Director of Transit and Rail Programs

Transit

Task 0383 Vanpool Program

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	16,282	15,599	23,697	26,788
Fringe Allocation-General	16,089	15,267	18,602	19,796
Professional Services	289,173	467,602	1,260,000	1,284,000
Consulting Services	81,106	5,875	-	-
Dues/Memberships	15,407	15,870	20,000	40,000
Training/Registration	288	288	2,000	2,000
Postage	-	-	100	100
Travel Expense - Employee	-	-	2,125	2,125
Travel Expense-Mileage-Employee	-	-	300	300
Travel Expense-Other-Metrolink Tickets	-	-	250	250
Advertising	-	209	150	150
Printing - Internal	-	-	100	100
Office Expense	-	-	100	100
Meeting Expense	-	-	2,000	2,000
Total Expenditures	<u>418,346</u>	<u>520,709</u>	<u>1,329,424</u>	<u>1,377,709</u>

Funding Sources

Federal Transit Administration 5307-CMAQ	1,185,000
MSI Valley Fund-Traffic Mgmt Sys	<u>192,709</u>
Total Funding Sources	<u>1,377,709</u>

PROJECT DELIVERY

Project Delivery Program Budget

Description

The Project Delivery Program is responsible for the development and construction of major freeway, interchange, and grade separation projects. The program is funded by an array of funding sources including Measure I, Federal, State, and local funds. The Fiscal Year 2024/2025 budget of \$425.4 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 10 Freeway/Highway Projects, 12 Interchange Projects, one Railroad Grade Separation Project, and five Miscellaneous Projects which include North First Avenue Bridge over BNSF and Mount Vernon Avenue Viaduct. 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

	2021/2022 Actual	2022/2023 Actual	2023/2024 Revised Budget	2024/2025 Budget
Project Approval/Environmental Document	2	1	1	1
Start Construction	3	2	3	5
Open to Traffic	2	5	1	6
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) Project Delivery implemented on projects starting construction an electronic file upload, management and review system to ensure document retention policies are followed; 2) project costs were reviewed and reconciled up to current year, and will be reconciled each year in order to better streamline project closeouts; 3) completed the annual contract review and after reviewing more than 260 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.

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 \$115 million of grant funds to the Project Delivery program for Interstate 10 (I-10) Contract 2 (\$85 million) and US 395 Phase 2 (\$30 million) Projects. 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.
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 Quality Assurance/Quality Control (QA/QC) reviews and peer reviews to ensure that SBCTA products and deliverables meet quality standards, and maintain database of QA/QC reviews.

Project Delivery

Task 0815 Measure I Program Management

6. 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.
7. Provide program and project management services that result in the efficient delivery of transportation improvement projects.
8. Partner with the San Bernardino County School District to inform local students interactively about careers in transportation.
9. Participate in Equity Ad Hoc Committee, and implement approved recommendations.

Budgetary changes mainly due to variance of cost related to support for claims and payroll expenses in Fiscal Year 2023/2024.

Contract Information – Project Delivery Program*

- a. Existing Contracts
 - i. 20-1002357, Program Management, Amount Budgeted \$1,280,000.*
 - 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

Kristi Harris, Director of Project Delivery

Project Delivery

Task 0815 Measure I Program Management

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	1,085,976	1,181,286	1,044,643	1,264,422
Fringe Allocation-General	1,073,090	1,156,146	823,318	934,408
Professional Services	11,058	-	118,000	195,576
Program Management Fees	1,739,188	2,119,671	950,000	1,285,000
Legal Fees	23,228	10,298	41,000	41,000
Training/Registration	1,425	2,897	44,000	44,000
Postage	-	-	1,000	1,000
Travel Expense - Employee	429	233	12,000	12,000
Travel Expense-Mileage-Employee	188	28	12,000	12,000
Advertising	729	190	1,000	1,000
Public Information Activities	-	-	20,000	20,000
Printing - External	-	240	1,000	1,000
Bank Charges	-	-	1,000	1,000
Meeting Expense	240	190	3,000	1,000
Computer Hardware and Software	-	-	78,000	80,000
Total Expenditures	<u>3,935,550</u>	<u>4,471,180</u>	<u>3,149,961</u>	<u>3,893,406</u>

Funding Sources

MSI Valley Fund-Freeway Projects	1,859,692
MSI Valley Fund-Fwy Interchange	1,967,714
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>3,893,406</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, carpool 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 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 next two landscape segments along the I-215 corridor (Bi-County and Segment 5) will be released for construction in late 2024. The State Route 210 (SR210) Lane Addition project in the cities of Highland, San Bernardino and Redlands started construction in early 2020 was completed in summer of 2023 and is currently in the EEP phase. 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 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, a work package for the next phases of the I-10 Corridor has been identified. Board approval has been given to proceed into design and further study for I-10 Contract 2 portion east of Interstate 15 (I-15). To expedite Project delivery, the I-10 Contract 2 Project will be delivered as one design contract, divided into two construction segments: Segment 2A – I-15 to Sierra Avenue and Segment 2B – Sierra Avenue to Pepper Avenue. The preliminary engineering/environmental phase has been completed for the 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 was completed in October 2023 with construction anticipated to begin in the summer of 2024. A construction contract was awarded on the I-10 Eastbound Truck Climbing Lane Project in December 2023, with an anticipated start of construction in 2024. The design and right of way activities for US 395 Phase 2 from I-15 to Palmdale Road began in late 2023 and is anticipated to be completed by early 2025.

Work Elements

Budget for Fiscal Year 2024/2025 incorporates the continuation of design and construction of the I-10 Corridor Contract 1 Project. The I-10 Corridor represents one 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 – Freeway Projects Program*

- a. Existing Contracts
 - i. 20-1002377, Environmental Services, Amount Budgeted \$256,500.*
 - ii. 21-1002555, Legal Services, Amount Budgeted \$593,000.*
 - iii. 18-1001907, Right of Way Services, Amount Budgeted \$37,327.*
 - iv. 20-1002357, Program Management Services, Amount Budgeted \$2,964,818.*
 - v. 19-1002000, Public Outreach Services, Amount Budgeted \$605,305.*
 - vi. 19-1002001, Public Outreach Services, Amount Budgeted \$2,989.*

Project Delivery

Task 0820 Freeway Projects

- vii. 20-1002339, Disadvantaged Business Enterprise Services, Amount Budgeted \$12,000. *
- viii. 21-1002472, Consulting Services, Amount Budgeted \$500.*
- ix. 22-1002663, Public Information Services, Amount Budgeted \$125,000.*
- x. 22-1002768, Disadvantaged Business Enterprise Services, Amount Budgeted \$2,000. *

* 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

Kristi Harris, Director of Project Delivery

Project Delivery

Task 0820 Freeway Projects

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	332,034	386,629	255,266	9,339
Fringe Allocation-General	328,094	378,400	204,552	6,902
Professional Services	3,424,072	14,637,683	24,670,467	25,767,142
Consulting Services	20,099,305	20,048,282	33,786,600	19,596,071
Program Management Fees	1,850,619	1,971,229	2,770,620	2,687,513
Auditing and Accounting	-	54,405	-	-
Legal Fees	689,426	1,166,372	1,200,800	2,427,057
Utilities	(17,455)	-	-	-
Construction Capital	221,490,365	200,806,109	253,897,625	169,055,491
Construction Support	-	617,895	12,357,403	10,573,723
Utilities Capital	1,342,116	3,347,450	13,723,000	5,948,280
Right of Way Capital	874,289	336,600	10,022,328	8,433,322
Property Insurance	-	5,365	20,000	1,764
Dues/Memberships	(150)	-	900,000	-
Postage	92	133	14,000	6,000
Travel Expense - Employee	-	3,415	4,000	-
Travel Expense-Mileage-Employee	-	401	500	-
Advertising	553	484	7,000	2,000
Public Information Activities	624,157	650,681	1,512,668	733,295
Meeting Expense	227	475	1,000	10,000
Debt Fees	14,500	16,000	22,000	20,000
Total Expenditures	251,052,245	244,428,009	355,369,829	245,277,899
Funding Sources				
Surface Transportation Program				50,324,587
Congestion Mitigation and Air Quality				18,773,532
Project National and Regional Significance				600,000
Highway Infrastructure Program				8,089,057
Regional Improvement Program				22,249,548
State Highway Operations & Protection Program				7,166,000
Local Partnership Program-Formula-SB1				3,000,000
Trade Corridor Enhancement Program				39,341,300
MSI Valley Fund-Freeway Projects				84,157,183
MSI Valley Fund-Fwy Interchange				6,051,115
MSI Valley Fund-Arterials				1,330,000
MSI Victor Valley Fund-Major Local Hwy				176,241
MSI 1990-Valley Fund-Major Projects				1,094,400
MSI 1990-Valley Fund-TMEE				906,000
Local Projects Fund				2,018,936
Total Funding Sources				245,277,899

**Project Delivery Program
Freeway Projects**

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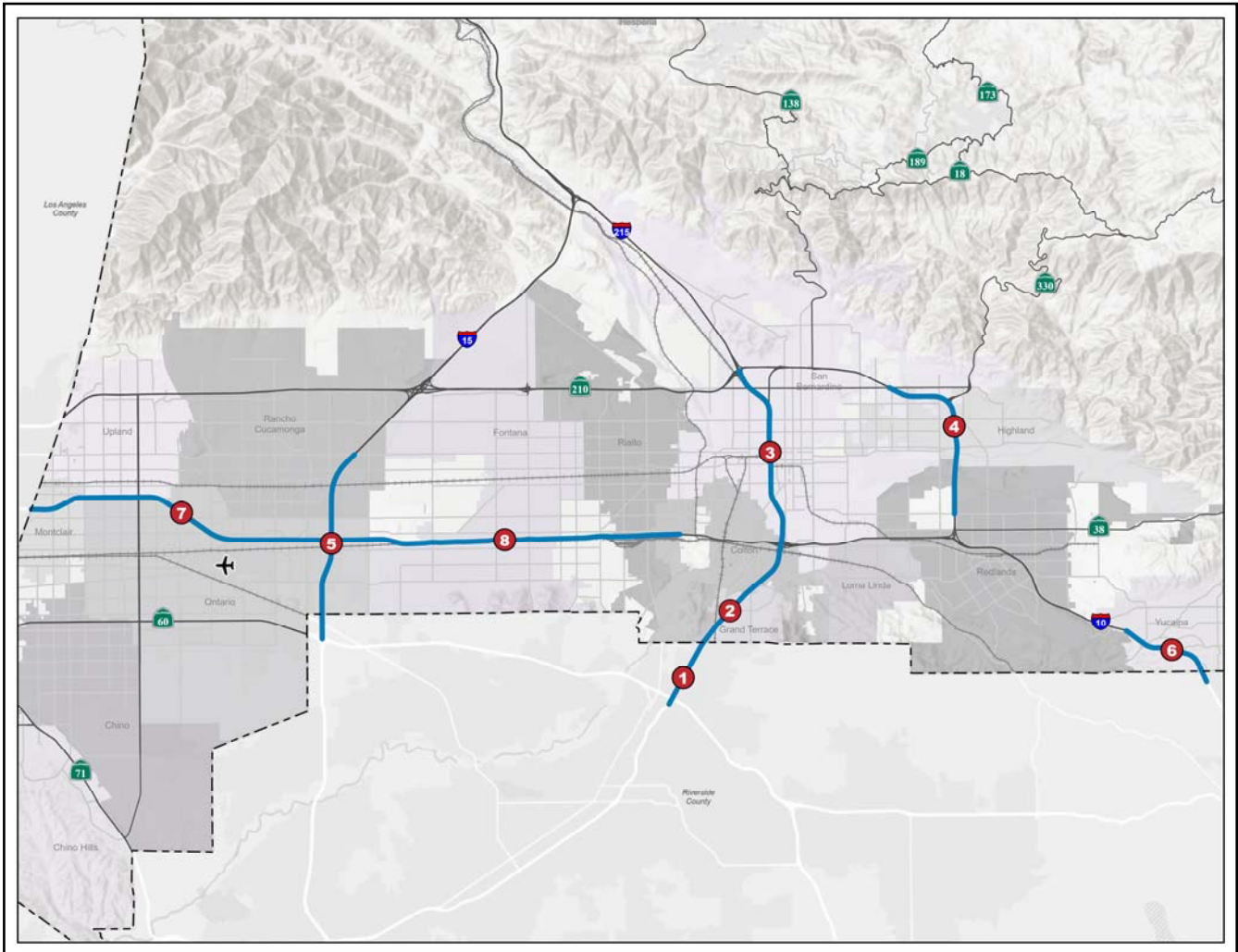
VALLEY SUBAREA

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VICTOR VALLEY SUBAREA

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**Project Delivery Program
Freeway Projects
Valley Subarea**



Master Schedule

Fiscal Year

Project/Phases	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
1 <u>Interstate 215 Bi-County Landscape</u> <div> LEGEND: <div>PA/ED</div> <div>PS&E</div> <div>ROW</div> <div>Cons</div> <div>Landscape</div> <div>Closeout</div> </div>	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						
	Closeout	Closeout	Closeout	Closeout						

Master Schedule

Project/Phases	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
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LEGEND:

	PA/ED
	PS&E
	ROW
	Cons
	Landscape
	Closeout

1 Project Interstate 215 Landscape Bi-County & Segment 5 (0839 & 0838 Segment 5)

Description

Bi-County - 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.

Segment 5 - The addition of a high-occupancy vehicle and mixed flow lane in each direction on I-215 through the City of San Bernardino to relieve congestion and accommodate future traffic demand. Current Phase: Landscaping Design and Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$19,013,000	\$2,959,582	\$13,251,687	\$2,801,731

Contracts Information

- a. Existing Contracts
 - i. 19-1002005, Environmental and Design Professional Services, Amount Budgeted \$159,000.
 - ii. 21-1002534, Construction Management Services, Amount Budgeted \$900,000.
 - iii. 16-1001378, Segment 5, Construction Management Services, Amount Budgeted \$450,000.
 - iv. 19-1002005, Segment 5, Design Services, Amount Budgeted, \$180,000.
- b. New Contracts
 - i. IFB, Construction Capital, Amount Budgeted \$11,285,687, Total Estimated Contract Amount \$11,285,687.

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	\$102,156,745	\$127,327	\$2,688,928

*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 \$9,500.
 - 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: Landscape Establish Existing Planting (EEP).

Total Estimated Cost*	Costs to Date	Proposed Budget*	Future Costs
\$15,405,158	\$15,151,158	\$254,000	\$0

*Total Estimated Cost includes \$297 thousand 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 Measure I funds.

Contract Information

- a. Existing Contracts
 - i. 16-1001378, Construction Management Services, Amount Budgeted \$82,000.
 - ii. 19-1002026, Construction Capital, Amount Budgeted \$94,400.

4 Project State Route 210 Lane Addition (0887)

Description

Add one 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
\$166,765,387	\$163,811,022	\$1,130,400	\$1,823,965

Contract Information

- a. Existing Contracts
 - i. 15-1001231, Design Services, Amount Budgeted \$32,000.
 - ii. 17-1001681, Construction Management Services, Amount Budgeted \$360,000.
- b. New Contracts
 - i. 23-1002917, Establish Existing Planting (EEP), Amount Budgeted \$165,000, Total Estimated Contract Amount \$658,798.

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
\$400,589,660	\$30,746,540	\$92,774,900	\$277,338,220

Contract Information

- a. Existing Contracts
 - i. 20-1002266, Design Services, Amount Budgeted \$200,000.
 - ii. 22-1002757, Construction Support Services, Amount Budgeted \$7,000,000.
 - iii. 23-1002938, Construction and Maintenance Agreement for Rochester Ave Overhead, Amount Budgeted \$861,093.
 - iv. 23-1002939, Construction and Maintenance Agreement Vina Vista Overhead, Amount Budgeted \$65,000.
 - v. 23-1002940, Construction and Maintenance Agreement Mission Blvd Overhead, Amount Budgeted \$150,000.
- b. New Contracts
 - i. IFB, Construction Capital, Amount Budgeted \$85,000,000, Total Estimated Contract Amount \$292,454,000.
 - ii. IFB, Riverside County Toll System Modifications, Amount Budgeted \$300,000, Total Estimated Contract Amount \$725,000.

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.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$38,811,122	\$15,887,760	\$11,872,161	\$11,051,201

Contract Information

- a. Existing Contracts
 - i. 19-1002064, Design Professional Services, Amount Budgeted \$109,222.
 - ii. 22-1002731, Construction Management Services, Amount Budgeted \$1,298,722.
 - iii. 23-1002869, Construction Contract, Amount Budgeted \$10,369,300.

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 10 miles. Current Phase: Design, Right of Way and Construction.

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
\$962,442,762	\$846,778,374	\$91,540,720	\$24,123,668

*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. 16-1001530, Project Management/Construction Management Services, Amount Budgeted \$8,151,820.
 - ii. 17-1001599, Design-Build Capital Construction Contract, Amount Budgeted \$52,601,104.
 - iii. 17-1001617, Design-Build Capital Construction Contract, Amount Budgeted \$16,480,000.
 - iv. 21-1002472, Professional Services, Amount Budgeted \$500.
 - v. 22-1002736, Professional Services, Amount Budgeted \$58,248.
 - vi. 23-1002903, Landscape Design, Amount Budgeted \$600,000.
 - vii. 23-1002956, Legal Advisor Services, Amount Budgeted \$1,500,000.
- b. New Contracts
 - i. IFB, Landscape Construction Contract, Amount Budgeted \$2,000,000, Total Estimated Contract Amount \$ 10,000,000.

Local Funding Source Detail

- i. City of Montclair - \$2,018,936.

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 Ontario and Upland have also provided local contributions to the project for interchanges and arterials 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 11 miles. This project is being split into two phases for delivery. Current Phase: Design and Right of Way.

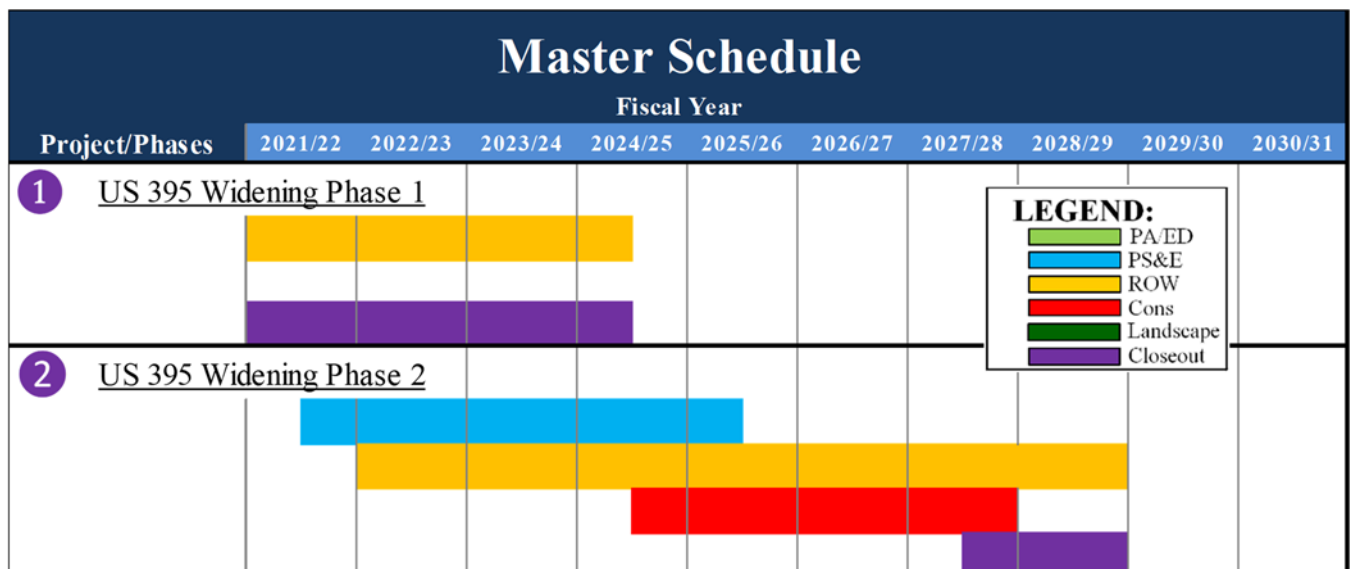
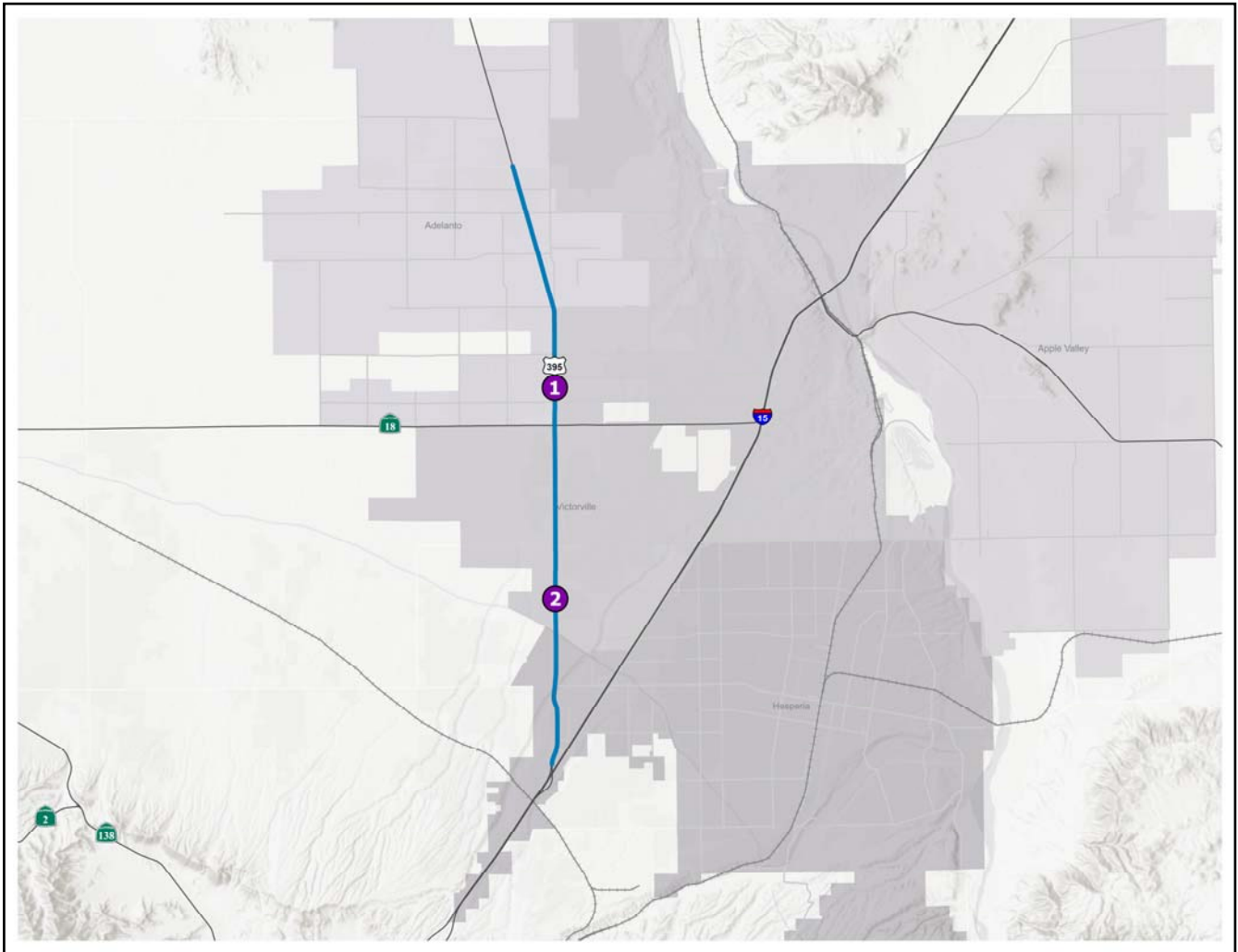
Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
\$818,960,000	\$39,144,550	\$30,776,000	\$743,039,450

*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. 22-1002722, Final Design Services, Amount Budgeted \$22,700,000.
 - ii. 23-1002935, Right of Way Oversight, Amount Budgeted \$100,000.
- b. New Contracts
 - i. 23-1002960, Construction Management, Amount Budgeted \$400,000, Total Estimated Contract Amount \$75,000,000.

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



1 Project US 395 Widening Phase 1 (0891)

Description

Widen the US 395 to four 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	\$33,474,000	\$10,000	\$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 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
\$69,387,146	\$7,135,295	\$3,524,057	\$58,727,794

Contract Information

- a. Existing Contracts:
 - i. 22-1002775, Design Services, Amount Budgeted \$1,875,000.
 - ii. 23-1002844, Right of Way Services, Amount Budgeted \$1,185,000.
- b. New Contracts:
 - i. RFP, Construction Management Services, Amount Budgeted \$100,000, Total Estimated Contract Amount \$5,000,000.

Project Delivery

Task 0821 Express Lanes Project Development

Purpose

Management of Express Lanes Project Development for Express Lanes implementation.

Accomplishments

New 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 coordination during construction of the Interstate 15 (I-15) Express Lanes Contract 1, will begin in 2024, and during final design of Interstate 10 (I-10) Express Lanes Contract 2, which is anticipated to be completed 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 changes are a result of the transition of the Express Lanes Program from design to implementation for the I-15 Express Lanes Contract 1.

Product

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

Contract Information – Express Lanes Project Development Program

- a. Existing Contracts
 - i. 22-1002706, I-15 Express Lanes Implementation Support Services, Amount Budgeted \$250,000.
 - 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 \$250,000.
 - iv. 20-1002357, Program Management, Amount Budgeted \$50,000.
 - v. 16-1001355, I-10 and I-15 Corridor Traffic and Revenue Services, Amount Budgeted \$100,000.
 - vi. 17-1001617, Express Lanes Toll Service Provider I-15 Contract 1 Design and Implementation, Amount Budgeted \$3,000,000.
 - vii. 22-1002721, RCTC Cooperative Agreement, Amount Budgeted \$2,000,000.

Project Delivery

Task 0821 Express Lanes Project Development

- viii. 17-1001617, Option - Express Lanes Toll Service Provider I-10 Contract 2 Design and Implementation, Amount Budgeted \$160,000, Total Estimated Contract Amount \$12,000,000.

Manager

Tim Byrne, Director of Express Lanes

Project Delivery

Task 0821 Express Lanes Project Development

			2023/2024	
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	-	-	240,188	74,213
Fringe Allocation-General	-	-	188,546	54,844
Professional Services	-	-	50,000	100,000
Consulting Services	-	-	398,500	3,460,000
Program Management Fees	-	-	500,000	50,000
Maintenance-Toll Services Systems	-	-	400,000	250,000
Construction Support	-	-	300,000	250,000
Dues/Memberships	-	-	2,500	1,000
Training/Registration	-	-	4,000	1,000
Postage	-	-	500	500
Travel Expense - Employee	-	-	2,000	1,000
Travel Expense-Mileage-Employee	-	-	1,500	1,000
Advertising	-	-	2,000	500
Printing - Internal	-	-	2,000	500
Office Expense	-	-	10,000	500
Total Expenditures	-	-	2,101,734	4,245,057

Funding Sources

MSI Admin	8,337
MSI Valley Fund-Freeway Projects	4,236,720
Total Funding Sources	4,245,057

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, accommodate future traffic, and enhance 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 completed the Establish Existing Planting (EEP) phase in December 2023. 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. The State Route 210 (SR210) at Base Line interchange project and SR60 at Central Avenue interchange project have completed construction and are currently in the EEP phase. Construction is complete on the I-10 Alabama Street interchange project and will enter the EEP phase in the summer of 2024. Construction is anticipated to be completed in the spring of 2025 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 final design phase and anticipated to start construction in the summer of 2024.

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

Contract Information – Interchange Projects Program*

- a. Existing Contracts
 - i. 20-1002377, Preliminary Design and Environmental Services, Amount Budgeted \$117,000.*
 - ii. 20-1002357, Program Management Services, Amount Budgeted \$342,000.*
 - iii. 19-1002001, Public Outreach Services, Amount Budgeted \$15,000.*
 - iv. 19-1002000, Public Outreach Services, Amount Budgeted \$110,000.*
 - v. 18-1001907, Right of Way Services, Amount Budgeted \$9,000.*
 - vi. 18-1001909, Right of Way Services, Amount Budgeted \$20,000.*
 - vii. 18-1001823, Right of Way Services, Amount Budgeted \$10,000.*
 - viii. 21-1002555, Legal Services, Amount Budgeted \$187,000.*
 - ix. 22-1002663, Public Information Services, Amount Budgeted \$95,000.*
 - x. 22-1002768, Disadvantaged Business Enterprise Services, Amount Budgeted \$2,000.*

* 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

Kristi Harris, Director of Project Delivery

Project Delivery

Task 0830 Interchange Projects

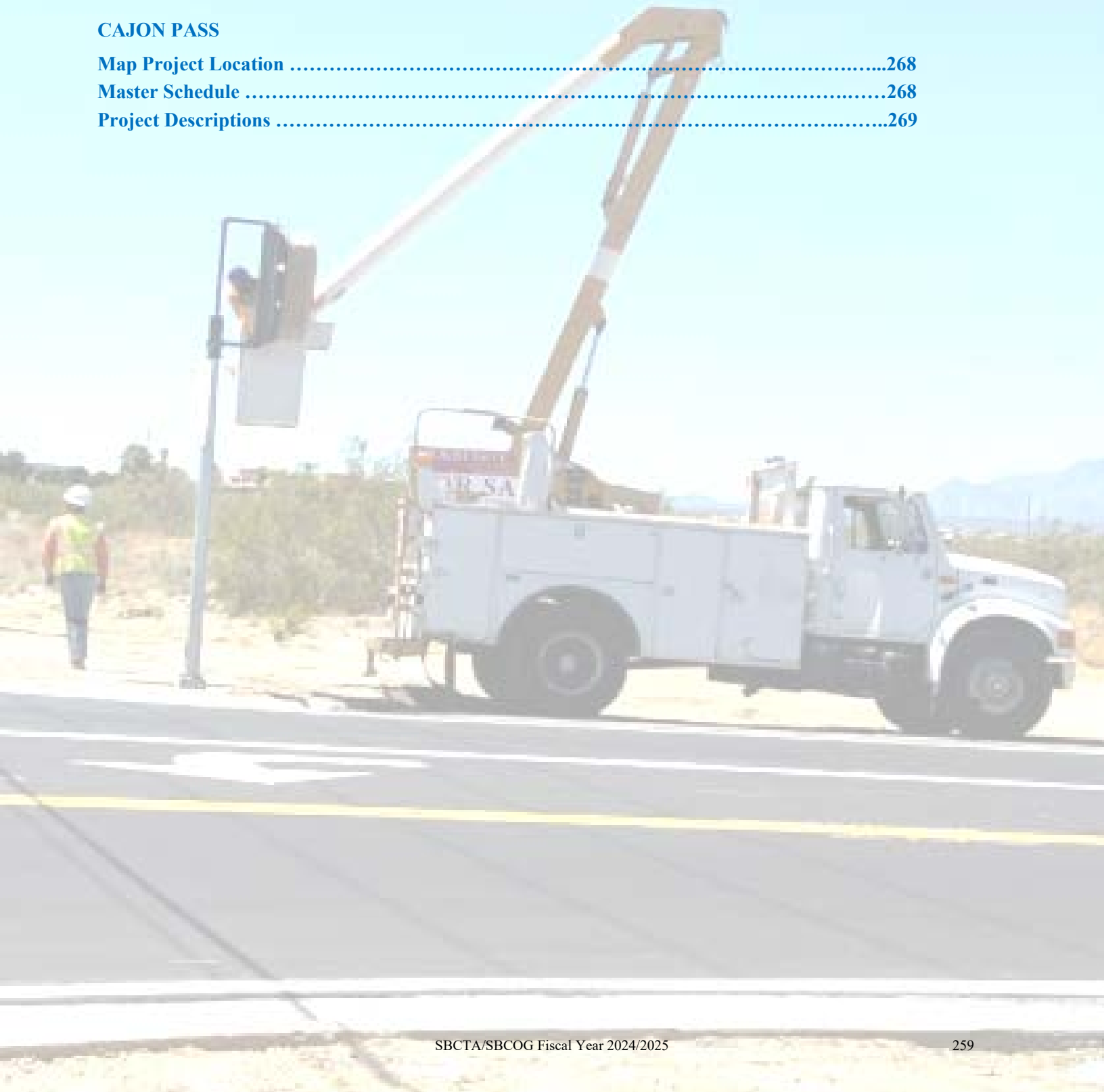
	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Professional Services	1,114,442	1,841,503	693,500	209,001
Consulting Services	3,363,299	4,280,495	6,114,301	17,153,749
Program Management Fees	679,388	415,938	410,000	342,000
Auditing and Accounting	-	-	5,000	-
Legal Fees	431,941	504,887	364,110	237,001
Construction Capital	27,968,150	29,614,050	61,755,857	78,085,119
Construction Support	-	27,395	3,667,335	4,570,087
Utilities Capital	315,957	29,505	520,000	1,169,400
Right of Way Capital	1,430,819	552,578	8,449,288	2,365,600
Right of Way Acquisition	-	433,000	-	-
Postage	82	144	21,100	11,000
Advertising	112	674	4,900	10,000
Public Information Activities	61,680	135,901	152,712	220,000
Printing - External	330	845	-	-
Contributions/Subsidies	223,452	405,024	305,285	300,000
Meeting Expense	-	99	-	-
Commercial Paper Interest	-	-	-	1,000,000
Total Expenditures	<u>35,589,652</u>	<u>38,242,039</u>	<u>82,463,388</u>	<u>105,672,957</u>

Funding Sources

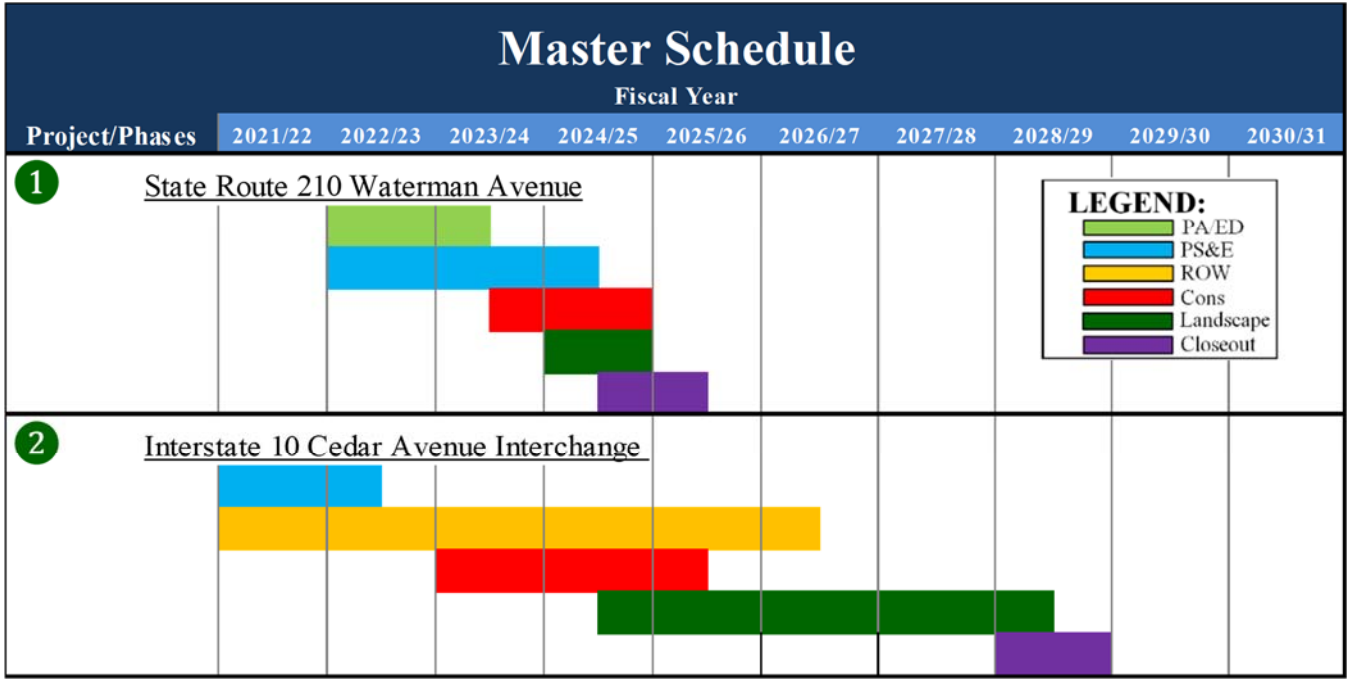
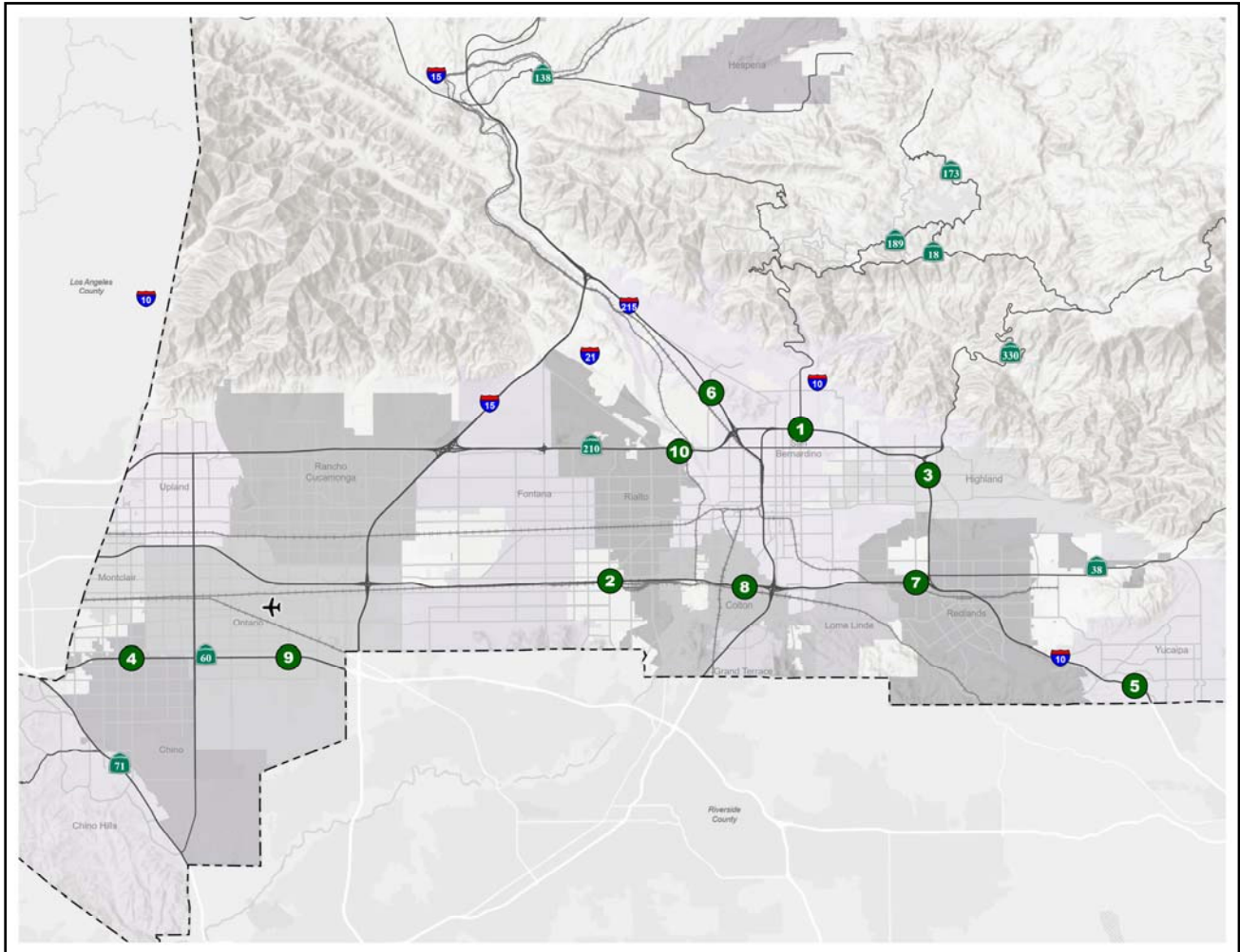
Surface Transportation Program	3,832,676
Highway Infrastructure Program	2,323,273
Trade Corridor Improvement Fund	12,998
MSI Valley Fund-Fwy Interchange	79,571,883
MSI Cajon Pass Fund	10,000
MSI 1990-Valley Fund-Major Projects	3,000
Local Projects Fund	18,919,127
Commercial Paper (Short Term Borrowing)	<u>1,000,000</u>
Total Funding Sources	<u>105,672,957</u>

**Project Delivery Program
Interchange Projects**

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Project Delivery Program Interchange Projects Valley Subarea



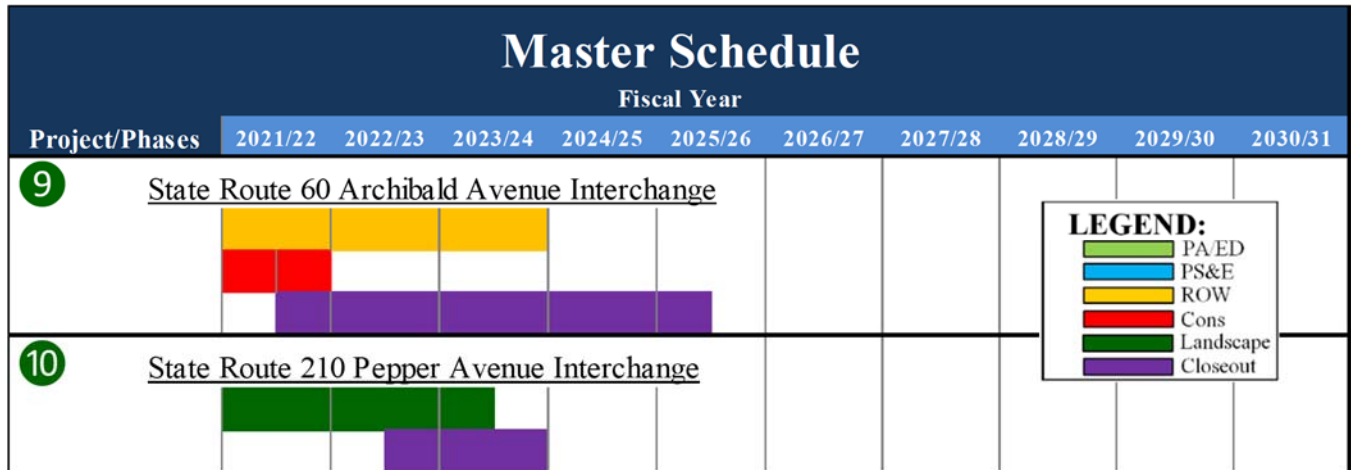
Master Schedule

Project/Phases	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
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LEGEND:

 PA/ED
 PS&E
 ROW
 Cons
 Landscape
 Closeout

**Project Delivery Program
Interchange Projects
Valley Subarea**



1 Project State Route 210 Waterman Avenue (0814)

Description

Reconstruct westbound onramp and ramp intersections as part of improvements to the existing interchange 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
\$8,628,930	\$1,493,486	\$5,687,559	\$1,447,885

Contract Information

- a. Existing Contracts
 - i. 22-1002727, Environmental and Engineering Services, Amount Budgeted \$71,691.
- b. New Contracts
 - i. IFB, Construction Contract, Amount Budgeted, \$5,555,868, Total Estimated Contract Amount \$6,800,000.

Local Funding Source Detail

- i. City of San Bernardino - \$1,087,447.

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
\$112,667,640	\$45,890,239	\$48,987,857	\$10,039,544

*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 \$3,600,000.
 - ii. 22-1002784, Construction Capital, Amount Budgeted \$43,142,857.
 - iii. 22-1002716, Construction Support Services, Amount Budgeted \$46,000.
 - iv. 22-1002804, Construction Capital, Amount Budgeted \$120,000.

Local Funding Source Detail

- i. San Bernardino County - \$14,137,357.

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
\$35,013,026	\$29,615,145	\$660,000	\$4,737,881

Contract Information

- a. Existing Contracts
 - i. 15-1001231, Design Services, Amount Budgeted \$11,000.
 - ii. 17-1001681, Construction Management Services, Amount Budgeted \$21,000.
 - iii. 19-1002078, Construction Capital, Amount Budgeted \$200,000.
 - iv. 23-1002917, Establish Existing Planting (EEP), Amount Budgeted \$126,000.

Local Funding Source Detail

- i. City of Highland - \$278,800.

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
\$36,623,746	\$33,021,536	\$380,000	\$3,222,210

Contract Information

- a. Existing Contracts
 - i. 18-1001811, Construction Management Services, Amount Budgeted \$20,000.
 - ii. 19-1002196, Construction Capital, Amount Budgeted \$50,000.
- 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 - \$219,930.

5

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

Construct new westbound on and off ramps as part of a new interchange to relieve existing congestion and accommodate future traffic. Current Phase: Planning and Project Approval & Environmental Document (PA/ED) by the City of Yucaipa.

Total Estimated Cost	Costs to Date*	Proposed Budget	Future Costs
\$115,281,000	\$1,230,011	\$320,000	\$8,430,989

*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 PA/ED, Amount Budgeted \$300,000.

6 Project Interstate 215 University Parkway Interchange (0853)

Description

Reconstruct existing 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	\$8,442,997	\$12,389,529	\$2,303,194

Contract Information

- a. Existing Contracts
 - i. 20-1002271, Environmental and Engineering Services, Amount Budgeted \$20,196.
 - ii. 22-1002705, Construction Management Services, Amount Budgeted \$552,727.
- 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 - \$1,016,677.

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 Maintenance.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$14,486,062	\$13,471,492	\$680,000	\$334,570

Contract Information

- a. Existing Contract
 - i. 19-1002248, Construction Management Services, Amount Budgeted \$10,000.
 - ii. 21-1002620, Construction Capital, Amount Budgeted \$500,000.
- b. New Contract
 - i. RFP, Establish Existing Planting (EEP) Construction Management Services, Amount Budgeted \$85,000, Total Estimated Contract Amount \$282,000.
 - ii. IFB, EEP Capital, Amount Budgeted \$75,000, Total Estimated Contract Amount \$325,000.

Local Funding Source Detail

- i. City of Redlands - \$348,350.

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
\$80,264,914	\$12,617,138	\$35,530,000	\$32,297,776

Contract Information

- a. Existing Contracts
 - i. 18-1001869, Preliminary Design, Environmental Services, and Final Design Services, Amount Budgeted \$80,000.
- b. New Contracts
 - i. IFB, Construction Capital, Amount Budgeted \$30,000,000, Total Estimated Contract Amount \$53,000,000.
 - ii. 23-1002845, Construction Management Services, Amount Budgeted \$3,400,000, Total Estimated Contract Amount \$7,000,000.
 - iii. RFP, Utility Agreement, Amount Budgeted \$875,000, Total Estimated Contract Amount \$875,000.
 - iv. RFP, Utility Agreement, Amount Budgeted \$480,000, Total Estimated Contract Amount \$480,000.
 - v. RFP, Utility Agreement, Amount Budgeted \$8,000, Total Estimated Contract Amount \$8,000.
 - vi. RFP, Electric Utility Agreement, Amount Budgeted \$92,000, Total Estimated Contract Amount \$92,000.

Local Funding Source Detail

- i. City of Colton - \$1,812,345.

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
\$26,803,176	\$26,778,176	\$25,000	\$0

Contract Information

Local Funding Source Detail

- i. City of Ontario - \$18,221.

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

Description

Construct new interchange to provide freeway access in the City of Rialto. Current phase: Final Close-out.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$23,038,121	\$23,035,121	\$3,000	\$0

A topographic map of the San Bernardino area. The map shows the San Gabriel River flowing from the north towards the south. The terrain is characterized by rugged, mountainous areas with brown and tan shading indicating elevation. Major highways are marked with shields: Interstate 15 (I-15) running north-south, Interstate 215 (I-215) running east-west, and State Routes 138, 173, 189, 210, and 52. A black circle with the number '1' is located on the river near the intersection of I-15 and I-215. Other labeled areas include Rancho Cucamonga, Fontana, Rialto, and Highland. The map also shows the city of San Bernardino and the San Gabriel River.



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	\$68,595,000	\$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 – Grade Separation Projects Program*

- a. Existing Contracts
 - i. 20-1002357, Program Management Services, Amount Budgeted \$12,000.*
 - ii. 22-1002663, Public Information Services, Amount Budgeted \$21,000.*

* 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

Kristi Harris, Director of Project Delivery

Project Delivery

Task 0840 Grade Separation Projects

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Professional Services	17,757	5,614	20,000	1,000
Program Management Fees	-	-	10,000	12,000
Legal Fees	29,777	145,642	3,808,000	163,000
Construction Capital	-	-	-	3,703,000
Construction Support	-	-	-	53,800
Postage	9	-	5,000	10,000
Public Information Activities	-	-	-	21,000
Total Expenditures	<u>47,543</u>	<u>151,256</u>	<u>3,843,000</u>	<u>3,963,800</u>
Funding Sources				
MSI Valley Fund-Grade Separations				3,324,000
Local Projects Fund				<u>639,800</u>
Total Funding Sources				<u>3,963,800</u>

**Project Delivery Program
Grade Separation Projects**

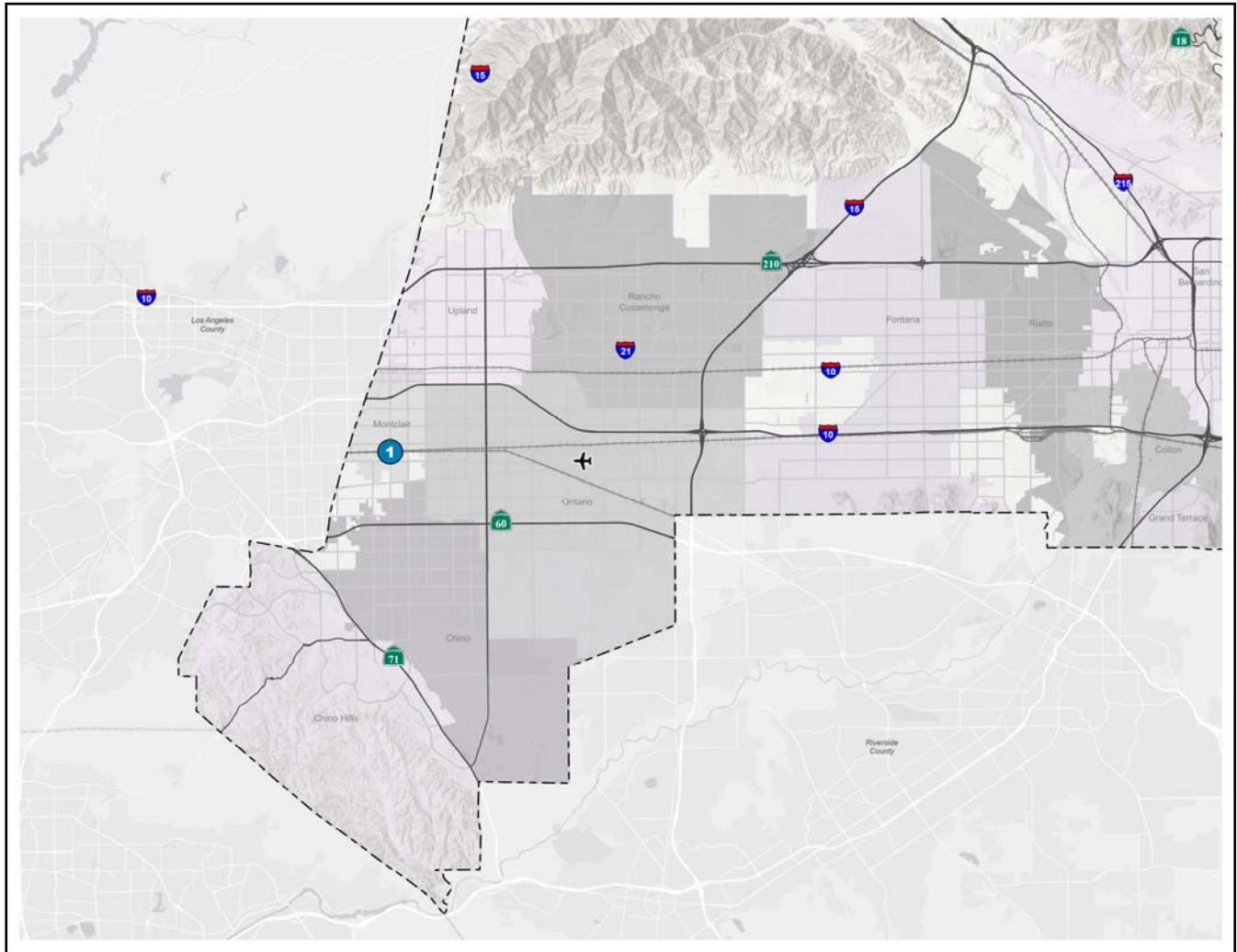
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VALLEY SUBAREA

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Project Delivery Program Grade Separation Projects Valley Subarea



Master Schedule

Fiscal Year

Project/Phases	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
1 <u>Monte Vista Avenue Grade Separation</u>										

LEGEND:

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

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
\$27,429,902	\$23,467,102	\$3,962,800	\$0

*Construction phase costs only.

Contract Information

- a. Existing Contracts
 - i. 16-1001461, Construction Capital, Amount Budgeted \$3,703,000.
 - ii. 16-1001474, Legal Services, Amount Budgeted, \$112,000.
 - iii. 22-1002705, Construction Management Services, Amount Budgeted, \$53,800.

Local Funding Source Detail

- i. City of Montclair - \$435,800.
- ii. UPRR - \$204,000.

Project Delivery

Task 0860 Arterial Projects (Bridge Replacements)

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 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 reevaluation are complete with construction underway. An environmental reevaluation of the Mount Vernon Viaduct Project and preliminary design work was completed in fall 2018 and another 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 started in early 2024. The North First Avenue Bridge Project in the City of Barstow started construction in early 2023 with SBCTA leading this project based on a cooperative agreement with the City and is anticipated to be completed in late 2024.

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

Contract Information – Arterial Projects Program*

- a. Existing Contracts
 - i. 20-1002357, Program Management Services, Amount Budgeted \$546,500.*
 - ii. 21-1002555, Legal Services, Amount Budgeted \$100,000.*
 - iii. 19-1002000, Public Outreach Services, Amount Budgeted \$130,000.*
 - iv. 19-1002001, Public Outreach Services, Amount Budgeted \$6,000.*
 - v. 20-1002339, Disadvantaged Business Enterprise Services, Amount Budgeted \$2,000.*
 - vi. 22-1002768, 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

Kristi Harris, Director of Project Delivery

Project Delivery

Task 0860 Arterial Projects (Bridge Replacement)

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	66,163	11,397	93,136	21,936
Fringe Allocation-General	65,378	11,154	73,112	16,211
Professional Services	1,054,884	1,393,870	2,258,700	2,193,000
Consulting Services	1,845,635	1,166,904	978,729	2,249,001
Program Management Fees	429,168	171,328	391,800	581,500
Legal Fees	256,347	176,274	75,000	100,000
Construction Capital	8,543,150	12,802,742	76,950,606	63,201,924
Construction Support	-	18,340	1,356,815	601,339
Utilities Capital	68,342	(11,441)	4,500	2,300
Right of Way Capital	951,058	17,932,537	7,000,000	669,863
Postage	62	9	100	-
Advertising	499	258	-	-
Public Information Activities	36,114	59,729	1,545,500	166,000
In-kind Contribution	25,863,434	830,315	-	-
Commercial Paper Principal	26,352,000	-	25,000,000	-
Commercial Paper Interest	17,360	-	2,219,179	-
Meeting Expense	74	-	500	-
Total Expenditures	<u>65,549,669</u>	<u>34,563,416</u>	<u>117,947,677</u>	<u>69,803,074</u>

Funding Sources

Local Transportation Fund-ART 3 Bicycle	301,630
Surface Transportation Program	3,170,900
Active Transportation Program - Federal	1,820,043
Highway Bridge Program	39,403,065
Transit and Intercity Rail Capital Program-SB125	3,170,900
Zero Emission Transit Capital Program-SB125	5,000
MSI Valley Fund-Arterials	5,184,450
MSI Valley Fund-Traffic Mgmt Sys	2,370,000
MSI North Desert Fund-Major Local Hwy	1,293,241
Local Projects Fund	<u>13,083,845</u>
Total Funding Sources	<u>69,803,074</u>

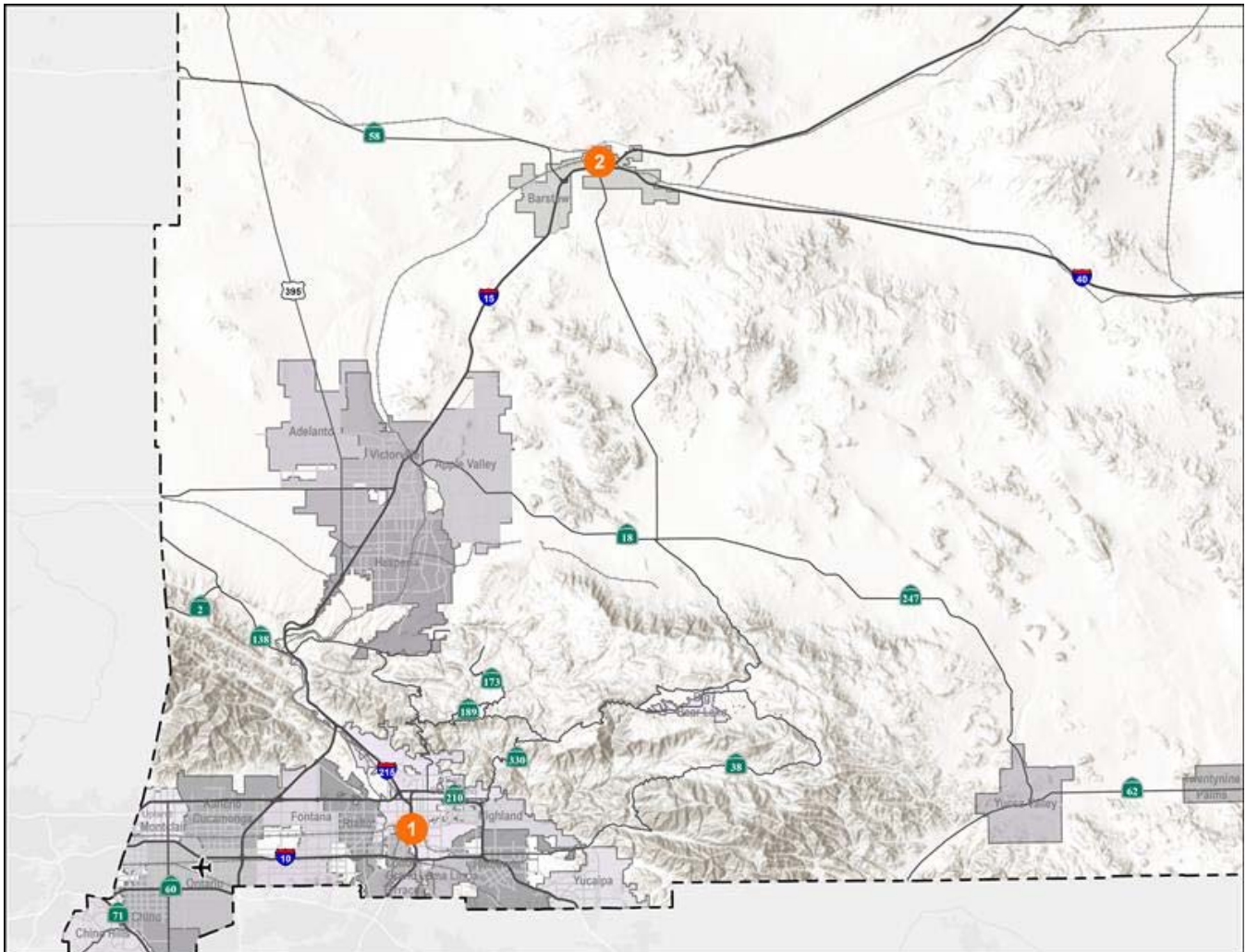
**Project Delivery Program
Arterial Projects**

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Project Delivery Program Arterial Projects (Bridge Replacements)



Master Schedule										
Fiscal Year										
Project/Phases	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
1 Mount Vernon Avenue Viaduct	PAED	PS&E	ROW	Cons	Cons	Cons	Cons	Cons	Cons	Cons
2 North First Avenue Bridge over BNSF	PAED	PS&E	ROW	Cons	Cons	Cons	Cons	Cons	Cons	Cons

LEGEND:

- PAED
- PS&E
- ROW
- Cons
- Landscape
- Closeout

1 Project Mount Vernon Avenue Viaduct (0827)

Description

Replace bridge on Mount Vernon Avenue Viaduct over the Burlington Northern Santa Fe Railroad (BNSF) Railway tracks and Intermodal Yard in the City of San Bernardino. Current Phase: Right of Way and Design-Build work.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$244,811,418	\$185,938,332	\$50,236,434	\$8,636,652

Contract Information

- a. Existing Contracts
 - i. 18-1001846, Legal Services, Amount Budgeted \$190,000.
 - ii. 22-1002699, Railroad Construction Support Services, Amount Budgeted \$966,068.
 - iii. 19-1002208, Railroad Construction Support and Mitigation Work, Amount Budgeted \$2,976,450.
 - iv. 18-1001966, Design-Build Services, Amount Budgeted \$43,646,853.
 - v. 23-1002971, Construction Management Services, Amount Budgeted \$1,400,000.

Local Funding Source Detail

- i. City of San Bernardino - \$2,513,374.
- ii. BNSF - \$8,501,452.

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
\$71,508,316	\$41,239,006	\$7,649,310	\$10,000

*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 \$1,600,000.
 - ii. 22-1002780, Construction Capital, Amount Budgeted \$4,762,310.
 - iii. 19-1002236, Railroad Construction Support Services, Amount Budgeted \$250,000.
 - iv. 23-1002936, Railroad Flagging Services, Amount Budgeted \$600,000.

Local Funding Source Detail

- i. City of Barstow - \$1,128,310.

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
\$26,434,871	\$19,769,571	\$2,720,000	\$3,945,300

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

Contract Information

- a. Existing Contracts
 - i. 22-1002761, San Bernardino Valley Coordinated Traffic Signal System (SBVCTSS) On-Call Support and Development of Smart County Master Plan, Amount Budgeted \$700,000.
- b. New Contracts
 - i. IFB, Smart Corridors, Amount Budgeted \$2,000,000, Total Estimated Contract Amount \$5,000,000.

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

Local Funding Source Detail

- i. San Bernardino County - \$350,000.

④ Project Metrolink ATP Improvements Phase 2 (0810)

Description

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

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$11,212,893	\$2,118,711	\$9,094,182	\$0

④ Project Metrolink ATP Improvements Phase 2 (0810) CONTINUED

Contract Information

- a. Existing Contracts
 - i. 20-1002388, Professional Services, Amount Budgeted \$32,000.
 - ii. 22-1002708, Construction Management Services, Amount Budgeted \$596,229.
- b. New Contracts:
 - i. 23-1002919, IFB, Construction Capital, Amount Budgeted \$5,459,794, Total Contract Amount \$8,631,039.

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

Local Funding Source Detail

- i. City of Fontana - \$84,964.
- ii. City of Montclair - \$98,000.
- iii. City of Rancho Cucamonga - \$198,745.
- iv. City of San Bernardino - \$60,000.
- v. City of Upland - \$149,000.

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 the City. Current Phase: Design.*

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

*City is currently leading the Design 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 on a schedule or map.



New columns rising out of the ground in preparation of the new bridge spanning over the Burlington Northern Santa Fe Railroad (BNSF) rail yard in San Bernardino.

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 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), Senate Bill 125 (SB125), State of Good Repair (SGR), and Federal Transit Administration (FTA) fund revenues for local transit operators 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 \$65,676,100 in Measure I Funds for road priorities determined by local jurisdictions on their local streets, reimbursement of an estimated \$34,480,220 in Measure I Funds for locally delivered projects in the Valley Major Street and Interchange Programs, and \$36,252,040 in Measure I Funds for projects in the Mountain/Desert Major Local Highway Program.

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 and 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 2024 Update to the 10-Year Delivery Plan and update the bonding strategy as necessary to implement projects according to the plan.

Performance/Workload Indicators

	2021/2022 Actual	2022/2023 Actual	2023/2024 Revised Budget	2024/2025 Budget
Federal Funds Delivery ¹	140%	102%	176%	375%
FTIP Amendments	16	11	15	18
Additional Federal Funds Received ²	\$7,992,526	N/A	N/A	N/A
Programming Changes Processed	118	160	120	150
10-Year Delivery Plan Update	12/1/2021	N/A	N/A	9/4/2024
Measure I Valley Arterial Reimbursements	\$3,919,309	\$8,376,059	\$25,000,000	\$25,000,000
Measure I Mtn./Desert Reimbursements	\$5,593,595	\$3,967,161	\$42,071,831	\$36,252,040
Local Transportation Fund Pass-through ³	\$50,250,561	\$116,218,746	\$165,474,789	\$163,813,923
State Transit Assistance Fund Pass-through ³	\$6,410,402	\$14,443,764	\$78,495,758	\$56,738,184
Local Agency Reimbursements Processed	25	32	40	40
Funding Agreements Managed	38	38	38	41
Development Share Loan Agreements Managed	9	9	5	6

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. Percentage is based on San Bernardino County's target share of Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Funds.

² Additional Federal Funds received through August Redistribution for over-delivery of STP and CMAQ Funds. After Fiscal Year 2021/2022, the Southern California Association of Governments manages August Redistribution at the regional level.

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 timely delivery of transportation projects 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 Federal Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Carbon Reduction Program (CRP); 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), Senate Bill 125 (SB125), 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 development of the 2024 Update to the 10-Year Delivery Plan, tentatively scheduled for Board approval in September 2024. Through strategic fund management and timely delivery of existing committed funds, SBCTA has maximized and protected Federal and State funding revenues. SBCTA coordinated with Southern California Association of Governments (SCAG) and other transportation commissions in the SCAG region to develop the program guidelines and application for STP, CMAQ, and CRP funds. Additionally, SBCTA, as the regional transportation planning agency for San Bernardino County, coordinated the completion and submittal of the Initial Allocation Package for SB125 funds. SB125 funds may be used for a broad range of projects including rail capital projects, bus rapid transit investments, zero-emission transit equipment, and transit facility and network improvement projects. SBCTA staff also developed and submitted the 2024 STIP to the California Transportation Commission (CTC) consistent with the Board recommendations and submitted projects for consideration to SCAG for the 2025 Federal Transportation Improvement Program (FTIP). Lastly, staff coordinated the approval and execution of two SB1 Trade Corridor Enhancement Program (TCEP) Baseline Agreements for the I-10 Corridor Freight and Express Lane Project, Contract 2 and the US 395 Freight Mobility and Safety Project, Phase 2.

SBCTA continues to support local agencies and transit operators with information on funding opportunities, transportation program financial forecasts, guidelines, requirements, policies, and schedules. SBCTA serves as a liaison between local agencies and California Department of Transportation (Caltrans), the 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 coordinated the completion of the Triennial Performance Audits for the Fiscal Years 2020/2021 - 2022/2023, following procurement of a consultant to perform the audits. The agencies involved in these audits included SBCTA, City of Needles Transit Fund, Omnitrans, Victor Valley Transit Authority, Basin Transit, and Mountain Transit.

Fund Administration

Task 0500 Fund Administration

Work Elements

Manage Federal and State Funds

1. Program and allocate Federal and State funds, leverage funding, and integrate with local and private funds to maximize funding and delivery of high priority transportation projects, comply with Measure I Strategic Plan Policy, and minimize administrative burdens. Ensure the region's delivery goals are met or exceeded on an annual basis, long-term projects can be adequately funded, and equity is maintained between and within the different Subareas of the county.
2. Propose projects to be funded by STP and CMAQ to SCAG consistent with the 2024 10-Year Delivery Plan and the program guidelines for these fund sources 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 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.

Coordinate Transit Operator Allocations

1. Allocate LTF to transit operators and local agencies for public transportation and bicycle and pedestrian 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 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 SB125 and Federal Transit Administration (FTA) formula funds and the Federal Highway Administration (FHWA) CMAQ amounts to be proposed to SCAG for transit projects. Assist 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.

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

1. Continue development of the 2024 Update to the 10-Year Delivery Plan for Board approval in mid-2024, 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.

Fund Administration

Task 0500 Fund Administration

2. Request Capital Project Needs Analyses (CPNA) from Valley and Victor Valley Subarea jurisdictions and SBCTA program managers and compile into a comprehensive assessment of funding needs for each fiscal year. Conduct cash-flow analyses of needs versus available revenues, and develop alternatives for the allocation of Measure I funds, together with the use of Federal and State funds.
3. Review member agency Measure I policy compliance through audits, Capital Improvement Plans, and CPNA, and recommend policy updates where appropriate.
4. Facilitate Mountain/Desert Subarea meetings for project identification, prioritization, and allocations, and present Mountain/Desert Subarea representatives' recommendations to the Mountain/Desert Policy Committee and Board for approval.
5. Support the Transportation Investment Plan Ad Hoc Committee in development of the expenditure plan and revenue projections for the potential 2026 Measure I Renewal ballot measure.

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, 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 the completion of the Triennial Performance Audits of LTF and STA fund recipients in Fiscal Year 2023/2024 and the addition of one new position.

Product

An objective, efficient, and timely process to program and allocate Federal, State, and local funds in cooperation with regional and local agencies and transit operators to fulfill long-term and short-term objectives, to maximize the use of revenue sources, to support the delivery of transportation projects that provide the greatest transportation benefit relative to their cost, and to ensure that all transportation funds allocated to projects within San Bernardino County are used in a timely manner without risk of loss.

Contract Information

- a. Existing Contracts
 - i. 20-1002410, On-call Air Quality Analysis, Amount Budgeted \$10,000.
 - ii. 23-1002906, Transportation Development Act Triennial Performance Audits, Amount Budgeted \$10,000.
- b. New Contracts
 - i. RFP, On-call Air Quality Analysis, Amount Budgeted \$0, Total Estimated Contract Amount \$50,000.

Manager

Andrea Zureick, Director of Fund Administration

Fund Administration

Task 0500 Fund Administration

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	554,662	673,186	727,978	820,451
Overtime	-	176	-	-
Fringe Allocation-General	548,080	659,032	571,464	606,317
Consulting Services	1,203	16,158	10,000	10,000
Auditing and Accounting	5,154	-	170,000	10,000
Training/Registration	25	94	8,250	8,250
Postage	-	8	650	650
Travel Expense - Employee	1,394	5,303	16,975	16,975
Travel Expense-Mileage-Employee	322	175	4,600	4,600
Travel Expense-Other-Metrolink Tickets	-	42	150	450
Advertising	-	166	-	300
Printing - External	-	-	275	275
Office Expense	-	29	500	500
Meeting Expense	-	-	1,650	1,650
Total Expenditures	<u>1,110,840</u>	<u>1,354,368</u>	<u>1,512,492</u>	<u>1,480,418</u>

Funding Sources

MSI Admin	250,015
Local Transportation Fund - Admin	142,798
Local Transportation Fund - Planning	45,895
Local Transportation Fund - Rail	2,078
Planning, Programming and Monitoring	999,025
Zero Emission Transit Capital Program-SB125	4,052
MSI Valley Fund-Freeway Projects	18,479
MSI Valley Fund-Fwy Interchange	6,010
MSI Valley Fund-Metrolink/Rail Service	4,379
MSI Valley Fund-Express Bus/Rapid Trans	4,379
Indirect Cost Fund	3,308
Total Funding Sources	<u>1,480,418</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 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 the completion of several large projects resulting in reduced 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 \$4,429,380.
 - 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 \$4,687,490.
 - v. 23-1002975, Adelanto, Bellflower Street Widening, MLH, Amount Budgeted \$292,000.
 - vi. 23-1002977, Adelanto, Bartlett Avenue Widening, MLH, Amount Budgeted \$1,861,500.
 - vii. 23-1002978, Adelanto, El Mirage Road Widening, MLH, Amount Budgeted \$2,299,500.

Fund Administration

Task 0550 Allocations/Pass-through

- viii. 22-1002754, Apple Valley, Bear Valley Road Bridge, Amount Budgeted \$2,000,000.
- ix. 17-1001692, Hesperia, Ranchero Road Widening, MLH, Amount Budgeted \$9,090,000.
- x. 20-1002368, San Bernardino County, Phelan Road Widening, MLH, Amount Budgeted \$3,215,000.
- xi. 19-1002202, San Bernardino County, Rock Springs Road, MLH, Amount Budgeted \$1,300,000.
- xii. 15-1001119, Barstow, First Avenue Bridge over Burlington Northern Santa Fe Railroad (BNSF), MLH, Amount Budgeted \$131,500.
- xiii. 15-1001118, Barstow, First Avenue Bridge over Mojave River, MLH, Amount Budgeted \$987,640.
- xiv. 19-1002193, Barstow, Rimrock Road Rehabilitation, MLH, Amount Budgeted \$749,000.
- xv. 15-1001157, San Bernardino County, Baker Boulevard Bridge, MLH, Amount Budgeted \$2,250,000.
- xvi. 19-1002192, Big Bear Lake, Moonridge Road Advanced Expenditure Agreement, MLH, Amount Budgeted \$1,000,000.
- xvii. 20-1002325, San Bernardino County, State Route 38/Stanfield Cutoff Roundabout, MLH, Amount Budgeted \$3,388,340.
- xviii. 19-1002195, Twentynine Palms, Split Rock Bridge, MLH, Amount Budgeted \$312,560.
- xix. 24-1003045, Twentynine Palms, State Route 62 Phase 2B, MLH, Amount Budgeted \$375,000.
- xx. 22-1002711, San Bernardino County, Needles Highway Segment 1C Advanced Expenditure Agreement, Amount Budgeted \$475,000.

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 \$1,000,000, 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.
- iv. Anticipated Colorado River MLH Allocations, Amount Budgeted \$25,000, Total Estimated Contract Amount to be based on services provided.

Manager

Andrea Zureick, Director of Fund Administration

Fund Administration

Task 0550 Allocations/Pass-throughs

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Pass-through Payments	66,504,622	83,881,951	93,810,506	75,156,320
Major Street Payments	3,919,309	8,376,059	25,000,000	25,000,000
Major Local Highway Payments	3,515,017	3,967,161	42,030,820	36,252,040
Project Develop Traffic Mgmt Sys Pmt	38,989	-	41,011	-
Other Service Charges	-	5,950	-	-
Total Expenditures	<u>73,977,937</u>	<u>96,231,120</u>	<u>160,882,337</u>	<u>136,408,360</u>

Funding Sources

MSI Valley Fund-Fwy Interchange	7,445,520
MSI Valley Fund-Arterials	25,000,000
MSI Valley Fund-Local Street	41,165,900
MSI Victor Valley Fund-Major Local Hwy	25,058,000
MSI Victor Valley Fund-Local Street	16,757,300
MSI North Desert Fund-Major Local Hwy	5,118,140
MSI North Desert Fund-Local Street	3,534,900
MSI Colorado River Fund-Major Local Hwy	500,000
MSI Colorado River Fund-Local Street	308,300
MSI Morongo Basin Fund-Major Local Hwy	1,187,560
MSI Morongo Basin Fund-Local Street	2,082,300
MSI Mountain Fund-Major Local Highway	4,388,340
MSI Mountain Fund-Local Street	1,827,400
Valley Project Fund	2,034,700
Total Funding Sources	<u>136,408,360</u>



The City of Highland adorned the new bridge at Baseline at State Route 210 with a sign showcasing its pride as the gate way to the mountain communities. The bridge was reconstructed as part of the State Route 210 Lane Addition Project.

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 2024/2025 Budget includes the 2022A and 2024A Sales Tax Revenue Refunding Bonds 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.

	Actual				Budget			
	2022		2023		2024		2025	
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest
<u>2014/2023 Bond Issue*</u>								
Freeway Interchange	444,000	973,223	490,000	955,573	543,000	932,863	477,000	818,700
Valley Major Streets	794,760	1,742,068	877,100	1,710,475	971,970	1,669,825	853,830	1,465,473
Rail	499,500	1,094,875	551,250	1,075,018	610,875	1,049,470	536,625	921,037
Victor Valley Major								
Local Highway	111,000	243,306	122,500	238,893	135,750	233,216	119,250	204,675
Cajon Pass	370,740	812,641	409,150	797,904	453,405	778,942	398,295	683,616
	<u>2,220,000</u>	<u>4,866,113</u>	<u>2,450,000</u>	<u>4,777,863</u>	<u>2,715,000</u>	<u>4,664,315</u>	<u>2,385,000</u>	<u>4,093,500</u>
<u>2012/2022 Bond Issue**</u>								
Valley Major Streets	-	719,049	1,276,080	1,189,495	1,339,475	1,130,519	1,364,015	1,063,543
Victor Valley Major								
Local Highway	-	377,985	670,800	625,284	704,125	594,282	717,025	559,074
Cajon Pass	-	661,034	1,173,120	1,093,521	1,231,400	1,039,303	1,253,960	977,732
	<u>-</u>	<u>1,758,069</u>	<u>3,120,000</u>	<u>2,908,300</u>	<u>3,275,000</u>	<u>2,764,105</u>	<u>3,335,000</u>	<u>2,600,350</u>
Bond Issue Totals	<u>2,220,000</u>	<u>6,624,182</u>	<u>5,570,000</u>	<u>7,686,163</u>	<u>5,990,000</u>	<u>7,428,420</u>	<u>5,720,000</u>	<u>6,693,850</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.

** The 2014 Bond Issue was refunded in Fiscal Year 2024. The principal (\$2,715,000) and second installment of interest (\$2,332,158) were included in the refunding.

Performance/Workload Indicators

	2021/2022 Actual	2022/2023 Revised Budget	2023/2024 Budget	2024/2025 Budget
Debt Service:				
Principal	\$2,220,000	\$5,570,000	\$5,990,000	\$5,720,000
Interest	\$6,624,182	\$7,686,163	\$7,428,420	\$6,663,850
Arbitrage Calculation	YES	YES	YES	YES
Debt continuing disclosure requirements	YES	YES	YES	YES
Bond refunding	YES	NO	YES	NO

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

1. Finance department monitored the activities of the trustee including investment and disbursement of bond proceeds. This activity relates to the 2014A Sales Tax Revenue Bond issuance.
2. Refunded the 2014A Sales Tax Bonds that resulted in reduction of interest costs of over \$17.4 million through 2040, or \$14 million on a net present value basis. The new 2023A Sales Tax Revenue Refunding Bonds are reflected in Task 0968.

Work Elements

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

The budgetary changes are a result of refunding of the 2014 Sales Tax Revenue Bonds that was completed on December 6, 2023. The new bonds are reflected in Task 0968.

Product

Fiscal Accounting.

Manager

Hilda Flores, Chief Financial Officer

Debt Service

Task 0966 2014A Sales Tax Revenue Bond

			2023/2024	
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Bond Principal	2,220,000	2,450,000	100,830,000	-
Bond Interest	4,860,613	4,771,813	4,649,315	-
Fiscal Agent Fees	5,500	6,050	15,000	-
Total Expenditures	7,086,113	7,227,863	105,494,315	-

Funding Sources

Sales Tax Revenue Bonds 2014A Fund	-
Total Funding Sources	-

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 fees for the Debt Service on the 2022A Sales Tax Revenue Refunding Bond.

Accomplishments

Finance Department monitored 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

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Bond Principal	-	3,120,000	3,275,000	3,335,000
Bond Interest	1,749,819	2,905,100	2,749,105	2,585,350
Fiscal Agent Fees	8,250	3,200	15,000	15,000
Total Expenditures	<u>1,758,069</u>	<u>6,028,300</u>	<u>6,039,105</u>	<u>5,935,350</u>

Funding Sources

Sales Tax Revenue Bonds 2022A Fund	<u>5,935,350</u>
Total Funding Sources	<u>5,935,350</u>

Debt Service

Task 0968 2023A Sales Tax Revenue Refunding Bond

Purpose

Account for the proceeds held by the Bond Trustee and payment for interest, principal, and trustee fees for the Debt Service on the 2023A Sales Tax Revenue Refunding Bond.

Accomplishments

The Finance Department monitored the activities of the trustee including investment and disbursement of bond proceeds. This activity relates to the 2023A Sales Tax Revenue Refunding Bond issuance. The refunding of the 2014A Sales Tax Revenue Bonds resulted in a reduction of interest cost of \$17.4 million through 2040, or \$14 million on a net present value basis.

Work Elements

This task accounts for the Debt Service of the 2023A Sales Tax Revenue Refunding Bond.

This 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 0968 2023A Sales Tax Revenue Bond

			2023/2024	
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Bond Principal	-	-	-	2,385,000
Bond Interest	-	-	-	4,078,500
Fiscal Agent Fees	-	-	-	15,000
Total Expenditures	-	-	-	6,478,500

Funding Sources

Sales Tax Revenue Bonds 2023A Fund	6,478,500
Total Funding Sources	6,478,500



Nighttime work is necessary to minimize disruption to the traveling public. Crews are seen here demolishing the Vineyard Avenue bridge.

ENTERPRISE

Express Lanes Budget

Description

The Express Lanes Department is responsible for the management and operation of the San Bernardino (SB) Express Lanes. In addition to operations and maintenance, Express Lanes 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 Department provides direct oversight to the roadside express lanes Toll 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). The Express Lanes Department also supports express lanes project development by providing comprehensive input to the express lanes concept of operations, design, contractor procurements, agency agreements, public outreach, express lanes policies and business rules.

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

1. Operate the I-10 Express Lanes Contract 1 segment based on express lanes policy and 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 Toll 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 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 I-10 Express Lanes Contract 1.

Performance/Workload Indicators	2021/2022 Actual	2022/2023 Actual	2023/2024 Revised Budget	2024/2025 Budget
I-10 Contract 1 Express Lanes Annual	N/A	N/A	\$6,090,000*	\$12,100,000
Express Lanes Transactions				
I-10 Contract 1 Express Lanes Annual Express Lanes Revenue	N/A	N/A	\$6,914,000*	\$13,828,000
I-15 Contract 1 Express Lanes	N/A	N/A	Express Lanes Collection System Final Design	Express Lanes Collection System Final Design and Implementation
I-10 Contract 2 Express Lanes	N/A	N/A	Express Lanes Collection System Preliminary Design	Express Lanes Collection System Final Design
Submit requisitions requests to TIFIA to fund the Construction phase of the I-10 Corridor	YES	YES	YES	YES

*Based on an anticipated six month timeframe from start of service in January 2024 to June 2024.

Express Lanes Operation

Task 0750 Express Lanes Operation

Purpose

Management of Express Lanes Operation

Accomplishments

Upon revenue service commencement, SBCTA is responsible for the management of facility operations and maintenance for the Interstate 10 (I-10) express lanes. SBCTA's express lanes Toll Service Provider, TransCore, will transition from the Design and Development phase of their contract to the first of five years of the Operation and Maintenance phase 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 (TCA) 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 located within the City of Rancho Cucamonga City Hall will be open prior to revenue service commencement. The SBCTA Finance Department will manage the United States Department of Transportation (USDOT) loan covenants for the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program. The loan, which was secured to assist in constructing the facility, 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. 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, marketing 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. 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.
11. 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.
12. Manage and repay Measure I investment contribution for capital cost of the I-10 Express Lanes Contract 1 in accordance with TIFIA Loan requirements.
13. Manage revenues and expenditures for express lanes operations, and record cash advance between Measure I Freeway Fund and I-15 Express Lanes Contract 1.

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 and costs for operations.

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 Operation

Task 0750 Express Lanes Operation

Contract Information

- a. Existing Contracts
 - i. 17-1001617, Express Lanes Service Provider Operations and Maintenance, Amount Budgeted \$1,860,000.
 - ii. 23-1002854, Administrative Hearing Agreement, Amount Budgeted \$3,000.
 - iii. 22-1002819, Freeway Service Patrol Services, Amount Budgeted \$330,000.
 - iv. 18-1001833, Traffic Operations Agreement, Amount Budgeted \$36,000.
 - v. 22-1002815, Freeway Maintenance Agreement, Amount Budgeted \$300,000.
 - vi. 18-1001854, Services Agreement, Amount Budgeted \$4,300,000.
 - vii. 23-1002944, Support Services, Amount Budgeted \$650,000.
 - viii. 19-1002000, Public Outreach Services, Amount Budgeted \$200,000.
 - ix. 21-1002555, Legal Services, Amount Budgeted \$15,000.
 - x. 16-1001355, I-10 and I-15 Corridor Traffic and Revenue Services, Amount Budgeted \$500,000.
 - xi. 22-1002818, Freeway Service Patrol Technical Consultant, Amount Budgeted \$4,000.
 - xii. 23-1002833, Financial and Operations Model, Amount Budgeted \$56,900.
 - xiii. 21-1002607, Rating Agency Agreement, Amount Budgeted \$28,500.
 - xiv. 22-1002704, Rating Agency Agreement, Amount Budgeted \$28,500.
 - xv. 23-1002953, San Bernardino (SB) Express Lanes Walk-In Center Cooperative Agreement, Amount Budgeted \$10,000.
 - xvi. 23-1002972, California Highway Patrol Express Lanes Enforcement Services, Amount Budgeted \$400,000.
 - xvii. 21-1002547, California Highway Patrol FSP Support Service, Amount Budgeted \$70,000.

Manager

Tim Byrne, Director of Express Lanes

Express Lanes Operations

Task 0750 Express Lanes Operations

	2023/2024			
	2021/2022	2022/2023	Revised	2024/2025
Expenditures	Actual	Actual	Budget	Budget
Regular Full-Time Employees	-	-	327,035	526,432
Fringe Allocation-General	-	-	256,723	389,033
Consulting Services	-	2,393,756	1,252,595	4,476,900
Rent	-	-	18,000	36,000
Utilities	-	-	170,000	200,000
Insurance Premiums - Gen Liab	-	-	900,000	1,000,000
Insurance Premiums - Property	-	-	100,000	100,000
TCA - Processing Costs - ETC	-	-	2,106,000	4,310,000
CHP Patrol Services	-	-	200,000	470,000
Freeway Service Patrol	-	-	280,000	330,000
Bank/Trustee Fees	-	-	3,000	-
Express lane Surface Maintenance	-	-	171,500	300,000
Financing Fee (TIFIA Annual) - Debt Fee	-	-	17,000	20,000
Interest Expense	350,667	2,617,076	1,768,787	5,065,000
Legal	-	-	15,000	15,000
TSP Services	-	-	-	3,000
Professional Services	-	-	300,000	650,000
Construction Support	-	28,877	47,405	-
Dues/Memberships	-	-	-	1,000
Training/Registration	-	-	-	6,000
Postage/Mailing	-	-	-	500
Travel - Employee	-	-	-	2,000
Travel - Mileage Employee	-	-	-	2,000
Marketing/Advertising	-	-	-	1,000
Printing	-	-	-	1,000
Office Supplies	-	-	-	2,000
Total Expenditures	350,667	5,039,710	7,933,045	17,906,865

Funding Sources

I-10 Express Lanes Contract 1	15,906,865
I-15 Express Lanes Contract 1	2,000,000
Total Funding Sources	17,906,865

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 Contract 1 is expected to commence in 2024. For Fiscal Year 2024/2025 SBCTA is planning to draw down the estimated remaining \$15 million of the \$225 million loan from the United States Department of Transportation (USDOT) under TIFIA . 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 2024/2025

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 procurement and strong fiscal stewardship in administering SBCTA and SBCOG funds.
4. Risk Management – accounts for 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 \$795,000 for Fiscal Year 2024/2025 are comprised of \$500,000 for emergencies (General Purpose Reserve) and \$295,000 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 2024/2025 is \$7,936,438 which is funded by Measure I, Transportation Development Act-Local Transportation Fund, Service Authority for Freeway Emergencies (SAFE), Council of Governments (COG), Express Lanes, and San Bernardino County Housing Trust.

**Indirect Cost Fund
Fiscal Year 2024/2025**

The Business to Business Expo event is budgeted at \$125,000 in the Indirect Fund.

The funding breakdown is as follows:

Funding Source	Amount
Local Transportation Fund – Administration	\$ 1,787,127
Local Transportation Fund – Planning	465,258
Service Authority for Freeway Emergencies Fund	1,085,366
COG – Assessment Dues	372,092
COG – Regional Energy Network	289,593
COG –San Bernardino County Housing Trust	119,752
Sales Tax MSI – Valley Freeway	1,990,610
Sales Tax MSI – Valley Interchange	1,491,921
Sales Tax MSI – Valley Grade Separation	39,924
Sales Tax MSI – Valley Arterial	28,700
Sales Tax MSI – Valley Rail	20,725
Sales Tax MSI – Valley Bus Rapid Transit	(253,092)
Sales Tax MSI – Victor Valley Major Local Highway	77,913
Sales Tax MSI – North Desert Major Local Highway	59,945
Sales Tax MSI – Colorado River Major Local Highway	(7,772)
Sales Tax MSI – Morongo Basin Major Local Highway	2,120
Sales Tax MSI – Mountain Major Local Highway	12,726
Sales Tax MSI – Cajon Pass	(1,268)
Express Lanes	354,798
Total Revenue allocation per Policy No. 20600 to Cover Indirect Costs	\$ 7,936,438

Object Code	Budgeted Tasks to Indirect Fund														Fiscal Year		Fiscal Year	
	0200	0206	0312	0313	0350	0400	0430	0450	0470	0500	0501	0503	0605	0805	Budget	2024/2025	Budget	2023/2024
51010 Salaries	\$ 538,243	\$ 1,918	\$ 5,032	\$ 2,160	\$ 255,911	\$ 791,220	\$ 40,809	\$ 130,765	\$ 129,583	\$ 1,902	\$ 65,931	\$ 226,526	\$ 80,433	\$ 141,661	\$ 2,432,094	\$ 2,291,608	\$ 2,291,608	
51030 Overtime	14,850	185	-	-	-	14,850	-	-	-	-	-	-	-	-	29,885	29,700	29,700	
51090 Fringe	423,514	1,554	3,719	1,596	189,118	595,685	30,158	96,635	95,762	1,406	48,723	167,403	59,440	104,687	1,819,400	1,822,228	1,822,228	
52001 Professional Services	30,000	-	-	-	-	129,000	50,000	456,650	4,980	-	50,000	164,328	120,000	11,500	1,023,928	1,120,199	1,120,199	
52005 Consulting Services	20,000	-	-	-	-	20,000	-	-	-	-	250,000	-	-	-	290,000	360,000	360,000	
52015 County Fees	-	-	-	-	-	100,000	-	-	-	-	-	-	-	-	100,000	100,000	100,000	
52100 Auditing & Accounting	-	-	-	-	-	315,000	-	-	-	-	-	-	-	-	315,000	300,000	300,000	
52200 Legal Fees	-	-	-	-	85,000	-	15,000	-	25,000	-	-	-	-	10,000	135,000	125,000	125,000	
52300 Claims	-	-	-	-	-	-	50,000	-	-	-	-	-	-	242,510	50,000	50,000	50,000	
52300 Security	-	-	-	-	-	-	-	-	-	-	-	-	-	-	192,716	-	-	
52700 Information Technology Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
53120 Utilities	-	-	-	-	-	-	-	-	-	-	-	-	-	185,000	185,000	147,000	147,000	
53400 Maintenance-Buildings	-	-	-	-	-	-	-	-	-	-	-	-	-	998,528	998,528	972,472	972,472	
53450 Maintenance-Motor Vehicles	-	-	-	-	-	-	-	2,500	-	-	-	-	-	2,500	2,500	2,500	2,500	
53465 Maintenance-Office Equipment	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000	1,500	1,500	
53610 Rentals-Buildings	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
53670 Rentals-Office Equipment	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-	5,000	5,000	20,000	
54010 General Liability Insurance	-	-	-	-	-	-	250,000	-	-	-	-	-	-	-	250,000	255,000	120,000	
54020 Umbrella Liability Insurance	-	-	-	-	-	-	120,000	-	-	-	-	-	-	-	120,000	120,000	120,000	
54030 Property Insurance	-	-	-	-	-	-	64,209	-	-	-	-	-	-	-	64,209	64,209	64,209	
54040 Crime Insurance	-	-	-	-	-	-	12,000	-	-	-	-	-	-	-	12,000	12,000	12,000	
54050 Public Officials Liability Insurance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
54060 Automotive Insurance	-	-	-	-	-	-	1,500	-	-	-	-	-	-	-	1,500	1,500	1,500	
54070 Cyber Insurance	-	-	-	-	-	-	26,400	-	-	-	-	-	-	-	26,400	26,400	26,400	
54100 Dues/Memberships	35,000	-	-	-	2,090	13,000	400	-	2,180	-	-	2,000	10,000	-	64,670	48,765	48,765	
54200 Training/Registration	7,500	-	-	-	5,400	20,000	3,000	10,000	33,250	-	-	3,000	14,000	-	96,150	83,550	83,550	
54300 Postage	1,250	-	-	-	100	2,000	100	3,500	200	-	-	-	-	200	7,350	8,850	8,850	
54410 Travel Expense - Employee	8,000	-	-	-	5,500	8,000	3,000	1,000	7,000	-	-	1,500	10,000	-	44,000	45,500	45,500	
54420 Travel Expense - Non-Employee	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
54430 Travel Expense-Mileage-Employee	1,500	-	-	-	200	4,000	500	200	500	-	-	2,000	2,500	-	11,400	10,900	10,900	
54440 Travel Expense-Mileage-Non-Employee	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
54450 Travel Expense-Other-Metrolink Tickets	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
54500 Advertising	1,000	-	-	-	-	2,000	-	-	15,800	-	-	-	-	-	18,800	18,300	18,300	
54520 Public Information Activities	-	-	-	-	-	-	-	-	-	-	-	-	60,000	-	60,000	60,000	60,000	
54590 Printing - External	5,000	-	-	-	-	5,000	-	-	-	-	-	-	-	-	10,000	14,500	14,500	
54595 Printing - Internal	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-	5,000	10,200	10,200	
54620 Contributions/Sponsorships	-	-	-	-	-	-	-	41,400	-	-	-	-	-	-	-	-	-	
54640 Record/Equipment Storage	20,000	-	-	-	-	-	-	-	-	-	-	-	-	8,600	50,000	68,500	68,500	
54655 Bank charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20,000	20,000	20,000	
54900 Other Service Charges	-	-	-	-	-	1,000	-	-	-	-	-	-	-	-	1,000	5,000	5,000	
54910 Depreciation Expense	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
54980 Office Expense	15,000	-	-	-	-	-	-	1,500	1,000	-	-	-	-	14,639	32,139	37,019	37,019	
55005 Meeting Expense	3,000	-	-	-	500	2,000	-	-	20,000	-	-	1,000	2,500	-	29,200	24,700	24,700	
56100 Building & Structures	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
56200 Improvements OTBS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
56600 Office Furniture & Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	744,618	744,618	717,000	717,000	
56650 Office Equipment/Software-Inventorial	15,000	-	-	-	-	-	-	-	-	-	-	-	-	65,000	65,000	65,000	65,000	
56700 Computer Hardware & Software	-	-	-	-	10,000	-	-	398,686	-	-	-	-	-	18,500	442,186	386,806	386,806	
Total	\$ 1,169,857	\$ 3,657	\$ 8,751	\$ 3,756	\$ 561,289	\$ 2,022,755	\$ 667,076	\$ 1,368,036	\$ 335,255	\$ 3,308	\$ 414,654	\$ 567,757	\$ 358,873	\$ 2,545,443	\$ 10,030,467	\$ 9,990,622	\$ 9,990,622	
	\$ 1,169,857	\$ 3,657	\$ 8,751	\$ 3,756	\$ 561,289	\$ 2,022,755	\$ 667,076	\$ 1,368,036	\$ 335,255	\$ 3,308	\$ 414,654	\$ 567,757	\$ 358,873	\$ 2,545,443	\$ 10,030,467	\$ 9,990,622	\$ 9,990,622	
	\$ 173,250	\$ -	\$ -	\$ -	\$ 116,260	\$ 621,000	\$ 596,109	\$ 1,140,656	\$ 109,910	\$ -	\$ 300,000	\$ 173,828	\$ 219,000	\$ 2,299,095	\$ 5,749,088	\$ 5,749,088	\$ 5,749,088	
Task Descriptions:															Increase from Fiscal Year 2024 Budget			
0200 - Executive Administration and Support															0805 - Building Operation			
0206 - Data Program Management															0501 - Intergovernmental			
0312 - General Transit															0470 - Human Resources			
															0500 - Fund Administration			
															0605 - Public Affairs			
															salary only			
															\$ 4,281,379			
															\$ 39,845			

Capital Projects Plan

Fiscal Year	Item Description	Estimated Cost
2024/2025		
	Paint Lobby and Restroom Walls/Partition Doors Estimate Cost	67,618
	Stain/Refurbish All Interior/Exterior Benches and Lobby Doors	80,000
	Depot Elevator Modernization	100,000
	Depot Parking Lot Slurry Seal/Stencil & ADA Repairs	180,000
	Heating, Ventilation, & Air Conditioning (HVAC) Equipment Upgrade -Phase II	170,000
	Workstation Rotation Plan Group B	75,000
	Office 365 G5 Implementation (Setup/Labor)	150,000
	Total Fiscal Year 2024/2025	\$ 822,618
2025/2026		
	On-premise Backup Appliance/Data Domains	\$ 50,000
	Applicant Tracking System (Could be part of Enterprise Resource Planning	\$ 25,000
	Heating, Ventilation, & Air Conditioning (HVAC) Equipment Upgrade-Phase III	170,000
	Total Fiscal Year 2025/2026	\$ 245,000
2026/2027		
	Irrigation System Upgrade for All Landscaping (Drip System and Install a Smart Controller)	50,000
	Total Fiscal Year 2026/2027	\$ 50,000
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	\$ 315,000
2028/2029		
	Workstation Rotation Plan Group B	75,000
	Replace Depot's Roof	150,000
	Total Fiscal Year 2028/2029	\$ 225,000
	Total Capital Projects	\$ 1,657,618
	Beginning Fund Balance	\$ 2,889,029
	Estimated Revenues:	
	Measure I (MSI)	3,462,452
	Transportation Development Act (TDA)	2,252,385
	Service Authority for Freeway Emergencies (SAFE)	1,085,366
	Council of Governments (COG)	781,437
	Express Lanes	354,798
	Total revenues to fund indirect	7,936,438
	Indirect expenditures	10,030,467
	Amount available for Reserves	\$ 795,000
	Reserve for Emergencies	\$ 500,000
	Reserve for Capital Projects	\$ 295,000

SBCOG General Assessment Dues & Potential Increase

Jurisdiction	Population		Assessed Value		% OF		AVG. %		FY 2022/2023		2016		2022		Total Current		Tax		Population		New	
	2022	Allocation %	2022/2023	Fiscal Year	TOTAL	VALUE	POP. & VALUE	AMOUNT	TOTAL	Assessment (2)	Assessment (3)	Assessment (4)	(2)+(3)+(4)	Revenues (5)	Allocation %	Revenues & Revenues	50% Population/ 50% Revenue	Assessment + Assessments	50% Revenue	New Assessment (5)	Total Current	
Adelanto	36,357	1.662%	\$3,011,709,510	1.037%	1.349%	\$9,774	\$1,856	\$5,337	\$8,000	\$15,193	8,290,201	0.355%	1.009%	\$5,254	20,447							
Apple Valley	75,628	3.457%	\$7,557,490,866	2.601%	3.029%	\$11,978	\$4,166	\$5,337	\$8,000	\$17,503	25,206,081	1.080%	2.269%	\$11,818	29,321							
Barstow	25,202	1.152%	\$1,724,738,920	0.594%	0.873%	\$9,149	\$1,200	\$5,337	\$8,000	\$14,537	19,590,846	0.840%	0.996%	\$5,187	19,724							
Big Bear Lake	5,041	0.230%	\$4,416,276,035	1.520%	0.875%	\$9,152	\$1,204	\$5,337	\$8,000	\$14,541	18,298,262	0.784%	0.507%	\$2,643	17,184							
Chino	91,998	4.205%	\$17,295,592,739	5.953%	5.079%	\$14,667	\$6,985	\$5,337	\$8,000	\$20,322	75,528,060	3.237%	3.721%	\$19,384	39,706							
Chino Hills	77,964	3.564%	\$14,639,278,992	5.039%	4.301%	\$13,647	\$5,915	\$5,337	\$8,000	\$19,252	32,696,782	1.401%	2.483%	\$12,932	32,184							
Colton	53,617	2.451%	\$5,016,940,896	1.727%	2.089%	\$10,744	\$2,873	\$5,337	\$8,000	\$16,210	31,398,593	1.346%	1.898%	\$9,889	26,099							
Fontana	212,809	9.728%	\$27,019,287,552	9.300%	9.514%	\$20,485	\$13,084	\$5,337	\$8,000	\$26,421	108,183,439	4.636%	7.182%	\$37,413	63,834							
Grand Terrace	13,042	0.596%	\$1,347,509,349	0.464%	0.530%	\$8,699	\$729	\$5,337	\$8,000	\$14,066	5,765,052	0.247%	0.422%	\$2,196	16,262							
Hesperia	100,324	4.586%	\$8,075,905,550	2.780%	3.683%	\$12,835	\$5,065	\$5,337	\$8,000	\$18,402	23,814,083	1.021%	2.803%	\$14,603	33,005							
Highland	56,546	2.585%	\$4,500,367,999	1.549%	2.067%	\$10,715	\$2,843	\$5,337	\$8,000	\$16,180	21,881,584	0.938%	1.761%	\$9,175	25,355							
Loma Linda	25,349	1.159%	\$2,827,789,573	0.973%	1.066%	\$9,402	\$1,466	\$5,337	\$8,000	\$14,803	12,255,309	0.525%	0.842%	\$4,386	19,189							
Montclair	37,846	1.730%	\$4,280,071,001	1.473%	1.602%	\$10,105	\$2,203	\$5,337	\$8,000	\$15,540	31,424,075	1.347%	1.538%	\$8,014	23,554							
Needles	4,876	0.223%	\$495,248,695	0.170%	0.197%	\$8,262	\$270	\$5,337	\$8,000	\$13,607	8,921,710	0.382%	0.303%	\$1,576	15,183							
Ontario	179,516	8.208%	\$36,223,657,090	12.469%	10.337%	\$21,565	\$14,216	\$5,337	\$8,000	\$27,553	243,176,826	10.421%	9.314%	\$48,517	76,070							
Rancho Cucamonga	174,476	7.975%	\$32,965,855,079	11.347%	9.861%	\$20,678	\$13,287	\$5,337	\$8,000	\$26,624	87,561,737	3.752%	5.864%	\$30,547	57,171							
Redlands	72,585	3.318%	\$12,032,086,055	4.142%	3.730%	\$12,897	\$5,129	\$5,337	\$8,000	\$18,466	66,216,730	2.838%	3.078%	\$16,033	34,499							
Rialto	103,954	4.752%	\$13,115,586,958	4.515%	4.633%	\$14,082	\$6,372	\$5,337	\$8,000	\$19,709	111,985,260	4.799%	4.775%	\$24,877	44,586							
San Bernardino	220,840	10.095%	\$19,097,789,522	6.574%	8.334%	\$18,937	\$11,462	\$5,337	\$8,000	\$24,799	129,701,848	5.558%	7.827%	\$40,771	65,570							
Twentynine Palms	27,685	1.266%	\$1,137,526,790	0.392%	0.829%	\$9,091	\$1,139	\$5,337	\$8,000	\$14,476	10,674,796	0.457%	0.861%	\$4,488	18,964							
Upland	79,139	3.618%	\$11,532,952,948	3.970%	3.794%	\$12,981	\$5,217	\$5,337	\$8,000	\$18,554	41,173,743	1.765%	2.691%	\$14,018	32,572							
Victorville	136,561	6.242%	\$11,444,656,207	3.939%	5.091%	\$14,682	\$7,001	\$5,337	\$8,000	\$20,338	65,149,801	2.792%	4.517%	\$23,531	43,869							
Yucaipa	54,494	2.491%	\$5,524,015,696	1.901%	2.196%	\$10,885	\$3,020	\$5,337	\$8,000	\$16,357	19,954,046	0.855%	1.673%	\$8,715	25,072							
Yucca Valley	21,813	0.997%	\$2,270,934,302	0.782%	0.889%	\$9,171	\$1,223	\$5,337	\$8,000	\$14,560	11,976,891	0.513%	0.755%	\$3,934	18,494							
County	300,003	13.713%	\$42,962,663,648	14.788%	14.251%	\$26,693	\$19,598	\$5,330	\$8,000	\$32,928	1,122,622,000	48.110%	30.912%	\$161,029	193,957							
	2,187,665	100.000%	\$290,515,911,972	100.00%	100.00%	\$331,276	\$137,523	\$133,418	\$200,000	\$470,941	2,333,448,755	100%	100.000%	\$520,932	991,873							

NOTES:

- (1) Base sales tax (7.75%) and property tax amounts obtained from financial statements for FY 2022, except for Town of Apple Valley FY 2021 and City of Adelanto FY 2020. Additional local tax is deducted for Barstow, Montclair, Redlands, San Bernardino, Victorville, and Yucaipa.
- (2) Original assessment based on 50% population and 50% assessed value. Amounts are adjusted every fiscal year.
- (3) In FY2015/2016, the Board of Directors approved an additional \$133,418 every fiscal year for Council of Government (COG) activities.
- (4) In FY2021/2022, the Board of Directors approved additional monetary obligations for COG activities: \$66,675 for FY22-23, \$133,350 for FY23-24, \$200,000 for FY24-25 and escalation every fiscal year thereafter of the lower of CPI factor or 2%.
- (5) \$991,873 total sum of current assessments plus the net amount of \$520,932 distributed based on 50% Population/50% Revenue.

GANN Appropriations Limit

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

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

SBCTA is subject to the requirements of Article XIIB. Gann appropriations limits are calculated for and applied to SBCTA. In accordance with the requirements of Article XIIB implementing legislation, the Board approved Resolution No. 24-025 on June 5, 2024, establishing appropriation for San Bernardino County Transportation Authority at \$1,675,670,948.

The calculation for the Fiscal Year 2024/2025 appropriations limit is as follows:

Fiscal Year 2023/2024 Appropriations Limit	\$1,610,367,270
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Fiscal Year 2023/2024 adjustment:

Change in California per capita personal income	=	3.62 %
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Change in Population, San Bernardino County	=	.42%
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Per Capita Cost of Living converted to a ratio:

$\frac{3.62 + 100}{100}$	=	1.0362
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Population converted to a ratio:

$\frac{.42 + 100}{100}$	=	1.0042
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Calculation of factor for Fiscal Year 2024/2025: $1.0362 \times 1.0042 = 1.04055204$

$\$1,610,367,270 \times 1.04055204 = \$1,675,670,948$

Fiscal Year 2024/2025 Appropriations Limit	\$1,675,670,948
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Source: California per capita income - California Department of Finance

Population, San Bernardino County - California Department of Finance

Funds/Funding Sources
Fiscal Year 2024/2025

General Fund

General Funds

MSI Valley Admin
EV Charging Stations Fund
Local Transportation Fund-Admin
Local Transportation Fund-Planning
Local Transportation Fund-ART 3 Bicycle
Local Transportation Fund-Rail
State of Good Repair – SBCTA
State Transit Assistance Fund-Rail
Rail Assets
Amtrak
Modeling Fees
Indirect Cost Fund

Special Revenue Funds

Federal Fund:

Active Transportation Program - Federal
Congestion Mitigation and Air Quality
Environmental Protection Agency
Highway Bridge Program
Highway Infrastructure Program
Project National and Regional Significance
Surface Transportation Program

Federal Transit Administration Fund:

Federal Transit Administration 5307
Federal Transit Administration 5307 – CMAQ
Federal Transit Administration 5309

State 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

Senate Bill 1 Fund:

Freeway Service Patrol (SAFE) - SB1
Local Partnership Program-Formula - SB1
Solutions for Congested Corridors Program - SB1
Sustainable Communities Grants - SB1
Trade Corridor Enhancement 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 2022A Fund
Sales Tax Revenue Bonds 2023A 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-Fwy Interchange
MSI Valley Fund-Grade Separations
MSI Valley Fund-Arterials
MSI Valley Fund-Local Street
MSI Valley Fund-Metrolink/Rail Service
MSI Valley Fund-Express Bus/Rapid Trans
MSI Valley Fund-Senior and Disabled
MSI Valley Fund-Traffic Mgmt Sys
MSI Colorado River Fund-Local Street
MSI Colorado River Fund-Major Local Hwy
MSI Colorado River Fund-Senior and Disabled
MSI Colorado River Fund-Traffic Mgmt Sys
MSI Morongo Basin Fund-Local Street
MSI Morongo Basin Fund-Major Local Hwy
MSI Morongo Basin Fund-Senior and Disabled
MSI Morongo Basin Fund-Traffic Mgmt Sys
MSI Mountain Fund-Local Street
MSI Mountain Fund-Major Local Highway
MSI Mountain Fund-Senior and Disabled
MSI Mountain Fund-Traffic Mgmt Sys
MSI North Desert Fund-Local Street
MSI North Desert Fund-Major Local Hwy
MSI North Desert Fund-Senior and Disabled
MSI North Desert Fund-Traffic Mgmt Sys
MSI Victor Valley Fund-Local Street
MSI Victor Valley Fund-Major Local Hwy
MSI Victor Valley Fund-Senior and Disabled
MSI Victor Valley Fund-Traffic Mgmt Sys
MSI Cajon Pass Fund

Nonmajor Funds:

Active Transportation Program - State
Affordable Housing & Sustainable Communities Program
Climate Adaptation Planning
Council of Governments Fund
Federal Railway Administration
Freeway Service Patrol
General Assessment Dues
Greenhouse Gas Fund
Low Carbon Transit Operations Program
Property Assessed Clean Energy Fund
SAFE Reimbursement
SAFE-Vehicle Registration Fees
SCAQMD/Mobile Source Review Committee
State of California Department Parks & Recreation
Transit and Intercity Rail Capital Program-SB125
Zero Emission Transit Capital Program-SB125

Capital Projects Funds

Commercial Paper (Short Term Borrowing)
Local Projects Fund
Valley Project Fund

Enterprise Fund:

I-10 Express Lanes Contract 1
I-15 Express Lanes Contract 1

Task Listing
Fiscal Year 2024/2025

<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
0430	Risk Management	CS
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	Express Lanes Project Development	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		
0967	2022A Sales Tax Revenue Bond	HF
0968	2023A Sales Tax Revenue Bond	HF
Express Lanes Operations Program		
0750	Express Lanes Operation	TB

**Sub-Task Listing
Fiscal Year 2024/2025**

<u>Sub-Task</u>	<u>Title</u>	<u>Mgr</u>	<u>Sub-Task</u>	<u>Title</u>	<u>Mgr</u>
Environment			Fund Administration		
0102	Air Quality Activities	SS	0373	Federal/State Fund Administration	AZ
			0502	TDA Administration	AZ
Subregional Planning			0517	MSI Administration	AZ
0402	Safe Routes to School Plan	SS	0609	Strategic Planning/Delivery Planning	AZ
0406	Sidewalk Inventory Project	SS			
0410	Long Range Multimodal Transportation Plan	SS	Council of Governments		
0411	Colton City Hub	SS	0220	Outdoor Equity Program	SS
0412	Fontana Complete Streets	SS	0221	SCRHT Staff Hours	SS
0413	Ontario Complete Streets	SS	0224	SRP Project Admin	SS
0414	Rancho Cucamonga Complete Streets	SS	0225	Subregional Partnership Program	SS
0415	Rialto Downtown Plan	SS	0226	HIPP Pilot Program	SS
0416	Twentynine Palms Complete Streets	SS	0227	HIPP Pilot Program Project Admin	SS
0417	Upland Complete Streets	SS	0228	HIPP Pilot Program City of Needles	SS
0418	VMT Mitigation Bank	SS	0229	NOFA City of Twentynine Palms	SS
0419	CTC Project Admin	SS	0230	NOFA City of Ontario	SS
Transit Operator Support			0231	NOFA SBCTA	SS
0309	Transit Support	VL	7101	Public-Tech/Strgic Enrgy Plan Prg(Admin)	SS
0501	Federal Transit Act Programming	VL	7102	Public-Tech/Strgic Enrgy PlanPrg(Direct)	SS
Transit Allocations/Pass-throughs			7103	Public-Tech/Strgic Enrgy PlanPrg(Market)	SS
0310	MSI S and D and Other Grants Pass-throughs	AZ	7111	Pub Sec-Norm Meter Enrgy Consump(Admin)	SS
0506	LTF Apportionment	AZ	7112	Pub Sec-Norm Meter Enrgy Consump(Direct)	SS
0507	STAF Apportionment	AZ	7113	Pub Sec-Norm Meter Enrgy Consump(Market)	SS
General Transit			7201	Workforce Ed/Train -Train/Ed Prg(Admin)	SS
0352	Regional Representation	VL	7202	Workforce Ed/Train-Train/Ed Prg(Direct)	SS
0353	Program Management	VL	7203	Workforce Ed/Train-Train/Ed Prg(Market)	SS
Transit Right of Way Management			7211	Workforce Ed/Train-WF Develop Prg(Admin)	SS
0105	EV Infrastructure Planning	VL	7212	Workforce Ed/Train-WFDevPrg(Direct)	SS
0360	Right of Way Property Management	VL	7213	Workforce Ed/Train-WFDevelop Prg(Market)	SS
0361	Maintenance of Way	VL	7301	Code/Stand-Train/Education Prog(Admin)	SS
0362	Plan Reviews	VL	7302	Code/Stand-Train/Education Prg(Direct)	SS
Transit Operations			7303	Code/Stand-Train/Education Prg(Market)	SS
0320	Ride Share and Park & Ride	VL	7311	Code/Stand-Train/Education Prog(Admin)	SS
0340	Multimodal Mobility	VL	7312	Code/Stand-Tech Support Prg(Direct)	SS
0341	Sante Fe Depot Bus Stop Improvements	VL	7313	Code/Stand-Tech Support Prog(Market)	SS
0371	Arrow Service	VL			
0377	Metrolink Operating and Maintenance Subsidy	VL	Allocations/Pass-throughs		
Transit Capital			0515	MSI Valley Apportionment and Allocation	AZ
0326	Gold Line Extension to Montclair	VL	0516	MSI Mt/Desert Apportionment and Allocation	AZ
0328	Lilac to Rancho Double Track	VL	0918	Measure I Local Pass-through	AZ
0334	West Valley Connector	VL			
0336	DMU to ZEMU Vehicle	VL	Express Lanes Operations		
0337	Tunnel to ONT	VL	0831	I-15 Corridor Express Lanes Improvements Contract 1 TB	
0338	SCORE Rancho Cucamonga Siding ROW Support	VL			
0339	Brightline-High Desert Stations Project	VL	Freeway Projects		
0379	Metrolink Capital Subsidy	VL	0821	I-10 Corridor Contract 2A	KH
Risk Managemnt			0823	I-10 Corridor Contract 1	KH
0427	Claims Management	CS	0831	I-15 Corridor Express Lanes Improvements Contract 1	KH
0429	Insurance Management	CS	0838	I-215 Construction	KH
0430	Safety	CS	0839	I-215 Bi-County HOV Gap Closure Project	KH
Freeway Patrol Service/State			0840	I-215 Barton Road Interchange	KH
0170	Restrictive	SS	0844	US-395 Phase 2 Widening Project	KH
0171	Unrestrictive	SS	0854	I-10 EB Truck Climb/Live Oak/County	KH
0172	CFSP I-15 Victorville from Oak Hill Rd.	SS	0887	SR-210 Lane Addition	KH
0173	Caltrans CFSP SR-60	SS	0891	US 395 Widen SR-18/Chamberlaine/Adelanto	KH
			Express Lanes Project Development		
			0821	I-10 Corridor Contract 2	TB
			0831	I-15 Corridor Contract 1	TB

Sub-Task Listing
Fiscal Year 2024/2025

<u>Sub-Task</u>	<u>Title</u>	<u>Mgr</u>	<u>Sub-Task</u>	<u>Title</u>	<u>Mgr</u>
Interchange Projects					
0803	SR-210 Baseline Road Interchange	KH	0952	Operations (Rideshare)	ADM
0808	I-10 Wildwood Interchange	KH	0953	Transit Operators Support	ADM
0814	SR-10 Waterman Avenue	KH	0954	Air Quality Activities	ADM
0853	I-215 University Pkwy/State St. Interchange	KH	0955	Continuity Planning	ADM
0880	I-15/I-215 Devore Road Interchange	KH	0956	Legislative Policy Committee	ADM
0883	SR-210 Pepper Avenue Interchange	KH	0957	Records Retention	ADM
0893	SR-60 Central Avenue Interchange	KH	0958	Enterprise Resource Planning	ADM
0894	SR-60 Archibald Avenue Interchange	KH	0959	Procurement	ADM
0895	I-10/Alabama Street Interchange	KH	0960	Council of Governments	ADM
0898	I-10 Mount Vernon Avenue Interchange	KH	0961	MSI Extention	ADM
0897	I-10 Cedar Avenue Interchange	KH	0980	Property Rental Fees	ADM
			0981	Station Host Services	ADM
			0982	Metrolink Corporate Partner Program	ADM
Grade Separation Projects					
0868	Monte Vista Grade Separation	KH			
0876	South Milliken Avenue Grade Separation	KH			
Arterial Projects					
0701	Valley Signal Coordination	KH			
0810	Metrolink ATP - Phase 2	KH			
0811	N.1st Ave Bridge Over-BNSF	KH			
0813	N.1st Ave Bridge Over-Mojave River-Overflow	KH			
0827	Mount Vernon Avenue Viaduct	KH			
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			

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

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
ADU	Accessory Dwelling Unit
AEA	Advance Expenditure Agreement
AFFA	Affirmatively Furthering Fair Housing
AFFH	Affirmatively Furthering Fair Housing
AHSCP	Affordable Housing & Sustainable Communities Program
AMF	Arrow Maintenance Facility
AQMP	Air Quality Management Plan
ARP	American Rescue Plan
ATP	Active Transportation Program
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
CAP	Climate Adaptation Planning
CARB	California Air Resources Board
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
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
COOP	Continuity of Business Operations Planning
COVID-19	Coronavirus Disease
CP	Control Point
CPA	Certified Public Accountant
CPI	Consumer Price Index
CPNA	Capital Project Needs Analyses
CPRG	Climate Pollution Reduction Grant
CPUC	California Public Utilities Commission
CRP	Carbon Reduction Program
CTC	California Transportation Commission
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

Acronym List (Continued)

DAO	Data and Analytics Office
Depot	Santa Fe Depot
DDI	Diverging Diamond Interchange
DIF	Development Impact Fee
DMAR	Development Mitigation Annual Report
DMO	Data Management Office
DMU	Diesel Multiple Unit
DOE	Department of Energy
EEP	Establish Existing Planting
EPA	Environmental Protection Agency
ERP	Enterprise Resource Planning
EV	Electric Vehicle
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
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
HBP	Highway Bridge Program
HERO	Home Energy Retrofit Opportunity
HCD	California Department of Housing and Community Development
HIP	Highway Infrastructure Program
HIPP	Housing Infill on Public and Private Lands
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HRIS	Human Resources Information System
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
IIJA	Infrastructure Investment and Jobs Act
IIP	Interregional Improvement Program
IT	Information Technology
ITS	Intelligent Transportation Systems
JPA	Joint Powers Authority
LACMTA	Los Angeles County Metropolitan Transportation Authority
LAFCO	Local Agency Formation Commission
LA SAFE	Los Angeles County Service Authority for Freeway Emergencies
LCTOP	Low Carbon Transit Operations Program
LNG	Liquefied Natural Gas
LPP	Local Partnership Program
LRMTP	Long Range Multimodal Transportation Plan
LTF	Local Transportation Fund
MAAC	Member Agency Advisory Committee
MDAQMD	Mojave Desert Air Quality Management District

Acronym List (Continued)

MLH	Major Local Highway
MOU	Memorandum of Understanding
MSI	Measure I
MSRC	Mobile Source Air Pollution Reduction Review Committee
MU	Multiple Unit
NEPA	National Environment Policy Act
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NIMS	National Incident Management System
NHS	National Highway System
NOFA	Notice of Funding Availability
NTD	National Transit Database
OCTA	Orange County Transportation Authority
OIAA	Ontario International Airport Authority
ONT	Ontario International Airport
OPR	Office of Planning and Research
PACE	Property Assessed Clean Energy
PA/ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordination Council
PCS	Project Control System
PDTF	Planning and Development Technical Forum
PD/TMS	Project Development/Traffic Management Systems
PEP	Population Estimates Program
PII	Personally Identifiable Information
PNRS	Project National and Regional Significance
PPM	Planning, Programming, and Monitoring
PS&E	Plans, Specifications & Estimates
PTA	Public Transportation Account
PTC	Positive Train Control
QA/QC	Quality Assurance/Quality Control
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
RCIS	Regional Conservation Investment Strategy
RCTC	Riverside County Transportation Commission
REAP	Regional Early Action Planning
REN	Regional Energy Network
RFP	Request for Proposals
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
SBCOG	San Bernardino Council of Governments
SBL	San Bernardino Line
SBTAM	San Bernardino County Transportation Analysis Model
SBTAM+	San Bernardino Transportation Analysis Model Plus
SBTC	San Bernardino Transit Center
SBCTA	San Bernardino County Transportation Authority

Acronym List (*Continued*)

SBRHT	San Bernardino Regional Housing Trust
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCP	Solutions for Congested Corridors Program
SCG	Sustainable Communities Grants
SCO	State Controller's Office
SCORE	Southern California Optimized Rail Expansion
SCRRA	Southern California Regional Rail Authority
SCMP	Smart County Master Plan
SGR	State of Good Repair Program
SHOPP	State Highway Operation and Protection Program
SoCal 511	Southern California 511
SR	State Route
S RTP	Short Range Transit Plan
SRTS	Safe Routes to School
STA	State Transit Assistance Fund
STIP	State Transportation Improvement Program
STP	Surface Transportation Block Grant Program
SUV	Sports Utility Vehicle
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TCA	Transportation Corridor Agencies
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
TLSP	Traffic Light Synchronization Program
TSP	Toll Service Provider
TTAC	Transportation Technical Advisory Committee
TTY	Tele (text) Type
UPRR	Union Pacific Railroad
USDOT	US Department of Transportation
VCTC	Ventura County Transportation Commission
VMT	Vehicle Miles Traveled
VVTA	Victor Valley Transit Authority
WET	Workforce Education and Training
WRCOG	Western Riverside Council of Governments
WVC	West Valley Connector
ZETCP	Zero Emission Transit Capital Program
ZEMU	Zero Emission Multiple Unit Vehicle
ZETI	Zero Emission Truck Infrastructure
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.