

AGENDA

General Policy Committee Meeting

October 8, 2014

9:00 a.m.

Location

SANBAG

Super Chief Conference Room

1170 W. 3rd Street, 2nd Floor, San Bernardino, CA 92410

General Policy Committee Membership

Chair – SANBAG Vice President

Mayor Pro Tem Ryan McEachron
City of Victorville, *MDC Chair*

SANBAG President

Mayor L. Dennis Michael
City of Rancho Cucamonga

SANBAG Past President

Council Member Bill Jahn
City of Big Bear Lake

Mt./Desert Representatives

Council Member Jim Harris
City of Twentynine Palms

Supervisor Robert Lovingood
County of San Bernardino

East Valley Representatives

Council Member Dick Riddell
City of Yucaipa

Mayor Pro Tem Larry McCallon
City of Highland

Mayor Rhodes (Dusty) Rigsby
City of Loma Linda

Supervisor James Ramos
County of San Bernardino

West Valley Representatives

Mayor Paul Eaton
City of Montclair, *Chair CRTC*

Council Member Michael Tahan
City of Fontana, *MVSS Chair*

Supervisor Janice Rutherford
County of San Bernardino

Ray Wolfe
Executive Director

Eileen MonaghanTeichert
SANBAG Counsel

**San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
County Congestion Management Agency
Service Authority for Freeway Emergencies**

AGENDA

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9:00 a.m.

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CALL TO ORDER

(Meeting Chaired by: Ryan McEachron)

- i. Pledge of Allegiance
- ii. Attendance
- iii. Announcements
- iv. Agenda Notices/Modifications – Diane Greve

Possible Conflict of Interest Issues for the General Policy Committee Meeting of October 8, 2014

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item.

1. Information Relative to Possible Conflict of Interest

Note agenda items and contractors/subcontractors, which may require member abstentions due to possible conflicts of interest.

This item is prepared monthly for review by SANBAG Board and Committee members.

CONSENT CALENDAR

Items listed on the Consent Calendar are expected to be routine and non-controversial. The Consent Calendar will be acted upon as a single motion. Items on the Consent Calendar may be removed for discussion by Board Member Request.

Administrative Matters

2. August/September 2014 Procurement Report

Receive the August/September 2014 Procurement Report.

Hilda Flores

This item is not scheduled for review by any other policy committee or technical advisory committee.

3. Budget to Actual Report for fourth quarter ending June 30, 2014

That the General Policy Committee recommend the Board receive and file Budget to Actual Report for fourth quarter ending June 30, 2014.

Hilda Flores

This item is not scheduled for review by any other policy committee or technical advisory committee.

DISCUSSION ITEMS

Administrative Matters

4. Report from Self Help Counties Coalition

Receive brief presentation by Keith Dunn of the Self-Help Counties Coalition.

Duane Baker

This item is not scheduled for review by any other policy committee or technical advisory committee.

Council of Governments

5. Proposed Final State and Federal Legislative Platforms

That the General Policy Committee recommend the Board adopt the final State and Federal Legislative Platforms.

Wendy Strack

This item is not scheduled for review by any other policy committee or technical advisory committee.

6. State and Federal Legislative Update

That the Committee recommend the Board receive and file the State and Federal Update.

Wendy Strack

This item is not scheduled for review by any other policy committee or technical advisory committee.

Regional/Subregional Planning

7. Caltrans Sustainability Transportation Planning Grant Submittal

Receive information on the proposed SANBAG/Omnitrans grant application under the Caltrans Sustainability Transportation Planning Grant Program.

Timothy Byrne

This item is not scheduled for review by any other policy committee or technical advisory committee.

Transit/Rail

8. Development and Implementation of a SANBAG County-Wide Vanpool Program

That the General Policy Committee recommend the Board:

- A. Approve development and implementation of a San Bernardino Associated Governments (SANBAG) Vanpool Program.
- B. Approve an allocation for FY 2014/2015 thru FY 2017/2018 in the amount of \$4,000,000 in Federal Congestion Mitigation Air Quality funds.
- C. Approve a revenue and expense budget amendment to the SANBAG FY 2014/2015 Budget to add a new task 0383 Vanpool Program in the amount of \$642,000 in Federal Congestion Mitigation Air Quality funds.

Monica Morales

This item is not scheduled for review by any other policy committee or technical advisory committee.

Comments from Board Members

Brief comments by Committee Members

Public Comment

Brief comments by General Public

ADJOURN TO:

CLOSED SESSION

Conference with Labor Negotiator

Pursuant to Government Code Section 54957.6

Agency designated representative: Raymond W. Wolfe

Employee organization: Unrepresented employees group

ADJOURNMENT

Additional Information

Attendance

SANBAG Entities

Meeting Procedures and Rules of Conduct

SANBAG General Practices for Conducting Meetings of Board of Directors and Policy Committees

SANBAG Acronym List

Mission Statement

The next meeting of the General Policy Committee will be November 12, 2014

Complete packages of the SANBAG agenda are available for public review at the SANBAG offices and our website: www.sanbag.ca.gov. Staff reports for items may be made available upon request. For additional information call (909) 884-8276



San Bernardino Associated Governments

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- San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies
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Minute Action

AGENDA ITEM: 1

Date: *October 8, 2014*

Subject:

Information Relative to Possible Conflict of Interest

Recommendation:

Note agenda items and contractors/subcontractors, which may require member abstentions due to possible conflicts of interest.

Background:

In accordance with California Government Code 84308, members of the SANBAG Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual, except for the initial award of a competitively bid public works contract. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Principals & Agents	Subcontractors
NONE		NONE	

Financial Impact:

This item has no direct impact on the SANBAG budget.

Reviewed By:

This item is prepared monthly for review by SANBAG Board and Committee members.

Responsible Staff:

Duane Baker, Director of Management Services

Minute Action

AGENDA ITEM: 2

Date: *October 8, 2014*

Subject:

August/September 2014 Procurement Report

Recommendation:

Receive the August/September 2014 Procurement Report.

Background:

The Board of Directors adopted the Contracting and Procurement Policy (Policy No. 11000) on January 3, 1997, and approved the last revision on March 12, 2014. On February 6, 2013, the Board of Directors authorized the Executive Director, or designee, to approve: a) contracts and purchase orders up to \$100,000 and for purchase orders originally \$100,00 or more, increasing the purchase order amount up to 10% of the original purchase order value, not to exceed \$25,000; b) amendments with a zero dollar value; c) amendments to exercise the option term if the option term was approved by the Board of Directors in the original contract; and d) amendments that cumulatively do not exceed 50% of the original contract value or \$100,000, whichever is less and to release Request for Proposal (RFP), Request for Quote (RFQ) and Invitation for Bid (IFB) for proposed contracts from which funding has been approved in San Bernardino Associated Governments (SANBAG's) Annual Budget, and which are estimated not-to-exceed \$1,000,000. SANBAG staff has compiled this report that summarizes all contract actions approved by the Executive Director, or designee.

On July 11, 2012, the Board of Directors authorized SANBAG's General Counsel to award and execute legal services contracts up to \$50,000 with outside counsel as needed on behalf of SANBAG and its authorities organized under the umbrella of the Council of Governments. Also, periodically notify the Board after exercising such authority.

A list of all Contracts and Purchase Orders that were executed by the Executive Director and/or General Counsel during the month of August and September is presented herein as Attachment A, and all RFPs and IFBs are presented in Attachment B.

Financial Impact:

This item imposes no impact on the Fiscal Year 2014/2015 budget. Presentation of the monthly procurement report demonstrates compliance with the Contracting and Procurement Policy (Policy No. 11000).

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Hilda Flores, Chief of Accounting and Procurement

Attachment A

August/September Contract Actions

New Contracts Executed:

Contract No.	Description of Specific Services	Vendor Name	Dollar Amount	Description of Overall Program
None				

Attachment: GPC1408a1-wws (1315 : Procurement Report)

Attachment A

August/September Contract Amendment Actions

Contract Amendments Executed:

Contract No. & Amendment No.	Reason for Amendment (include a description of the amendment)	Vendor Name	Previous Amendments & Dollar Values	Dollar Amount of Amendment	Amended Contract Total
C06043 Amendment 3	Contract is being extended by six months for remaining contract closeout activities. Project: Construction Management Services I-215 5 th Street Overcrossing Segment 1 & 2 Construction.	Jacobs Project Management Company	Original: \$3,134,214.00 Amend. 1: \$25,805,007.00 Amend. 2: \$0.00	\$0.00	\$28,939,221.00
C09100 Amendment 3	Contract is being extended by six months for remaining contract closeout activities. Project: Construction Support Services I-215 Segment 1 & 2 Construction.	AECOM	Original: \$400,000.00 Amend. 1: \$1,650,000.00 Amend. 2: \$0.00	\$0.00	\$2,050,000.00
C11215 Amendment 4	Consultant needed to provide assistance in resolution of contractor exceptions to Proposed Final Estimate and to extend inspection services for plant establishment. Project: Construction Management Services for I-10/Tippecanoe	Simon Wong Engineering	Original: \$1,751,730.00 Amend. 1: \$300,000.00 Amend. 2: \$0.00 Amend. 3: \$307,270.00	\$83,700.00	\$2,442,700.00

Attachment: GPC1408a1-wws (1315 : Procurement Report)

Attachment A

August/September Contract Task Order Actions

Contract Task Order (CTO) Executed:

Contract No. & CTO No.	Description of CTO	Vendor Name	Contract Amount	Previously Issued CTOs	Dollar Amount of CTO
C12033 CTO 35	Assist City staff to restore communications; Assess communication and configuration of each offline intersection along Haven; make minor adjustments with the pedestrian clearance times; status field master at Foothill and Milliken	Albert Grover & Associates	\$1,000,000	CTO 1 through 34 \$338,910 CTO 38 \$10,500	\$9,406
C12033 CTO 36	Provide assessment of reported problem; Coordinate corrective actions with the City of Rancho Cucamonga, Determine corrective actions City staff will be able to perform; Perform field visits of each intersection and conduct turning movement counts; Develop time-space diagrams and timing plans for AM, MD, PM and Weekend periods; Implement and fine-tune coordinated timings; Update City's Central System Database	Albert Grover & Associates	\$1,000,000	CTO 1 through 34 \$338,910 CTO 38 \$10,500	\$36,582
C12033 CTO 37	Provide City staff technical assistance; Reconfigure Field Master controller; Verify communications between Master and each local controller	Albert Grover & Associates	\$1,000,000	CTO 1 through 34 \$338,910 CTO 38 \$10,500	\$9,406.00

Attachment: GPC1408a1-wws (1315 : Procurement Report)

Contract No. & CTO No.	Description of CTO	Vendor Name	Contract Amount	Previously Issued CTOs	Dollar Amount of CTO
C12033 CTO 42	Evaluate Communication status of Tiers 1-4 project signals in the San Bernardino Valley	Albert Grover & Associates	\$1,000,000	CTO 1 through 34 \$338,910 CTO 38 \$10,500	\$19,480

Attachment: GPC1408a1-wws (1315 : Procurement Report)

Attachment A

August/September Purchase Order Actions

Purchase Orders:

PO No.	PO Issue Date	Vendor Name	Description of Services	PO Dollar Amount
4001208	08/21/2014	Xerox Corporation	Copier rental for 36 months @ \$158.06 plus sales tax for a monthly total of \$171.10 plus additional copies in excess of rental agreement.	\$9,159.60
4001210	08/21/2014	Ecosys	Annual maintenance and support for financial management/project tracking software for the Transit and Rail department.	\$18,900.00
4001215	09/08/2014	Environmental Systems Research Institute Inc. (ESRI)	ESRI is an established leader of GIS software which SANBAG has used over fifteen (15) years. ESRI provides existing maintenance of current software.	\$12,294.00
Total				\$40,353.60

Attachment: GPC1408a1-wws (1315 : Procurement Report)

Attachment A

August/September Purchase Order Amendment Actions

Purchase Order Amendments Executed:

Purchase Order No. & Amendment No.	Description of Services and Reason for Amendment	Vendor Name	Previous Amendments & Dollar Values	Dollar Amount of Amendment	Amended PO Total
None					

Attachment: GPC1408a1-wws (1315 : Procurement Report)

Attachment B August/September RFPs and IFBs

Release of RFP's and IFB's

Release Date	RFP/IFB No.	Description of Services	Anticipated Dollar Amount	Anticipated Award Date	Description of Overall Program and Program Budget
None					
				Total	

Attachment: GPC1408a2-wws (1315 : Procurement Report)



San Bernardino Associated Governments

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 - San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies
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Minute Action

AGENDA ITEM: 3

Date: October 8, 2014

Subject:

Budget to Actual Report for fourth quarter ending June 30, 2014

Recommendation:

That the General Policy Committee recommend the Board receive and file Budget to Actual Report for fourth quarter ending June 30, 2014.

Background:

SANBAG's Budget for Fiscal Year 2013/2014 for new activity was adopted by the Board of Directors on June 5, 2013. This report provides a summary of program activity and task activity compared to Budget. Budgetary information includes the original and revised budgets, and year-to-date expenditures.

Financial Impact:

This item reports the status of expenditures against budget and imposes no financial impact on the Fiscal Year 2013/2014 Budget.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Hilda Flores, Chief of Accounting and Procurement

San Bernardino Associated Governments
Budget to Actual Report: July 2013 - June 2014
Fiscal Year 2013/2014
ATTACHMENT A

AIR QUALITY & TRAVELER SERVICES PROGRAM

TASK#	TASK DESCRIPTION	ORIGINAL			REVISED		TASK	% OF BUDG
		BUDGET	AMENDMENTS	ENCUMBRANCES	BUDGET	EXPENDITURES	BALANCE	EXPENDEL
0102	Air Quality Activities	507,361	622,573		1,129,934	804,891	325,043	71.2
0406	Rideshare Management	2,218,910			2,218,910	1,877,818	341,092	84.6
0702	Call Box System	1,142,713	140,000	-	1,282,713	1,076,528	206,185	83.9
0704	Freeway Service Patrol/State	2,031,009	128,831	-	2,159,840	1,781,858	377,982	82.5
0706	Intelligent Transportation Systems	82,545	-	-	82,545	-	82,545	0.0
TOTAL AIR QUALITY & TRAVELER SERVICES PROGRAM		5,982,538	891,404	-	6,873,942	5,541,095	1,332,847	80.61

TRANSPORTATION PLANNING & PROGRAMMING PROGRAM

TASK#	TASK DESCRIPTION	ORIGINAL			REVISED		TASK	% OF BUDG
		BUDGET	AMENDMENTS	ENCUMBRANCES	BUDGET	EXPENDITURES	BALANCE	EXPENDEL
0110	Regional Transportation Planning	372,939	123,763	-	496,702	392,482	104,220	79.0
0203	Congestion Management	165,872	-	-	165,872	110,049	55,823	66.3
0213	High Desert Corridor Studies	3,858	-	-	3,858	2,593	1,265	67.2
0404	Subregional Transportation Planning	1,446,715	207,655	2,806	1,657,176	1,225,245	431,932	73.9
0941	Mt./Desert Planning & Project Development	212,942	-	-	212,942	79,804	133,138	37.4
TOTAL TRANSPORTATION PLANNING & PROGRAMMING PROGRAM		2,202,326	331,418	2,806	2,536,550	1,810,173	726,377	71.3

GENERAL - COUNCIL OF GOVERNMENTS SUPPORT PROGRAM

TASK#	TASK DESCRIPTION	ORIGINAL			REVISED		TASK	% OF BUDG
		BUDGET	AMENDMENTS	ENCUMBRANCES	BUDGET	EXPENDITURES	BALANCE	EXPENDEL
0104	Intergovernmental Relations	562,570	(64,005)	-	498,565	366,063	132,502	73.4
0490	Council of Governments New Initiatives	118,150	(195)	-	117,955	-	117,955	0.0
0492	Joint Solar Purchase Agreement	735,244	-	-	735,244	24,153	711,091	3.2
0495	Green House Gas	195,656	100,000	-	295,656	120,739	174,917	40.8
0503	Legislation	551,793	52,880	-	604,673	598,414	6,259	98.9
0601	County Transportation Commission-General	269,020	-	-	269,020	174,983	94,037	65.0
0605	Publications & Public Outreach	471,960	20,957	338	493,255	489,862	3,393	99.3
0708	Property Assessed Clean Energy	51,686	735,000	-	786,686	769,259	17,427	97.7
0805	Building Operations	29,272	-	-	29,272	26,105	3,167	89.1
0942	Financial Management	1,163,793	-	-	1,163,793	826,255	337,538	71.0
TOTAL COUNCIL OF GOVERNMENTS SUPPORT PROGRAM		4,149,144	844,637	338	4,994,119	3,395,832	1,598,286	68.0

TRANSIT & PASSENGER RAIL PROGRAM

TASK#	TASK DESCRIPTION	ORIGINAL			REVISED		TASK	% OF BUDG
		BUDGET	AMENDMENTS	ENCUMBRANCES	BUDGET	EXPENDITURES	BALANCE	EXPENDEL
0309	General Transit	1,393,649	(500,000)	-	893,649	803,901	89,748	89.9
0310	Transit Operating	9,495,667	327,487	-	9,823,154	8,675,706	1,147,448	88.3
0311	Transit Capital	20,265,858	(14,789,969)	79,240	5,555,129	1,090,429	4,464,700	19.6
0322	San Bernardino Transit Center	-	18,249,817	-	18,249,817	6,624,679	11,625,138	36.3
0323	Downtown San Bernardino Passenger Rail	-	67,491,997	-	67,491,997	11,007,402	56,484,595	16.3
0324	Redlands Passenger Rail	-	22,167,032	-	22,167,032	1,382,261	20,784,771	6.2
0325	San Gabriel Subdivision Line Improvements	-	3,634,035	-	3,634,035	791,976	2,842,059	21.7
0352	General Commuter Rail	3,060,807	(1,300,000)	-	1,760,807	875,881	884,926	49.7
0377	Commuter Rail Operating Expenses	12,628,500	380,447	-	13,008,947	12,493,216	515,731	96.0
0379	Commuter Rail Capital Expenses	87,559,017	(83,634,878)	851,662	4,775,801	769,430	4,006,371	16.1
TOTAL TRANSIT & PASSENGER RAIL PROGRAM		134,403,498	12,025,968	930,902	147,360,368	44,514,880	102,845,488	30.21

Attachment: Copy of Budget vs Exp June (1330 : Budget to Actual Report fourth quarter ending June 30,

San Bernardino Associated Governments
Budget to Actual Report: July 2013 - June 2014
Fiscal Year 2013/2014
ATTACHMENT A

MAJOR PROJECT DELIVERY PROGRAM

TASK#	TASK DESCRIPTION	ORIGINAL			REVISED		TASK	% OF BUDGET
		BUDGET	AMENDMENTS	ENCUMBRANCES	BUDGET	EXPENDITURES	BALANCE	EXPENDED
0701	Valley Signal Coordination	731,312	264,968	-	996,280	888,000	108,280	89.1
0803	SR 210 Baseline Road Interchange	906,652	(50,000)	-	856,652	285,825	570,827	33.3
0815	Measure I Program Management	5,814,656	(28,500)	17,828	5,803,984	3,982,199	1,821,786	68.6
0820	SR 210 Final Design	18,706	100,310	-	119,016	71,287	47,729	59.9
0822	SR 210 Right of Way Acquisition	1,001,450	(75,501)	-	925,949	219,719	706,230	23.7
0824	SR 210 Construction	11,834,154	(555,930)	-	11,278,224	4,853,501	6,424,723	43.0
0825	I-10 Corridor Project Development	5,415,319	-	-	5,415,319	4,080,151	1,335,168	75.3
0826	I-10 Citrus/Cherry Interchanges	60,281,302	259,263	-	60,540,565	43,071,318	17,469,247	71.1
0830	I-215 San Riv Project Development	225,000	-	-	225,000	-	225,000	0.0
0834	I-215 Final Design	8,036	78,001	-	86,037	79,845	6,192	92.8
0836	I-215 Right of Way Acquisition	107,536	-	-	107,536	(566,694) *	674,230	-526.9
0838	I-215 Construction	33,769,873	(216,562)	-	33,553,311	24,083,132	9,470,179	71.7
0839	I-215 Bi- County HOV Gap Closure Project	16,498,209	67,000	-	16,565,209	15,323,697	1,241,512	92.5
0840	I-215 Barton Road Interchange	24,025,749	(1,286,766)	-	22,738,983	1,028,811	21,710,172	4.5
0841	I-10 Riverside Interchange	641,542	200,000	-	841,542	706,324	135,218	83.9
0842	I-10 Tippecanoe Interchange	20,923,901	2,395,273	-	23,319,174	10,880,565	12,438,609	46.6
0845	Mt. Vernon/Washington Interchange	671,556	290,000	-	961,556	855,782	105,774	89.0
0850	Alternative Project Financing	3,974,844	(588,174)	-	3,386,670	996,293	2,390,377	29.4
0862	I-10 Westbound Lane Addition - Yucaipa	2,263,718	(178,583)	-	2,085,135	463,060	1,622,075	22.2
0869	Glen Helen Parkway Grade Separation	3,586,296	-	-	3,586,296	3,036,635	549,661	84.6
0870	Hunts Lane Grade Separation	9,326,480	1,320,788	-	10,647,268	8,838,399	1,808,869	83.0
0871	State St./University Parkway Grade Separation	9,036	10,000	-	19,036	8,631	10,405	45.3
0874	Palm Avenue Grade Separation	9,129,369	2,987,109	5,182	12,121,660	5,739,859	6,381,801	47.3
0876	South Milliken Avenue Grade Separation	4,496,264	6,408,045	-	10,904,309	2,076,216	8,828,093	19.0
0877	Vineyard Avenue Grade Separation	7,074,093	5,399,529	-	12,473,622	6,490,545	5,983,077	52.0
0879	Colton Crossing BNSF/UPRR Grade Separation	20,120,951	(932,866)	-	19,188,085	6,831,375	12,356,710	35.6
0880	I-15/I-215 Devore Interchange	23,278,713	-	16,254	23,294,967	8,971,254	14,323,713	38.5
0881	Lenwood Avenue Grade Separation	4,890,756	2,936,327	55,000	7,882,083	7,012,182	869,901	88.9
0882	North Milliken Avenue Grade Separation	9,419,387	-	5,762,925	15,182,312	1,659,401	13,522,910	10.9
0883	SR 210 Pepper Avenue Interchange	2,208,282	-	-	2,208,282	1,140,573	1,067,709	51.6
0884	Laurel Avenue Grade Separation	17,966,703	(278,420)	5,000	17,693,283	10,155,688	7,537,595	57.4
0885	9th Street Rail Improvements	3,081,456	-	-	3,081,456	124,156	2,957,300	4.0
0886	Colton Quiet Zone Project	2,408,394	-	5,000	2,413,394	(11,944) **	2,425,338	-0.4
0887	SR 210 Lane Addition	862,631	-	-	862,631	358,600	504,031	41.5
0888	I-15 La Mesa/Nisqualli Interchange	7,046,057	-	50,000	7,096,057	5,848,385	1,247,672	82.4
0890	I-15 Rancho Interchange	23,229,897	900,000	-	24,129,897	19,527,655	4,602,242	80.9
0891	US 395 Widen SR-18/Chamberlaine/Adelanto	-	50,000	-	50,000	-	50,000	0.0
0892	I-15 Baseline Interchange Improvement	12,843,139	5,100,783	-	17,943,922	209,056	17,734,866	1.1
0893	State Route 60 Central Avenue Interchange	100,000	22,000	-	122,000	53,596	68,404	43.9
0894	State Route 60 Archibald Avenue Interchange	100,000	-	-	100,000	19,492	80,508	19.4
0896	I-10 Pepper Avenue Interchange	869,665	29,100	-	898,765	488,158	410,607	54.3
0897	I-10 Cedar Avenue Interchange	100,000	-	-	100,000	11,016	88,984	11.0
0898	I-10 Mount Vernon Avenue Interchange	100,000	-	-	100,000	-	100,000	0.0
0899	I-10 University Street Interchange	100,000	-	-	100,000	22,002	77,998	22.0
TOTAL MAJOR PROJECT DELIVERY PROGRAM		351,461,084	24,627,194	5,917,189	382,005,467	199,913,746	182,091,721	52.3

* Reimbursement for condemnation deposit recorded in FY 2014 as a credit to expenditure account, but expenditure was incurred in prior year.

** Estimate for FY 2014 exceed actual expenditures incurred.

Attachment: Copy of Budget vs Exp June (1330 : Budget to Actual Report fourth quarter ending June 30,

San Bernardino Associated Governments
 Budget to Actual Report: July 2013 - June 2014
 Fiscal Year 2013/2014
 ATTACHMENT A

TRANSPORTATION FUND ADMINISTRATION PROGRAM

TASK#	TASK DESCRIPTION	ORIGINAL			REVISED		TASK	% OF BUDG
		BUDGET	AMENDMENTS	ENCUMBRANCES	BUDGET	EXPENDITURES	BALANCE	EXPENDEL
0373	Federal/State Fund Administration	630,544	156,788	-	787,332	538,323	249,009	68.3
0500	Transportation Improvement Program	357,965	27,428	-	385,393	247,942	137,451	64.3
0501	Federal Transit Act Programming	78,724	50,887	-	129,611	112,976	16,635	87.1
0502	TDA Administration	779,466	(85,500)	-	693,966	425,415	268,551	61.3
0504	Measure I Administration	529,379	103,447	-	632,826	489,357	143,469	77.3
0506	Local Transportation Fund	94,858,102	1,997,300	-	96,855,402	81,697,802	15,157,600	84.3
0507	State Transit Assistance Fund	50,648,971	(15,938,224)	-	34,710,747	8,891,860	25,818,887	25.6
0515	Measure I Valley Apportionment & Allocation	11,178,221	(30,000)	6,538,198	17,686,419	2,691,806	14,994,613	15.2
0516	Measure I Mountain/Desert Apportionment & Allocation	9,842,859	1,307,741	328,034	11,478,634	5,457,626	6,021,008	47.5
0609	Strategic Planning/Delivery Planning	359,811	87,953	7,760	455,524	331,727	123,797	72.8
0610	Measure I 2010-2040 Project Advancement	18,203,913	(232,171)	288,086	18,259,828	7,272,198	10,987,629	39.8
0615	Measure I Local Stimulus	-	-	717,182	717,182	375,152	342,030	52.3
0918	Measure I Local Pass-through	39,082,300	321,141	-	39,403,441	39,403,441	-	100.0
TOTAL TRANSPORTATION FUND ADMINISTRATION PROGRAM		226,550,255	(12,233,210)	7,879,260	222,196,305	147,935,627	74,260,679	66.5

DEBT SERVICE

TASK#	TASK DESCRIPTION	ORIGINAL			REVISED		TASK	% OF BUDG
		BUDGET	AMENDMENTS	ENCUMBRANCES	BUDGET	EXPENDITURES	BALANCE	EXPENDEL
0965	2012 A Sales Tax Revenue Bond	4,166,840	-	-	4,166,840	4,165,663	1,178	99.9
0966	2014 A Sales Tax Revenue Bond	4,153,500	-	-	4,153,500	-	4,153,500	0.0
TOTAL DEBT SERVICE PROGRAM		8,320,340	-	-	8,320,340	4,165,663	4,154,678	50.0

GRAND TOTAL ALL PROGRAMS	733,069,185	26,487,411	14,730,495	774,287,091	407,277,016	367,010,075	52.6
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CONSOLIDATED BY PROGRAM

PROGRAM DESCRIPTION	ORIGINAL			REVISED		PROGRAM	% OF BUDG
	BUDGET	AMENDMENTS	ENCUMBRANCES	BUDGET	EXPENDITURES	BALANCE	EXPENDEL
AIR QUALITY & TRAVELER SERVICES PROGRAM	5,982,538	891,404	-	6,873,942	5,541,095	1,332,847	80.6
TRANSPORTATION PLANNING & PROGRAMMING PROGRAM	2,202,326	331,418	2,806	2,536,550	1,810,173	726,377	71.3
GENERAL - COUNCIL OF GOVERNMENTS SUPPORT PROGRAM	4,149,144	844,637	338	4,994,119	3,395,832	1,598,286	68.0
TRANSIT & PASSENGER RAIL PROGRAM	134,403,498	12,025,968	930,902	147,360,368	44,514,880	102,845,488	30.2
MAJOR PROJECT DELIVERY PROGRAM	351,461,084	24,627,194	5,917,189	382,005,467	199,913,746	182,091,721	52.3
TRANSPORTATION FUND ADMINISTRATION PROGRAM	226,550,255	(12,233,210)	7,879,260	222,196,305	147,935,627	74,260,679	66.5
DEBT SERVICE PROGRAM	8,320,340	-	-	8,320,340	4,165,663	4,154,678	50.0
GRAND TOTAL ALL PROGRAMS	733,069,185	26,487,411	14,730,495	774,287,091	407,277,016	367,010,075	52.6

NOTES: Certain budget appropriations represent timing of capital expenditures and can be expended over several years.
 Measure I Local pass through includes reversal of prior Fiscal Year accruals.

Attachment: Copy of Budget vs Exp June (1330 : Budget to Actual Report fourth quarter ending June 30,



San Bernardino Associated Governments

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- San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies
-

Minute Action

AGENDA ITEM: 4

Date: *October 8, 2014*

Subject:

Report from Self Help Counties Coalition

Recommendation:

Receive brief presentation by Keith Dunn of the Self-Help Counties Coalition.

Background:

The Board of Directors requested that select agencies, committees and other outside organizations to which SANBAG is a member give periodic reports to the General Policy Committee. The purpose of these periodic reports is to inform the Board Members of the activities of these groups and the related benefits to the SANBAG region.

SANBAG is a member of the Self-Help Counties Coalition which was formed by the 20 local county transportation agencies that have voter approved transportation sales tax measures in place. The organization is dedicated to promoting policies that help agencies like SANBAG meet the transportation infrastructure needs of their community.

Keith Dunn of Self-Help Counties Coalition will give a brief overview of the organization's activities and importance for the region.

Financial Impact:

This item is consistent with the adopted SANBAG budget.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Duane Baker, Director of Management Services

Entity: COG

Minute Action

AGENDA ITEM: 5

Date: *October 8, 2014*

Subject:

Proposed Final State and Federal Legislative Platforms

Recommendation:

That the General Policy Committee recommend the Board adopt the final State and Federal Legislative Platforms.

Background:

SANBAG's Legislative Platforms serve as the foundation for understanding the perspective of the Board of Directors on key issues that are anticipated to be considered during the course of each legislative session. The adopted legislative platforms will guide staff's analysis and recommendations on pending legislative and regulatory items in the upcoming session.

Staff has reached out to Local, State and Federal Elected Officials; the City Managers Technical Advisory Committee; and the Public and Specialized Transportation Advisory and Coordination Council (PASTACC) for feedback on the revised platforms.

At the August 13, 2014 General Policy Committee meeting, the Committee recommended that subsection (m) under the Key Issues Section for "Innovative Project Delivery" be modified to read, "Oppose any requirements to allow specific vehicle classes to have unrestricted access to carpool or toll facilities." Previously the section read to monitor the progression of these requirements.

A summary of the major changes previously incorporated into each document is also provided below.

State Legislative Platform Updates

The "Key Issues" section has been updated to highlight the major initiatives that are anticipated to be covered in the legislative session, including shifting of the California Environmental Quality Act (CEQA) principles adopted by the Board to *Section IV, Energy, Air Quality & the Environment*. It is also anticipated that the distribution and collection of *Cap and Trade* funds will continue to be a significant discussion item as the program is scheduled to begin in 2015. The principles contained in this section have been consolidated and updated to reflect the current state of discussions for this program. Lastly, *Innovative Project Delivery* is also expected to remain as a key issue as some of the existing authorities are currently set to expire in the coming years. This section has been updated with that in mind and to ensure that local authority over any potential or existing revenue sources and project selection abilities are retained and protected.

Entity: CMA, COG, CTA, CTC, SAFE

General Policy Committee Agenda Item

October 8, 2014

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Section III, Goods Movement was updated to include support for future goods movement funding programs as long as the establishment of any program would not divert revenues away from other transportation programs.

Provisions were added to *Section IV, Energy, Air Quality & the Environment* to promote local project selection authority within the Active Transportation program and to partner with key stakeholders to seek relief from federal air quality standard timelines given the availability of technologies and funding.

A statement has been included in *Section V, Highways and Roads* to note that we are still monitoring and participating in discussions surrounding the eventual implementation of the California Transportation Infrastructure Priorities (CTIP) and State Smart Transportation Initiative (SSTI) reports.

Lastly, in *Section VI, Transit & Commuter Rail*, additional statements have been added to reflect continued concerns regarding SANBAG's planning, project selection, and funding authority over projects constructed and operated in San Bernardino County. Items have also been included to address state funding for commuter rail and working with affected stakeholders on bus axle weight standards.

Federal Legislative Platform Updates

In *Section I, Funding*, two provisions were added to reflect current discussions over the long-term sustainability of Highway Trust Fund revenues and the potential for new structures or revenues in the coming years.

Section II, Council of Governments was updated to reflect previous action by the SANBAG Board of Directors (Board) on federal mortgage guarantees and their impacts on the Property Assessed Clean Energy (PACE) program in San Bernardino County. A provision was also included to address previous Board action on guidelines for any creation of a National Recreation Area in San Bernardino County.

Following the release of the draft Primary Freight Network in 2014, a new item was included in *Section III, Goods Movement* to address gaps that were shown in the limited 27,000 mile network and to support the expansion of the network to fill the gaps and add other omitted segments in our region.

In *Section V, Energy, Air Quality & the Environment*, a provision was added to seek relief from federal air quality standard timelines given the availability of technologies and funding.

Lastly, in *Section VI, Transit & Commuter Rail*, language was added to support expanded uses for federal transit funds to potentially include operations funding in the future.

The Proposed Final 2015-2016 State and Federal Legislative Platforms are included as Attachments A and B, respectively.

General Policy Committee Agenda Item

October 8, 2014

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Financial Impact:

This item has no fiscal impact on the FY 2014/2015 SANBAG Budget,

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Wendy Strack, Director of Legislative and Public Affairs

SANBAG 2015-2016 Federal Legislative Platform

The legislative platform serves as the basis to proactively engage in policy and legislative initiatives that will enable the San Bernardino Associated Governments (SANBAG) to deliver projects and programs that meet the needs of our region. This document also guides staff recommendations to the SANBAG Board of Directors on federal legislative, regulatory, and administrative matters that are anticipated to be addressed.

SANBAG will continue to partner with public and private sector entities to support common objectives in Washington DC and foster the unity of the Southern California region.

I. Funding

- a) Seek the highest level of federal transportation dollars to California and San Bernardino County for SANBAG projects and programs including, but not limited to: interstate highways; transit capital and operations in order to help to meet federal environmental goals; intercity commuter, and higher speed rail; goods movement; intelligent transportation systems and new technologies that maximize existing infrastructure; safety, maintenance, and operations funding for all modes; and regional airport ground access and development needs.
- b) Support extending and expanding the federal Surface Transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21).
- c) Support regional consensus building efforts for potential new funding strategies for transportation.
- d) Oppose efforts to eliminate or erode contract authority for the Highway Trust Fund without identifying a new dedicated, sustainable revenue source of an equal or greater amount.
- e) Support efforts to maintain the principle that transportation-based revenue should be reserved only for transportation purposes.
- f) Oppose any reduction in transportation programs in order to meet deficit reduction goals or fund other projects and programs. If funding is reduced, it should occur concurrently with reductions in federal regulatory and oversight provisions.
- g) Support the Transportation Infrastructure Finance and Innovation Act program which provides Federal credit assistance in the form of direct Treasury loans, loan guarantees, and lines of credit to finance highway, rail, and green energy projects of national and regional significance.
- h) Support Build America Bonds and America Fast Forward programs to help states and localities pursue needed capital for infrastructure.
- i) Advocate for the protection of current transportation revenues, additional flexibility for existing revenues, and an accelerated national investment in infrastructure.
- j) Support the implementation of MAP-21 at established funding levels with respect for the roles and responsibilities in existence in each region for project selection and discretion in allocation decisions. Additionally ensure that any extension of MAP-21 or any new reauthorization effort align programs with traditional roles and responsibilities for each region with respect to project selection and allocation decisions, as appropriate.
- k) Ensure that the streamlining provisions of MAP-21 are implemented in a timely manner and in a manner that provides the maximum benefits to project delivery schedules. Seek to include provisions in the next surface transportation bill to ensure that as MAP-21 rulemaking continues, a mechanism exists to evaluate the implementation efforts and suggest modifications as needed.

II. Council of Governments

- a) Support efforts for Council of Government development and funding.
- b) SANBAG will work with the Congressional delegation and local stakeholders to aggressively advocate for legislation, budget actions or proposals that transfer Ontario International Airport to local control in recognition of the benefits of its goods movement and passenger travel to San Bernardino County and the State of California.
- c) Support legislation and administrative actions that enable the implementation of the Property Assessed Clean Energy (PACE) program in San Bernardino County.
- d) Support the rescission of Federal Housing Financing Authority guidance regarding Fannie Mae and Freddie Mac's discontinuation of mortgage guarantees in order to grow and sustain the PACE program in San Bernardino County.
- e) Support initiatives, legislation, and regulatory actions that incentivize the attraction, retention, and growth of businesses and employment in San Bernardino County.
- f) Support efforts to ensure that any legislation creating a National Recreation Area (NRA) in the San Gabriel and San Bernardino Mountains and surrounding urban areas should include a governance structure with representatives from at least the impacted cities, as well as the County and/or the San Bernardino Associated Governments; the protection of existing land use authorities, private property rights, water rights, transportation needs, and ability to develop future infrastructure as needed; and fully evaluates the potential impacts of including any additional elements such as a Wilderness or Wild and Scenic designation before these new layers are included in legislation.

III. Goods Movement

- a) SANBAG will advocate for federal investment in goods movement infrastructure, and policies that properly recognize Southern California and San Bernardino County's role as the nation's premier containerized freight gateway.
- b) Support targeted funding for goods movement projects of national significance that are beyond the funding capacity of local and state transportation programs and budgets (e.g. dedicated exclusive clean truck lanes).
- c) Advocate that any federal goods movement program is funded at a level that is commensurate with national needs and ensure that such funds are protected from diversion for other uses through the designation of a trust fund.
- d) Ensure that revenues generated by any fee that is levied on freight be specifically designated to fund projects that mitigate congestion, air quality, and community impacts directly associated with the movement of freight, and a clear causal relationship should exist between the freight system on which fees are levied and the impacts to be mitigated.
- e) Ensure that revenue collected on freight be administered in partnership with local and regional elected officials and entities impacted by freight movement. SANBAG should be included in any governance structure dealing with revenue collected from freight moved through San Bernardino County.
- f) Support development of a national/regional freight movement plan with clearly defined ports and corridors and inland improvement needs to provide for timely, reliable freight transport, timely implementation of freight-related strategies needed for attainment of federal health-based air quality standards and mitigation of freight-related impacts in communities.
- g) Ensure that federal goods movement legislation imposes no unfunded mandates for administration or oversight regarding new revenue mechanisms and to retain control over project implementation at the local level.

- h) Support the expansion and update of the Primary Freight Network to allow for a fully connected system that accurately reflects the path and nature of goods movement travel in our region.
- i) Oppose legislation that allows triple trailers in urbanized areas of San Bernardino County because of safety concerns with the exception of border cities and/or bump stations, or dedicated truck lanes (e.g. Barstow/Needles).
- j) Support legislation to reduce road damage from heavy trucks by reduced axle loading rather than an exclusive focus on gross vehicle weight.
- k) Participate in national dialogue on freight policy and its focus on improving the performance of the freight network and advocate for improving Southern California's freight strategy.
- l) As part of defining the national freight network, seek recognition of the unique network of parallel corridors in Southern California and recognize the entire corridor as part of the national network rather than focusing on centerlane miles of individual facilities.
- m) Support recognition of the importance of inland ports to overall goods movement systems as part of any investment plan.

IV. Project Delivery & Innovation

- a) Advocate for reforms that will accelerate project procurement, promote flexibility and innovation in financing, and respect local control.
- b) Support the expanded use of design-build project delivery for federally funded highway and surface transportation projects.
- c) Support the streamlining of federal reporting/monitoring requirements to reduce project delivery times without eliminating critical oversight mechanisms.
- d) Support authority for regional transportation entities to implement pricing measures on federal-aid highways if desired for that region.
- e) Support local options to privatize various aspects of transportation that would maximize available federal funding (e.g. P3s).
- f) Support measures that would provide regional flexibility in meeting the operational requirements for high occupancy vehicle lanes.
- g) Advocate for the implementation and further inclusion of recommendations for project streamlining initiatives as included in the Orange County Transportation Authority's Breaking Down Barriers report.
- h) Support the resolution of outstanding Buy America implementation issues to ensure that projects are able to move forward without unreasonable delays and cost increases.

V. Energy, Air Quality, & the Environment

- a) Advocate that any federal revenue generated from taxes or fees on energy products used for transportation are utilized for transportation purposes.
- b) Support utility planning and upgrades of electrical infrastructure to support fleet conversion and possible rail electrification programs.
- c) Monitor national Cap and Trade policies as they relate to infrastructure impacts.
- d) Monitor the use of National Environmental Policy Act (NEPA) oversight authority delegated to the California Department of Transportation to ensure that local and state projects are receiving equal benefits and reduced project review times.
- e) Protect funding sources for congestion relief and pollution reduction related to the transportation sector.

- f) Support efforts to secure funds to facilitate the conversion of public sector fleets to alternative fuels to meet local, state and federal fleet conversion mandates, and provide for the replacement of aging alternative fuel fleets.
- g) Support tax benefits and/or incentives for private sector transportation demand management programs and alternative fuel programs.
- h) Ensure that federal goods movement legislation considers and underscores federal responsibilities for facilitation of international trade and interstate commerce, and regulation of interstate commerce in ways consistent with attainment of federal air quality standards and NEPA.
- i) Support efforts to increase the amount and proportion of Congestion Mitigation and Air Quality (CMAQ) funds received by the State of California and ensure that the funds flow to county transportation commissions such as SANBAG for the appropriate South Coast and Mojave Desert Air Basin areas.
- j) Support streamlined environmental revisions that remove duplication of state and federal processes when state regulations and environmental protections exceed federal requirements.
- k) Participate in the development of livability and sustainability programs for the citizens of San Bernardino County.
- l) Oppose additional review and process requirements that delay projects and increase costs while achieving little to no additional environmental benefits.
- m) Monitor federal regulatory efforts to ensure that any new environmental requirements placed on local agencies are accompanied by the funding necessary for implementation.
- n) Support the postponement of federal air quality standard deadlines in the South Coast Basin in order to allow for a more realistic implementation timeframe given the current forecast of available technology and funding options.

VI. Transit & Commuter Rail

- a) Advocate for policies that keep our rail systems safe and increase federal investment in commuter rail services.
- b) Advocate that federal funding programs for Positive Train Control (PTC) and rail safety programs include eligibility to seek reimbursements for past expenditures on systems in operation.
- c) Ensure that various technologies for PTC are compatible across the nation.
- d) Advocate that the appropriate local or regional entity, such as SANBAG, be partners in on-going federal policy discussions to alter the liability cap for commuter rail accidents.
- e) Support legislation to change and/or exempt level boarding access requirements for existing commuter rail systems.
- f) Support policies that recognize the importance and fund commuter rail and transit connectivity to High Speed Rail.
- g) Support the inclusion of San Bernardino County projects in the New and Small Starts programs.
- h) Work to secure the greatest commuter tax benefits possible to incentivize the use of transit options.
- i) Expand eligible uses for federal transit funds to provide maximum flexibility to local agencies to fund capital and operations needs.

SANBAG 2015-2016 State Legislative Platform

The legislative platform serves as the basis to proactively engage in policy and legislative initiatives that will enable the San Bernardino Associated Governments (SANBAG) to deliver projects and programs that meet the needs of our region. This document also guides staff recommendations to the SANBAG Board of Directors on state legislative, regulatory, and administrative matters that are anticipated to be addressed in the coming legislative session.

SANBAG will collaborate with regional and statewide stakeholder groups to advance the legislative program including, but not limited to, the Southern California Consensus Group, Mobility 21, California Association of Councils of Governments, the Self-Help Counties Coalition, the California Transit Association, the Southern California Regional Rail Authority, and the High Desert Corridor Joint Powers Authority.

Key Issues

In the coming legislative session, SANBAG anticipates a number of key issues to be considered including initiatives related to Cap and Trade funding distributions and innovative project delivery mechanisms.

Cap and Trade

- a) Support the use of auction revenue from fuels to implement the AB 32 regulatory program and Sustainable Communities Strategies as required under SB 375 to reduce greenhouse gas (GHG) emissions from transportation allowing for local flexibility on project selection, considerations of the cost-effectiveness and technological feasibility, and promote innovation, collaboration, economic development and sustainability.
- b) Continue to advocate that project funding determinations be targeted at the regional, level reflecting each region's transportation funding structures under statewide criteria for evaluating GHG impacts.
- c) Support actions that assist local governments with meeting regional GHG reduction goals including, but not limited to, grants, incentive funding, and economic development tools that support transit oriented development.
- d) Support an implementation program that includes a performance-based approach to maximize regional flexibility with improved modeling and verification systems to ensure effective results.
- e) Advocate that the distribution of funds arising from transportation sources should fund a broad array of projects that are geographically balanced rather than focus exclusively on a single or limited set of specified projects.

Innovative Project Delivery

SANBAG will advocate that innovative financing opportunities remain available for county transportation commissions to leverage local dollars, accelerate construction and job creation, and provide mobility options for the traveling public.

- a) Support the consideration of public-private partnerships (P3s) in the development of transportation improvements.
- b) Work to ensure that existing innovative project delivery methods such as design-build, construction manager/general contractor, and other tools are available and effective for a broad variety of projects including highways, transit, and local streets and roads.

- c) Support measures that expand the use of design-build and P3s, with expanded flexibility, reduced multi-level approval and reporting requirements for projects that are largely locally funded or locally controlled, and an extended timeline for use of the authority.
- d) Advocate for reforms to ensure projects are delivered faster, with increased flexibility and better coordination.
- e) Support legislation and/or administrative reforms to enhance project delivery, including contracting out to the private sector, as appropriate.
- f) Oppose efforts to impose additional mandates, hurdles, and requirements, beyond those already in existence, on lead agencies using alternative project delivery mechanisms.
- g) Projects selected for alternative project delivery mechanisms should be based on locally driven alternatives and needs and should not require state approval when funded primarily with local funds.
- h) Support process and timeline improvements to reduce the overall state review time.
- i) Support efforts to ensure the streamlining provisions of MAP-21 are implemented in a timely manner and in a way that provides the maximum benefit to project delivery schedules.
- j) Oppose efforts to impose state requirements without the consent of the local agency for the expenditure of locally raised revenues, including Measure I and potential toll revenues.
- k) Oppose legislation that seeks to divert local revenues for state purposes.
- l) Support efforts to preserve local flexibility in the administration of toll facilities.
- m) Oppose any requirements to allow specific vehicle classes to have unrestricted access to carpool or toll facilities.

I. State/Local Fiscal Issues

- a) SANBAG will advocate for stable State funding, indexed for population growth, for transportation projects in San Bernardino County.
- b) Oppose unfunded mandates on local governments.
- c) Support priority state funding for projects supported by voter-approved transportation local sales tax measures.
- d) Support efforts to maintain and protect transportation and transit funding as approved under the gas tax swap and as protected under Proposition 22. Oppose the diversion of transportation revenues for non-transportation purposes.
- e) Oppose efforts to link existing transportation funding sources to the achievement of AB 32 objectives. Such priorities should be funded with new or enhanced funding sources rather than the reprioritization of existing, already oversubscribed sources.
- f) Support budget and California Transportation Commission allocations to fully fund projects for San Bernardino County included in the State Transportation Improvement Program, State Highway Operation and Protection Program, bond programs, and the Measure I Expenditure Plan.
- g) Support the implementation of Moving Ahead for Progress in the 21st Century (MAP-21) in an equitable manner at established funding levels with respect for the roles and responsibilities in existence in each region guiding project selection and discretion in allocation decisions.
- h) Support retention of decision making, project selection, and funding authority at the county transportation commission level governing the use of all related funding sources.
- i) Oppose legislative or regulatory actions that rely on regional transportation agencies to raise revenue for transportation or planning purposes.
- j) Support legislation to provide funding for innovative, intelligent/advanced transportation, goods movement, demand management, active transportation, and air quality programs which relieve congestion, improve air quality, and enhance economic development.

- k) Oppose an unreasonable increase in the administrative fees levied by the Board of Equalization for the collection and administration of county transportation sales tax measures and seek relief if necessary.
- l) Support state policies that assure timely allocation of transportation revenue and allow for regions to advance projects with local funds as needed.
- m) Support legislation that will incentivize counties without a voter approved tax measure for transportation to become “self-help” counties and recognizes/rewards the investment in the state’s transportation system made by self-help counties.
- n) Support the resolution of outstanding Buy America implementation issues to ensure that projects are able to move forward without unreasonable delays and cost increases.

II. Council of Governments

- a) Support local control of the Ontario International Airport in recognition of the benefits of goods movement and passenger travel to San Bernardino County and the Inland Empire.
- b) Support efforts for Council of Government development and funding.
- c) Monitor legislation related to incentives for the development of affordable housing and transit-oriented developments
- d) Support legislative and regulatory actions that incentivize the attraction, retention, and growth of businesses and employment in San Bernardino County.

III. Goods Movement

- a) Support the development of the state freight plan, which recognizes the unique needs of San Bernardino County and its significant role in freight movement. The plan should not only recognize the economic benefits of the freight industry but should also include proposals to mitigate the associated congestion, air quality and community impacts and a recognition of the regions parallel transportation systems through a corridor based approach.
- b) Support legislation that reduces freight-related impacts to San Bernardino County, including a particular focus on impacts to disadvantaged communities.
- c) Ensure that goods movement project selection and prioritization authority is maintained at the local level.
- d) Monitor any state container fee legislation to ensure that San Bernardino County goods movement projects are funded and that San Pedro Bay Ports are not placed at a competitive disadvantage that would harm the overall Southern California economy.
- e) Oppose legislation that allows triple trailers in urbanized areas of San Bernardino County because of safety concerns, with the exception of border cities and/or bump stations, or dedicated truck lanes (e.g. Barstow/Needles).
- f) Support legislation to reduce road damage from heavy trucks by reduced axle loading rather than an exclusive focus on gross vehicle weight.
- g) Support recognition of the importance of San Bernardino County to the overall goods movement systems as part of any investment plan.
- h) Support freight-related funding programs similar to the Trade Corridor Improvement Fund, providing such a program would not divert funding from existing transportation programs.

IV. Energy, Air Quality & the Environment

- a) Support incentives to transition to alternative fuels and electric vehicles (EVs), including tax benefits and other incentives.
- b) Support cost effective and technologically feasible conversion and replacement of public transit fleets to alternative fuels and EVs.

- c) Support programs to provide refueling/recharging infrastructure for alternative fuel or electric vehicles.
- d) Support Property Assessed Clean Energy (PACE) program financing.
- e) Support utility planning and upgrades to electrical infrastructure in support of fleet conversion and possible rail electrification programs.
- f) Monitor regional proposals aimed at Cap and Trade and its focus on infrastructure impacts.
- g) Support maximum regional project selection capabilities for Active Transportation Projects.
- h) Continue to support the independence of the Mobile Source Air Pollution Reduction Review Committee, and the protection of AB 2766 funding.
- i) Oppose legislative action that would reduce SANBAG's discretion in allocating Congestion Mitigation and Air Quality (CMAQ) funds.
- j) Work in partnership with the South Coast Air Quality Management District and the Mojave Desert Air Quality Management District to promote job creation and retention, protect the public health, and work to improve the overall quality of life for San Bernardino County residents.
- k) Support legislation to streamline the environmental review and project development process to avoid potentially duplicative and unnecessary steps, while maintaining critical environmental protections.
- l) Partner with key stakeholders to advocate for the postponement of federal air quality standard deadlines in the South Coast Basin in order to allow for a more realistic implementation timeframe given the current forecast of available technology and funding options.
- m) Support revisions to the California Environmental Quality Act (CEQA) that expedite project delivery while maintaining critical environmental protections.
- n) Support a review of existing state and federal environmental and planning laws to reduce unnecessary and duplicative provisions.
- o) Oppose additional CEQA review and process requirements that delay projects and increase costs while achieving little to no additional environmental benefits.
- p) Oppose provisions that allow the CEQA process to be used to achieve non-environmental goals or to slow or delay projects that otherwise meet adopted environmental standards and include required mitigation measures.

V. Highways & Roads

- a) Support current program funding for Freeway Service Patrol, ride-sharing and call boxes, consistent with the level of growth and utilization.
- b) Support equitable funding and resources for San Bernardino County freeway landscaping and maintenance.
- c) Monitor the use of National Environmental Policy Act oversight authority delegated to the California Department of Transportation to ensure that local and state projects are receiving equal benefits and reduced project review times.
- d) Participate in studies of market-based pricing measures to relieve traffic congestion, improve air quality and/or fund transportation alternatives.
- e) Encourage the new State Transportation Agency to develop a mechanism for reporting on the performance of the new agency and the quality of the state and local project delivery programs and services, particularly in light of new requirements to locally fund state services such as oversight, project initiation documents, and other items.
- f) Monitor the implementation of the California Transportation Infrastructure Priorities (CTIP) and State Smart Transportation Initiative (SSTI) programs. Oppose any efforts to shift local funding to interregional and statewide needs, the possible restructuring of the STIP allocation process to shift funds away from local agencies, and any efforts to impede or remove local flexibility and control over local revenues, and project selection/administration authority.

VI. Transit & Commuter Rail

- a) Advocate that transit operations continue to have a strong state funding role as a vital service that improves mobility and helps meet federal and state mandates.
- b) Oppose additional requirements for increased service levels unless they are agreed to by the transit operator or appropriately funded.
- c) Advocate for a safe, appropriately funded, and growing bus and rail system in Southern California with equitable distribution of funds and flexibility in the administration of the programs to meet the needs of each region.
- d) Support state funding for Positive Train Control.
- e) Support legislation and programs that facilitate (or remove obstacles to) transit oriented development near rail and bus rapid transit stations.
- f) Advocate for high speed, and higher speed, rail investment in San Bernardino County and connectivity with local and regional transit.
- g) Support increased funding for higher speed commuter rail and improved transit connectivity as feeder services for High Speed Rail (HSR).
- h) Assure a SANBAG role in the planning for HSR and advocate for the full evaluation of all viable routes serving San Bernardino County before a final alternative is chosen.
- i) Advocate priority for the L.A.-San Diego via the Inland Empire HSR route.
- j) Advocate to secure funding for the completion of all connectivity projects complementary to the development of HSR.
- k) Support incentives for ridesharing and/or reimbursement for transit passes.
- l) Support state funding for commuter rail operations.
- m) Support appropriate funding levels from state sources to support transit operations that help to achieve AB 32 and SB 375 goals. The state should also recognize that, absent a new source of state funding, agencies will be unable to fully fund the level of service required to meet those goals in the future.
- n) Oppose legislation that seeks to mandate that SANBAG fund or operate specific transportation projects in San Bernardino County.
- o) Advocate to preserve SANBAG's decision making authority over transportation projects that are constructed and operated in San Bernardino County.
- p) Oppose all efforts that threaten the viability of SANBAG's Measure I Transit Program by requiring uncontrolled expenditures on an individual project or group of projects.
- q) Ensure that planning efforts for major transit investments in San Bernardino County should be done by or in consultation with SANBAG.
- r) Work with stakeholders to update bus axle weight standards.

VII. General

- a) Oppose legislation that could threaten the timely delivery of projects in the Measure I Expenditure Plan or interferes with the authority to administer any Measure I programs and services.
- b) Oppose legislative and regulatory efforts to reduce SANBAG's ability to efficiently and effectively contract for goods and services, conduct business for the good of the organization, and limit or transfer risk or liability.
- c) Monitor changes to the Brown Act that relate to the use of new technologies for communication with the public and with members of the Board of Directors, as well as changes to legislation related to public records and information requests.

Minute Action

AGENDA ITEM: 6

Date: *October 8, 2014*

Subject:

State and Federal Legislative Update

Recommendation:

That the Committee recommend the Board receive and file the State and Federal Update.

Background:

State Update

SB 743 (Chapter 386, Statutes of 2013) called for the Governor's Office of Planning and Research (OPR) to establish criteria for determining the significance of transportation impacts of projects located within transit priority areas. These are defined as areas located within one-half mile of an existing or proposed major transit stop. This bill requires that the developed criteria promote the reduction of greenhouse gas emissions, development of multimodal transportation networks, and a diversity of land uses. These criteria may include, but are not limited to; vehicle miles traveled or trip generation.

OPR released "Updating Transportation Impacts Analysis in the CEQA Guidelines" (Preliminary Discussion Draft) in August 2014. This draft outlines a significant shift in how transportation projects will be evaluated under the California Environmental Quality Act (CEQA). Vehicle delay and congestion at intersections and on roadways, as described by level of service (LOS), will no longer be considered a significant impact under CEQA. LOS would still be allowed in the local planning process for general plans, zoning codes, and other associated programs.

Instead, the metrics used to evaluate a project's impact would focus on vehicle miles traveled (VMT). When determining whether there is a significant impact generated by a project, there are a number of items to consider. If the project results in VMT greater than the "regional average for the land use type" then the project may indicate a significant impact. Projects that could have less than significant transportation impacts include those that are located within one-half mile of a transit stop, those that result in a net decrease in VMT, and land use plans that are consistent with the sustainable communities strategy (SCS).

There are also provisions related to transportation projects and the concept of induced vehicle travel. Projects that increase roadway capacity or add a new roadway to the network should be analyzed to determine whether this additional capacity will induce additional trips or increase VMT. There are exceptions indicated for safety projects, grade separations, projects that improve transit operations, managed lanes (toll, high occupancy, or transit/freight only lanes), short auxiliary lanes, transportation projects that are consistent with an SCS, and those transportation projects (including bicycle/pedestrian projects) leading to a net decrease in VMT.

Entity: CMA, COG, CTA, CTC, SAFE

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Although SB 743 focused primarily on the shift to VMT for transit priority areas, the bill further allows OPR to adopt guidelines applying these metrics statewide for all projects. In their proposed update, the guidelines recommend the immediate application for new projects located within one-half mile of a major transit stops or within a high quality transit corridor. Its broader application statewide to all projects is proposed to begin January 1, 2016.

SANBAG will be submitting a comment letter by the October 10, 2014 deadline outlining concerns with the following issues, in addition to other technical corrections and comments:

- The definition of “Regional Average” – the document contains references to the metropolitan planning organization area, the regional transportation plan area, and the regional transportation planning agency area for the purposes of determining the VMT regional average. In the SCAG region, the first two areas are potentially different data sets than the third. It is unclear whether the lead agency would be permitted to choose the data set and under what circumstances. Additionally, the SCAG region has specific provisions to allow for the preparation of sub-regional SCS’ and it is unclear how those sub-areas would be treated.
- Delay statewide implementation – given the timeline to develop the guidelines and enter into the formal rulemaking process, there will be insufficient time to evaluate the implementation effort for the transit priority/high quality transit corridor areas and determine whether changes are needed before the statewide application is instituted in 2016. SANBAG recommends the development of a pilot program which would generate data and case studies which could be used to properly evaluate these new tools and build credibility for this new metric. In order to sufficiently allow this pilot program process to unfold, the statewide implementation should be delayed.
- Availability of data – the guidelines propose to use trip length as part of the calculation to determine the VMT for a project. SANBAG questions whether there is sufficient data available to conduct such an analysis.
- Consistency with SB 375 (Chapter 728, Statutes of 2008) – since the passage of SB 375, which required the development of a Sustainable Communities Strategy in conjunction with the Regional Transportation Plan - the concept of being “consistent with SB 375” or “consistent with the SCS” has never been well defined. Is simply being contained within the adopted SCS for the region sufficient for determining a less than significant impact under CEQA for the purposes of this analysis?
- Interchanges – these projects can be more complex than the guidelines contemplate as a project that provides access to new development or improves connectivity can provide overall benefits and potential trip reduction.

Following the comment period, OPR is expected to revise its preliminary draft and submit a revised draft to the Natural Resources Agency. This would then begin a formal rulemaking process, which could entail additional public review and revisions. The rule would take effect following adoption by the Natural Resources Agency and certification by the Office of Administrative Law.

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Federal Update

In order to avoid another government shutdown with an election on the horizon, the House and Senate have both approved a Continuing Resolution to fund the federal government at current levels through December 11, 2014. The President is expected to sign the bill.

The House Transportation & Infrastructure Committee also recently released and approved H.R. 5449, the Passenger Rail Reform and Investment Act (PRRIA) of 2014. The bill proposes to make several changes to Amtrak's accounting and procurement processes to help states understand the cost structures they fund, leverage private sector resources, streamline environmental reviews, and restructure the funding arrangements between the Northeast Corridor and the rest of the system. The bill is not expected to be acted on until the spring.

The House and Senate are now in recess until after the November elections. Both are scheduled to return on November 12th.

Financial Impact:

This item has no fiscal impact on the Fiscal Year 2014/2015 SANBAG Budget

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Wendy Strack, Director of Legislative and Public Affairs

Minute Action

AGENDA ITEM: 7

Date: *October 8, 2014*

Subject:

Caltrans Sustainability Transportation Planning Grant Submittal

Recommendation:

Receive information on the proposed SANBAG/Omnitrans grant application under the Caltrans Sustainability Transportation Planning Grant Program.

Background:

SANBAG is partnering with Omnitrans to submit an application under the Caltrans Sustainable Transportation Planning Grant Program for Fiscal Year 2015/2016. The program was created to support the Caltrans mission: *Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.* Grant program overarching objectives have been identified by Caltrans to ensure consideration of major efforts in transportation planning, including: Sustainability, Preservation, Mobility, Safety, Innovation, Economy, Health, and Equity. Caltrans released the program call for applications on September 2, 2014.

The Sustainable Transportation Planning Grant Program supersedes the prior Caltrans grant programs of Environmental Justice, Community-Based Transportation Planning, and Transit Planning; however, these important areas are still eligible for funding under the new grant program. Caltrans provides transportation planning grants to promote a balanced, comprehensive multimodal transportation system. These grants may be used for a wide range of transportation planning purposes which address local and regional transportation needs and issues. The implementation of these grants should ultimately lead to the adoption, initiation, and programming of transportation improvements. The Fiscal Year (FY) 2014/2015 schedule for FY 2015/2016 Grant Awards is as follows:

- September 2, 2014 — Release Call for Applications
- September – Grant Marketing Events
- October 31 at 5:00 p.m. – Application Deadline
- November – District Grant Application Review/Ranking
- December/January – Headquarters Grant Committee Review/Funding Recommendations
- February – Management Approval of Committee Recommendations
- March – Send Preliminary Notifications to All Applicants
- April – Send Conditional Award Letters with State Budget Contingency
- July 2015– Grantees May Begin Work, Pending State Budget Approval

The SANBAG/Omnitrans grant proposal is titled “Customer-Based Ridesharing and Transit Interconnectivity Study.” San Bernardino County has a growing network of rail and bus transit routes to serve its population and employment base. The San Bernardino Metrolink line is the

Entity: CTC

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highest ridership line on the regional system. The line is being extended to downtown San Bernardino by 2015, and a nine-mile Redlands Passenger Rail system will be in operation between San Bernardino and Redlands by 2018. The E Street sbX bus rapid transit system began revenue service in April 2014 between Loma Linda and Cal State San Bernardino.

These three systems converge, together with local Omnitrans bus routes, at a new transit center currently under construction in downtown San Bernardino. The West Valley Connector study is also well along in defining a higher-capacity transit option connecting major centers of activity in Ontario, Rancho Cucamonga, and Montclair, with modal options ranging between rapid-bus and full BRT. San Bernardino County agencies are also aggressively implementing the countywide Non-Motorized Transportation Plan (Active Transportation Plan).

This Caltrans Sustainable Transportation Planning Grant application is proposed as a way to make the maximum use of the transit assets in the Valley and our countywide ridesharing, vanpooling, and active transportation initiatives going forward. The goal is to see all of these transportation investments as an integrated, customer-focused system that increases both the choices of transportation modes and the visibility of those choices. SANBAG and Omnitrans are making this proposal jointly, as both have responsibilities for various transportation modes and services: SANBAG for Metrolink, Redlands Rail, and the ridesharing/vanpooling programs, and Omnitrans for express and local bus service in the Valley.

Both SANBAG and Omnitrans have relationships and communication with major employers and activity centers throughout the Valley. The grant proposal will more fully coordinate these customer outreach efforts and identify system enhancements that can make transit, ridesharing, and active transportation more convenient and competitive as transportation modes. For example, some of the principal employers and activity nodes in the Valley are near the Metrolink corridor, but outside of reasonable walking/cycling distance. This study will work with these entities to determine what is needed to make transit and/or ridesharing/vanpooling more practical and convenient for their employees and customers and to prepare an action plan to address the identified shortcomings. The study would also examine how to promote transit ridership to downtown San Bernardino employers once the new transit center is opened.

A cash or in-kind match of 11.47% of the total project cost is required. It is anticipated that a cash match of up to \$50,000 may be proposed in the grant application. The grant request is expected to be in the range of \$300,000 to \$400,000. If SANBAG is successful in obtaining this grant, the matching funds will be included in the FY 2015/2016 SANBAG budget.

Financial Impact:

This item has no impact on the Fiscal Year 2014/2015 SANBAG Budget. If SANBAG is successful in obtaining the grant, matching funds up to \$50,000 would be included in the Fiscal Year 2015/2016 SANBAG Budget.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Timothy Byrne, Chief of Planning

Minute Action

AGENDA ITEM: 8

Date: *October 8, 2014*

Subject:

Development and Implementation of a SANBAG County-Wide Vanpool Program

Recommendation:

That the General Policy Committee recommend the Board:

- A. Approve development and implementation of a San Bernardino Associated Governments (SANBAG) Vanpool Program.
- B. Approve an allocation for FY 2014/2015 thru FY 2017/2018 in the amount of \$4,000,000 in Federal Congestion Mitigation Air Quality funds.
- C. Approve a revenue and expense budget amendment to the SANBAG FY 2014/2015 Budget to add a new task 0383 Vanpool Program in the amount of \$642,000 in Federal Congestion Mitigation Air Quality funds.

Background:

Based on the success of the San Bernardino Regional Vanpool Program – Victor Valley Phase developed by SANBAG and VVTA, SANBAG has studied opportunities to expand the program countywide. Based on this analysis, significant benefits exist in creating a vanpool program throughout San Bernardino County and possibly, in partnership with Riverside County Transportation Commission, into Riverside County.

The Federal Transportation Administration (FTA) considers vanpool a public transportation mode when a vanpool is subsidized on an ongoing basis and meets certain FTA public transit requirements. As a public transportation mode, FTA requires the reporting of vanpool ridership data into the National Transit Database (NTD), similar to other public transit modes. The San Diego Association of Governments (SANDAG), Orange County Transportation Authority (OCTA) and Los Angeles County Metropolitan Transportation Authority (LACMTA) all have vanpool programs.

SANDAG began their vanpool program in 1996 with LACMTA and OCTA starting their programs in 2007. All three agencies have realized a minimum \$2 return of FTA Section 5307 Urbanized Area Formula Program funding for every \$1 invested. Some programs nationwide have claimed up to a \$3 return in funding. FTA Section 5307 funding is returned to the agency approximately two years after submitting annual data into the NTD. FTA Section 5307 funding may be used on eligible capital programs and expenses (such as vanpool subsidies, bus purchases, facilities, security, and computer hardware/software), as well as mobility management, planning, engineering design and evaluation of transit projects, and other technical transportation-related studies.

Entity: *CTC*

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In October 2011, Victor Valley Transit Authority (VVTA) in partnership with SANBAG was awarded a \$1.491 million dollar grant from the FTA 5309 – Bus Livability Program for the San Bernardino Regional Vanpool Program – Victor Valley Phase. The vanpool program – Victor Valley phase projected a project cost in the amount of \$1.864 million. As part of the approved grant, a 20% match was required in the amount of \$372,800 which was provided by SANBAG using Measure I, Project Development and Traffic Management Systems, Victor Valley and North Desert (Barstow) area funds. In addition, SANBAG also provided an additional \$371,512 to cover the VVTA administrative costs for the three-year period of the grant, which was not included as part of the grant award. The intent of the FTA grant, as well as the SANBAG contribution, was to jump-start the program at no expense to VVTA. Once the FTA Section 5307 funds are returned to VVTA, they would then be able to sustain the on-going program with this new revenue source without further SANBAG or the companion FTA 5309 support.

SANBAG in conjunction with VVTA designed the vanpool program to replicate programs offered by other transportation authorities such as LACMTA, OCTA and SANDAG. The authority provides up to \$400 a month directly to the vanpool leasing company to reduce the vanpool lease costs. In return the vanpools follow agency guidelines and provide monthly reporting. The FTA 5309 Bus Livability grant provided funding for a subsidy for Vanpool Leases (\$1.734m) and Asset Management (\$130K), the latter category also funded the development of a web-based system for program administration. The Victor Valley Vanpool Program became active in September 2012 and by March 2014 the program had 139 net active vanpools. Of these vanpools the average occupancy was 80% and the participants traveled roughly 300,000 miles with a total of 37,000 passengers. (Note: one passenger-trip is counted for each passenger and driver as they traveled to a destination and then another passenger-trip for the return). As of March 2014, the farebox recovery was 74%. It is important to note that most bus transit agencies have a farebox recovery of 10%-20%.

Vanpools remain one of the few transit alternatives that generate additional revenue to an agency. Vanpools are a low-cost commute alternative with a high average one-way commute trip (30 to 50 miles). Given that most vanpool passengers are former single occupant vehicle travelers, vanpools result in significant regional benefits, some of which include a reduction in freeway traffic, improved air quality, and less stress on the commuter.

Based on the success of the vanpool program as developed by SANBAG and VVTA, SANBAG conducted a study to determine if there were opportunities to expand the program countywide. This effort is being performed as part of the San Bernardino County Transit Efficiency Study (Efficiency Study) using one of SANBAG's on-call transit and rail consultants.

Study Recommendations

The initial results concluded that the current vanpool inventory, (see Attachment A), in the rest of the county is quite promising to begin an ongoing vanpool subsidy program. Along with aggressive outreach and marketing, the slowly improving economic climate, the initial market will only grow.

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Riverside County Transportation Commission (RCTC) does not have an existing vanpool program. The vanpool inventory analysis concluded that RCTC has enough vans to provide vanpool subsidies and potentially start a joint vanpool program with SANBAG. As a result, SANBAG staff met with RCTC staff to identify whether there was an interest in a joint program.

Since the analysis, RCTC has expressed significant interest in joining the SANBAG vanpool program. Discussions included a program partnership in funding an ongoing vanpool subsidy program for Riverside County residents. Conversations with RCTC regarding implementation suggest SANBAG would operate the program much like RCTC operates the IE511 for SANBAG, and how SANBAG operates the call box call-answering center for RCTC. Both agencies have partnered across county lines for various long term programs. RCTC has expressed an interest in starting a vanpool program to take effect six to twelve months after SANBAG implements its own expanded program. SANBAG would then absorb the administrative costs and ask RCTC to reimburse their share. This partnership would result in reducing overall administrative costs for the on-going program. This model could be used should any other agencies request SANBAG administer the program on their behalf.

Staff has projected that for the first nine to twelve months of program development, along with the first three fiscal years of implementation, these expenses are eligible to be funded through Congestion Mitigation and Air Quality (CMAQ) funding. These estimated costs as shown in (Attachment B) will not exceed \$4 million and include costs for vanpool subsidies, asset management development, and program set-up and administration costs. It is anticipated that by the third year of implementation, the FTA Section 5307 funding returned to the program will be more than sufficient to sustain it on an on-going basis; based on the assumption that the first year of implementation will be returned at a rate of \$2 in funding generated for every \$1 invested into the program in year one. The Section 5307 funding generated may be used for on-going subsidies, staff administration, asset management and contract assistance. SANBAG may choose to “swap” the remaining FTA Section 5307 funding for local funds (either internally or with a partner agency) to help fund the remainder of the on-going program. Each year the excess FTA Section 5307 funds generated could be utilized on other SANBAG transit/rail programs within the urbanized area.

To properly administer, report, and provide fiscally sound oversight of an expanded vanpool program, there is a need for dedicated staff and/or consultants to work on this program. These labor requirements will be in greater demand during the first two fiscal years of development, testing, implementation and fine-tuning of the program. The Study recommends that SANBAG consider providing administrative support through a new mid-management level SANBAG employee. This option is recommended for the following reasons and costs associated to the dedicated staff and consultants (see Attachment B).

- An in-house staff is more cost-effective and will save SANBAG funding resources in the long run;
- SANBAG will retain all development, database and programmatic knowledge of an on-going program that has a track record of growth (not decline);

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- The funding, reporting and tracking requirements are complex and it is in SANBAG's best interest to maintain control over these functions as well as utilize in-house finance, programming, and legal staff along with vanpool staff to address these complexities;
- There is a learning curve to administering this program and even though consultants or other public agencies may possess some of that knowledge, because of the ongoing nature of this program it is in SANBAG's best interest to develop and retain that knowledge in-house; and
- There are no indications of changes to the arduous federal reporting and funding requirements, which are best addressed within SANBAG.

FTA allows for a dedicated staff person to charge 100% of their time to a capital project; however, SANBAG has projected that this additional staff person would manage the Vanpool program 80% - 90% of their time. SANBAG will use local funds as a match to other activities outside of Vanpool. The Transit and Rail Department has created a draft scope for this new position, which includes support of all other activities in the Department. Vanpool programs in the region provide one full time equivalent (FTE) in-house staff person for every 150 vanpools. This one FTE can easily handle up to 400 vanpools. As the program grows and SANBAG gains sufficient in-house expertise, SANBAG may consider contracting out certain functions, such as out-sourcing customer service, reviewing and clarifying leasing vendor application input, and reviewing and approving applications, as well as minor database maintenance.

It must be noted that this vanpool expansion presents complexities that do not exist in many of the other vanpool region-wide programs. Based on the inventory of current vanpools, vanpools could travel through eight separate federally designated urbanized areas (UZAs) and/or non-urbanized areas. It is critical that SANBAG properly document and track each vanpool travel pattern, as this is an NTD reporting requirement. In addition, vanpools that travel through non-urbanized areas will be tracked and reported separately from those that travel within an UZA. The resulting FTA Section 5307 and 5311 funding will need to be divided up and apportioned based on the area that generated the revenue. Because of the interregional nature of the program and the NTD complexities, SANBAG is in a good position to administer the program based on past experience with similar complex funding and implementation of interregional programs. It should be noted that SANBAG has been approached by outside agencies to administer the program on behalf of SANBAG, but due to the complexities of the program and the urbanized area reporting as described above, it was determined this would not be in the best interest of SANBAG.

Also, with the possibility of RCTC and other agencies joining the program at a future date, the on-line system that SANBAG will develop must be capable of separately administering multiple tenants. Due to the funding and reporting intricacies of an expanded vanpool program, as well as the potential future partnerships with RCTC to share administration, it is recommended that SANBAG administer this expanded program just like county-wide vanpool programs are administered in other counties (OCTA, LACMTA, SANDAG, etc.).

Financial Impact:

The current development of a SANBAG vanpool program is inconsistent with the Fiscal Year 2014/2015 Budget. Staff is recommending approval for the implementation plan and a budget amendment to support the plan.

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Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Monica Morales, Transit Analyst

Attachement A San Bernardino County Vanpool Projections

(does not include vans that terminate in greater Victor Valley area)

3 Yr CMAQ	SANBAG Vans		
	Month New	Total	
July-15	38	38	FY 1516
August-15	38	75	
September-15	4	79	
October-15	4	83	
November-15	5	88	
December-15	5	93	
January-16	5	98	
February-16	5	103	
March-16	6	109	
April-16	6	115	
May-16	6	121	
June-16	7	128	
July-16	3	131	FY 1617
August-16	3	134	
September-16	3	137	
October-16	3	140	
November-16	3	143	
December-16	3	146	
January-17	3	149	
February-17	3	152	
March-17	4	156	
April-17	4	160	
May-17	4	164	
June-17	4	168	
July-17	4	172	FY 1718
August-17	4	176	
September-17	4	180	
October-17	4	184	
November-17	4	188	
December-17	4	192	
January-18	4	196	
February-18	4	200	
March-18	4	204	
April-18	5	209	
May-18	5	214	
June-18	5	219	

3 Yr Post	SANBAG Vans		
	Month New	Total	
July-18	5	224	FY 1819
August-18	5	229	
September-18	5	234	
October-18	5	239	
November-18	5	244	
December-18	5	249	
January-19	5	254	
February-19	6	260	
March-19	6	266	
April-19	6	272	
May-19	6	278	
June-19	6	284	
July-19	6	290	FY 1920
August-19	6	296	
September-19	6	302	
October-19	7	309	
November-19	7	316	
December-19	7	323	
January-20	7	330	
February-20	7	337	
March-20	7	344	
April-20	7	351	
May-20	8	359	
June-20	8	367	
July-20	8	375	FY 2021
August-20	8	383	
September-20	8	391	
October-20	8	399	
November-20	8	407	
December-20	9	416	
January-21	9	425	
February-21	9	434	
March-21	9	443	
April-21	9	452	
May-21	10	462	
June-21	9	471	

Attachment: Attachment A (1197 : SANBAG County-Wide Vanpool Program)

Attachment B SANBAG Vanpool Expansion Phase II

Vanpools	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
# Vanpools by FY-End	N/A	128	168	219	284	367	471
% Growth	N/A	N/A	31%	30%	30%	29%	28%

Assumes 2% month to month growth beyond FY 15-16

Expense by Cost Center	FY 14/15	FY 15/16	FY 16/17	FY 17/18	3-Yr Total	FY 18/19	FY 19/20	FY 20/21	3-Yr Total	6-Yr Total
Vanpool Lease		\$ 551,800	\$ 712,000	\$ 933,600	\$ 2,197,400	\$ 1,213,200	\$ 1,569,600	\$ 2,023,296	\$ 4,806,096	\$ 7,003,496
Asset Management	\$ 200,000	\$ 28,000	\$ 28,000	\$ 63,000	\$ 119,000	\$ 28,000	\$ 28,000	\$ 63,000	\$ 119,000	\$ 238,000
In House Staff (1.15 FTE)	\$ 258,750	\$ 247,500	\$ 247,500	\$ 247,500	\$ 742,500	\$ 247,500	\$ 247,500	\$ 247,500	\$ 742,500	\$ 1,485,000
Consultants	\$ 75,000	\$ 75,000	\$ 30,000	\$ 30,000	\$ 135,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 90,000	\$ 225,000
Marketing	\$ 100,000	\$ 50,000	\$ 40,000	\$ 40,000	\$ 130,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 120,000	\$ 250,000
Other	\$ 7,500	\$ 10,000	\$ 11,000	\$ 12,100	\$ 33,100	\$ 13,310	\$ 36,410	\$ 14,641	\$ 64,361	\$ 97,461
Total	\$ 641,250	\$ 962,300	\$ 1,068,500	\$ 1,326,200	\$ 3,357,000	\$ 1,572,010	\$ 1,951,510	\$ 2,418,437	\$ 5,941,957	\$ 9,298,957

Fund Source	FY 14/15	FY 15/16	FY 16/17	FY 17/18	3-Yr Total	FY 18/19	FY 19/20	FY 20/21	3-Yr Total	6-Yr Total
CMAQ	\$ 641,250	\$ 962,300	\$ 1,068,500	\$ 1,326,200	\$ 3,357,000				\$ -	\$ 3,357,000
FTA Section 5307					\$ -	\$ 1,732,140	\$ 1,923,300	\$ 2,387,160	\$ 6,042,600	\$ 6,042,600
FTA Section 5311					\$ -	\$ 192,460	\$ 213,700	\$ 265,240	\$ 671,400	\$ 671,400
Total	\$ 641,250	\$ 962,300	\$ 1,068,500	\$ 1,326,200	\$ 3,357,000	\$ 1,924,600	\$ 2,137,000	\$ 2,652,400	\$ 6,714,000	\$ 10,071,000
Excess Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 352,590	\$ 185,490	\$ 233,963	\$ 772,043	\$ 772,043

Comments: Expense by Cost Center

- ***Vanpool lease:** based on \$400 per vanpool per month which is paid directly to vanpool leasing vendors. Added a \$100K vanpool lease contingency in Yr 1 that should be carried over for future years if needed.
- ***Asset Management:** In FY14-15, procure for online system, develop, test, activate; plus incremental cost to install TransTrack vanpool module, modules and reporting into the NTD. Yr 2 and beyond: maintenance/hosting of both systems and minor upgrades; every 3 years budgeted an additional \$35K in enhancements. Assumes transit program will pay for basic/standard TransTrack module and these are incremental costs for vanpool module.
- ***In House Staff:** Assumes position hired at an Analyst level plus .15 FTE for backup and other in house assistance (legal, procurement).
- ***Consultants:** Consultants at 500 hours for FYs 14-15 and 15-16 , and then 200 hours in subsequent years.
- ***Marketing:** FY 14-15 includes development of a marketing plan, materials design, logo, website changes, kick off event. Subsequent FYs includes further implementation of plan including direct advertising and minor materials adjustments. Does not include expenses by IECS to market to employers.
- ***Other:** Misc costs, misc printing, materials, advertisements for RFPs; increases slightly in future years for unknowns.

Comments: Fund Source

- ***FTA Section 5307:** Assume FTA Section 5307 in FY 18-19 is based on 2X total program costs in FY 15-16.
- *Section 5307 is 90% of projected 2X allocation, Section 5311 is 10% of projected 2X allocation.

Attachment: Attachment B (1197 : SANBAG County-Wide Vanpool Program)

GENERAL POLICY COMMITTEE ATTENDANCE RECORD – 2014

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
R. Carey Davis City of San Bernardino	X	X		X	**	X	**					
Paul Eaton City of Montclair	X	X			**	X	**	X				
Ed Graham City of Chino Hills	X	X	X	X	**		**					
Jim Harris City of Twentynine Palms	X	X	X	X	**	X	**		X			
Bill Jahn City of Big Bear Lake	X	X	X	X	**	X	**	X	X			
Robert Lovingood Board of Supervisors			X		**		**		X			
Larry McCallon City of Highland		X	X	X	**		**	X	X			
L. Dennis Michael City of Rancho Cucamonga	X	X	X	X	**	X	**	X				
Ryan McEachron City of Victorville							**	X	X			
Patrick Morris City of San Bernardino	X	X			**		**					
Gary Ovitt Board of Supervisors		X	X	X	**	X	**					
Edward Paget City of Needles					**		**					
Dick Riddell City of Yucaipa	X	X	X	X	**	X	**	X				
Rhodes “Dusty” Rigsby City of Loma Linda							**					
Janice Rutherford Board of Supervisors	X	X	X	X	**	X	**	X	X			
James Ramos Board of Supervisors		X			**		**	X				
Michael Tahan City of Fontana							**	X	X			
Dennis Yates City of Chino		X	X	X	**	X	**					

X =Member attended meeting. Empty box = Member did not attend meeting. Crossed out box = Not a member at the time. ** =The General Policy Committee did not meet this month

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

***The San Bernardino County Transportation Commission**, which is 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.*

***The San Bernardino County Transportation Authority**, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.*

***The Service Authority for Freeway Emergencies**, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.*

***The Congestion Management Agency**, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.*

*As a **Subregional Planning Agency**, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.*

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting, Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

Agenda Actions – Items listed on both the “Consent Calendar” and “Items for Discussion” contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a “Request to Speak” form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under “Public Comment” may not be acted upon at that meeting. “Public Testimony on any Item” still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

SANBAG General Practices for Conducting Meetings of Board of Directors and Policy Committees

Attendance - The Chair of the Board or a Policy Committee (Chair) has the option of taking attendance by Roll Call or Self-Introductions. If attendance is taken by Roll Call, the Clerk of the Board will call out by jurisdiction or supervisorial district. The Member or Alternate will respond by stating his/her name. If attendance is by Self-Introduction, the Member or Alternate will state his/her name and jurisdiction or supervisorial district.

- A Member/Alternate, who arrives after attendance is taken, shall announce his/her name prior to voting on any item.
- A Member/Alternate, who wishes to leave the meeting after attendance is taken but before remaining items are voted on, shall announce his/her name and that he/she is leaving the meeting.

Basic Agenda Item Discussion.

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on “Request to Speak” forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee.
- Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.
- The “aye” votes in favor of the motion shall be made collectively. Any Member who wishes to oppose or abstain from voting on the motion, shall individually and orally state the Member’s “nay” vote or abstention. Members present who do not individually and orally state their “nay” vote or abstention shall be deemed, and reported to the public, to have voted “aye” on the motion.

The Vote as specified in the SANBAG Bylaws - Each Member of the Board of Directors shall have one vote. In the absence of the official representative, the alternate shall be entitled to vote. (Board of Directors only.) Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

Amendment or Substitute Motion - Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the maker of the original motion is asked if he/she would like to amend the motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is not addressed until after a vote on the first motion. Occasionally, a motion dies for lack of a second.

Call for the Question - At times, a Member of the Board/Committee may “Call for the Question.”

- Upon a “Call for the Question,” the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively and at the Chair’s discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

The Chair - At all times, meetings are conducted in accordance with the Chair’s direction. These general practices provide guidelines for orderly conduct. From time-to-time circumstances require deviation from general practice. Deviation from general practice is at the discretion of the Chair.

Courtesy and Decorum - These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation. It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist SANBAG Board Members and partners as they participate in deliberations at SANBAG Board meetings. While a complete list of all acronyms which may arise at any given time is not possible, this list attempts to provide the most commonly-used terms. SANBAG staff makes every effort to minimize use of acronyms to ensure good communication and understanding of complex transportation processes.

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ARRA	American Recovery and Reinvestment Act
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CPUC	California Public Utilities Commission
CSAC	California State Association of Counties
CTA	California Transit Association
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
DEMO	Federal Demonstration Funds
DOT	Department of Transportation
EA	Environmental Assessment
E&D	Elderly and Disabled
E&H	Elderly and Handicapped
EIR	Environmental Impact Report (California)
EIS	Environmental Impact Statement (Federal)
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds

MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
NAT	Needles Area Transit
NEPA	National Environmental Policy Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PNRS	Projects of National and Regional Significance
PPM	Planning, Programming and Monitoring Funds
PSE	Plans, Specifications and Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
S RTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
TSSDRA	Transit System Safety, Security and Disaster Response Account
USFWS	United States Fish and Wildlife Service
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996