

DESCRIPTION OF REVENUE SOURCES

Active Transportation Grant Program (ATP) –

To encourage local jurisdictions to plan and build facilities that promote multiple travel choices for residents and connectivity to transit, schools, retail centers, parks, work, and other community gathering places. The grant program also encourages local jurisdictions to provide bicycle parking, education, encouragement, and awareness programs that support pedestrian and bicycle infrastructure.

Alameda Corridor-East (ACE) Fund –

Reimbursement funds to cover the cost of professional services involving Hamilton Boulevard grade separation at UPRR.

Assembly Bill 2766 (AB 2766) – State funds (SCAQMD Subvention Fund) that are available to implement programs and projects that reduce air pollution from motor vehicles.

Asset Forfeiture Fund – Asset Seizure proceeds represent cash, assets or other items of market value that are alleged to have been used in the commission of and/or derived from the proceeds of illicit drug trafficking activity. Assets seized in this manner by law enforcement agencies must be processed through State or Federal asset seizure authorities before actual forfeiture of ownership to the requesting agency can be made. For investigations involving multiple agencies, the State or Federal asset seizure authority determines the amount of distribution or entitlement for each participating agency. Depending upon which processing authority is involved, the time frame for processing of such claims can range between 6-18 months. As intended by enabling legislation, the proceeds from illegal narcotics' asset seizures are to be exclusively devoted to the enhancement of law enforcement capabilities.

Bike Trail Grant Fund (Senate Bill 821 (TDA) Fund) – Provides funds for City and County projects that improve safety and convenience for bicycle commuters.

Bus Stop Enhancement Program Grant (BSEP) –

This Foothill Transit program is designed to provide member cities with financial assistance to make improvements to approved locations for the purchase of bus stop modules such as shelters, benches, trashcans, tee grates, sidewalk improvements, crosswalk improvements and landscaping.

Capital Outlay Fund – The fund used to account for the accumulation of the cost of capital projects. Funding for projects may come from transfers from other funds, contributions, grants and interest on investments.

Carryover Discretionary Funds – Unused Councilmember expense reimbursement funds which are carried over to subsequent years for use in future Capital Improvement Projects and authorized per Resolution 2002-171, passed by the City Council on July 15, 2002.

Community Development Block Grant (CDBG) –

CDBG are Federal funds allocated to local government based on a formula. The funds are required to be applied for and used within a broad functional area such as community development and improvement.

Contribution/Reimbursement – This funding source is provided by outside agencies to a particular project of interest.

Developer Fees (In-Lieu; Park & Recreation; Roads/Highways; Traffic Signal; and Public Safety Improvement Funds) – Fees generated by development applications to offset the effect of development to include parks, roads, traffic and public safety. Fees are based on the cost of the project at the time of building permit application.

Developer Reimbursement – Monetary reimbursement from a developer to the City for cost of construction of street system improvements and/or utility system improvements.

Environmental Enhancement and Mitigation Program Grant (EEMP) – Offers grants each year to local, state, and federal governmental agencies and to nonprofit organizations for projects with a direct and indirect relationship to the environmental impact of the modification of existing transportation facility or construction of a new transportation facility.

Equipment Maintenance Fund – Funds normally used for equipment maintenance were appropriated by City Council and set aside to be used for replacing the roof on the City Yard Fleet Maintenance Building, City Yard Fuel Station Repairs and Fleet Shop Vehicle Hoists.

Federal Highway Administration (FHWA) – FHWA is focusing on a number of high-priority efforts to help reduce congestion on the nation's highways in support of the Congestion Relief Initiative. These include Tolling & Pricing, Public Private Partnerships, and efforts derived from the best of existing technological and operational practices. Together, these efforts provide information that allow for more informed decisions, better coordination and quick action that help avoid and reduce traffic congestion. Authorized funds are for use in coordination, facilitation, documentation, and draft report writing.

Gas Tax Fund (State) – Gas tax revenue is based on a flat amount assessed per gallon on all purchases within California, therefore revenue only increases or decreases based on amount of gallons sold rather than the cost of fuel. The state collects 27.8 cents per gallon of which 3.39 cents per gallon is distributed to cities on a per capita basis. Usage is limited to street and right of way maintenance and improvements.

General Fund Carryover / Contingency – This is the carryover of one-time appropriations from the General Fund to the Capital Improvement Program passed by City Council action on November 16, 2015, May 6, 2016, June 6, 2016, March 19, 2018 and April 23, 2018.

Highway Safety Improvement Program (HSIP) – The overall purpose of this Federal aid program is to achieve a significant reduction in traffic

fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.

Insurance Recovery (Property Coverage Proceeds) – Monetary compensation received by the City from an entity's insurance company.

Legal Reimbursement/Restitution/Settlement Funds - Monetary compensation received by the City for damages or losses or money already spent.

Los Angeles County Regional Park and Open Space District Grant – Grant funds from the L.A. County Regional Park and Open Space District for general improvements of Pomona City Parks.

Measure M – A measure approved by more than 71% of the voters at the November 8, 2016 general election. The objective of Measure M is to improve transportation, transit services, and traffic congestion in the region. Funding for Measure M is received through a one-half of one percent (.5%) of the sales tax for purchases within Los Angeles County. The rate of this tax shall increase to a one-percent (1%) sales tax on July 1, 2039. The City's allocation from the tax is based on population shares from the projected population, as derived from annual estimates, made by the California State Department of Finance.

Measure R Fund – A voter-enhanced (2008) 1/2 cent sales tax for public transit purposes for a period of 30 years (Rail expansion, Local Street Improvements, Traffic Reduction, better Public Transportation, Quality of Life).

Metro Call Grant 2015 – Grant funds provided by the Los Angeles County Metropolitan Transportation Authority to create bikeways which improve access to community destinations and assets, enhancing access to the local and regional multi-modal transportation network.

MSRC Grant (SCAQMD) – Grant funds provided by South Coast Air Quality Management District through the Clean Transportation Mobile

Source Air Pollution Reduction Review Committee (MSRC) which supports Active Transportation Projects, including bicycle infrastructure and related programs to provide Greenhouse Gas reductions to the environment and community.

MWD SoCal Water Smart Rebate – A program offered by Metropolitan Water District of Southern California (MWD) which provides rebates on specified irrigation controllers. The City purchased and installed MWD-approved controllers which qualified the City to receive the rebate.

Neighborhood Stabilization Program Funds - The Neighborhood Stabilization Program (NSP) was established by HUD for the purpose of stabilizing communities that have suffered from foreclosures and abandonment of housing. NSP provides emergency assistance to local governments to purchase foreclosed or abandoned homes and to rehabilitate, resell, or redevelop these homes in order to stabilize neighborhoods and stem the decline of house values of neighboring homes. The program is authorized under Title III of the Housing and Economic Recovery Act of 2008.

Proposition A Fund – A voter-enacted (1980) 1/2-cent sales tax in Los Angeles County. LA County Metro (MTA) is responsible for administering the funds. The purpose of the funds is to be used to improve and expand public transit within LA County. Funds flow to MTA, which allocates to itself and other agencies on a per capita basis.

Proposition C Fund – A voter-enacted (1980) 1/2-cent sales tax for transit related to freeway, State highway, and public mass transit improvements. The funds may be used on new or improved facilities that reduce congestion such as carpool lanes, transit ways, signal coordination improvements on arterial streets used by transit, grade separations, incident management programs, arterial widening, interchanges, ridesharing, and bond debt service.

Refuse Fund – Refuse operational monies available from providing refuse services to City residents.

Safe, Accountable, Flexible, Efficient, Transportation Equity Act - Legacy for Users (SAFETEA – LU) – Signed into law on August 10, 2005, and provides for highways, highway safety, and public transportation to improve safety, reduce traffic congestion, and other activities related to solving transportation problems. This new program takes off where STP, TEA-21, and ISTEA left off.

Safe Routes to School Grant (SR2S) – A State-legislated program to increase the number of children who walk or bicycle to school by funding projects that remove infrastructure barriers currently preventing them from doing so.

San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy – Capital funds for our grant program come from a series of propositions approved by the voters: Propositions 12, 13, 40, 50, and 84. These grant funds are to be used for improvements to Urban Lands, Rivers and Tributaries and Mountain Hills and Foothills.

SB 1186 Funds – Funds collected pursuant to CA Senate Bill 1186 which allows for collection of a \$1 fee on the sale or renewal of each business license or similar instrument. These funds can be used for a qualified Access Compliance Capital Improvement Project.

SB1/RMRA Funds – The Road Repair and Accountability Act of 2017 are funds available over the next decade to fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety, and congested trade and commute corridor improvements.

Series P Bonds – Lease Revenue Bonds were refunded by Series AN/AP in 2005 to finance certain public improvements.

Series Q Bonds – Sewer revenue bonds issued to provide resources for capital infrastructure improvements; refunded with Series AF in 2002.

Series W Bonds – Redevelopment bonds issued within the Southwest Project Area. Since the project area merger, these funds may be used within any redevelopment project area.

Series AA Bonds – Water revenue bonds issued in 1999 to refund Series A and provide resources for capital infrastructure; refunded with Series AY in 2006.

Series AC Bonds – Water revenue bonds issued in 1999 to refund Series A and provide resources for capital infrastructure; refunded with Series AY in 2006.

Series AD Bonds – Redevelopment bonds issued in 2001 by the Merged Project Area, proceeds of which may be used within any redevelopment project area

Series AF Bonds – Sewer revenue bonds issued in 2002 to refund Series Q and provided additional capital for sewer infrastructure improvements. Refunded with Series BB-BD in 2016.

Series AG Bonds – Certificates of Participation are General Fund Lease Financing to provide funds to refinance public improvements. Refunded with Series BC in 2016.

Series AH/AI/AX Bonds – Redevelopment bonds issued in 2003 by the Merged Project Area, proceeds of which may be used within any redevelopment project area.

Series AL/AM Bonds – Revenue bonds issued to refund Assessment District Bonds, these funds may be used in areas benefiting Pomona's AD 294 surrounding area.

Series AN Bonds – Lease Revenue bonds issued to refund Series P and provide funds to finance public improvements within the City. Refunded with Series BC in 2016.

Series AU/AV Bonds – Certificates of Participation (COP) are General Fund Lease Financing which provides funds to make advances to the RDA to finance infrastructure improvements. Funding source for the COP is lease payments from the City to the Public Financing Authority.

Series AW Bonds – Subordinate revenue bonds issued by the Agency to provide funds to finance certain improvements in the Agency's merged redevelopment project area.

Series AX Bonds – Tax Increment Revenue Bonds issued to defease Series L and finance certain improvements in the Merged Redevelopment Project Area.

Series AY Bonds – Water revenue bonds issued in 2006 to refund Series AA and AC and to provide resources for capital infrastructure.

Series BA Bonds – Sewer revenue bonds issued in 2007 for sewer capital infrastructure improvements.

Series BB/BD Bonds – Sewer revenue bonds issued in 2016 to refund Series AF which previously provided for sewer capital infrastructure improvements.

Series BC Bonds – Lease revenue bonds issued in 2016 to refund Series AG, AN and AP which previously provided for public infrastructure improvements in the City.

Series BE/BF Bonds – Water revenue bonds issued in 2017 to refund Series AY and Series AZ which previously provided for water capital infrastructure improvements.

Series BG Bonds – Lease revenue bonds issued in 2017 to refund Series AU and AV which previously provided for public infrastructure improvements in the City, and to refund Series AR Pension Obligation Bonds.

Series BH Bonds – Sewer revenue bonds issued in 2018 to refund Series BA Bonds, which were previously issued in 2007 for sewer capital infrastructure improvements.

Sewer Fund – Sewer operational monies available from providing sewer services to City residents.

State Homeland Security Grant Program (SHSGP) Fund - The SHSGP assists state, tribal and local preparedness activities that address high-priority preparedness gaps across all core capabilities and mission areas where a nexus to terrorism exists. SHSGP supports the implementation of risk driven, capabilities-based approaches to address capability targets set in urban area, state, and regional Threat and Hazard Identification and Risk Assessments (THIRAs). The capability targets are established during the THIRA process, and assessed in the State Preparedness Report (SPR) and inform planning, organization, equipment, training, and exercise needs to prevent, protect against, mitigate, respond to, and recover from acts of terrorism and other catastrophic events.

Supplemental Law Enforcement Services Fund – Assembly Bill 3229, which took effect with the passage of the State's fiscal year 1996-97 Budget, established the Citizens' Option for Public Safety (COPS) program. Pursuant to the COPS program, a Supplemental Law Enforcement Services Fund (SLESF) of \$100 million has been established for "front line" law enforcement, district attorneys' and local sheriff's offices to assist in the prosecution and incarceration of local offenders. Based on population figures furnished by the California Department of Finance, specific allocation amounts for SLESF have been established for all eligible agencies in the State. The COPS program is not a competitive grant program and therefore the City of Pomona is automatically entitled to receive SLESF moneys subject to

adherence to established COPS program compliance criteria.

Surface Transportation Program (STP) (STPL) and Transportation Enhancement Activities (TEA and TE) – Federal funds available for local agencies to improve the safety and efficiency of the local transportation system. Funds are available for both the planning and construction phases of projects.

Traffic Congestion Relief Program (TCRP) – A series of legislative projects throughout California to improve traffic mobility and relieve congestion, provide for safe and efficient movement of goods, and provide system connectivity.

Transportation, Community, And System Preservation (TCSP) – The program is intended to address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships.

US Environmental Protection (EPA Grant) – Federal financial assistance grants to qualified applicants to support a variety of environmental programs and activities.

Vehicle Parking District (VPD) Fund – Funds available through collection of parking permits and citations at the Vehicle Parking District lots in the City's downtown.

Water Fund – Water operational monies available from providing water goods or services to City residents.