



CITY OF POMONA COUNCIL REPORT

November 19, 2018

To: Honorable Mayor and Members of the City Council

From: Linda Lowry, City Manager

Submitted by: Meg McWade, Public Works Director

Subject: **Receive and File an Overview of Transportation-Related Funds**

OVERVIEW

Recommendation – That the City Council receive and file this information regarding Transportation Related Funds: Measure R (F128), Measure M (F138), RMRA/SB-1 (F206), Gas Tax (F208), Prop A (F216), Prop C (F217), AQMD (F245), and TDA Article 3 (F272).

Fiscal Impact – None.

EXECUTIVE SUMMARY

The following information is intended to provide a more in-depth look at transportation-related funds. There are eight special funds for which cities receive annual funding for the restricted purpose of transportation-related expenditures – Measure R (F128), Measure M (F138), RMRA/SB-1 (F206), Gas Tax (F208), Prop A (F216), Prop C (F217), AQMD (F245), and TDA Article 3 (F272). RMRA/SB-1, Gas Tax and AQMD funding is provided statewide, while Prop A, Prop C, Measure M, Measure R, and TDA Article 3 funds are provided within Los Angeles County only. Measure M and RMRA/SB-1 are two new funding sources introduced in FY 2017-18. Attachment 1 provides greater fund detail from FY 18-19 through FY 22-23, including current revenues, operational expenses, and availability of funds for Capital Improvement Program projects. Attachment 2 provides current year information.

DISCUSSION

MEASURE R (F128) – A voter-enhanced (2008) 30-year, half-cent sales tax for the purpose of financing a transportation development program in Los Angeles County for public transit purposes (rail expansion, local street improvements, traffic reduction, improved public transportation, and quality of life). The tax is collected by the State Board of Equalization, disbursed to counties by the State Controller, and remitted to the City of Pomona by the Los Angeles Metropolitan Transportation Authority (METRO). Distribution of funds is based on population.

Restrictive Use – Measure R funds are restricted to the exclusive purpose of public transit-related projects and programs, as well as to a broader category of public transit projects (e.g. street and road improvements) that benefit transit and congestion management program activities. The funds cannot be traded and are subject to an annual audit by METRO.

Timing of Receipts – Measure R funds are received monthly.

Estimating Revenue – Annual operating revenue is estimated by Staff by using historical data and current trends. Official projections are prepared by METRO and typically released in June of each year – well past budget preparation time for the City. These official estimates are generally within the range of the City’s estimates. The City does not have an adopted fund balance policy for special revenue funds, but it is prudent to hold some funds in reserve to provide for underachieving annual revenue estimates.

Pomona – For FY 2018-19, the City expects to receive approximately \$1.81 million in Measure R funds. The fund is budgeted to expend \$2.57 million as shown in the following table:

Measure R	
FY 2018-19 Revenue	\$1,811,028
General Operations – 2506	\$52,885
Street Sweeping – 2512	\$99,325
Street Maintenance – 2520	\$631,009
Graffiti Abatement – 2525	\$136,300
Traffic Paint and Sign – 2562	\$141,673
Traffic Signal & Streetlight Maintenance – 2563	\$385,117
Landscape Median Maintenance – 4012	\$103,517
Street Tree Maintenance – 4021	\$6,226
Right-of-Way Weed Spraying - 4062	\$21,408
Maintenance and Other Traffic Signal Imp. 2524 and 2564	\$8,652
Operational Budget Subtotal	\$1,586,112
Remaining FY 18-19 funds available for CIP	\$224,916
Reserve Fund Balance – Appropriated FY 18-19 for CIP	\$756,935
FY 18-19 CIP Appropriation Total	\$981,851
Operational Budget and CIP Total	\$2,567,963

At the end of FY 2018-19 Staff estimates the Measure R Fund will have approximately \$89,379 in available reserves.

MEASURE M (F138) – Measure M was approved by more than 71% of the voters at the November 8, 2016 general election. 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 when Measure R expires. The objective of Measure M is to improve transportation, transit services, and traffic congestion in the region. The City’s allocation from

this tax is based on population shares from the projected populations, as derived from annual estimates made by the California State Department of Finance. The tax is collected by the State Board of Equalization, disbursed to counties by the State Controller, and remitted to the City of Pomona by the Los Angeles Metropolitan Transportation Authority (METRO).

Restrictive Use – Measure M funds are restricted to the exclusive purpose of public transit-related projects and programs as well as to a broader category of public transit projects, such as street and road improvements that benefit transit and congestion management program activities. These funds cannot be traded and are subject to an annual audit by METRO.

Timing of Receipts – Measure M funds are received monthly.

Estimating Revenue – Annual operating revenue is estimated by Staff by using historical data and current trends. Official projections are prepared by METRO and typically released in June of each year – well past budget preparation time for the City. These official estimates are generally within the range of Pomona estimates. The City does not have an adopted fund balance policy for special revenue funds, but it is prudent to hold some funds in reserve to provide for underachieving annual revenue estimates.

Pomona – For FY 2018-19, the City expects to receive approximately \$2.17 million in Measure M funds. The fund is budgeted to expend \$2.81 million as shown in the following table:

Measure M	
FY 2018-19 Revenue	\$2,174,098
General Operations – 2506	\$154,231
Street Sweeping – 2512	\$99,325
Street Maintenance – 2520	\$205,979
Graffiti Abatement – 2525	\$136,202
Traffic Paint and Sign – 2562	\$45,000
Traffic Signal & Streetlight Maintenance – 2563	\$350,122
Landscape Median Maintenance – 4012	\$103,517
Street Tree Maintenance – 4021	\$6,226
Right-of-Way Weed Spraying – 4062	\$21,408
Vehicle Purchases	\$344,624
Operational Budget Subtotal	\$1,466,634
Remaining FY 18-19 funds available for CIP	\$707,464
Reserve Fund Balance – Appropriated FY 18-19 for CIP	\$641,272
FY 18-19 CIP Appropriation Total	\$1,348,763
Operational Budget and CIP Total	\$2,815,370

At the end of FY 2018-19 Staff estimates the Measure M Fund will have approximately \$1,312,375 in available reserves.

GAS TAX (F208) – The City is allocated a share of the revenue derived from the 18 cents (\$0.18) per gallon State tax on various transportation fuels. The subvention is comprised of collections under sections 2103, 2105, 2106, 2107 and 2107.5 of the Streets and Highways Code, each of which has its own calculation and distribution method.

Section 2103 – Beginning in FY 2010-11, this code section was added to allocate funds from a new motor vehicle fuel excise tax that replaced previous city and county allocations from the voter approved (2006) Proposition 42 sales tax on gasoline which was more restrictive. This change is known as the “fuel tax swap of 2010.” Section 2103 funds are allocated to cities based on population. SB-1, The Road Repair and Accountability Act of 2017 (RMRA/SB-1) reset the price-based gasoline excise tax to its 2017 year original 17.3 cents per gallon rate on July 1, 2019, and eliminated the “fuel tax swap of 2010.”

With regard to diesel fuel taxes, SB-1 eliminated, upon its enactment, the price-based adjustment mechanism applied to the diesel fuel tax rate. The diesel fuel tax rate will remain at its current 16 cents per gallon until July 1, 2020. On July 1, 2020, and every July 1 thereafter, the gasoline and diesel fuel excise tax rates including the 18 cent per gallon base rate, the 17.3 cent per gallon rate, the diesel fuel excise tax rate and vehicle registration taxes will be increased by the change in the California Consumer Price Index.

Section 2105 – Allocates 11.5% of the State gasoline tax revenue in excess of \$0.09 per gallon (i.e. the Proposition 111 rate - also known as the Traffic Congestion Relief and Spending Limitation Act of 1990. Proposition 111 enacted a 55% increase in truck weight fees and a five-cent-per gallon increase in the state's fuel tax effective August 1, 1990, with an additional one cent tax starting on January 1 for each of the next four years. It changed how the appropriations limit and the minimum funding guarantee for public schools works. It also changed several laws relating to transportation funding), based on population.

Section 2106 – Apportions a sum generated from 1.04 cents (\$0.0104) per gallon of the motor vehicle fuel license tax. From this tax, the City receives:

- (a) \$400/month; plus
- (b) A portion of the amount allocated to Los Angeles County based on city population.

The County is allocated that portion of the taxes collected by the State equal to the proportion of registered vehicles in the County to the registered vehicles in the State (the Base Sum). The County keeps that portion of the Base Sum equal to the proportion of unincorporated assessed value of taxable property in the County to all assessed value of taxable property in the County. From the remaining amount, the City receives that portion equal to the proportion of the City's population to the total population in the County.

Section 2107 – Apportions a sum generated from the 1.315 cents (\$0.01315) per gallon of the gasoline, 1.8 cents (\$0.018) per gallon of diesel, and 2.59 cents (\$0.0259) per liquefied petroleum gas to cities. From these taxes, the City receives that portion equal to the proportion of the City's population to the total population of the State.

Section 2107.5 – Allocates, in July of each year, a flat amount determined by population brackets. Pomona receives \$10,000 annually.

Restrictive Use – The use of these funds is restricted by Article XIX of the California State Constitution and by Streets and Highways Code Section 2101. Revenue derived under Sections 2103, 2105, 2106 and 2107 is restricted to use for research, planning, construction, improvement, maintenance and operation of public streets and highways or public mass transit guideways. The funds may also be used for the payment of principal and interest on voter-approved bonds issued for Gas Tax eligible purposes – Pomona has none. Section 2107.5 monies are restricted to engineering costs and administrative expenses with respect to city streets. Gas Tax funds are independently audited by the State Controller's Office.

Timing of Receipts – Revenue is paid monthly with the exception of section 2107.5 revenue, which is received once a year in July.

Estimating Revenue – Annual operating revenue is estimated by Staff by using historical data and current year trends. Official projections are prepared by the State and typically released in June of each year – well past budget preparation time for the City. These State estimates are generally within the range of the City's estimates. The City does not have an adopted fund balance policy for special revenue funds, but it is prudent to hold some funds in reserve to provide for underachieving annual revenue estimates.

Pomona – For FY 2018-19, it is estimated that the City will receive \$4.04 million in Gas Tax Revenue. The fund is budgeted to expend \$4.83 million as shown in the following table:

Gas Tax	
FY 2018-19 Revenue	\$4,047,405
General Operations – 2506	\$272,732
Street Sweeping – 2512	\$318,974
Street Maintenance – 2520	\$656,905
Graffiti Abatement – 2525	\$436,362
Traffic Paint and Sign – 2562	\$267,696
Traffic Signal & Streetlight Maintenance – 2563	\$1,225,029
Landscape Median Maintenance – 4012	\$109,353
Street Tree Maintenance – 4021	\$589,811
Right-of-Way Weed Spraying – 4062	\$64,221
Operational Budget Subtotal	\$3,941,083
Remaining FY 18-19 funds available for CIP	\$106,322
Reserve Fund Balance – Appropriated FY 18-19 for CIP	\$783,624
FY 18-19 CIP Appropriation Total	\$889,946
Operational Budget and CIP Total	\$4,831,029

At the end of FY 2018-19, Staff estimates the Gas Tax Fund will have approximately (\$76,246) in available reserves. Future expenditures will be reduced to ensure the negative balance is corrected.

RMRA/SB-1 (F206) – The Road Repair and Accountability Act of 2017, also known as the Road Maintenance and Rehabilitation Account (RMRA), or SB-1 (Chapter 5, Statutes of 2017), was signed by Governor Brown on April 28, 2017. The bill provides an estimated \$52.5 billion for transportation purposes throughout the State over the next ten years, with investments targeted towards fix-it-first purposes on local streets, roads, highways, transit operations and maintenance, capital investments, and active transportation. There is no sunset on the revenue sources included in the bill, with many of the taxes and fees to be indexed for inflation in order to keep pace with rising costs.

Revenues generated from RMRA/SB-1 are generated from increases to the gasoline excise tax, diesel sales tax, loan repayment (2017-2020), transportation improvement fees, a reset of price-based gas tax, and zero emission vehicle registration fees. These revenue generators take effect in different time frames, ranging from November 1, 2017 through July 1, 2020, and are in addition to what the City receives now through the current Gas Tax. RMRA/SB-1 will substantially increase local street and road funds allocated through the Highway Users Tax Account.

The RMRA/SB-1 receives funds from the following new taxes imposed under the Road Repair and Accountability Act of 2017:

- A 12 cent per gallon increase to the gasoline excise tax effective November 1, 2017.
- A 20 cent per gallon increase to the diesel fuel excise tax effective November 1, 2017, half of which will be allocated to the Trade Corridors Enhancement Account (TCEA) with the remaining half to the RMRA.
- A new vehicle registration tax called the “transportation improvement fee,” effective January 1, 2018, based on the market value of the vehicle.
- An additional new \$100 vehicle registration tax on zero emission vehicles model year 2020 and later effective July 1, 2020.

Restrictive Use – The use of these funds is restricted by Article XIX of the California State Constitution and by Streets and Highways Code Section 2030. Revenue derived is restricted for use on local streets and roads, and must be used for projects that include, but are not limited to, the following:

- Road maintenance and rehabilitation
- Safety projects
- Railroad grade separations
- Traffic control devices
- Complete street components, including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects in conjunction with any other allowable project.

The Road Repair and Accountability Act (RMRA/SB-1) contains a local agency maintenance of effort (MOE) requirement that applies to funds allocated through the RMRA. The Act states that the MOE requirement is to ensure that these new funds do not supplant existing levels of city and county general revenue spending on streets and roads. The MOE for the receipt of RMRA funds state that a city or

county must maintain general fund spending for street, road, and highway purposes at no less than the average of the FY 2009–10, FY 2010–11, and FY 2011–12 years. In making this calculation, an agency may exclude one-time funds. A city or county that fails to comply in a particular year may make it up with additional expenditures in the following year.

Timing of Receipts – Revenue is paid monthly.

Estimating Revenue – Annual operating revenue is estimated by Staff by using historical data and current year trends. Official projections are prepared by the State but not typically released until June of each year – well past budget preparation time for the City. These State estimates are generally within the range of the City’s estimates. The City does not have an adopted fund balance policy for special revenue funds, but it is prudent to hold some funds in reserve to provide for underachieving annual revenue estimates.

Pomona – For FY 2018-19, the City expects to receive approximately \$2.58 million in RMRA/SB-1 funds. The fund is budgeted to expend \$2.4 million as shown in the following table:

RMRA/SB-1	
FY 2018-19 Revenue	\$2,579,272
General Operations – 2506	\$24,537
Street Maintenance – 2520	\$150,000
Traffic Paint and Sign – 2562	\$1,500
Traffic Signal & Streetlight Maintenance – 2563	\$100,000
Landscape Median Maintenance – 4012	\$163,517
Operational Budget Subtotal	\$439,554
FY 18-19 funds budgeted for CIP	\$1,968,882
Reserve Fund Balance – Appropriated FY 18-19 for CIP	(\$0)
FY 18-19 CIP Appropriation Total	\$1,968,882
Operation Budget and CIP Total	\$2,408,436

Based on currently budgeted numbers, at the end of FY 2018-19 Staff estimates this fund would have approximately \$888,696 in available reserves. The large reserve balance relates to the uncertainty these revenues would continue due to Proposition 6 which could have removed this as a funding source. Based on November 2018 election results, the revenue will continue and Staff will be looking to program this funding during FY 2018-19.

PROPOSITION A (F216) – Proposition A funds are a result of the County one-half cent sales tax increase approved in 1980, which is allocated (25% of the total) to cities based on population and is administered by METRO. The revenue is restricted in use and can only be used for public transit, para- transit, and transit-related projects at the local level. The remaining seventy-five percent of the revenue is used by the METRO for rail projects and various other programs to improve and expand public transportation in Los Angeles County. If Prop A monies are not used within four years (the current fiscal year plus three years) of allocation, the funds are required to be returned to METRO for reallocation to local jurisdictions for discretionary programs of county-wide significance.

Restrictive Use – The use of Prop A funds is restricted to public transit-related projects and programs, although there is one exception. Prop A monies can be traded for other cities' General funds upon approval of both cities and METRO. All Prop A expenditures must be approved in advance by METRO and are subject to a separate annual audit by METRO. The following is a more detailed list of allowable uses of Prop A funds:

- Public Transit Services – Any such use would be subject to review in order to determine compatibility with the existing regional bus system provided by METRO.
- Fixed Route Services – Options may include extensions or augmentation of existing bus route(s), new fixed route bus services, contracting with a transit operator or private operator providing for commuter bus services, ADA improvements to/from fixed route operations, and/or shuttle services between activity centers.
- Paratransit Services – The scope of allowable expenditures could be limited to certain general age groups, while also possibly allowing service to special events or destinations.
- Recreational Transit Services – For travel within designated geographic areas, expenditures could be limited to certain general age groups, while also possibly allowing services to special events or destinations.
- Bus Stop Improvements and Maintenance - May include concrete landings, bus turn-outs, benches, shelters, trash receptacles, curb cuts, and concrete or electrical work associated with these items.
- Transportation Systems Maintenance – Expenditures are defined as low-cost, non-capacity enhancing traffic control measures that serve to improve vehicular flow (bus and car) and/or increase safety within an existing right-of-way. Sample projects: reserved bus lanes, traffic signal priority for buses, and other traffic signal improvements that facilitate bus movement.
- Transit Security – Such use of funds must demonstrate a direct benefit to public transit, and must not supplant general law enforcement programs. Sample projects: private security for transit security, capital improvements for transit security.
- Fare Subsidy – Monies may be expended in order to provide residents within jurisdictions a discount fare incentive for using public transit.
- Transportation Planning – Allowable use of funds could include planning, engineering and design costs toward implementation of eligible projects when certain conditions are met.

Timing of Receipts – Prop A Funds are received monthly.

Estimating Revenue – Annual operating revenue is estimated by Staff using historical data and current year trends. Official projections are prepared by METRO and not typically released until June of each year – well past budget preparation time for the City. These official estimates are generally within the range of Pomona estimates. The City does not have an adopted fund balance policy for special revenue funds, but it is prudent to hold some funds in reserve to provide for underachieving annual revenue estimates.

Pomona – For FY 2018-19, the City expects to receive approximately \$2.98 million in Prop A funds. The fund is budgeted to expend \$3.42 million as shown in the following table:

Prop A	
FY 2018-19 Revenue	\$2,980,137
General Operations – 2506*	2,858,242
Operational Budget Total	\$2,858,242
Remaining FY 18-19 funds available for CIP	\$121,895
Reserve Fund Balance – Appropriated FY 18-19 for CIP	\$338,105
FY 18-19 CIP Appropriation Total	\$460,000
Operation Budget and CIP Total	\$3,318,242

At the end of FY 2018-19 Staff estimates the Prop A Fund will have approximately \$958,444 in available reserves.

*Detailed Breakdown of Prop A Expenses	
Staffing	\$115,382
Membership Dues (San Gabriel Valley Coalition of Governments and Gold Line Joint Powers Association)	\$35,167
Maintenance, repairs, supplies, sweeping, landscaping, utilities (transit center)	\$260,294
Recreation Trip Transportation	\$35,157
Bus Shelter Maintenance	\$137,288
Consulting Services – Gold Line	\$120,000
Legal Services – Gold Line	\$50,000
Security N. Garey Metrolink	\$107,068
Security Downtown RTC	\$234,227
Transit Subsidy (Metrolink)	\$190,000
Paratransit Services (Get About)	\$1,608,816
Total	\$2,858,242

PROPOSITION C (F217) - Proposition C (Prop C) was approved by the voters in 1990 for the purpose of financing a transportation development program in Los Angeles County. Prop C increased the retail sales tax by half-percent to generate revenue for such a program. Twenty percent of Prop C revenue is designated as local return, allocated on a per capita basis, and is to be used for public transit, paratransit and related services. The City must provide ongoing maintenance and operations of funded projects. If Prop C monies are not used within four years (the current fiscal year plus three years) of its allocation, the funds are required to be returned to METRO for reallocation to local jurisdictions for discretionary programs of county-wide significance unless the funds have been reserved for a specific project as approved by METRO.

Restrictive Use – 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. The remaining eighty percent of Prop C revenue is used by METRO for various transit-related programs designed to improve and expand public transportation in Los Angeles County. Prop C expenditures must be approved in advance by METRO and are subject to a separate annual audit by METRO.

Timing of Receipts – Prop C funds are received monthly.

Estimating Revenue – Annual operating revenue is estimated by Staff by using historical data and current year trends. Official projections are prepared by METRO and typically released in June of each year – well past budget preparation time for the City. These official estimates are generally within the range of Pomona estimates. The City does not have an adopted fund balance policy for special revenue funds, but it is prudent to hold some funds in reserve to provide for underachieving annual revenue estimates.

Pomona – For FY 2018-19, the City expects to receive approximately \$2.40 million in Prop C funds. The fund is budgeted to expend \$2.44 million as shown in the following table:

Prop C	
FY 2018-19 Revenue	\$2,391,306
General Operations – 2506	\$91,587
Operational Budget Total	\$91,587
Remaining FY 18-19 funds available for CIP	\$2,299,719
Reserve Fund Balance – Appropriated FY 18-19 for CIP	\$45,133
FY 18-19 CIP Appropriation Total	\$2,344,852
Operation Budget and CIP Total	\$2,436,439

At the end of FY 2018-19 Staff estimates the Prop C Fund will have approximately \$2,397,103 in available reserves.

Prop C monies are primarily used for CIP Projects and limited in the use of operational funds. This enables the City to ensure transportation funds are used for projects instead of operational maintenance. The City has maximized the dollars it has received by pooling years of funding to complete projects. Attachment 1 reflects the years of savings and projects funded with Prop C monies from FY 13-14 through FY 19-20, including the earmark for future projects.

AQMD (F245) – Pursuant to provisions of Section 44220, et. Seq., of the California Health and Safety Code, and adoption of Assembly Bill 2766 in September 1990, certain fees have been added to motor vehicle registrations in order to implement the California Clean Air Act of 1988. This revenue is predominantly derived from a \$4 surcharge on vehicle registration collected by the Department of Motor Vehicles (DMV) and distributed to the Southern California Air Quality Management District (SCAQMD). Cities currently receive 40% of the four (\$4.00) dollars collected by the DMV – to total approximately \$1.60 per vehicle registration – which is subsequently distributed to Pomona in a prorated share based upon current population data. On June 3, 1991, the City Council adopted Ordinance No. 3600 to support the SCAQMD's imposition of the fee, which was required in order to

receive the revenue for City programs.

Restrictive Use – Use of the funds is restricted to programs designed to mitigate or reduce emissions from indirect and area-wide sources of air pollution, or for the implementation and enforcement of transportation control measures which reduce vehicle emissions. A separate annual audit is prepared by the City’s selected auditor for submission to the AQMD.

Timing of Receipts – AQMD funds are received quarterly.

Estimating Revenue Estimates – Annual operating revenue is estimated by Staff by using historical data, current year trends, and discussions with AQMD Staff.

Pomona – For FY 2018-19, the City expects to receive approximately \$207,000 in AQMD funds. The fund is budgeted to expend approximately \$206,000 as shown in the following table:

AQMD	
FY 2018-19 Revenue	\$206,853
General Operations – 2506	\$201,730
Audit Services – 2508	\$4,176
Operational Budget Total	\$205,906
Remaining FY 18-19 funds available for CIP	\$947
Reserve Fund Balance – Appropriated FY 18-19 for CIP	\$317,153
FY 18-19 CIP Appropriation Total	\$318,100
Operation Budget and CIP Total	\$524,006

At the end of FY 2018-19 Staff estimates this fund will have approximately \$36,219 in available reserves.

TDA ARTICLE 3 (F272) – Monies recorded in this fund originates from the Transportation Development Act (TDA) Article 3, or SB 821, created in 1972. This State legislation authorizes the use of one-quarter of 1% of the State portion of the sales and use tax to be paid to cities for transportation uses. This money is paid to each county according to the amount of the tax collected in that county. The money is apportioned to cities in Los Angeles County by METRO – 85% is distributed based on population and 15% is distributed to the City of Los Angeles and Los Angeles County for transportation purposes.

Restrictive Use - Use of revenue is restricted to the design and construction of bicycle and pedestrian facilities and amenities including sidewalks, and wheelchair, or accessible ramps.

Timing of Receipts – These funds are held by METRO and are remitted to the City upon expenditure of funds and written request. The City has three years to expend the funds held by METRO.

Estimating Revenue Estimates – Annual operating revenue is estimated by Staff by using historical data, current year information, and discussions with METRO staff.

Pomona – The City is expecting approximately \$90,263 in funding for FY 2018-19. Historically, the funding has been allocated towards sidewalk replacement (100% of funding). Funding for this program is on a reimbursement basis; funds are expended and reimbursed in May of the following year.

OTHER TRANSPORTATION-RELATED RESOURCES

In addition to the funding sources detailed above, the City has used other resources through the years for transportation-related improvements. These resources include available bond proceeds, Community Development Block Grant (CDBG), and Surface Transportation Program-Local (STPL) funds. Said resources are not always available and usually require an application (i.e. Call for Projects) and award. A complete list of CIP funding sources is included in the annual Capital Improvement Program budget and is attached (Attachment 3) for additional review.

CONCLUSION

Overall, the eight transportation-related funding sources detailed herein provide approximately \$16,280,362 in annual funding (based on FY 2018-19 data). Of this amount, approximately \$9,811,413 is utilized for ongoing operation expenses, leaving \$6,468,949 available annually for capital improvement needs. The City's Capital Improvement Program needs amount to approximately \$17,810,651 annually. The City provides as much operational maintenance and CIP-related projects with the limited funding it receives. Due to dwindling General Fund resources over many years, the operational expenses for roadway and right-of-way maintenance have been increasingly reliant on transportation funds which then limit the amount of transportation funding available for Capital Improvements. The City will continue to support transportation and related road and pedestrian infrastructure in the most effective way possible, given the resources available.

Attachments: 1. Fiscal Information - Five Year Projections and Prop C Earmarked Funds
 2. Fiscal Information - Graphs
 3. Description of Revenue Sources (from CIP document)

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18-687