Fiscal Year 2015/2016

Proposed

Annual Budget

San Bernardino Associated Governments

Governments SANBAG Working Together

1170 West Third Street, Second Floor
San Bernardino, California 92407

TRANSPORTATION MEASURE I

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For Fiscal Year 2014/2015

GOVERNMENT FINANCE OFFICERS ASSOCIATION

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July 1, 2014

Executive Director

The Government Finance Officers Association (GFOA) of the United States and Canada presented a "Distinguished Budget Presentation Award" to San Bernardino Associated Governments, located in California, for its annual budget beginning Fiscal Year July 1, 2014. In order to receive this award, a governmental entity must publish a budget document that meets program criteria as a policy document, as an operations guide, as a financial plan and as a communications device.

This award is valid for a period of one year only. We believe our current budget continues to conform to program requirements and we are submitting it to GFOA to determine its eligibility for another award.

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

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INTRODUCTORY SECTION

Date: **June 3, 2015**

To: **SANBAG Board of Directors**

From: **Raymond Wolfe, Executive Director**

Subject: **SANBAG Fiscal Year 2015/2016 Budget**

Moving forward on the heels of another successful year, I am pleased to provide the Fiscal Year 2015/2016 budget for the San Bernardino Associated Governments. This budget continues to make strong investments in the programs and projects outlined in the 2014 update of the Ten-Year Delivery Plan, as approved by the Board of Directors. A key point that should not be discounted is that we are moving very quickly on several fronts, considering the measure is only commencing its fifth year. As highlighted last year, this budget also serves as a roadmap outlining the steps necessary to deliver our key projects as well as Council of Government (COG) initiatives.

Continuing the positive growth trend we have enjoyed over the past several years, Measure I and state sales tax revenue is expected to grow, albeit at a slower rate than last year. Local sales tax revenue continues to drive transportation investments in our region as state and federal funding remains stagnant at best. As was noted in the last budget transmittal, continued slow economic growth, higher than anticipated unemployment derived from a different economic model than existed prior to the recession, an increasingly efficient fleet, and significant changes in driver behavior leading to fewer vehicle miles traveled as the population continues to grow all act to dramatically reduce state and federal transportation funds derived from the excise tax on fuels. This trend will continue to widen the gap between funding availability and the identified needs for capacity enhancements as well as operations and maintenance. The State has joined forces with a coalition of western states looking at a road charge to replace the excise tax on fuels in an attempt to reverse these trends. Last year, the Legislature approved a bill to introduce a pilot program along these lines, and from this effort the State will ascertain its next steps.

Cap & Trade funds are growing, but their application remains tightly controlled at the state level. These funds mark the first real investment by the State in transportation since Proposition 1B. However, they are carefully tied to the State's sustainability endeavor as defined by AB 32 (Chapter 488, Statutes of 2006) and SB 375 (Chapter 728, Statutes of 2008). This is important in that these two landmark pieces of legislation were heretofore effectively "unfunded mandates." However, as the State seeks to define the types of projects they wish to see move forward under the Cap & Trade program, the scope of eligible projects is greatly narrowed from the broader suite of projects than we have historically endeavored to deliver. In addition, Federal investment in transportation remains questionable, with Moving Ahead for Progress in the 21st Century (MAP-21) scheduled to expire in May 2015. The 114th Congress is considering proposals for a long-term bill, but that reality is still somewhat remote to many. Long-term federal funding remains essential to our ability to deliver on commitments to the voters who overwhelmingly supported Measure I in 1989 and its renewal in 2004.

SANBAG estimated revenues for the Fiscal Year 2015/2016 budget are $420,603,094 in comparison to revised estimated revenues of $443,079,738 for Fiscal Year 2014/2015. This decrease is directly attributable to lower funding levels from federal and state funds for Fiscal Year 2015/2016. The budget anticipates a 4.9% increase in Measure I (MSI) sales tax revenue for Fiscal Year 2015/2016 based upon prior and current year collection trends, again supporting the argument favoring local investment. Increases are also once again anticipated in the Local Transportation Fund (LTF) sales tax and restricted funds that are dictated by grant activity. Projected changes for each funding source are identified in the ***Estimated Revenues Detail pg. 37.*** The estimated revenues on this schedule do not include undesignated fund balances. The ***Revenue Overview pg. 34*** section of this budget provides more detail on revenue sources. The ***Budget Process pg. 17*** section provides information on the evaluation of resources.

The total budget requested for Fiscal Year 2015/2016 is $504,344,651. This is balanced overall as well as by program with undesignated beginning fund balances and estimated revenue. The proposed budget amounts include prior year Board approved appropriations to be expended in Fiscal Year 2015/2016. The narratives for each task in the Budget provide information on prior year budget commitments.

The most significant program continues to be Major Project Delivery, with a proposed Fiscal Year 2015/2016 budget of $197,512,864. The Fund Administration and Programming Department budget follows closely with a budget of $153,930,792, and the Transit and Passenger Rail Program is next with a capital expenditure of $120,840,915. The main budget outflow for Fund Administration and Programming program are pass-through funds for MSI, LTF, and State Transit assistance fund. The majority of the Transit and Rail Program budget includes construction money for the Downtown San Bernardino Passenger Rail Project and funding for the design of the Redlands Passenger Rail Project.

The Fiscal Year 2015/2016 budget will prove yet another rewarding year for SANBAG. Our work to improve processes and procedures is not done, but we are starting to realize the fruits of prior efforts in this arena. We will continue to press for progress on all fronts in project delivery, while continuing to expand our reach as a COG. As the appetite for the Home Energy Retrofit Opportunity (HERO) Program continues, we have more resources available to work on COG initiatives. Staff at SANBAG remains committed to working with the Board, industry and the public to enhance the quality of life in San Bernardino County. Our mission continues to be delivering on commitments made to the voting public who entrusted SANBAG with the monumental task of improving transportation throughout the County by the passage of Measure I.

Sincerely,

Raymond W. Wolfe
Executive Director

List of Principal Officials

Board of Directors

Name	Jurisdiction	Title
L. Dennis Michael	City of Rancho Cucamonga	Board President Vice-Chair - General Policy Committee
Ryan McEachron	City of Victorville	Board Vice-President Chair- General Policy Committee Chair - Mountain/Desert Committee
Rich Kerr	City of Adelanto	
Curt Emick	Town of Apple Valley	
Julie McIntyre	City of Barstow	
Bill Jahn	City of Big Bear Lake	
Dennis Yates	City of Chino	
Ed Graham	City of Chino Hills	
Frank Navarro	City of Colton	
Michael Tahan	City of Fontana	Chair - Metro Valley Study Session
Darcy McNaboe	City of Grand Terrace	
Mike Leonard	City of Hesperia	
Larry McCallon	City of Highland	
Rhodes Rigsby	City of Loma Linda	
Paul Eaton	City of Montclair	Chair - Commuter Rail & Transit Committee
Edward Paget	City of Needles	
Alan Wapner	City of Ontario	
Jon Harrison	City of Redlands	
Deborah Robertson	City of Rialto	
R. Carey Davis	City of San Bernardino	
Joel Klink	City of Twentynine Palms	
Ray Musser	City of Upland	Vice-Chair - Metro Valley Study Session
Dick Riddell	City of Yucaipa	
George Huntington	Town of Yucca Valley	
Robert A. Lovingood	County of San Bernardino	Vice-Chair - Mountain/Desert Committee
Janice Rutherford	County of San Bernardino	
James Ramos	County of San Bernardino	Vice-Chair - Commuter Rail & Transit Committee
Josie Gonzales	County of San Bernardino	
Curt Hagman	County of San Bernardino	

Senior Management

Raymond W. Wolfe, Executive Director*
Eileen Teichert, General Counsel*
Vicki Watson, Clerk of the Board/Administrative Supervisor
Duane Baker, Director of Management Services
William Stawarski, Chief Financial Officer
Wendy Strack, Director of Legislative and Public Affairs
Steven Smith, Director of Planning
Mitchell Alderman, Director of Transit and Rail Programs
Garry Cohoe, Director of Project Delivery
Andrea Zureick, Director of Fund Administration and Programming

*Appointed by the Board of Directors

San Bernardino Associated Governments and The Community It Serves

The Organization and Its Responsibilities

San Bernardino Associated Governments (SANBAG) is the council of governments and transportation planning agency in San Bernardino County. SANBAG serves the nearly 2.09 million residents of San Bernardino County and enjoys the membership of the County of San Bernardino and all cities within the county: Adelanto, Apple Valley, Barstow, Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Hesperia, Highland, Loma Linda, Montclair, Needles, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Twentynine Palms, Upland, Victorville, Yucaipa, and Yucca Valley.

SANBAG was created in 1973 as a council of governments. Since that time, SANBAG has been designated, primarily by statute, to serve several additional roles. These roles are listed below:

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

County Transportation Authority responsible for administration of the voter-approved half-cent transportation transactions and use tax (known as Measure I) which is estimated to generate almost $5.2 billion through 2040 for funding of major freeway construction, commuter rail service, local street and road improvements, special transit service for the elderly and disabled population, and traffic management and environmental enhancement efforts.

Service Authority for Freeway Emergencies responsible for operating a system of approximately 1,200 call boxes on freeways and highways within San Bernardino County.

Congestion Management Agency responsible for managing the performance level of the regional transportation system in a manner that considers the impacts from new development and promotes air quality improvements through implementation of strategies in the adopted air quality plans. Under the SANBAG nexus study, the Congestion Management Program identifies the fair share contribution due from new development for implementation of new arterial roadways and freeway interchange facilities.

Subregional Planning Agency responsible for representing the San Bernardino County subregion and assisting the Southern California Association of Governments in its role as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to the regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.

The Community

San Bernardino County encompasses over 20,000 square miles and is geographically the largest county in the contiguous United States. San Bernardino County stretches from urbanized areas bordering on Los Angeles and Orange Counties in the west to the deserts along the Arizona and Nevada borders on the east. Some key characteristics of the County are:

a. 2.09 million Population.
b. 91.1% live in urbanized areas with the remaining 8.9% living in rural areas of the mountains and deserts.
c. 5th most populous county in the state.
d. 2.75 million Population projected by 2035.
e. Since 2000 most growth is caused by natural increases (more births than deaths) rather than by migration from other regions.

f. The median age is 32.
g. Diverse racially and ethnically: 50.5 % Hispanic or Latino; 32% White; 9.6% Black or African American; 7.5% Asian or Pacific Islander; 3.3% two or more races; and 2% American Indian/Alaska Native.

The Economy

Slow but steady growth was the economic theme for 2014 and is expected to continue through 2015. The unemployment rate continued to fall, dropping from 8.7% to 7.0% since last year. Expansion in trade, transportation and utilities lead the region's year-over-year job growth. Home values continued their ascent back from the bottom of the Great Recession with the average value of an existing home climbing 11.6% from the same period last year. Retail sales also continued to improve albeit at a slower pace than in the previous year. Retail sales in San Bernardino County increased 7.6% from the previous year. Retail sales activity is critical to SANBAG as it is the basis for the Measure I ½ cent sales tax we use to fund transportation improvements.

The state of the regional economy remains strong and diverse and slow growth is expected to continue throughout the next year.

State and Federal Transportation Fund Allocation Responsibilities

One of the essential roles for SANBAG as the County Transportation Commission, in addition to transportation planning and programming responsibilities, is the allocation of State and Federal funds to transportation projects within the county. Although some of these funds do not flow through the SANBAG budget, the authority to allocate these transportation funds has as much policy and program significance as the agency budget.

SANBAG allocates specific State and Federal transportation funds among priority projects in the county and designates a lead agency to administer implementation of the projects. Once the Board approves the allocation and a project is added to the appropriate programming document, the lead agency is responsible for applying for funds through SANBAG or State or Federal agencies and is responsible for meeting eligibility requirements. With the exception of Transportation Development Act funds, State and Federal funds allocated by the Board are not reflected in the SANBAG budget unless SANBAG is the lead agency for project implementation.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law on July 6, 2012, for the two-year period from 2013 to 2014. MAP-21 authorized federal transportation funds for investment in highways, transit, intermodal projects, and technologies, while providing State and local flexibility in the use of funds. MAP-21 consolidated over twenty highway and transit programs into thirteen programs while maintaining much of the same project eligibility and funding levels that are fairly consistent with those seen in the recent past. MAP-21 eliminated most discretionary, or earmark, programs. In the prior federal authorization act, San Bernardino County agencies received approximately $180 million in congressional authorizations. It was anticipated that elimination of discretionary programs would provide more funding for the core transportation programs; however, this did not occur. In August 2014, MAP-21 was extended through May 31, 2015, through the Highway and Transportation Funding Act of 2014. The Consolidated and Further Continuing Appropriations Act of 2015 was approved in December 2014, which provided funding for Transportation, Housing and Urban Development (THUD) programs through the end of federal fiscal year 2015. It is anticipated that another extension or reauthorization for transportation will be used to maintain federal funding after the expiration of MAP-21 on May 31, 2015.

In California, Regional Transportation Planning Agencies and County Transportation Commissions, such as SANBAG, are authorized by State law to allocate certain State and Federal funds for transportation projects within the county. The following information relates to provisions of federal law, California statutes, and actions of the Board to allocate funds to specific projects within the county.

In April 2009, the Board approved the Measure I 2010-2040 Strategic Plan. The Plan establishes funding implementation policies for all programs under the Measure I 2010-2040 Expenditure Plan, including principles to guide the allocation of State and Federal funding to Measure I Expenditure Plan projects.

In January 2012, the Board approved the first Measure I 2010-2040 Ten-Year Delivery Plan. The Ten-Year Delivery Plan provides a transparent list of projects that will be developed during the next ten years, and defines the scope, schedule and budget for these projects given current information and assumptions. The Ten-Year Delivery Plan is a living document that will be revised as revenue and project information changes. Every two years the Ten-Year Delivery Plan will be updated by the Board to capture these updates. The first update was approved by the Board in March 2014, and the second update is scheduled to be presented to the Board in March 2016.

The discussion of funding sources that follows is meant to provide background on typical annual apportionment levels and the current Board-approved uses of these funds. It is typical that current expenditures will rely on apportionment balances; therefore the funding levels reflected in this section should not be expected to relate to any revenue estimates or budgeted amounts found in later sections of the Budget.

FEDERAL FUNDING SOURCES

Surface Transportation Program Funds (STP) – STP provides flexible funding that may be used for projects on any federal-aid highway, bridge projects on any public road, transit capital projects, and public bus terminals and facilities. The total amount of STP funding apportioned to San Bernardino County during the term of MAP-21 is approximately $75 million.

Listed below are projects that are on-going in Fiscal Year 2015/2016 with the total STP allocated to the current phase of work as approved in the Ten-Year Delivery Plan and through other Board actions.

Surface Transportation Program (STP) Projects		
Project	**Lead Agency**	**Total Allocation to Current Phase**
US-395 Interim Widening Design	CALTRANS	$6,015,000
US-395 Interim Widening Right of Way	SANBAG	5,950,000
I-15 Phase 2 Widening	CALTRANS	3,637,000
SR-138 Widening Phase 2 w/o I-15	CALTRANS	500,000
I-15 / I-215 I/C Improvements – Devore I/C	CALTRANS	59,323,000
I-10 and Tippecanoe Avenue	SANBAG	2,660,000
I-10 and Citrus Avenue	SANBAG	24,419,000
SR-210 Landscaping	SANBAG	1,498,000
Lenwood Grade Separation	SANBAG	7,555,000
I-10 and Cedar Avenue	County of San Bernardino	4,200,000
I-215 Segment 1 and 2 Construction	SANBAG	2,400,000
I-40 Needles Connector	Needles	1,980,000
SR-210 and Pepper Avenue	SANBAG	13,131,000
Joshua Tree Area Pavement Project	County of San Bernardino	183,000
TOTAL		$133,451,000

Congestion Mitigation and Air Quality Funds (CMAQ) – Under MAP-21, CMAQ funds are authorized to fund transportation projects or programs that contribute to attainment of ambient air quality standards. California implementing statutes authorize SANBAG, acting as the County Transportation Commission and Congestion Management Agency, to select and program CMAQ projects with input from the Metropolitan Planning Organization, California Department of Transportation (Caltrans), and air quality districts.

Listed below are projects that are on-going in Fiscal Year 2015/2016 with the total CMAQ allocated to the current phase of work as approved in the Ten-Year Delivery Plan and through other Board actions.

Congestion Mitigation and Air Quality (CMAQ) Projects		
Project	**Lead Agency**	**Total Allocation to Current Phase**
South Coast Air Basin Rideshare Program	SANBAG	$2,035,000
Mojave Desert Air Basin Rideshare Program	SANBAG	1,160,000
Joshua Street Park & Ride	Hesperia	508,000
I-215 Segment 1 and 2 Construction	SANBAG	600,000
I-215 Bi-County HOV Lanes Right of Way	SANBAG	6,449,000
I-215 Bi-County HOV Lanes Construction	CALTRANS	34,027,000
SR-62 Signal Synchronization	Yucca Valley	$107,000
On-going Transit Needs	SANBAG	6,758,000
Countywide Vanpool Program	SANBAG	4,000,000
Downtown San Bernardino Passenger Rail	SANBAG	10,306,000
TOTAL		$65,950,000

CMAQ is available to areas that do not meet the National Ambient Air Quality Standards (nonattainment areas), as well as former nonattainment areas. Funds are distributed based upon a formula that considers population by county and the severity of its ozone and carbon monoxide air quality problems within the nonattainment or maintenance area. CMAQ eligibility is conditional upon analyses showing that the project will reduce emissions

of criteria pollutants. Activities typically eligible for funding by CMAQ include high occupancy vehicle (HOV) lanes, transit improvements, travel demand management strategies, traffic flow improvements such as signal synchronization, and public fleet conversions to cleaner fuels. The total amount of CMAQ funds apportioned from MAP-21 is approximately $85 million; approximately $19 million in the Mojave Desert Air Basin and $66 million in the South Coast Air Basin within San Bernardino County.

Transportation Alternatives Program (TAP) Funds – TAP is new in MAP-21 and consolidates the Transportation Enhancement (TE), Recreational Trails, and Safe Routes to Schools Programs. Much like the former TE Program, TAP provides funding for projects that enhance the quality of life in and around the transportation system, have a direct relationship to the transportation system, and are over and above the normal project or what is required for the mitigation of transportation projects pursuant to the National Environmental Policy Act and California Environmental Quality Act. Projects eligible for TAP funds include facilities or safety and education activities for bicycles and pedestrians, preservation of abandoned rail right of way corridors, transportation related historic preservation, transportation aesthetics and scenic values, mitigation of water pollution due to highway runoff, projects to reduce vehicle caused wildlife mortality, and removal of outdoor advertising. Enhanced landscaping is no longer eligible for TAP funding; TE funds were a major source of freeway landscaping funds in the past.

On September 26, 2013, the Governor signed legislation creating the Active Transportation Program (ATP) in California to define the distribution and administration of TAP funds. This is a competitive program that is administered at both the State and regional level, with SCAG being responsible for administering the regional program. Project sponsors can compete at both the State and regional level. SCAG has set programming targets for each county to ensure geographic equity in project selection. While SANBAG does not play a role in project selection, staff provides assistance to local agencies in accessing the funds through Caltrans and the California Transportation Commission. The project selection for Cycle 1 of this new program occurred in August 2014 and November 2014 at the State and regional levels, respectively. The projects selected for award in Cycle 1 are in the table below. Cycle 2 project selections will occur in August 2015 and November 2015 at the State and regional levels, respectively.

Active Transportation Program (ATP) Projects		
Project	**Lead Agency**	**Total Project Award**
Interagency Safe Routes to School	Victorville	$4,097,000
Los Serranos Safe Routes to School	Chino Hills	1,732,000
City of Fontana Safe Routes to School	Fontana	1,624,000
Mojave Riverwalk South	Apple Valley	923,000
West Valley Corridor Connector	Omnitrans	3,500,000
Apple Valley Safe Routes to School	Apple Valley	1,095,000
Active Transportation Plan	Colton	265,000
Safe Routes to School (Elementary Schools)	Ontario	1,164,000
Safe Routes to School Plan	Rialto	1,450,000
SANBAG Safe Routes to School Plan	SANBAG	400,000
Metrolink Station Accessibility Improvement	SANBAG	4,679,000
Safe Routes to School (Elementary Schools)	Yucaipa	872,000
Active Transportation Plan	Barstow	300,000
SANBAG Points of Interest Plan	SANBAG	400,000
Rim of the World Active Transportation Plan	SANBAG	285,000
TOTAL		$22,786,000

Federal Transit Administration (FTA) Formula Funds – Congress annually appropriates formula funds to urban areas and to the State for rural areas for providing transit operating and capital assistance as authorized by MAP-21. The previous transportation act increased nationwide investment in transit 46% over prior acts. MAP-

21 continues appropriations at essentially current levels adjusted for inflation. Federal formula apportionments to urban areas (San Bernardino Valley and the Victor Valley) are authorized under Title 49 U.S.C. Section 5307 and to rural areas under Section 5311. MAP-21 consolidated the Job Access and Reverse Commute Program (formerly Section 5316) into these two formula programs to provide more funding flexibility while maintaining a similar overall funding level and eligibility criteria. Section 5307 is estimated to provide approximately $78 million over the three-year term of MAP-21 for projects in the urban areas and Section 5311 is estimated to provide $4.6 million over the three-year term. The Section 5311 funds are apportioned to the Governor of the State of California, who then allocates them to the regional transportation planning agencies. Section 5310 funds are apportioned to states for support of transit services for the elderly and persons with disabilities. MAP-21 consolidated the former New Freedom Program (Section 5317) with this program while maintaining a similar overall funding level and eligibility criteria. These funds have historically been made available through a competitive process administered by Caltrans; however, the distribution process under MAP-21 changed this process to allow the regional transportation planning agencies to administer the calls for projects for the formula funding apportioned to the urban areas while Caltrans still administers the funding for the rural areas. Grant awards are made to non-profit and public agencies for capital projects necessary for providing transportation services to meet the needs of elderly individuals and individuals with disabilities for whom public mass transportation services are otherwise unavailable, insufficient, or inappropriate. Additionally under MAP-21 Section 5310 allowed funding to be used for operating assistance, which was previously not allowed under prior acts. SANBAG, acting as the County Transportation Commission, must approve the use of the FTA funds through approval of each operator's biennial Short Range Transit Plan as well as insure the approved projects are included the Federal Transportation Improvement Program (FTIP).

Federal Transit Administration (FTA) Capital Investment Funds – Historically, Congress has annually appropriated funds for transit capital investment in three broad categories: fixed guide-way modernization, new starts/small starts (rail and fixed guide-way bus), and bus or bus related equipment. MAP-21 continues these categories, but provides more funding by formula rather than through discretionary grants. Section 5309, which was a discretionary program, has been replaced with the larger Section 5337 State of Good Repair Program and Section 5339 Bus and Bus Facilities Program, which are formula programs. San Bernardino County is expected to receive $24 million in Section 5337 and $6.6 million in Section 5339 funds over the three-year term of MAP-21.

STATE FUNDING SOURCES

The widely recognized inadequacy of the State gasoline excise tax to address the State's transportation needs led to passage of Proposition 42 in 2002. Proposition 42 dedicated the sales tax on gasoline, in addition to the gasoline excise tax, to funding of transportation. However, it did not ensure against the repeated borrowing of these funds by the State to balance the State budget. The passage of Proposition 1A in 2006, provided protection for Proposition 42 funding by requiring that such loans could occur no more than twice in any ten year period, and must be fully repaid within three years. However, in March 2010, the Governor signed legislation that eliminated the statewide sales tax on gasoline and increased the State gasoline excise tax with an inflation adjustment to maintain revenue neutrality. Given the dramatic drop in gas prices in Fiscal Year 2014/2015, the Board of Equalization adopted a 6 cent per gallon decrease in the State gasoline excise tax beginning July 1, 2015, in order to maintain revenue neutrality and collect only what would have been collected under Proposition 42. This reduction in revenues is expected to result in a fairly dramatic decrease in available funding for local agencies in Fiscal Year 2015/2016. Statewide advocacy organizations are currently working to develop proposals to mitigate the impact of the pending drop in funding for local agencies. Among these proposals is the restoration of weight fees to the State Highway Account, which would allow them to flow back into the State Transportation Improvement Program, the State Highway Operations and Protection Program and the Highway User Tax Account. In addition, these organizations also propose the early repayment of previous General Fund loans from transportation funds. Since 2001, transportation funds have loaned the State's General Fund $3 billion, of which $2 billion has been repaid to date.
SANBAG is authorized by statute to prioritize and allocate State funds as follows:

State Transportation Improvement Program (STIP) – One of the key roles played by SANBAG in funding of transportation improvements is its involvement in the development of the STIP. The STIP is a five-year program of transportation projects that is formally updated through the combined efforts of Regional Agencies, Caltrans, and the California Transportation Commission (CTC) every two years.

In August 2013, the CTC adopted the 2014 STIP Fund Estimate (FE). The FE is a biennial estimate of all resources available for the State's transportation infrastructure over the next five year period and establishes the program funding levels for the STIP and State Highway Operation and Protection Program (SHOPP). The 2014 FE period covers State Fiscal Years 2014/2015 through 2018/2019. The CTC adopted the 2014 STIP in March 2014.
STIP projects typically add capacity to the State's transportation infrastructure. After funding the 2012 STIP commitments, the new 2014 STIP programming capacity was $1.2 billion statewide. Programming capacity represents the total value of projects that can be funded each year, and includes construction, right of way, and support. Support consists of preliminary engineering, planning, and design. The preliminary 2016 STIP FE, which covers State Fiscal Year 2016/2017 through 2020/2021, is expected in June 2015. There are concerns it will be substantially lower than expected as a result of the decrease in the State gasoline excise tax that goes into effect on July 1, 2015.

Regional Improvement Program (RIP) – By State law, SANBAG is responsible for developing the list of projects to be funded in the county with RIP funds, which comprise 75% of the STIP funds available statewide. The CTC approves the program of projects developed by SANBAG. SANBAG is also permitted to allocate up to 5% for Planning, Programming, and Monitoring Activities. In Fiscal Year 2015/2016, SANBAG will allocate $1.2 million to support staff planning and programming activities, as approved by the Board in the 2014 STIP programming.

Listed below are projects that are on-going in Fiscal Year 2015/2016 with the total STIP/RIP allocated to the current phase of work as approved in the Ten-Year Delivery Plan and through other Board actions.

State Transportation Improvement Program (STIP)/Regional Improvement (RIP) Program Projects		
Project	**Lead Agency**	**Total Allocation to Current Phase**
I-15 Phase 2 Widening	CALTRANS	$23,655,000
US-395 Interim Widening Right of Way	SANBAG	5,550,000
I-15 and Ranchero Road Construction	SANBAG	7,477,000
I-215 and Barton Road Right of Way	SANBAG	17,400,000
I-215 Bi-County HOV Lanes Construction	CALTRANS	51,403,000
I-15/I-215 (Devore) Interchange	CALTRANS	45,145,000
US-395 Environmental n/o Adelanto to SR-58	CALTRANS	4,000,000
SR-138 Widening w/o I-15	CALTRANS	16,245,000
TOTAL		$170,875,000

Interregional Improvement Program (IIP) – The remaining 25% of STIP funding is programmed by Caltrans and similarly subject to approval by the Commission. SANBAG works with Caltrans District 8 to develop a list of projects for consideration. The Commission can fund an IIP project that is nominated by SANBAG rather than Caltrans but only if the project can be shown to be a more efficient use of resources. There are no IIP projects scheduled for allocation in Fiscal Year 2015/2016, although work will be on-going on Caltrans' I-15 Widening project between Mojave Drive in Victorville and Stoddard Wells Road in Barstow, the State Route 58 Realignment and Widening project near Hinkley, and the State Route 138 Widening project west of I-15 to Los Angeles County.

Proposition 1B - The passage of Proposition 1B, the Highway, Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters in 2006, authorized $19.925 billion in general obligation bond

proceeds to be available for high-priority transportation corridor improvements, trade infrastructure and port security projects, school bus retrofit and replacement purposes, STIP augmentation, transit and passenger rail improvements, State-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, State highway safety and rehabilitation projects, and local street and road improvement, congestion relief, and traffic safety. Most of these programs are scheduled to have been fully allocated by the CTC by June 2013.

Corridor Mobility Improvement Account (CMIA) – The Proposition 1B CMIA program provides $4.5 billion for performance improvements on the State highway system, or major access routes to the State highway system on the local road system that relieve congestion by expanding capacity, enhancing operations, or otherwise improving travel times within these high-congestion travel corridors. San Bernardino County received $268.7 million in CMIA funding through application by SANBAG or by joint application with Caltrans as follows:

Proposition 1B **Corridor Mobility Improvement Program**	
Project	**Allocation**
Interstate 10 Westbound Mixed Flow Lanes	$14,074,000
State Route 210/Interstate 215 Connectors	29,000,000
Interstate 215 North Segments 1 & 2	49,120,000
Interstate 215 North Segment 5	36,540,000
Interstate 10 Auxiliary Lanes and Ramp Improvements in Fontana	8,880,000
Interstate 15 La Mesa Road-Nisqualli Road Interchange*	16,206,000
Interstate 215 Bi-County HOV Gap Closure & Newport Ave Overcrossing*	18,357,000
Interstate 10 Tippecanoe Avenue Interchange Phase 1*	10,000,000
Interstate 15 Ranchero Road Interchange*	20,785,000
Interstate 15 Duncan Canyon Road Interchange*	12,000,000
Interstate 15/Interstate 215 Devore Interchange (SHOPP fund replacement)	53,743,000
TOTAL	$268,705,000

* Projects funded through CMIA savings

Trade Corridors Improvement Fund (TCIF) – Proposition 1B provided $2 billion to the TCIF for infrastructure improvements along federally designated "Trade Corridors of National Significance" in this State or along other corridors within this State that have a high volume of freight movement. San Bernardino County received $157 million in TCIF funding through application by SANBAG as part of the Los Angeles-Inland Empire Corridor Southern California Consensus Group as follows: Any savings realized from these projects can be reallocated to eligible projects that can be ready for construction before June 30, 2016.

Proposition 1B **Trade Corridors Improvement Fund**	
Project	**Allocation**
Colton Crossing	$41,228,000
Interstate 10 Corridor Logistics Access Project (Citrus Interchange Reconstruction)	30,773,000
Interstate 10 Corridor Logistics Access Project (Riverside Interchange)	9,837,000
Glen Helen Pkwy Railroad Grade Separation	7,172,000
South Milliken Avenue Grade Separation at UP Los Angeles	21,846,000
Laurel Grade Avenue Separation	23,582,000
Palm Avenue Grade Separation at BNSF/UP Cajon	3,284,000
Lenwood Road Grade Separation at BNSF Cajon	8,275,000
Interstate 10 Tippecanoe Interchange Phase 2	10,669,000
TOTAL	$156,666,000

State Local Partnership Program (SLPP) – Proposition 1B provided $1 billion to the SLPP for providing matching funds for transportation projects funded with local transportation sales tax or local transportation fee. There are two subprograms under SLPP, specifically the formula program and the competitive program. Although both require CTC's approval, the programming recommendation for the formula program is the responsibility of the Regional Transportation Planning Agency such as SANBAG. For the five year period (Fiscal Year 2008/2009 to Fiscal Year 2012/2013), SANBAG will receive total of $56 million of SLPP formula funds. In January 2011, the SANBAG Board of Directors approved SLPP allocation policy to distribute SLPP funds on the basis of 50% population and 50% centerline miles between the Valley and Mountain Desert regions.

Listed below are projects that were funded through the SLPP formula program.

Proposition 1B **State Local Partnership Program Funds (SLPP) – Formula Program**	
Project	**Allocation**
South Milliken Ave Grade Separation	$7,210,000
North Vineyard Ave Grade Separation	19,490,000
Downtown San Bernardino Passenger Rail	10,921,000
Interstate 15 Ranchero Road Interchange	4,550,000
Yucca Loma Corridor	9,712,000
Big Bear Lake Village L Project	1,200,000
Maple Lane	1,302,000
National Park Drive	400,000
State Route 62, Apache Trail to Palm Avenue	723,000
State Route 62, La Honda Way to Dumosa Avenue	778,000
TOTAL	$56,286,000

Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) - Proposition 1B will provide $3.6 billion statewide to PTMISEA for formula distribution by the State Controller by Fiscal Year 2016/2017 using the State Transit Assistance Fund (STAF) distribution formula. SANBAG's total share of PTMISEA funding is about $95 million, and the SANBAG Board approved the PTMISEA Expenditure Plan initially on February 3, 2010, and has approved subsequent amendments. The PTMISEA funds can only be used for capital projects that meet the requirements of the State General Obligation Bond Law. In Fiscal Year 2009/2010 SANBAG worked with public transit operators to swap carryover STAF to take the place of PTMISEA funds until the PTMISEA funds become available. Below is the list of allocations approved to date by the Board.

Proposition 1B **Public Transportation Modernization, Improvement and Service Enhancement Account** **Population Allocation**	
Transit Operator	**Allocation**
City of Barstow	$2,653,000
Morongo Basin Transit Authority	3,140,000
Mountain Area Regional Transit Authority	2,565,000
City of Needles	369,000
Omnitrans	35,544,000
City of Rialto	1,500,000
SANBAG	26,643,000
Southern California Regional Road Authority	8,810,000
Victor Valley Transit Authority	14,036,000
TOTAL	$95,260,000

Transit System Safety, Security, and Disaster Response Account (TSSSDRA) – Proposition 1B will provide $1 billion to the TSSDRA for distribution by the Office of Homeland Security. Sixty percent of the funds are to be made available under the California Transit Security Grant Program – California Transit Assistance Fund (CTSGP-CTAF) using the same formula as used for the allocation of STAF, which results in about $1.9 million annually for San Bernardino County.

Transportation Development Act (TDA) Funds – The Transportation Development Act authorizes two important revenue sources, the Local Transportation Fund and State Transit Assistance Fund, to support local transit service and investments, pedestrian and bicycle facilities, and local street improvement projects.

Local Transportation Fund (LTF) – SANBAG, acting as the County Transportation Commission, is responsible for administering LTF. LTF is derived from one-quarter cent of the sales tax collected within the County of San Bernardino. The adopted LTF apportionment for Fiscal Year 2015/2016 is $98,090,287. Note that this apportionment includes prior year revenues in excess of estimates that had not previously been apportioned

As the LTF administering agency, SANBAG anticipates there is sufficient fund balance in Fiscal Year 2015/2016 for its administrative functions, including the fiscal and compliance audits of all recipients of LTF. SANBAG also receives up to 3% of the LTF for apportionment, or $2,942,709, for planning and programming activities during the fiscal year. A portion of these funds is allocated to the Southern California Association of Governments for its planning activities and to the San Bernardino County Auditor/Controller for performance of administrative functions. The LTF allocations are reported as revenue sources in the *Financial Section* of this report and flow through the SANBAG budget. As administrator of the LTF, SANBAG also makes allocations to the following programs.

Pedestrian and Bicycle Facilities – Under Article 3 of the TDA, 2% of the annual LTF apportionment is designated to fund pedestrian and bicycle facilities, bicycle safety programs, bicycle trails, bicycle lockers, or racks and for the development of a comprehensive bicycle and pedestrian facilities plan. SANBAG conducts biennial "calls for projects" and will have multiple calls for projects in 2015 with a total value of $3.1 million. Of this $3.1 million, 10% is set aside for maintenance and 20% is set aside for transit access improvements.

Transit and Street Projects – After administration, planning, and pedestrian and bicycle apportionments have been determined, the balance of the LTF is apportioned by SANBAG in accordance with California Public Utilities Code Section 99231 to areas/jurisdictions on a per capita basis to support transit and street projects. In Fiscal Year 2015/2016, 73% of the remaining balances, or $67,125,151, has been apportioned to the San Bernardino Valley and will be used exclusively for public transportation operations including Omnitrans, Metrolink, and other rail and bus projects. The remaining 27%, or $25,365,172, is apportioned to the Mountain/Desert jurisdictions. If a finding is made that all transit needs are being reasonably met, LTF not expended for transit purposes can be expended for street and road projects.

Local Transportation Fund (LTF) **Fiscal Year 2015/2016**	
Area	**Apportionment**
County Auditor Administration	$34,020
SANBAG Administration	-
SANBAG Planning	2,942,709
SCAG Planning	735,677
Article 3 - Pedestrian Bicycle	1,887,558
Valley Transit	67,125,151
Mountain/Desert Transit and Streets	25,365,172
TOTAL	$98,090,287

State Transit Assistance Fund (STAF) – The STAF revenue had historically been derived from a portion of the sales tax on gasoline and diesel. In addition Proposition 42 approved by the voters of the State requires a portion of the sales tax on fuel be transferred to STAF. The amount of STAF available in any given year is highly dependent upon the State Legislature and the State Budget. Over the past several years, the Legislature has determined not to transfer the amount of sales tax on gasoline and diesel that should have been made available to the Public Transportation Account and STAF; instead using those revenues to support the General Fund portion of the State Budget. That was again the case in Fiscal Year 2008/2009. However, as part of the budget compromise in February 2009, the Legislature further reduced the apportionment of STAF for Fiscal Year 2008/2009 by half, to $153 million statewide and eliminated funding for the STAF program through Fiscal Year 2012/2013.

In March 2010, the Governor signed ABx 86 and ABx 89. These bills eliminated the statewide sales tax on gasoline, increased the excise tax on gasoline by 17.3 cents and increased the sales tax on diesel fuel by 1.75%. From this act, $400 million was appropriated to transit operators to help them fund operations in Fiscal Year 2009/2010 and Fiscal Year 2010/2011. Since the adoption of the gas tax swap, STAF funding has started to stabilize. The revenue estimate provided to SANBAG by the State Controller's Office for Fiscal Year 2015/2016 is $12,974,883. Of this, $10,547,949 is distributed to the Valley and Mountain/Desert areas on a population basis and $2,426,934 is apportioned by the State to individual operators based on qualifying revenues.

Low Carbon Transit Operations Program (LCTOP) – The LCTOP is a new source of funding to be administered by SANBAG and one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created to provide transit operating and capital assistance to eligible project sponsors in an effort to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This program is funded by auction proceeds from the California Air Resources Board (CARB) Cap-and-Trade Program where proceeds are deposited into the Greenhouse Gas Reduction Fund (GGRF). The LCTOP has received $25 million in Fiscal Year 2014/2015 and 5 percent of the annual proceeds deposited in the GGRF will be continuously appropriated annually beginning in Fiscal Year 2015/2016. The revenue estimate provided to SANBAG by the State Controller's Office for Fiscal Year 2015/2016 is $679,599. These funds are distributed to the Valley and Mountain/Desert areas on a population basis with $493,234 available to the Valley in Fiscal Year 2015/2016 and $186,365 available to the Mountain/Desert.

GANN

APPROPRIATIONS LIMIT

GANN Appropriations Limit

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

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

SANBAG is subject to the requirements of Article XIIB. Gann appropriations limits are calculated for and applied to SANBAG. In accordance with the requirements of Article XIIIB implementing legislation, the Board approved Resolution No. ** on June 3, 2015, establishing appropriation for SANBAG at $XX

The calculation for the Fiscal Year 2015/2016 appropriations limit is as follows:

Fiscal Year 2014/2015 Appropriations Limit		$1,008,653,950
Fiscal Year 2015/2016 adjustment:		
Change in California per capita personal income	=	0%
Change in Population, San Bernardino County	=	0%
Per Capita Cost of Living converted to a ratio:		
$\frac{.X + 100}{100}$	=	0
Population converted to a ratio:		
$\frac{.X + 100}{100}$	=	0
Calculation of factor for Fiscal Year 2015/2016: .X x 1.X = 1.005482		
$X x 1.X = $X		
Fiscal Year 2015/2016 Appropriations Limit		$xx

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

Note: The calculation will be completed in May when the State Department of Finance makes available the ratios for per capita cost of living and population.

Looking at the San Bernardino Skyline between the domes of the Santa Fe Depot.

BUDGET OVERVIEW SECTION

Budget Process

Budget Process Summary

SANBAG accounts for its funds using governmental accounting standards. Governmental funds use the modified accrual basis of accounting. Revenues are considered to be available when they are collected within the current period or soon enough thereafter to pay liability of the current period. SANBAG considers revenues to be available if they are collected within 180 days of the end of the current fiscal period. Expenditures are recorded when a liability is incurred, as under accrual accounting. However, debt service expenditures, as well as expenditures related to compensated absences, are recorded only when payment is due.

SANBAG presents budget information for the General Fund, Special Revenue Funds and Capital Projects Funds. No separate budget is presented for the Internal Service Fund which accounts for the costs related to the upkeep of the present facility. Those costs are included in the ***Indirect Cost Allocation pg. 219.*** The Debt Service fund is a non-budgeted fund as the resources for payment of the debt are budgeted in Special Revenue Funds. Information on debt financing in included on ***Debt summary pg. 21.***

Additional information on funding sources is provided in the ***Revenue Overview pg. 34.***

The budget contains projections, program overviews; and the task level detail within each program. Each program overview provides a description, goals and objectives to be accomplished in the forthcoming fiscal year, and performance/workload indicators. Each task provides purpose, accomplishments and other related detail information. The budget document is intended to provide an understanding of the programs for which SANBAG is responsible. This strategy results in a budget document that is useful and meaningful as a benchmark against which to evaluate SANBAG's accomplishments or challenges, and to assess performance with fiscal accountability.

Review of Short Term Direction

The budget process begins with a review of the direction the Board of Directors provides relating to short-term and long-term goals and objectives. Workshops are scheduled periodically to assist the policy makers in evaluating and determining where SANBAG plans to be and what it desires to accomplish. This information is used to assess actual results for the current fiscal year and to discuss changes in strategy for the ensuing fiscal year.

Assessment of Needs

Simultaneous with the review of short-term direction, staff evaluates which tasks need to be accomplished, taking into consideration both long-term and short-term Board direction. Tasks identified in long-term strategic plans have priority for the associated revenues. New tasks or old tasks are added or deleted based on direction from the Board of Directors.

Evaluation of Resources

The second phase of the budget process begins in January and involves an analysis of funding sources. Identification of available resources occurs during the fiscal year, but estimates for the coming year are forecast during the budget development process. Areas of focus include what funds are to be carried over from the current fiscal year, new revenue sources, and growth rates for continuing revenues. As part of the long-term strategic process, bonds may be issued.

Development and Review

The SANBAG bylaws set the fiscal year as beginning July 1 and ending June 30. The budget process is structured to provide for the maximum level of input from SANBAG policy committees and the general public. The SANBAG policy committees are composed of members of the SANBAG Board of Directors and serve as the initial review body of budgeted tasks. Each budgeted task is reviewed by at least one of the SANBAG policy committees: General Policy Committee; Commuter Rail and Transit Committee; Mountain/Desert Committee; and the Board of Directors Metro Valley Study Sessions.

Each policy committee reviews the tasks that relate to functional areas of committee oversight. Committees may also request a full budget briefing. A notice of public hearing is published, and there is at least one public hearing relative to the adoption of the budget. Additionally, a Board workshop is held to provide a better understanding

of the proposed budget. Staff develops the budget based on the long-term strategic direction of SANBAG's Board of Directors. Ongoing reviews of the budget allow for timely responsiveness to any significant political, legislative, or economic developments that may occur.

Budget Adoption

The budget is presented to the SANBAG Board of Directors at its June meeting for adoption. Although SANBAG bylaws envisioned adoption by May of each year, it is the practice to adopt the annual budget by fiscal year end.

Budget Roles and Responsibilities

Upon adoption of the fiscal year budget, staff is charged with the on-going responsibility of monitoring actual revenues and expenditures. As deviations to the budget occur, staff revises assumptions and/or requests budget amendments as necessary. Reports are presented to the Board of Directors to communicate compliance with fiscal authority.

Budget involvement includes key SANBAG staff members. Finance staff prepares revenue projections, the indirect budget, and completes set up of SANBAG's budget system for the new fiscal year. Task managers develop detailed line item budget and submit them to the Chief Financial Officer by the last day of February. Finance staff then compiles the draft budget documents and presents the information to SANBAG's management staff for review. The Executive Director reviews the entire budget for overall consistency with both the short and long-term strategic direction of the Board of Directors, the appropriateness of funding sources for the identified tasks, and any recommended staffing changes. Finance staff assists in the review and preparation of documents and submits them to the Executive Director, the Chief Financial Officer and the Chief of Fiscal Resources for review.

Budget Amendments

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

1. Administrative Budget Amendments

   There are three types of administrative budget amendments that do not result in an increase to the overall program budgets. The first two require approval of the program/task manager and Chief Financial Officer. The third requires approval of the Executive Director. The three types include:

   i. Transfers from one line item to another within a task budget within the same fund, or changes between tasks within the same program and fund.
   ii. Reallocation of budgeted salary costs and revenues from one program to another within the same fund.
   iii. Substitution of one approved funding source/grant for another approved funding source/grant within a program, not to exceed $1 million, may be approved by the Executive Director.

2. Board Approved Amendments

   A Board approved budget amendment brings about a change in the total expenditures or revenue source for a program. Examples of these changes include, but are not limited to, the following:

   i. The acceptance of additional grant monies.
   ii. The inclusion of expenditures that are projected to exceed budgeted amounts within the fund.
   iii. The re-appropriation of monies/expenditures (excluding SANBAG staff salary costs) from one program or fund to another.

   These changes require budget authorization and a formal agenda item to be reviewed by the appropriate policy committee and forwarded to the Board of Directors for final approval. If the budget amendment is time sensitive, the authorization request may be submitted to the Board of Directors without policy committee review. The agenda items requesting budget amendments will define the expected funding source and will adhere to the balanced budget requirements. All budget amendments are documented by the Finance Department and are tracked in SANBAG's computerized financial system.

Financial Overview

The following narrative provides definition of the factors instrumental in developing the foundation for SANBAG's Fiscal Year 2015/2016 Budget.

Financial Policies

SANBAG's financial policies, compiled below, set the basic framework for the overall fiscal management of the organization. Operating independently of changing circumstances and conditions, these policies assist the decision-making process of the SANBAG Board of Directors and administration.

Most of the policies represent long-standing principles and practices that have guided SANBAG in the past and have helped maintain financial stability. They are reviewed annually through the auditing process.

Operating Budget Policies

The Board of Directors approves a fiscal year budget containing new revenues and expenditures. The budget amounts for Fiscal Year 2015/2016 include prior year Board approved appropriations to be expended in Fiscal Year 2014/2015.

1. SANBAG utilizes a decentralized operating budget process, whereby all task managers participate.

2. The budget is balanced with total anticipated revenues plus beginning undesignated/unreserved fund balances and available revenue bond proceeds.

3. SANBAG utilizes encumbrance accounting related to purchase orders as an element of control in the formal budgetary integration.

4. No new or expanded contracts will be authorized without implementing adjustments of expenses or revenues at the same time.

5. Costs of administration will be budgeted at whatever is reasonable and necessary, but no more than one percent of Measure I transactions and use tax revenues will be used for salary and benefit expenditures for administration.

6. Contracts will be budgeted by fiscal year for multi-year projects based on best estimates with the understanding that to the extent actual expenditures vary from estimates, and the project is ongoing, adjustments will be made in the mid-year budget process.

Revenue Policies

1. SANBAG establishes general assessment dues amounts for all member jurisdictions based on population and net assessed property value. The total dues assessment amount is set at $104,946 for Fiscal Year 2015/2016 budget. This was approved by the General Policy Committee on December 10, 2014 and by the Board on January 7, 2015.

2. SANBAG will aggressively seek additional federal, state and local funding/grants.

3. Sales tax revenue projections will be monitored and reviewed to ensure use of current and relevant data. Annual amounts may be adjusted by staff to reflect the most current economic trends.

Cash Management Policies

1. SANBAG deposits all funds in a timely manner and at an average minimum no less than once a week.

2. Measure I funds are electronically transferred to SANBAG's account with the Trustee, to reduce any delays in depositing the funds. When possible, additional sources of revenue will also be electronically transferred.

3. Cash disbursements to local jurisdictions and vendors/consultants will be done in an expeditious and timely manner.

4. Idle funds will be invested in accordance with SANBAG's established investment policy emphasizing in order of priority – safety, liquidity, diversification, and a reasonable market ratio of return.

Debt Policies

1. SANBAG will judiciously issue bonds for capital improvements after careful study and analysis of revenue and expenditure projections and accumulated debt burden.

2. All bond or note issues will be in accordance with the strategic plan and ten year delivery plan approved by the Board of Directors.

3. SANBAG will publish and distribute an official statement for each bond issue.

4. SANBAG will meet all disclosure requirements.

5. SANBAG will maintain at a minimum, 2.0 debt coverage ratio on all senior lien debt.

Investment Policies

1. SANBAG will instruct financial institutions to make investments in accordance with the original indenture and investment policy.

2. SANBAG has engaged the services of an investment advisor who will continue to provide on-going advice on portfolio performance, advice on current investment strategies, cash management, and cash flow projections.

3. SANBAG will present a monthly investment status report to the Board of Directors.

Auditing Policies

1. An independent audit, by a recognized Certified Public Accountant (CPA) firm, will be performed annually.

2. SANBAG shall produce annual financial statements in accordance with Generally Accepted Accounting Principles (GAAP) as outlined by the Governmental Accounting Standards Board.

3. Completeness and reliability of the information contained in the financial statements is based upon a comprehensive framework of internal controls that is established for this purpose.

Debt Summary

Debt Financing

SANBAG's debt program exists to support Measure I project completion. Within Measure I, debt has been issued to finance rail projects and capital projects rather than other planning and programming activities. SANBAG's authority to use debt was embodied within the new Measure I 2010-2040 Ordinance No. 04-01.

SANBAG has adopted a strategic plan for the Measure I 2010-2040 freeway, interchange and other major projects of the Measure I Program. The related Measure I Ten-Year Delivery Plan and cash flow plan receives continuing policy review. Additional oversight is provided by staff and SANBAG's financial advisor that includes analysis of revenues. SANBAG's investment advisor also provides direction for investment of bond proceeds as it relates to safety, liquidity, diversification, and a reasonable market ratio of return. Acceleration of the major project delivery program and the scheduled advanced construction of various highways and interchanges cannot be completely offset by current revenues.

In March 2012, SANBAG issued $91.88 million of sales tax revenue bonds to defease the 2009A sales tax revenue note and provide financing for various grade separations and interchange projects. SANBAG issued $110.135 million of sales tax revenue bonds in March 2014 for various interchange, grade separation, and transit and rail projects. The following is the outstanding balances for the 2012A and 2014A sales tax revenue bonds:

Debt Service Schedule

Year	Principal	Interest	Total
2016	1,990,000	9,222,051	11,212,051
2017	2,845,000	9,122,550	11,967,550
2018	3,365,000	9,016,300	12,381,300
2019	3,860,000	8,893,650	12,753,650
2020	4,150,000	8,739,251	12,889,251
2021-2025	25,870,000	40,639,303	66,509,303
2026-2030	36,895,000	33,340,753	70,235,753
2031-2035	51,585,000	22,818,803	74,403,803
2036-2040	69,545,000	9,513,321	79,058,321
	200,105,000	151,305,982	351,410,982

Debt Capacity Analysis

SANBAG issues senior debt with minimum of 2 times coverage.

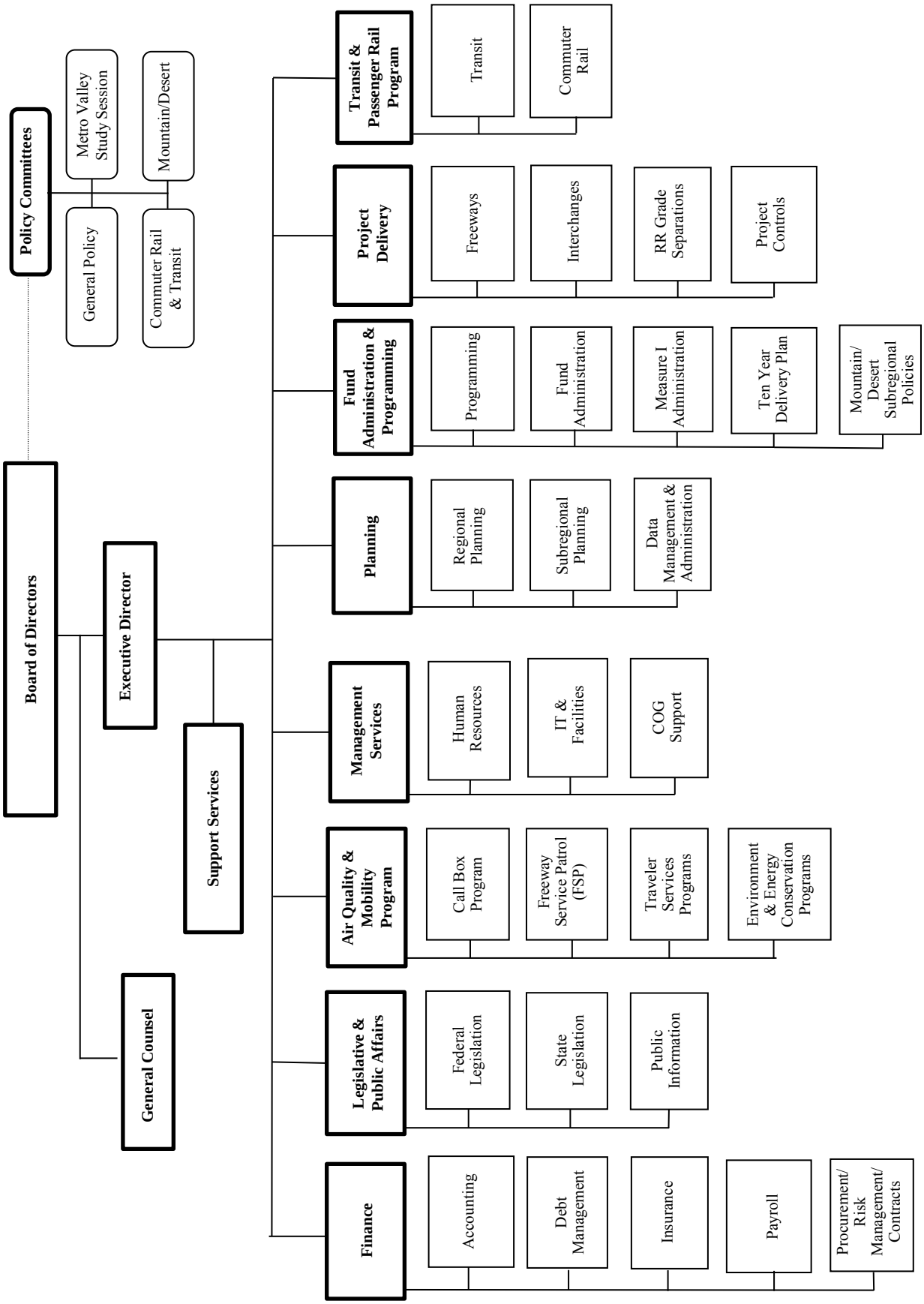
The primary objective in debt management is to keep the level of indebtedness within available resources. Measure I is a fluctuating revenue stream. However, budgeted expenditures are based on a conservative anticipated revenue growth rate and available bonding capacity. Actual receipts for the current fiscal year are below the projected amounts. Currently, SANBAG's debt is limited to the 2012A and 2014A sales tax revenue bond. Should SANBAG determine the need to issue a new bond, the coverage would be reviewed to insure that it would not be less than 2.0 for all senior debt, per policy, and that it meets the agency requirements in terms of safety, liquidity, diversification, and a reasonable market ratio of return.

Cash Flow Borrowing

The Measure I 2010-2040 program provides for short-term cash flow borrowing for various projects on a year to year basis. This reduces short-term financing and issuance costs to SANBAG. Advances from one Measure I program can be made to another program on a need basis. Repayment of the advances is from future program revenues or bond issuance. The dollar amount of the advances is determined during the budget preparation process.

There is no proposed short-term cash flow borrowing in the Fiscal Year 2015/2016 budget.

San Bernardino Associated Governments
Organization Chart



Staffing Overview

This section of the SANBAG budget provides information relative to human resource requirements for Fiscal Year 2015/2016. SANBAG is a very small organization relative to its budget. Relying on a small staff to carry out SANBAG's varied work program makes the recruitment and retention of quality employees critical. This budget provides funding for a total of 54.5 regular employees and two student interns ***(Table of Regular Positions pg. 26)***. This is an increase of two regular positions from the prior year.

Staff Organization Structure

SANBAG has seven senior management staff leading small units of employees to carry out an array of programs under the general direction of the SANBAG Executive Director. In addition, SANBAG's General Counsel provides legal guidance, review and advice to the Board of Directors and the staff. The very nature of SANBAG's tasks requires that the senior management staff work independently and that they frequently engage in project development and implementation activities at the regional and statewide level.

SANBAG has built a team of senior management staff who work in a highly collaborative manner to address SANBAG management and policy issues. The senior management staff is accountable for objectives established annually within the SANBAG budget. A graphic representation of the staff organization structure is depicted in the ***SANBAG Organization Chart pg. 23.***

Staffing

The SANBAG workforce proposed in this budget is composed of the Executive Director, General Counsel, seven senior management positions, thirty-two professional/administrative positions, and thirteen and one half support positions. This staffing level includes one additional position for Finance and one additional position for Transit and Passenger Rail.

The additional position for Finance is for an Accounting Assistant to focus on accounts receivable to assist SANBAG in complying with all federal and state guidelines. This new position replaces a temporary position.

The additional position for Transit and Passenger Rail is for a Management Analyst II to assist with implementation of a new vanpool program. This position was approved by the Board of Directors in November 2014.

In addition, two student intern positions will continue to assist the Fund Administration and Programming Department and other Departments as needed.

Contractors - SANBAG also makes substantial use of contractors to provide numerous services critical to attaining the goals of the organization. These contractors fall into two distinct categories:

> *Supplemental Expertise Contractors*. SANBAG retains a number of professional services contractors who provide on-going support in specific areas of expertise. Current contractors in this category have particular expertise in the areas of legal services, project management, social service oriented transportation, computer network administration, financial and investment management. Each holds unique qualifications in specialized areas of expertise relative to SANBAG programs. These contractors render on-going advice and assistance in their specialized field and provide critical support to the on-going programmatic functions performed at SANBAG.
>
> *Project Specific Contractors*. A number of consultants are retained to perform specific, identifiable projects. These contractors are retained to perform specific tasks within specified time frames. Under these contracts, consultants perform such work as traffic and facility studies, environmental review, transportation planning studies, and project engineering and design work. The use of these contractors provides for a fluctuating work force, based upon the agency requirements, and is of particular importance to the major freeway construction projects which are the largest component of the SANBAG Measure I transactions and use tax program.

Utilization of professional services contractors is an integral part of the management strategy and an essential component of the agency resources required to meet organizational goals. It is a strategy which has dividends both organizationally and fiscally to meet the changing human resources demands of the organization.

Salaries and Benefits

The ***Salaries and Benefits Schedule pg. 28*** contained in this budget illustrates the total estimated costs for salaries and benefits during the Fiscal Year 2015/2016 budget, as estimated in May 2015. The total salary and benefit cost in the adopted budget is $8,655,746 which represents 1.7% of the total budgeted new expenditures. This budget includes authority for the Executive Director to authorize up to a 5% adjustment to salary to employees based on their annual performance evaluation. There is no cost of living adjustment proposed in this budget.

This budget also includes the shifting of a portion of pension costs from SANBAG to its employees. Currently SANBAG's Tier 1 employees (those beginning service before January 1, 2013) don't pay anything towards their pension benefits. This budget proposes that each Tier 1 employee begin paying 7.2% of their pensionable compensation towards their pension costs. This will be offset in the budget by a one-time salary adjustment equal to 7.2% of pensionable compensation for Tier 1 employees. Because this salary adjustment will be offset by reduced pension costs for SANBAG, this has no net impact on the proposed budget.

Staff Utilization

SANBAG budgets costs related to regular and temporary employees by allocation of their total hours to specific tasks. The pie chart entitled ***Hourly Staff Utilization by Program pg. 30*** provides a visual display of human resources distributed by program. Also provided in this chapter is a table entitled Staff Utilization Report that depicts hours allocated by senior management, administrative/professional, and support employees to each task in the budget.

The ***Staff Utilization Report pg. 29*** displays the distribution of resources among the various SANBAG tasks and programs, reflecting the amount of management and support staff hours necessary to perform tasks contained in the budget. Each full-time employee is budgeted for a total of 2,080 hours annually. In addition to hours worked, this total includes vacation, holiday, administrative, and sick leave. The hours worked by each employee are assigned directly to tasks approved in the annual budget, normally based on 1,850 hours worked.

For development of the annual budget, SANBAG employees allocate their total work hours among tasks based on their estimation of time necessary to accomplish work elements in the identified tasks. However, as work is performed throughout the year, hours are charged in accordance with actual time spent. As might be expected, the actual hours to accomplish tasks may vary from the original estimates included in the budget. SANBAG staff is authorized to reallocate budgeted salary costs from one program to another administratively as such adjustments may become necessary. This authority provides for accurate recordation of costs associated with budgeted tasks and provides important base information for future budgeting estimates.

Table of Regular Positions
Fiscal Year 2015/2016

Support Group	**FY 12/13**	**FY 13/14**	**FY 14/15**	**FY 15/16**
Accountant	1.5	1.5	1.5	.5
Accounting Assistant	1	1	1	2
Accounting Assistant, Senior	1	1	1	1
Administrative Assistant	2	2	2	1
Administrative Assistant, Senior	4	4	4	4
Deputy Clerk of the Board	1	1	1	1
Legal Assistant	0	0	0	1
Office Assistant	1	1	1	1
Receptionist	1	1	1	1
Transportation Programming Technician	1	1	1	1
Total Support Group	**13.5**	**13.5**	**13.5**	**13.5**
Administrative/Professional Group				
Accounting Manager	1	0	0	0
Air Quality/Mobility Specialist*	2	2	2	0
Chief of Alternative Project Financing	1	1	0	0
Chief of Air Quality & Mobility Programs	1	1	1	1
Chief of Fiscal Resources	0	1	1	1
Chief of Fund Administration & Programming	0	1	1	1
Chief of Legislative and Public Affairs	0	0	1	1
Chief of Planning	1	1	1	1
Chief of Transit and Rail Programs	1	1	1	1
Clerk of the Board/Administrative Supervisor	1	1	1	1
Construction Manager	1	1	1	1
GIS Administrator	1	1	1	1
GIS Analyst	0	1	1	1
Human Resources/Information Services Administrator	1	1	1	1
Legislative Analyst*	1	1	1	0
Management Services Analyst	0	1	0	0
Management Services Specialist*	1	0	1	0
Management Analyst I	0	0	0	3
Management Analyst II	0	0	0	8
Management Analyst III	0	0	0	3
Procurement Analyst	0	0	2	2
Procurement Manager	1	1	1	1
Project Delivery Manager	2	2	2	2
Programming/Project Controls Manager	1	0	0	0
Public Information Analyst*	1	1	1	0
Public Information Officer	1	1	0	0
Senior Planner	0	0	0	1
Senior Accountant	0	0	0	1
Transit Analyst*	2	2	2	0
Transit Specialist*	1	1	1	0
Transportation Planning Analyst*	2	2	2	0
Transportation Programming Analyst*	1	2	2	0
Transportation Programming Analyst, Senior*	1	0	1	0
Transportation Planning Specialist*	1	1	1	0
Total Administrative/Professional Group	**27**	**28**	**30**	**32**

Senior Management Group				
Chief Financial Officer	1	1	1	1
Director of Fund Administration & Programming	1	1	1	1
Director of Legislative and Public Affairs	1	1	1	1
Director of Management Services	1	1	1	1
Director of Planning	1	1	1	1
Director of Project Delivery	1	1	1	1
Director of Transit & Rail Programs	1	1	1	1
Executive Director	1	1	1	1
General Counsel	1	1	1	1
Total Senior Management Group	**9**	**9**	**9**	**9**
TOTAL REGULAR POSITIONS	**49.5**	**50.5**	**52.5**	**54.5**

** In December 2014, the Board approved renaming a broad category of specialists and analysts throughout the organization into one series of Management Analysts I, II, or III.*

San Bernardino Associated Governments
Salaries and Benefits Schedule at Budgeted Rates
For Fiscal Year 2015/2016

	Salaries	Retirement	Deferred Comp.	Worker's Comp.	Medicare	Medical Retire Trust	UI*	Flexible Benefits	Auto Allowance	Contracted County Supp.**	Total
Support Group	**$797,116**	**$230,574**	**$35,029**	**$24,571**	**$11,119**	**$968**	**$4,125**	**$144,819**	**$0**	**$15,631**	**$1,263,952**
Accounting and Procurement (3.5)											
Deputy Clerk of the Board											
Office Assistant/Receptionist (2)											
Administrative Assistants (6)											
Legal Assistant											
Adminstrative/Professional Group	**$2,985,677**	**$956,289**	**$205,868**	**$92,923**	**$42,051**	**$5,549**	**$8,525**	**$329,132**	**$20,281**	**$48,164**	**$4,694,459**
Chief of Fiscal Resources											
Senior Accountant											
Contract/Procurement/Risk (3)											
Air Quality/Mobility Positions (3)											
Clerk of the Board/Administrative Supervisor											
Construction Manager											
Project Delivery Manager (2)											
Data Management (2)											
Human Resources/Information Svcs Positions (2)											
Legislative/Public Information Positions (3)											
Planning/Programming Positions (9)											
Transit Positions (4)											
Senior Management Group	**$1,729,374**	**$551,463**	**$126,793**	**$54,170**	**$24,513**	**$6,757**	**$2,475**	**$97,015**	**$84,120**	**$20,655**	**$2,697,335**
Executive Director											
Chief Financial Officer											
General Counsel											
Director of Fund Administration											
Director of Project Delivery											
Director of Legislative Affairs											
Director of Management Services											
Director of Planning											
Director of Transit and Rail Programs											
TOTALS	**$5,512,167**	**$1,738,326**	**$367,690**	**$171,664**	**$77,683**	**$13,274**	**$15,125**	**$570,966**	**$104,401**	**$84,450**	**$8,655,746**

* Unemployment Insurance

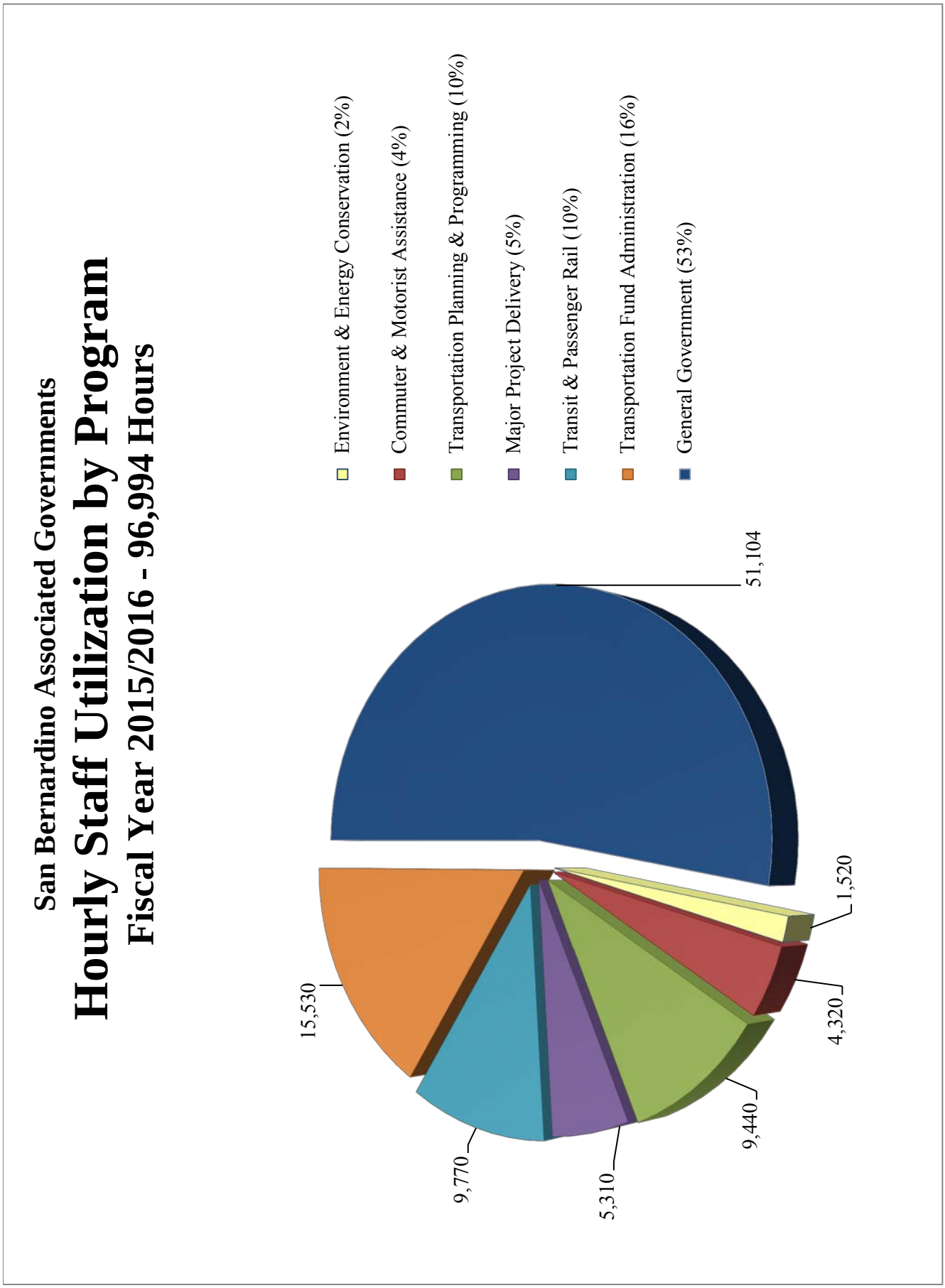
** Includes Short Term Disability, Long Term Disability, Survivors Benefits, FMLA, 50k Life and Vision

Employer Provided Benefits:		**Mandatory Benefits:**	
Retirement	$1,738,326	**Workers' Compensation**	$171,664
Deferred Compensation	367,690	**Medicare**	77,683
Flexible Benefit Plan	570,966	**Unemployment Insurance**	15,125
Contracted County Supplemental Benefits	84,450		
Auto Allowance	104,401		
Medical Retirement Trust	13,274		
Total	**$2,879,107**	**Total**	**$264,472**

San Bernardino Associated Governments
Staff Utilization Report
Fiscal Year 2015/2016

		Director of Transit & Rail	Director of Management Services	Director of Project Delivery	SANBAG Counsel	Director of Planning	Chief Financial Officer	Director of Legislative & Public Affairs	Executive Director	Director of Fund Administration & Programming	OTHER STAFF *	TOTAL
GENERAL GOVERNMENT												
0100	Board of Directors	-	-	-	-	-	-	-	-	-	-	-
0200	Clerk of Board/Support Services	-	-	-	-	-	-	-	1,760	-	17,300	**19,060**
0350	General Counsel	-	-	-	1,760	-	-	-	-	-	1,760	**3,520**
0400	Financial Management	-	-	-	-	-	1,720	-	-	-	15,954	**17,674**
0450	Management Services	-	350	-	-	-	-	-	-	-	1,520	**1,870**
0470	Human Resources	-	320	-	-	-	-	-	-	-	1,220	**1,540**
0501	Intergovernmental Relations	-	390	-	-	-	-	200	-	-	460	**1,050**
0503	Legislation	-	-	-	-	-	-	500	-	-	475	**975**
0605	Publications and Outreach	-	-	-	-	-	-	1,060	-	-	4,345	**5,405**
0805	Building Operation	-	10	-	-	-	-	-	-	-	-	**10**
TOTAL GENERAL GOVERNMENT		**-**	**1,070**	**-**	**1,760**	**-**	**1,720**	**1,760**	**1,760**	**-**	**43,034**	**51,104**
ENVIRONMENT AND ENERGY CONSERVATION												
0101	Environment	-	100	-	-	-	-	-	-	-	1,210	**1,310**
0111	Energy Conservation	-	210	-	-	-	-	-	-	-	-	**210**
TOTAL ENVIRONMENT AND ENERGY CONSERVATION		**-**	**310**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,210**	**1,520**
COMMUTER AND MOTORIST ASSISTANCE												
0406	Traveler Services	-	100	-	-	-	-	-	-	-	1,670	**1,770**
0702	Call Box System	-	100	-	-	-	-	-	-	-	1,080	**1,180**
0704	Freeway Patrol Service/State	-	100	-	-	-	-	-	-	-	1,270	**1,370**
TOTAL COMMUTER AND MOTORIST ASSISTANCE		**-**	**300**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**4,020**	**4,320**
REGIONAL AND SUB-REGIONAL PLANNING												
0110	Regional Planning	-	-	-	-	640	-	-	-	-	1,970	**2,610**
0203	Congestion Management	-	-	-	-	160	-	-	-	-	260	**420**
0404	Subregional Planning	-	-	-	-	960	-	-	-	-	4,980	**5,940**
0941	Mt/Desert Planning and Project Development	-	-	-	-	-	-	-	-	160	310	**470**
TOTAL REGIONAL AND SUB-REGIONAL PLANNING		**-**	**-**	**-**	**-**	**1,760**	**-**	**-**	**-**	**160**	**7,520**	**9,440**
TRANSIT & PASSENGER RAIL												
0309	General Transit	-	-	-	-	-	-	-	-	120	860	**980**
0310	Transit Operations	-	-	-	-	-	-	-	-	-	-	-
0311	Transit Capital	100	-	-	-	-	-	-	-	-	586	**686**
0322	San Bernardino Transit Center	80	-	-	-	-	-	-	-	-	104	**184**
0323	Downtown San Bernardino Passenger Rail	320	-	-	-	-	-	-	-	-	104	**424**
0324	Redlands Passenger Rail	800	-	-	-	-	-	-	-	-	1,320	**2,120**
0325	San Gabriel Subdivision Line Improvements	180	-	-	-	-	-	-	-	-	730	**910**
0352	General Commuter Rail	200	-	-	-	-	-	-	-	-	662	**862**
0377	Commuter Rail Operating Expenses	40	-	-	-	-	-	-	-	-	1,046	**1,086**
0379	Commuter Rail Capital Expenses	40	-	-	-	-	-	-	-	-	506	**546**
0383	Vanpool Program	-	-	-	-	-	-	-	-	-	1,972	**1,972**
TOTAL TRANSIT & PASSENGER RAIL		**1,760**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**120**	**7,890**	**9,770**
MAJOR PROJECT DELIVERY PROGRAM												
0815	Measure I Program Management	-	-	1,720	-	-	-	-	-	-	3,590	**5,310**
0820	Freeway Projects	-	-	-	-	-	-	-	-	-	-	-
0830	Interchange Projects	-	-	-	-	-	-	-	-	-	-	-
0840	Grade Separation Projects	-	-	-	-	-	-	-	-	-	-	-
0860	Arterial Projects	-	-	-	-	-	-	-	-	-	-	-
TOTAL MAJOR PROJECT DELIVERY PROGRAM		**-**	**-**	**1,720**	**-**	**-**	**-**	**-**	**-**	**-**	**3,590**	**5,310**
TRANSPORTATION FUND ADMINISTRATION												
0500	Transportation Improvement Program	-	-	-	-	-	-	-	-	620	5,780	**6,400**
0550	Measure I Local Pass-Through	-	-	-	-	-	-	-	-	800	8,330	**9,130**
TOTAL TRANSPORTATION FUND ADMINISTRATION		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,420**	**14,110**	**15,530**
FRINGE												
FRINGE	Fringe	**320**	**440**	**560**	**320**	**360**	**360**	**320**	**320**	**380**	15,196	**18,576**
TOTAL FRINGE		**320**	**440**	**560**	**320**	**360**	**360**	**320**	**320**	**380**	**15,196**	**18,576**
GRAND TOTALS		**2,080**	**2,120**	**2,280**	**2,080**	**2,120**	**2,080**	**2,080**	**2,080**	**2,080**	**96,570**	**115,570**

*** OTHER STAFF comprised of (53) FULL-TIME PROFESSIONAL STAFF; (2) PART-TIME.**


San Bernardino Associated Governments
Hourly Staff Utilization by Program
Fiscal Year 2015/2016 - 96,994 Hours
Environment & Energy Conservation (2%)
Commuter & Motorist Assistance (4%)
Transportation Planning & Programming (10%)
Major Project Delivery (5%)
Transit & Passenger Rail (10%)
Transportation Fund Administration (16%)
General Government (53%)
51,104
1,520
4,320
9,440
5,310
9,770
15,530

San Bernardino Associated Governments
Budget Summary
Fiscal Year 2015/2016

			Measure I													
			Valley / Cajon Pass						Mountain Desert							
	Indirect Costs	Total Direct	Local Distribution / Administration	Freeways / Major Projects	Interchanges / Cajon Pass	Major Streets	Rail / Senior-Disabled / Transit	Traffic Mangement Systems	Local Distribution / Administration	Major Local Highway	Senior / Disabled Transit	Project Development / Traffic Mangement Systems	LTF/STAF	Capital Projects Bond Fund	Grants / Other Revenue *	Grant / Revenue Type
REVENUES																
Sales Tax-Measure I 1990-2010	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Sales Tax-Measure I 2010-2040	-	149,000,000	24,773,026	34,143,200	17,103,600	23,547,000	21,192,300	2,354,700	17,604,374	6,405,500	1,363,800	512,500	-	-	-	
Local Transportation Fund	-	87,934,961	-	-	-	-	-	-	-	-	-	-	87,934,961	-	-	
State Transit Assistance Fund	-	12,974,883	-	-	-	-	-	-	-	-	-	-	12,974,883	-	-	
2014 Bond Revenue Proceeds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Other Grants and Revenues	4,890,878	170,693,250	-	269,110	66,940	50,040	40,990	20,990	-	21,650	2,300	2,485	313,200	42,000	169,863,545	
Total Revenues	4,890,878	420,603,094	24,773,026	34,412,310	17,170,540	23,597,040	21,233,290	2,375,690	17,604,374	6,427,150	1,366,100	514,985	101,223,044	42,000	169,863,545	
EXPENDITURES																
General Government																
0100 Board of Directors	-	232,000	56,819	26,375	25,375	20,675	22,500	-	40,431	-	-	-	22,825	-	17,000	SAFE
0200 Executive Administration and Support	966,228	871,961	115,224	114,757	94,753	93,156	55,907	13,226	24,548	-	-	-	203,023	-	157,367	RAR, PACE, PPM, SAFE
0350 General Counsel	346,886	592,674	-	15,360	15,360	15,360	-	-	-	-	-	-	188,158	236,697	121,739	LOC, RAR, PACE, CMAQ, FTA, SAFE
0400 Financial Management	2,205,496	1,309,179	552,870	48,015	48,015	48,015	-	-	100,000	-	-	-	428,237	44,578	39,449	SAFE
0450 Management Services	741,526	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
0470 Human Resources	203,984	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
0501 Intergovernmental Relations	-	588,535	217,086	9,549	-	-	-	-	21,900	-	-	-	-	-	340,000	PACE
0503 Legislation	-	519,967	27,950	347,037	45,830	45,830	-	-	53,320	-	-	-	-	-	-	
0605 Public Affairs	-	1,145,929	-	576,788	214,665	161,980	86,506	-	22,436	-	-	-	83,554	-	-	
0805 Building Operation	426,758	14,201	-	-	-	-	-	-	-	-	-	-	-	-	14,201	LOC, RAR
Total General Government	4,890,878	5,274,446	969,949	1,137,881	443,998	385,016	164,913	13,226	262,635	-	-	-	925,797	281,275	689,756	
Environment & Energy Conservation																
0101 Environment	-	436,137	-	-	-	-	-	382,962	-	-	-	-	3,175	-	50,000	PACE
0111 Energy Conservation	-	1,230,490	-	-	-	-	-	-	-	-	-	-	-	-	1,230,490	PACE
Total Environment & Energy Conservation	-	1,666,627	-	-	-	-	-	382,962	-	-	-	-	3,175	-	1,280,490	
Commuter & Motorist Assistance																
0406 Traveler Services	-	2,371,345	-	-	-	-	-	287,129	-	-	-	9,100	-	-	2,075,116	CMAQ
0702 Call Box System	-	2,426,632	-	-	-	-	-	1,230,000	-	-	-	-	-	-	1,196,632	SAFE
0704 Freeway Patrol Service/State	-	2,780,734	-	-	-	-	-	124,400	-	-	-	-	-	-	2,656,334	FSP
Total Commuter & Motorist Assistance	-	7,578,711	-	-	-	-	-	1,641,529	-	-	-	9,100	-	-	5,928,082	
Regional & Sub-Regional Planning																
0110 Regional Planning	-	489,052	-	-	-	-	-	-	-	-	-	-	489,052	-	-	
0203 Congestion Management	-	222,614	-	-	-	-	-	199,775	-	-	-	22,839	-	-	-	
0404 Subregional Planning	-	5,379,793	22,875	52,992	59,081	3,525	-	831,802	-	-	-	139,766	594,619	-	3,675,133	LOC, ATP, PPM
0941 Mt./Desert Planning & Project Development	-	229,786	-	-	-	-	-	-	79,786	-	-	150,000	-	-	-	
Total Regional & Sub-Regional Planning	-	6,321,245	22,875	52,992	59,081	3,525	-	1,031,577	79,786	-	-	312,605	1,083,671	-	3,675,133	
Transit & Passenger Rail																
0309 General Transit	-	605,277	-	-	-	-	-	-	-	-	-	-	605,277	-	-	
0310 Transit Operations	-	9,479,921	-	-	-	-	7,954,700	-	-	-	1,363,800	161,421	-	-	-	
0311 Transit Capital	-	345,965	-	-	-	-	-	-	-	-	-	-	295,965	-	50,000	LOC
0322 San Bernardino Transit Center	-	3,319,941	-	-	-	-	-	-	-	-	-	-	931,791	-	2,388,150	LOC, FTA
0323 Downtown San Bernardino Passenger Rail	-	53,504,351	-	-	-	-	4,065,000	-	-	-	-	-	13,720,277	4,006,039	31,713,035	FTA, SLPP, PTMISEA, TSSSDRP
0324 Redlands Passenger Rail	-	25,946,323	-	-	-	-	-	-	-	-	-	-	2,090,338	19,605,985	4,250,000	LOC, PTMISEA
0325 San Gabriel Subdivision Line Improvements	-	4,337,870	-	-	-	-	-	-	-	-	-	-	3,657,382	30,000	650,488	LOC, TSSSDRP
0352 General Commuter Rail	-	1,037,831	-	-	-	-	50,000	-	-	-	-	-	987,831	-	-	
0377 Commuter Rail Operating	-	16,993,375	-	-	-	-	99,611	-	-	-	-	-	14,984,734	-	1,909,030	RAR, LCTOP
0379 Commuter Rail Capital	-	3,819,933	-	-	-	-	200,000	-	-	-	-	-	2,164,533	-	1,455,400	PTMISEA
0383 Vanpool Program	-	1,450,128	-	-	-	-	-	-	-	-	-	-	-	-	1,450,128	CMAQ
Total Transit & Passenger Rail	-	120,840,915	-	-	-	-	12,369,311	-	-	-	1,363,800	161,421	39,438,128	23,642,024	43,866,231	

San Bernardino Associated Governments
Budget Summary
Fiscal Year 2015/2016

			Measure I													
			Valley / Cajon Pass						Mountain Desert							
	Indirect Costs	Total Direct	Local Distribution /Administration	Freeways / Major Projects	Interchanges / Cajon Pass	Major Streets	Rail / Senior-Disabled / Transit	Traffic Mangement Systems	Local Distribution / Administration	Major Local Highway	Senior / Disabled Transit	Project Development / Traffic Mangement Systems	LTF/STAF	Capital Bonds	Grants / Other Revenue *	Grant / Revenue Type
EXPENDITURES																
Major Project Delivery																
0815 Measure I Program Management	-	4,769,944	-	1,695,274	1,670,828	1,403,842	-	-	-	-	-	-	-	-	-	
0820 Freeway Projects	-	66,780,171	-	26,833,403	-	-	-	1,224,948	-	61,500	-	-	-	54,090	38,606,230	LOC, STP, CMAQ, TEA, PNRS, DEMO, RIP, PPM
0830 Interchange Projects	-	77,386,270	-	3,641,617	8,243,099	-	-	-	-	120,292	-	-	-	22,612,987	42,768,275	LOC, STP, DEMO, IMD, RIP, CMIA, TCIF, SLPP
0840 Grade Separation Projects	-	48,146,598	-	3,048,681	-	-	-	-	-	549,954	-	-	-	7,809,903	36,738,060	LOC, STP, CMAQ, PNRS, RIP, TCIF, SLPP, PUC
0860 Arterial Projects	-	429,881	-	-	-	-	-	429,881	-	-	-	-	-	-	-	
Total Major Project Delivery	-	197,512,864	-	35,218,975	9,913,927	1,403,842	-	1,654,829	-	731,746	-	-	-	30,476,980	118,112,565	
Fund Administration & Programming																
0500 Federal/State Fund Administration	-	1,095,350	-	-	-	-	-	-	-	-	-	-	505,783	-	589,567	PPM
0550 Measure I Local Pass Thru	-	152,835,442	23,690,922	115,467	139,274	20,612,789	120,590	-	17,416,228	9,720,560	-	455,012	78,829,953	1,294,802	439,845	PPM
Total Fund Administration & Programming	-	153,930,792	23,690,922	115,467	139,274	20,612,789	120,590	-	17,416,228	9,720,560	-	455,012	79,335,736	1,294,802	1,029,412	
Debt Service Program																
0965 2012A Sales Tax Revenue Bond	-	6,080,438	-	-	2,286,243	2,486,900	-	-	-	1,307,295	-	-	-	-	-	
0966 2014A Sales Tax Revenue Bond	-	5,138,613	-	-	1,884,329	1,841,165	1,156,188	-	-	256,931	-	-	-	-	-	
Total Debt Service Program	-	11,219,051	-	-	4,170,572	4,328,065	1,156,188	-	-	1,564,226	-	-	-	-	-	
Total Expenditures	4,890,878	504,344,651	24,683,746	36,525,315	14,726,852	26,733,237	13,811,002	4,724,123	17,758,649	12,016,532	1,363,800	938,138	120,786,507	55,695,081	174,581,669	
RECAP																
Estimated Beginning Fund Balance	-	495,941,993	488,974	86,932,062	22,091,804	32,557,401	41,667,365	11,935,091	373,062	20,783,420	2,181,719	2,084,497	152,669,132	89,181,277	32,996,189	
Total Revenues	4,890,878	420,603,094	24,773,026	34,412,310	17,170,540	23,597,040	21,233,290	2,375,690	17,604,374	6,427,150	1,366,100	514,985	101,223,044	42,000	169,863,545	
Total Expenditures	4,890,878	504,344,651	24,683,746	36,525,315	14,726,852	26,733,237	13,811,002	4,724,123	17,758,649	12,016,532	1,363,800	938,138	120,786,507	55,695,081	174,581,669	
Excess of Revenues Over (Under) Expenditures	-	(83,741,557)	89,280	(2,113,005)	2,443,688	(3,136,197)	7,422,288	(2,348,433)	(154,275)	(5,589,382)	2,300	(423,153)	(19,563,463)	(55,653,081)	(4,718,124)	
Estimated Prior Year Budgeted Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Transfers In (Out)	-	-	-	-	-	-	-	-	-	-	-	-	(54,301)	-	54,301	
20% Reserve	-	(18,244,380)	-	(6,828,640)	(2,590,180)	(4,718,820)	(2,354,700)	(470,940)	-	(1,281,100)	-	-	-	-	-	
Estimated Ending Fund Balance	-	393,956,056	578,254	77,990,417	21,945,312	24,702,384	46,734,953	9,115,718	218,787	13,912,938	2,184,019	1,661,344	133,051,368	33,528,196	28,332,366	

Grant/Revenue Type Legend

CMAQ - Congestion Mitigation Air Quality
PUC - Public utilities Commission
DEMO - Federal Demonstration Funds
FSP - Freeway Service Patrol
FTA - Federal Transit Administration
GADUES - General Membership Dues
IMD - Interstate Maintenance Discretionary
SLPP - State Local Partnership Program
LOC - Local Funds/Reimbursements
RIP - Regional Improvement Program
PPM - Planning, Programming & Monitoring
PACE - Property Assessed Clean Energy
PNRS - Projects of National & Regional Significance
TCIF - Trade Corridor Improvement Fund
RAR - Rail Asset Revenue
TEA - Transportation Enhancement Activities
SAFE - Service Authority for Freeway Emergencies
STP - Surface Transportation Program
ATP - Active Transportation Program
TCRP - Traffic Congestion Relief Program
LCTOP - Low Carbon Transit Operations Program
PTMISEA - Public Transportation Modernization, Improvement and Service Enhancement Account
TSSSDRP - Transit System Safety Security Disaster Recovery Program
CMIA - Corridor Mobility Improvement Account
TCIF - Trade Corridor Improvement Fund

San Bernardino Associated Governments
Measure I Recap
Fiscal Year 2015/2016

	Measure I										
	Valley / Cajon Pass						Mountain Desert				
	Local Distribution / Administration	Freeways / Major Projects	Interchanges / Cajon Pass	Major Streets	Rail / Senior-Disabled / Transit	Traffic Mangement Systems	Local Distribution / Administration	Major Local Highway / Local Streets	Senior / Disabled Transit	Project Development / Traffic Mangement Systems	Total
MEASURE I RECAP											
Estimated Beginning Fund Balance:											
MeasureI 1990-2010	-	11,319,279	-	-	1,936,921	5,059,159	-	-	-	-	18,315,359
MeasureI 2010-2040	488,974	86,932,062	22,091,804	32,557,401	41,667,365	11,935,091	373,062	20,783,420	2,181,719	2,084,497	221,095,395
Total	488,974	98,251,341	22,091,804	32,557,401	43,604,286	16,994,250	373,062	20,783,420	2,181,719	2,084,497	239,410,754
Total Revenues:											
MeasureI 1990-2010	-	-	-	-	-	-	-	-	-	-	-
MeasureI 2010-2040	24,773,026	34,143,200	17,103,600	23,547,000	21,192,300	2,354,700	17,604,374	6,405,500	1,363,800	512,500	149,000,000
Total	24,773,026	34,143,200	17,103,600	23,547,000	21,192,300	2,354,700	17,604,374	6,405,500	1,363,800	512,500	149,000,000
Total Expenditures:											
MeasureI 1990-2010	-	11,346,169	-	-	-	2,656,948	-	-	-	-	14,003,117
MeasureI 2010-2040	24,683,746	36,525,315	14,726,852	26,733,237	13,811,002	4,724,123	17,758,649	12,016,532	1,363,800	938,138	153,281,394
Total	24,683,746	47,871,484	14,726,852	26,733,237	13,811,002	7,381,071	17,758,649	12,016,532	1,363,800	938,138	167,284,511
Excess of Revenues Over (Under) Expenditures:											
MeasureI 1990-2010	-	(11,319,279)	-	-	5,250	(2,646,628)	-	-	-	-	(13,960,657)
MeasureI 2010-2040	89,280	(2,113,005)	2,438,438	(3,136,197)	7,427,538	(2,348,433)	(154,275)	(5,589,382)	2,300	(423,153)	(3,806,889)
Total	89,280	(13,432,284)	2,438,438	(3,136,197)	7,432,788	(4,995,061)	(154,275)	(5,589,382)	2,300	(423,153)	(17,767,546)
20% Reserve:											
MeasureI 1990-2010	-	-	-	-	-	-	-	-	-	-	-
MeasureI 2010-2040	-	(6,828,640)	(2,590,180)	(4,718,820)	(2,354,700)	(470,940)	-	(1,281,100)	-	-	(18,244,380)
Total	-	(6,828,640)	(2,590,180)	(4,718,820)	(2,354,700)	(470,940)	-	(1,281,100)	-	-	(18,244,380)
Estimated EndingFund Balance:											
MeasureI 1990-2010	-	-	-	-	-	-	-	-	-	-	-
MeasureI 2010-2040	578,254	77,990,417	21,940,062	24,702,384	46,740,203	9,115,718	218,787	12,421,194	2,184,019	1,661,344	197,552,382
Total	578,254	77,990,417	21,940,062	24,702,384	46,740,203	9,115,718	218,787	12,421,194	2,184,019	1,661,344	197,552,382

Revenue Overview

The revenue for Fiscal Year 2015/2016 is projected at $420,603,094. Detail of Anticipated revenues is presented in this section of the budget on a table entitled ***Estimated Revenue Detail pg. 37***.

SANBAG maintains a General Fund which includes general assessment dues, Measure I Valley and Mountain Desert administration; Local Transportation Fund–administration, planning, Article 3 and rail; State Transit Assistance Fund–rail; rail assets; property assessed clean energy; greenhouse gas; joint solar power; local/other; Amtrak; and congestion management.

Special Revenue Funds maintained by SANBAG include federal and state grants; Local Transportation Fund and State Transit Assistance Fund pass through; and Measure I programs. The majority of the revenue received by SANBAG is classified as special revenue.

Capital Projects Funds identified in the budget include local projects reimbursements and bond funds.

Treatment of the revenue and expenditures is detailed in the budget and summarized on the ***Budget Summary pg. 31*** schedule.

Measure I Sales Tax

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

Measure I identifies six separate subareas of the county for the purpose of revenue allocation: Colorado River, Morongo Basin, Mountain, North Desert, Victor Valley, and San Bernardino Valley. The San Bernardino Valley Subarea includes not only allocations for local jurisdictions, but also allocations for Freeway Projects, Freeway Interchange Projects, Major Street Projects, Metrolink/Rail, Express Bus/Bus Rapid Transit, Senior and Disabled Transit, and Traffic Management. The Mountain/Desert Subareas include allocations for Major Local Highways, Local Streets, Senior and Disabled Transit, and Traffic Management. Three percent of the revenue generated in the San Bernardino Valley and the Victor Valley subarea will be reserved in advance of other allocations specified in the plan for funding of the Interstate 15 (I-15)/Interstate 215 (I-215) Interchange in Devore Road, I-15 widening through Cajon Pass, and truck lane development. Revenue generated in each subarea is returned to that subarea for projects identified in expenditure plans. Revenue from the tax can only be used for transportation improvement and traffic management programs as authorized in the Measure and the Expenditure Plan as set forth in Ordinance No. 04-01.

Proper planning calls for continual assessment of the status of projects managed by SANBAG. Revenues determine what can be completed and when. SANBAG has made it a practice to regularly update its revenue projections. SANBAG engages the services of an investment advisor and a financial advisor. Additionally, SANBAG has prepared an economic forecast of annual taxable retail sales for the county, through the year 2040, to assist SANBAG in the forecasting of its future funding and bonding needs. Measure I collections are estimated to be $149 million for Fiscal Year 2015/2016 in comparison to $142 million for Fiscal Year 2014/2015.

SANBAG has chosen to remain conservative in the budgeting of Measure I Funds/Revenue. This strategy should provide a hedge against the current fluctuations in the transactions and use tax. Projects could be delayed to offset any projected deficits, but this usually is not in the best interest of the agency. Delays in construction and purchase of right of way can be costly. SANBAG continuously searches for additional funding sources to supplement the program. Staff has successfully reduced overall costs of the program by monitoring the status of the projects closely. Additionally, Measure I revenue is eligible to be pledged against bond proceeds.

Local Transportation Fund Sales Tax

The Transportation Development Act (TDA) authorizes the creation of a Local Transportation Fund (LTF) in each county for the transportation purposes specified in the "Mills-Alquist Deddeh Act," also known as the Transportation Development Act, Public Utilities Code Section 99200. Revenues to the Local Transportation Funds are derived from the quarter cent of the retail sales tax collected countywide. The current rate is 8.75%. The quarter cent is returned by the State Board of Equalization to each county according to the amount of tax collected in that county. There is a three-step process for disbursement of these funds: 1) apportionment, 2) allocation, and 3) disbursement. One step does not always imply or require the next. Annually, SANBAG, acting as the Transportation Planning Agency, determines each area's apportionment of the anticipated local transportation funds. Once funds are apportioned to a given area, they are typically available only for allocation to claimants in that area.

Allocation is the discretionary action by SANBAG that designates funds to a specific claimant for a specific purpose. Disbursement is authorized by allocation instructions issued by SANBAG, which may call for payment in a lump sum, installments, or as funds become available. After determining amounts allocated for planning and administrative purposes, funds are allocated for pedestrian/bicycle projects, support of transit operation and capital projects and in the mountain/desert region for street and road improvements. In addition to the role of administrator for LTF, SANBAG is a recipient of local transportation funds for fund administration, planning, Article 3 bicycle and pedestrian, and commuter rail programs. LTF funds include $2,942,709 for planning, and $25,292,864 for commuter rail which includes prior year allocations. Administration will use prior revenue carryovers. Refer to program budgets ***General Government, pg. 43, Environment and Energy Conservation pg. 71, Commuter and Motorist Assistance, pg. 79, Regional and Subregional Planning pg. 91, Transit & Passenger Rail pg. 107, and Fund Administration & Programming pg. 201,*** for details. Columns on the ***Budget Summary pg. 31*** schedule define the expenditures that will be supported by this funding. The LTF sales tax revenue for Fiscal Year 2015/2016 is estimated to be $88 million. This represents an $8.1 million increase from the previous fiscal year budget. LTF apportionments will be revised up or down depending on the actual collections.

State Transit Assistance Fund

The TDA provides for a second source of revenue; the State Transit Assistance Fund (STAF). These revenues are derived from a portion of the sales tax applied to the purchase of gasoline and diesel and are appropriated annually by the State Legislature. In prior years, STAF revenue was allocated by the State Controller pursuant to a formula that considers County population and the ratio of passenger fares and local support of each eligible transit operator in the County to the State total population and total fares and local support for all eligible transit operators in the State. The amount of STAF available in any given year is highly dependent upon the State Legislature and the State Budget. STAF estimated revenues for Fiscal Year 2015/2016 are estimated to be $12.9 million which includes prior year allocations. Refer to program budget ***Transit & Passenger Rail pg. 107*** for details. Columns on the ***Budget Summary pg. 31*** schedule define the expenditures that will be supported by this funding.

SAFE-Vehicle Registration Fees

In accordance with Section 2550-2557 of the California Streets and Highways Code, the County of San Bernardino and a majority of the cities representing a majority of the population within the incorporated territory approved the formation of a Service Authority for Freeway Emergencies (SAFE) and designated SANBAG as that agency in 1986. Under the auspices of SAFE, SANBAG administers a program that currently provides approximately 1,244 call boxes on State freeways and highways within San Bernardino County. Approximately 9,500 calls are placed from call boxes throughout the county each year. Spacing between individual call boxes ranges from one quarter mile intervals in high volume traffic areas to two mile intervals in more remote locations. The vehicle registration fees support the related expenditures of the cellular service for the call boxes program and its related operating and capital expenses. Refer to the program budget for ***Commuter and Motorist Assistance Program pg. 79*** for details.

Local Revenues

General Assessment Dues - SANBAG annually collects from its member jurisdictions as authorized in the joint powers agreement, that are intended to fund SANBAG activities related to issues of mutual concern to the general membership. Dues are levied by a formula whereby one-half of the assessment is based on population and the other one-half is based on the assessed valuation of each member jurisdiction. The total amount of the general dues assessment is $104,946 and is utilized to support intergovernmental relations. General Assessment Dues estimated fund balance at June 30, 2016 is $313,099 for new initiatives. Detail for the estimated dues is presented on a table entitled ***SANBAG General Assessment Dues Estimated Calculation pg. 39*** in the ***Financial Overview pg. 19.***

Local Reimbursements – Several agencies have participated in programs administered by SANBAG and have entered into agreements to reimburse SANBAG for those activities and services that fall within the respective jurisdictions. Types of reimbursements that are included in this classification are those related to congestion management, and the freeway interchange construction projects. These anticipated reimbursements will fund the proposed corresponding activities.

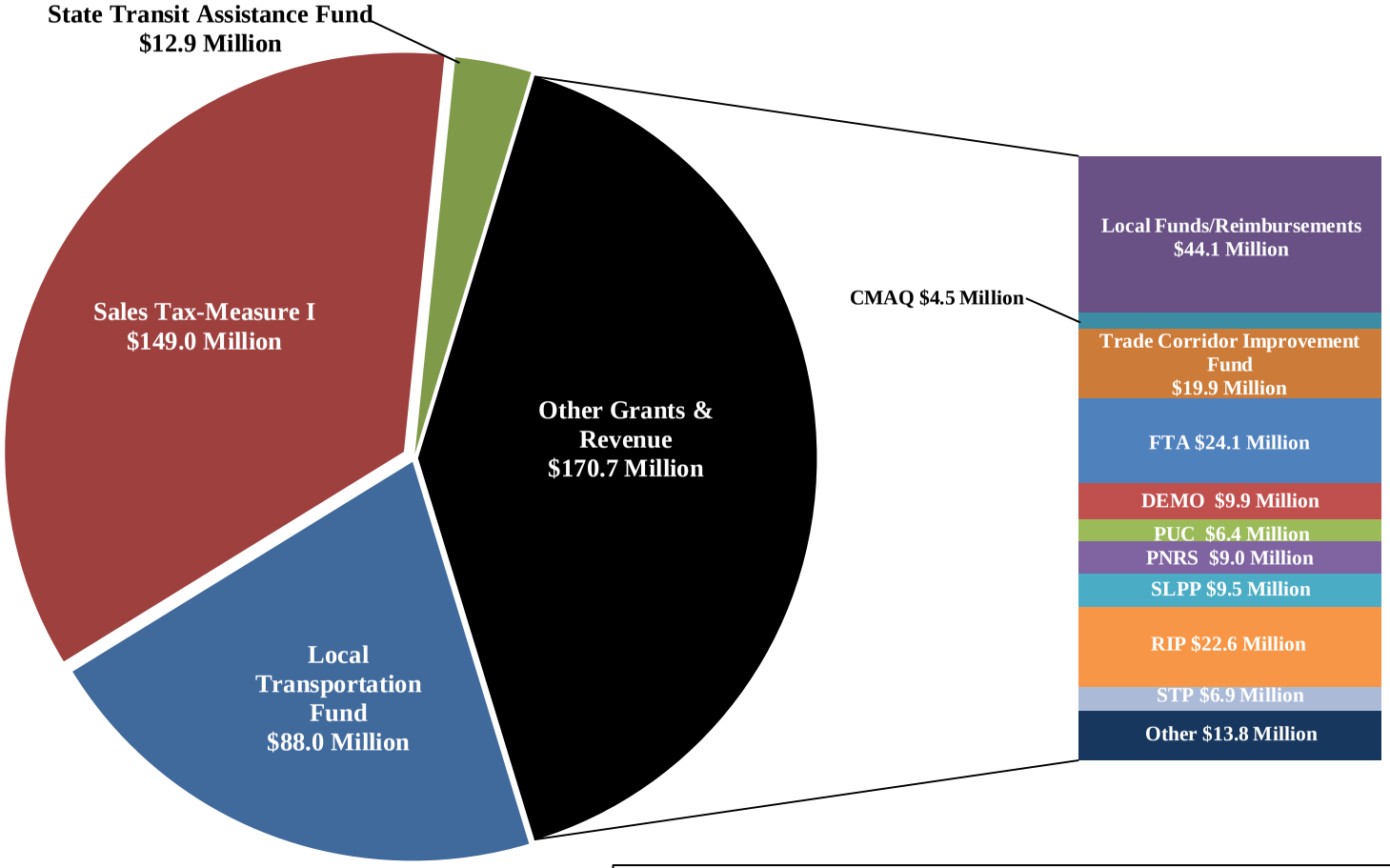
Federal and State Revenues

In accordance with SANBAG's revenue policy to aggressively obtain grants, the following grants are included in the Fiscal Year 2015/2016 budget: Surface Transportation Program; Congestion Mitigation and Air Quality; Transportation Enhancement Activities; Project National and Regional Significance; Demonstration High Priority Program; Interstate Maintenance Discretionary; Federal Active Transportation Program; Federal Transit Administration, Section 5307 and 5309; Regional Improvement Program; Low Carbon Transit Operations Program; Planning, Programming, and Monitoring; State Active Transportation Program; Corridor Mobility Improvement Account; Trade Corridor Improvement Fund; State Local Partnership Program; Public Transportation Modernization, Improvement and Service Enhancement Account; California Department of Transportation Local Reimbursement and Transit System Safety Security Disaster Recovery. The amounts of federal and state revenue and the tasks that they will fund are represented in the column labeled "Grants" on the table entitled ***Budget Summary pg. 31*** contained in the ***Program Overview pg. 40*** of this budget. The SANBAG Board has authorized the use of Measure I funds to fund costs of programs and projects expected to be reimbursed to SANBAG under an approved funding agreement. These grants are project specific; if funding is not received, these individual projects are postponed until alternative funding can be found. Additional information on various Federal and State revenues can be found in ***State and Federal Transportation Fund Responsibilities pgs.6-14***.

Estimated Revenue Detail

	2012-2013 Actual	2013-2014 Actual	2014-2015 Revised Budget	2015-2016 Budget
Measure I Sales Tax				
Administration	1,384,827	1,454,073	1,419,600	1,490,000
Cajon Pass	3,800,539	4,027,588	3,878,100	4,152,700
Valley:				
Freeway	31,267,456	33,171,901	31,959,600	34,143,200
Interchange	11,860,070	12,582,445	12,122,600	12,950,900
Major Street	21,563,763	22,877,173	22,041,200	23,547,000
Metrolink/Rail	8,625,505	9,150,869	8,816,500	9,418,800
Express Bus/Bus Rapid Transit	2,156,376	2,287,717	2,204,100	2,354,700
Senior/Disabled Transit	8,625,505	9,150,869	8,816,500	9,418,800
Traffic Management	2,156,376	2,287,717	2,204,100	2,354,700
Local Distribution	21,563,763	22,877,173	22,041,100	23,547,000
Mountain/Desert:				
Major Local Highway	6,369,638	6,384,955	6,614,200	6,405,500
Senior/Disabled Transit	1,273,928	1,276,990	1,322,700	1,363,800
Traffic Management	509,571	510,796	529,100	512,500
Local Distribution	17,325,415	17,367,076	17,990,600	17,340,400
Total Measure I Sales Tax	138,482,732	145,407,342	141,960,000	149,000,000
Local Transportation Fund				
Administration	851,487	856,925	950,000	-
Planning	2,347,201	2,444,851	2,247,601	2,942,709
Rail	16,186,698	18,390,156	24,356,335	25,292,864
Pass-Through	55,717,755	57,867,277	52,336,705	59,699,388
Total Local Transportation Fund	75,103,141	79,559,209	79,890,641	87,934,961
State Transit Assistance Fund				
Rail	10,256,581	3,700,697	1,500,000	11,265,147
Pass-Through	3,466,589	10,539,533	10,201,622	1,709,736
Total State Transit Assistance Fund Fund	13,723,170	14,240,230	11,701,622	12,974,883
Other Grants and Revenue				
Congestion Mitigation and Air Quality	12,265,436	7,521,363	2,453,664	4,510,244
Federal Demonstration Funds	2,564,815	5,261,578	11,575,402	9,915,757
Federal Transit Administration	-	5,324,438	9,292,000	24,058,920
Traffic Congestion Relief Program	3,072,499	3,861,971	100,000	-
Public Trans Modern, Improve & Svc Enhance Acct	-	7,925,044	3,958,170	6,060,361
Transportation Enhancement Activities	478,188	1,091,188	120,000	281,430
Interstate Maintenance Discretionary	15,548,506	1,910,219	1,359,941	172,147
American Recovery and Reinvestment Act	27,984,155	-	-	-
Regional Improvement Program	14,595,004	14,777,440	26,228,008	22,575,614
Trade Corridor Improvement Fund	26,363,870	25,876,910	36,035,658	19,930,786
Transit System Safety Sec Disaster Recovery Program	-	1,861,089	3,214,882	1,597,771
Surface Transportation Program	14,646,719	16,971,684	16,839,955	6,859,780
State Local Partnership Program	41,844,014	2,381,735	1,449,500	9,534,100
Project National & Regional Significance	5,748,920	12,263,084	7,562,760	8,997,917
Planning, Programming and Monitoring	1,200,000	1,200,000	1,200,000	1,200,000
SAFE Vehicle Registration Fees	1,715,425	1,819,105	1,756,781	1,790,061
Freeway Service Patrol/State	1,183,145	1,167,729	1,422,231	1,426,018
Public Utilities Commission	5,402,586	3,092,620	12,300,160	6,352,580
Rail Asset	389,401	441,842	1,355,133	450,000
Local Funds/Reimbursements	66,587,379	44,894,621	68,424,864	44,132,859
Sales Tax Revenue Bond Proceeds	-	110,135,000	-	-
Other Revenue	3,272,984	1,365,840	2,878,366	846,905
Total Other Grants and Revenue	244,863,046	271,144,500	209,527,475	170,693,250
Total Estimated Revenues	472,172,089	510,351,281	443,079,738	420,603,094

SAN BERNARDINO ASSOCIATED GOVERNMENTS
Estimated Revenues of $420.6 Million
Fiscal Year 2015/2016



Note: Other Revenue of $13.8 Million includes:

- SAFE Vehicle Registration Fees
- Traffic Congestion Relief Program
- Interest Earnings
- Transportation Enhancement Activities
- Freeway Service Patrol/MSRC
- Planning, Programming & Monitoring
- Rail Assets Revenue
- State Highway Operation & Protection Program
- Public Transportation Modernization, Improvement and Service Enhancement Account
- Transit System Safety Security and Disaster Recovery Program

San Bernardino Associated Governments
General Assessment Dues Calculation
Fiscal Year 2015/2016

Jurisdiction	Pop. 2014	% of Total Pop.	Assessed Value Before RDA 2014	% of Total Value	Avg. % Pop. & Value	FY 2015 Amount	FY 2016 Amount	Var.
Adelanto	31,289	1.507%	$1,603,356,281	0.953%	1.230%	1,248	1,305	$20
Apple Valley	70,436	3.392%	$4,597,049,549	2.732%	3.062%	3,111	3,201	$54
Barstow	23,168	1.116%	$1,143,477,603	0.680%	0.898%	912	926	$16
Big Bear Lake	5,111	0.246%	$2,907,898,409	1.728%	0.987%	1,003	1,012	$17
Chino	79,873	3.847%	$9,031,540,820	5.367%	4.607%	4,680	4,959	$80
Chino Hills	76,033	3.662%	$9,342,977,351	5.552%	4.607%	4,681	4,841	$81
Colton	52,956	2.551%	$2,604,772,769	1.548%	2.049%	2,082	2,155	$36
Fontana	200,974	9.680%	$13,988,591,860	8.313%	8.996%	9,140	9,560	$158
Grand Terrace	12,270	0.591%	$788,646,210	0.469%	0.530%	538	554	$9
Hesperia	91,400	4.402%	$4,476,716,804	2.660%	3.531%	3,587	3,689	$61
Highland	53,926	2.597%	$2,804,253,650	1.667%	2.132%	2,166	2,231	$38
Loma Linda	23,476	1.131%	$1,613,828,503	0.959%	1.045%	1,062	1,099	$19
Montclair	37,311	1.797%	$2,607,637,679	1.550%	1.673%	1,700	1,739	$29
Needles	4,912	0.237%	$307,925,120	0.183%	0.210%	213	213	$4
Ontario	166,866	8.037%	$19,026,103,136	11.307%	9.672%	9,826	10,069	$170
Rancho Cucamonga	171,058	8.239%	$20,217,392,342	12.015%	10.127%	10,288	10,692	$178
Redlands	69,813	3.362%	$7,540,589,520	4.481%	3.922%	3,984	4,096	$68
Rialto	101,275	4.878%	$5,913,634,023	3.514%	4.196%	4,263	4,447	$74
San Bernardino	212,639	10.241%	$10,695,188,747	6.356%	8.299%	8,431	8,671	$146
Twentynine Palms	26,084	1.256%	$801,936,290	0.477%	0.866%	880	911	$15
Upland	74,907	3.608%	$7,277,753,115	4.325%	3.966%	4,030	4,147	$70
Victorville	120,368	5.797%	$6,887,547,509	4.093%	4.945%	5,024	5,169	$87
Yucaipa	52,549	2.531%	$3,437,356,872	2.043%	2.287%	2,323	2,412	$40
Yucca Valley	21,030	1.013%	$1,338,865,521	0.796%	0.904%	919	950	$16
County	296,550	14.283%	$27,315,128,427	16.233%	15.258%	15,501	15,898	$268
	2,076,274	**100.000%**	**168,270,168,110**	**100.00%**	**100.00%**	**101,592**	**104,946**	**$1,754**

NOTES:

1) Population Source: Most recent Measure I population data, which is the Department of Finance estimate as of January 1 reconciled to the total population for San Bernardino County.

2) Net Assessed Value Source: Property Tax Section, County Auditor/Controller, 2014/2015.

3) These calculations are based on the most recent data received from the County of San Bernardino.

4) Assessed valuation of jurisdiction includes properties within redevelopment areas.

Program Overview

The Fiscal Year 2015/2016 SANBAG budget is organized into eight distinct program areas with budget requirements of $504,344,651. Within these eight program areas, thirty nine specific tasks and seventy two sub-tasks are budgeted. The table below lists the eight programs contained in the SANBAG budget which direct the financial and human resource expenditures of the agency for the Fiscal Year 2015/2016 budget year. The Fiscal Year 2015/2016 budget request includes prior year Board approved appropriations to be expended in Fiscal Year 2015/2016.

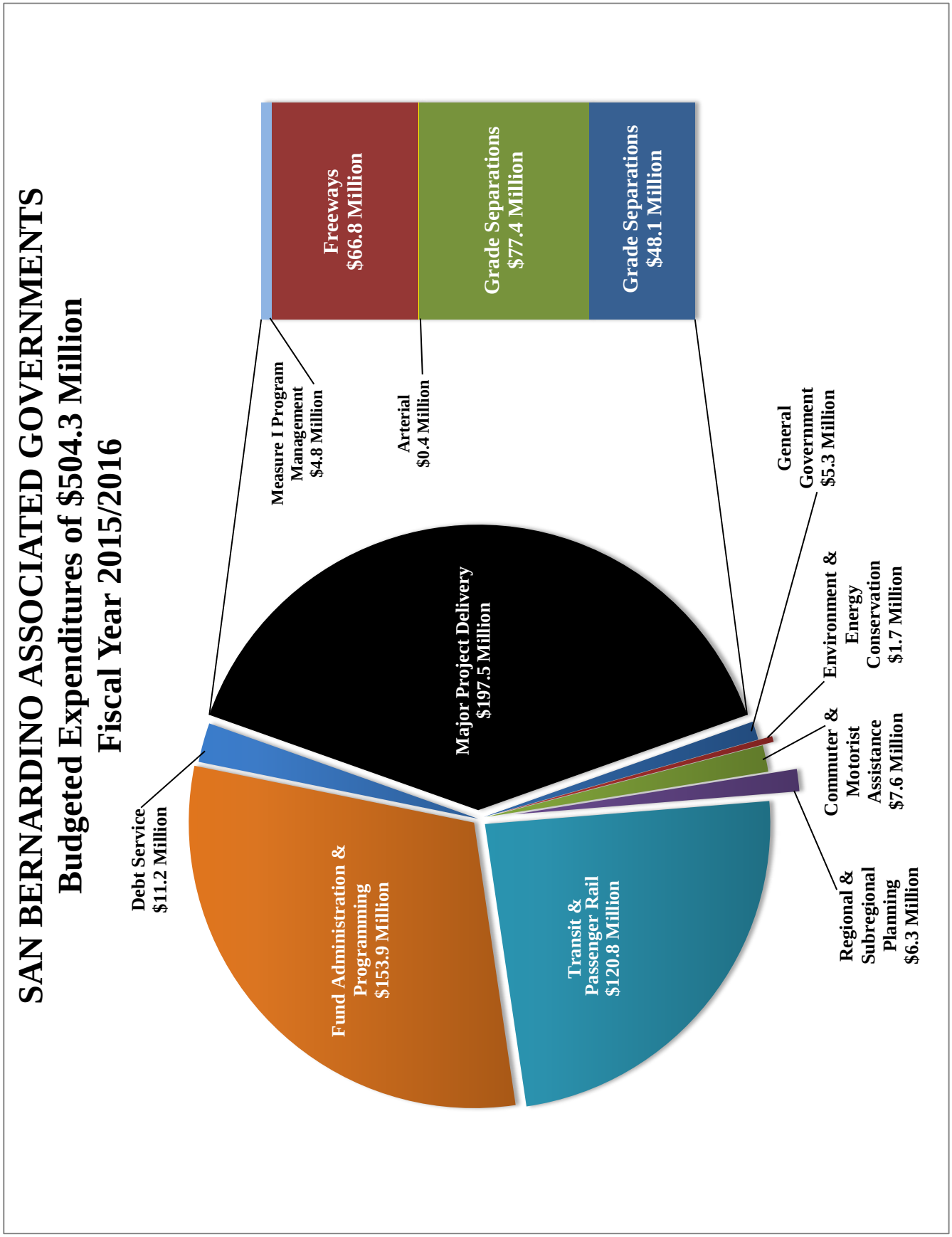
SANBAG
Budget Summary by Program Expenditures

	2012-2013 Actual	2013-2014 Actual	2014-2015 Revised Budget	2015-2016 Budget
General Government	1,300,015	1,480,798	1,917,238	5,274,446
Environment and Energy Conservation	4,579,870	1,694,890	2,509,636	1,666,627
Commuter and Motorist Assistance	4,279,139	4,736,204	6,442,496	7,578,711
Regional and Subregional Planning	1,723,172	1,810,173	5,077,720	6,321,245
Transit and Passenger Rail	48,525,669	44,358,173	121,289,289	120,840,915
Major Projects Delivery	225,179,319	179,053,605	251,823,193	197,512,864
Fund Administration and Programming	148,217,848	159,567,492	179,635,737	153,930,792
Debt Service	3,853,458	4,165,663	11,582,682	11,219,051
Total Expenditures	437,658,490	396,866,998	580,277,991	504,344,651

It should be noted that 94% of the total expenditures will fall into the Major Projects Delivery, Transit and Passenger Rail, and Fund Administration and Programming Programs. These three programs include the substantial investments by SANBAG in highway construction, commuter rail operations and pass-through funds for local transit and street improvements within San Bernardino County.

A complete listing of the tasks contained in the eight programs is included in this section of the budget document on the table entitled ***Task Listing Fiscal Year 2015/2016 pg. 222*** and the ***Sub-Task Listing Fiscal Year 2015/2016 pg. 223.*** Please refer to each Program Section for Fiscal Year 2015/2016 for detailed information on funding sources and expenditures.

Significant changes from prior year's budget are reflected for General Government, Major Projects Delivery, and Fund Administration and Programming. Increase in the Fiscal Year 2015/2016 budget from prior year for General Government is mainly due to the change of the accounting structure which identifies direct and indirect expenditures of administration tasks accounted for in different tasks in prior years. The decrease in budget from prior year for Major Project Delivery is attributed to completion of various interchange and grade separation projects. Decreases in Fund Administration and Programming are mainly due to reduction of Local Transportation Fund, and State Transit Assistance Fund pass-throughs and Measure I major street and major local highway reimbursements.


SAN BERNARDINO ASSOCIATED GOVERNMENTS
Budgeted Expenditures of $504.3 Million
Fiscal Year 2015/2016
Debt Service
$11.2 Million
Fund Administration &
Programming
$153.9 Million
Transit &
Passenger Rail
$120.8 Million
Regional &
Subregional
Planning
$6.3 Million
Commuter &
Motorist
Assistance
$7.6 Million
Environment &
Energy
Conservation
$1.7 Million
General
Government
$5.3 Million
Major Project Delivery
$197.5 Million
Measure I Program
Management
$4.8 Million
Arterial
$0.4 Million
Freeways
$66.8 Million
Grade Separations
$77.4 Million
Grade Separations
$48.1 Million

One portion of the Pacific Electric Trail which travels through five cities in the western portion of San Bernardino County, providing residents and visitors with safe active transportation options.

PROGRAM EXPENDITURE

DETAIL SECTION

General Government

General Government Program Budget

Description

The General Government Support Program provides general services and support to all of SANBAG. The program includes the following activities:

Board of Directors

The policy-making body of SANBAG includes elected representatives of all San Bernardino County cities and the Board of Supervisors.

Executive Administration and Support

This task provides administration and support services to the Board of Directors and management staff.

General Counsel

General Counsel is the legal representative and advisor of SANBAG and reports directly to the Board of Directors.

Financial Management

The Financial Management task provides for the strong fiscal stewardship necessary in administering the funds entrusted to SANBAG to carry out its work.

Management Services

Management Services is responsible for the information technology, records management and telecommunications of SANBAG.

Human Resources

This task is responsible for the overall personnel function of SANBAG. It includes recruitment, employee development, benefits administration, and special studies.

Intergovernmental

This task represents a large part of the Council of Governments function of SANBAG and includes regional collaboration with agencies throughout the County.

Legislation

Legislation advocates for policies, funding, legislation and regulatory actions to advance the transportation and council of governments priorities of the SANBAG Board of Directors.

Public Affairs

This task maintains a comprehensive public communications program to engage member agencies, private partners, and the community on SANBAG programs and projects.

Building Operation

Building Operation manages and maintains the operation of the Santa Fe Depot.

General Government Program Budget

Goals and Objectives

Board of Directors

1. Maintain project delivery focus.
2. Nurture external relationships.
3. Expand council of governments role.

Executive Administration and Support

1. Conduct strategic planning workshop.
2. Adopt records retention/destruction schedule and policy.

General Counsel

1. Analyze and advise the Board of Directors regarding the transition to a statutory entity, and draft legislation.
2. Assist with the establishment of risk management.
3. Continue legal compliance efforts.

Financial Management

1. Implement electronic accounts payable and receivable records system.
2. Provide comprehensive quarterly reports.
3. Develop commercial paper program for short-term financing.

Management Services

1. Examine expanding procurement document management system.

Human Resources

1. Identify opportunities for benefit cost reductions.

Intergovernmental

1. Organize joint meetings with WRCOG.
2. Organize regional meeting on veteran's affairs.
3. Organize regional education summit.
4. Participate with County and U.S. Forest Services on forest management plan.

Legislation

1. Effectively advocate maintaining historic funding levels provided by state and federal sources, as well as represent SANBAG's interests as potential new funding sources and methodologies are considered.
2. Build upon SANBAG's relationships with local, regional, state and federal stakeholders, business and community leaders, the media and the public to help advance the priorities of the Board of Directors.
3. Continue to work with regional partners to expand SANBAG's role as a council of governments through a series of regional forums throughout the county on various topics of interest.
4. Advocate for an extension or reauthorization of Moving Ahead for Progress in the 21st Century Act (MAP-21), including proposals that advance project streamlining initiatives and enhanced project delivery authority, provide sufficient funding levels for our region's multi-modal transportation needs, and protect SANBAG's traditional funding and project selection roles and responsibilities.

General Government Program Budget

Public Affairs

1. Expand SANBAG social media presence and bring forward new tools to further facilitate the understanding of and engagement in SANBAG programs and services.
2. Build upon existing outreach and communication programs where possible, including enhancing graphic design services to develop a more comprehensive, uniform look for SANBAG materials.
3. Look for opportunities to partner with other agencies to build awareness of transit options, Measure I, and other SANBAG programs and services.
4. Establish and implement a uniform, agency-wide communications strategy to media relations and other external communications with a goal of enhancing and expanding communications opportunities.

Building Operation

1. Start new property management contract.

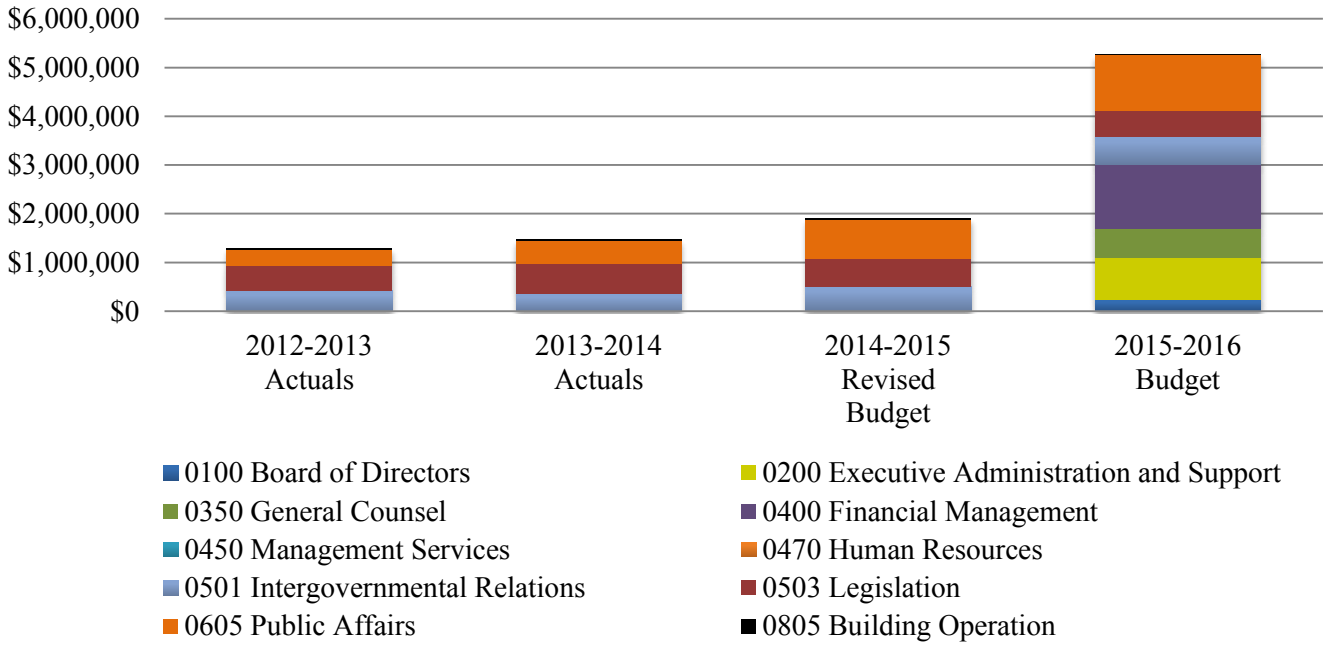
Performance/Workload Indicators

	2012-2013 Actual	2013-2014 Actual	2014-2015 Revised Budget	2015-2016 Budget
Realized yield on operating investments	1.2%	1.1%	1.2%	1.4%
Sales tax revenue note/bond rating (S&P/Fitch)	AAA/AA+	AAA/AA+	AAA/AA+	AAA/AA+
Measure I sales tax revenue forecast	N/A	YES	N/A	YES
Capital budget cash flow bond needs analysis	N/A	YES	N/A	YES
Long-term/short-term financing	N/A	YES	N/A	YES
City/County Conference	YES	YES	YES	YES
Countywide Vision Element Presentations to Board of Directors and Community	10	12	12	10
State and Federal Advocates achieve an overall rating of "Very Good" or "Excellent"	N/A	YES	YES	YES
Grow social media and online presence	N/A	700+ Twitter followers	850	1300+
Maintain constitutional protections for existing state funds	YES	YES	YES	YES
Percentage of bill positions resulting in desired outcomes	N/A	N/A	85%	85%
Conduct series of regional forums	N/A	3	3	3
Programs and projects are able to proceed without major delays due to state or federal actions	YES	YES	YES	YES
Build awareness of SANBAG programs and services, Measure I and transit opportunities	N/A	YES	YES	YES

General Government Support
Program Summary

		2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Tasks					
0100	Board of Directors	-	-	-	232,000
0200	Executive Administration and Support	-	-	-	1,838,189
0350	General Counsel	-	-	-	939,560
0400	Financial Management	-	-	-	3,514,675
0450	Management Services	-	-	-	741,526
0470	Human Resources	-	-	-	203,984
0501	Intergovernmental Relations	422,305	366,062	508,103	588,535
0503	Legislation	516,439	598,415	575,069	519,967
0605	Public Affairs	320,974	490,217	796,303	1,145,929
0805	Building Operation	40,297	26,104	37,763	440,959
	Total Tasks	1,300,015	1,480,798	1,917,238	10,165,324
Less Indirect Costs:					
0200	Executive Administration and Support				(966,228)
0350	General Counsel				(346,886)
0400	Financial Management				(2,205,496)
0450	Management Services				(741,526)
0470	Human Resources				(203,984)
0805	Building Operation				(426,758)
	Total Tasks Excluding Indirect Costs				5,274,446

NOTE: New account structure provides for total direct and indirect costs for general government in the Fiscal Year 2015/2016 budget. Direct and indirect costs for certain tasks are not available in prior years.



General Government

Task 0100 Board of Directors

Purpose

The Board of Directors (Board) membership is comprised of the Mayor or a Council Member from each of the 24 cities within San Bernardino County and the 5 members of the County Board of Supervisors. The Board serves as the governing body of the Council of Governments, County Transportation Authority, Service Authority for Freeway Emergencies, Congestion Management Agency and the County Transportation Commission. The Board membership of the County Transportation Commission includes an ex-officio member appointed by the Governor of California. The Board is responsible for setting policies to enhance the quality of life of residents within the County, promote cooperative regional planning, strengthen economic development efforts, exert leadership in creative problem solving and establishing priorities for the expenditure of funds in the most efficient and beneficial way to deliver projects and services.

Accomplishments

The effective leadership and advocacy of the Board of Directors on behalf of the residents of San Bernardino County is essential. The policy guidance provided by the Board ensures the effective use of precious tax dollars and advances the delivery of critical programs and projects. Their efforts have lead to the retainment of local control of cross-county issues protecting the public investment of San Bernardino County tax dollars. Other significant accomplishments are the preservation of land use within San Bernardino County such as the recent National Monument legislation.

Work Elements

1. Establishing policy guidelines to advance key initiatives, programs and projects across the County.
2. Participation on SANBAG Policy Committees, Ad Hoc Committees and Study Sessions.
3. Participation on regional boards.
4. Legislative advocacy in Sacramento and Washington, D.C.

Product

Policy direction and goal setting for the agency.

Manager

William Stawarski, Chief Financial Officer

General Government

Task 0100 Board of Directors

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Attendance Fees	-	-	-	144,400
Travel Expense - Non-Employee	-	-	-	64,000
Travel Expense-Mileage-Non-Employee	-	-	-	19,100
Meeting Expense	-	-	-	4,500
Total Expenditures	-	-	-	232,000

Funding Sources	
Local Transportation Fund - Planning	22,825
MSI Mtn./Desert Admin	40,431
MSI Valley Admin	56,819
MSI Valley Fund-Freeway Projects	26,375
MSI Valley Fund-Fwy Interchange	25,375
MSI Valley Fund-Grade Separations	20,675
MSI Valley Fund-Metrolink/Rail Service	22,500
SAFE-Vehicle Registration Fees	17,000
Total Funding Sources	232,000

NOTE: New account structure inplemented for the Fiscal Year 2015/2016 budget. It does not include prior year history.

General Government

Task 0200 Executive Administration and Support

Purpose

Provide leadership and direction to implement Board policies and priorities. The Executive Administration and Support task provides for the overall administration of the agency and support services to the Board of Directors, management staff and internal/external customers. This includes preparation of agendas and minutes for the Board of Directors meetings, Policy Committee and Technical Advisory Committee meetings.

Accomplishments

1. Strenghthen our role as the Council of Governments by hosting joint regional forums with agencies outside San Bernardino County.
2. Consolidated key procurement functions in an effort to ensure consistency.
3. Participated with key stakeholders in the development of the State Freight Plan, which was required in the last federal transportation authorization, Moving Ahead for Progress in the 21st Century Act (MAP-21), and will be rolled into a national freight plan framework developed by United States Department of Transportation (USDOT).
4. Implementated electronic agenda and minute preparation software.

Work Elements

This task provides for the following:

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

Product

Executive leadership to ensure that Board priorities are met. Administrative support to ensure timely posting of agendas and preparation of minutes to document agency actions. Compliance with applicable laws and state requirements.

Contract Information

a. New Contracts
   i. RFP, Assist with development of Records Retention and Document Destruction Schedule, Amount Budgeted $50,000, Total Estimated Contract Amount $50,000.

Manager

Vicki Watson, Clerk of Board/Administrative Supervisor

General Government

Task 0200 Executive Administration and Support

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	-	-	-	658,131
Overtime	-	-	-	12,500
Fringe Allocation-General	-	-	-	606,295
Consulting Services	-	-	-	50,000
Rentals-Office Equipment	-	-	-	40,000
Dues & Subscriptions	-	-	-	2,000
Training/Membership	-	-	-	3,100
Postage	-	-	-	11,000
Travel Expense - Employee	-	-	-	4,000
Travel Expense-Mileage-Employee	-	-	-	400
Printing - Internal	-	-	-	15,000
Record/Equipment Storage	-	-	-	38,000
Office Expense	-	-	-	35,000
Meeting Expense	-	-	-	4,800
Indirect Allocation-General	-	-	-	357,963
Total Expenditures	-	-	-	1,838,189

Funding Sources	
MSI Valley Admin	115,224
MSI Mtn./Desert Admin	24,548
Local Transportation Fund - Planning	203,023
Rail Assets	59,074
Property Assessed Clean Energy Fund	37,733
Planning, Programming & Monitoring	7,656
SAFE-Vehicle Registration Fees	52,904
MSI Valley Fund-Freeway Projects	114,757
MSI Valley Fund-Fwy Interchange	94,753
MSI Valley Fund-Grade Separations	93,156
MSI Valley Fund-Metrolink/Rail Service	55,907
MSI Valley Fund-Traffic Mgmt Sys	13,226
Indirect Cost Allocation Fund-Project	487,619
Indirect Cost Allocation Fund-General	478,609
Total Funding Sources	1,838,189

NOTE: New account structure inplemented for the Fiscal Year 2015/2016 budget. It does not include prior year history.

General Government

Task 0350 General Counsel

Purpose

General Counsel is the chief legal advisor for SANBAG and its associated entities. The General Counsel, under the authority of the SANBAG Board of Directors (Board), renders legal advice and provides legal representation for SANBAG regarding matters relating to or arising out of SANBAG's projects, programs and policies.

Accomplishments

1. Created new Rail Right of Way (ROW) templates, fees and charges, and ROW use policy.
2. Updated SANBAG's Conflict of Interest Code.
3. Established comprehensive quarterly litigation and claims updates for the Board.
4. Continued improving contract templates and policies to simplify contract drafting and approval.

Work Elements

1. Provides legal advice to SANBAG and the Board of Directors in all of their capacities.
2. Oversees outside counsel representing SANBAG in litigation matters.
3. Reviews, drafts or provides advice regarding hundreds of contracts and related agenda items annually.
4. Updates and advises the Board regarding major legal issues and litigation matters.
5. Provides risk mitigation legal strategies and advice.
6. Aids SANBAG in attaining legal compliance in all activities.

Product

Assistant General Counsel legal services are provided under contract for legal services (00-1000731) with $225,000 budgeted for such services in Fiscal Year 2015/2016.

Law office management software and implementation services are needed to organize and account for the legal services provided by General Counsel's office. A request for proposals may be issued.

In 2012, a panel of qualified legal counsel was established pursuant to a request for qualifications for various legal services needed from time-to-time by SANBAG. General Counsel will be issuing a new request for qualifications and/or request for proposals to refresh and augment the panel of qualified attorneys.

The majority of the costs attributed to general counsel are accounted for in the indirect costs allocation funds and charged to various tasks. Specialty legal work provided by outside counsel, such as in the areas of environmental law, eminent domain, bankruptcy, and litigation, are budgeted under the project task numbers that created the need for outside legal representation.

Contract Information

a. Existing Contracts
   i. 00-1001010, Legal Services - Public Employment, Amount Budgeted $5,000.
   ii. 00-1000731, Legal Services - Assistant to General Counsel, Amount Budgeted $225,000.
   iii. 00-1000801, Research for Legal Services, Amount Budgeted $7,000.
   iv. 00-1001039, Legal Services, Amount Budgeted $15,000.

Manager

Eileen Monaghan Teichert, General Counsel

General Government

Task 0350 General Counsel

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	-	-	-	242,299
Fringe Allocation-General	-	-	-	236,702
Professional Services	-	-	-	15,830
Consulting Services	-	-	-	10,000
Legal Fees	-	-	-	250,000
Training/Membership	-	-	-	3,995
Postage	-	-	-	200
Travel Expense - Employee	-	-	-	4,000
Travel Expense-Mileage-Employee	-	-	-	200
Printing - Internal	-	-	-	500
Office Expense	-	-	-	500
Meeting Expense	-	-	-	200
Indirect Allocation-General	-	-	-	175,134
Total Expenditures	-	-	-	939,560

Funding Sources	
Local Transportation Fund - Planning	123,599
Local Transportation Fund - Rail	49,439
State Transit Assistance Fund - Rail	15,120
Rail Assets	50,199
Property Assessed Clean Energy Fund	15,120
Congestion Mitigation & Air Quality	5,000
Federal Transit Administration 5309	16,800
SAFE-Vehicle Registration Fees	30,420
MSI Valley Fund-Freeway Projects	15,360
MSI Valley Fund-Fwy Interchange	15,360
MSI Valley Fund-Grade Separations	15,360
Transit Center Project Fund	4,200
Valley Fwy Interchange Bond Fund	170,098
Valley Metrolink/Rail Bond Fund	59,039
Victor Valley Major Local Hwy Bond Fund	7,560
Indirect Cost Allocation Fund-Project	101,941
Indirect Cost Allocation Fund-General	244,945
Total Funding Sources	939,560

NOTE: New account structure inplemented for the Fiscal Year 2015/2016 budget. It does not include prior year history.

General Government

Task 0400 Financial Management

Purpose

Provide for SANBAG's finance and accounting, procurement and contract administration, and risk management activities.

Accomplishments

1. Implement electronic purchase order records financial management system.
2. Centralize procurement and contract process.
3. Receive Government Finance Officers Association (GFOA) awards for the Comprehensive Annual Financial Report and Annual Budget.
4. Implement new accounting structure to provide roll-up capabilities and provide a break-down of administration costs.
5. Successfully managed all activities relating to bonded indebtedness, investments and cash flow requirements since the inception of the Measure I Program.

Work Elements

Finance and Accounting

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

1. Auditing and accounting services:
   - i. Independent financial audit and single compliance audit.
   - ii. Financial Measure I and Transportation Development Act (TDA) compliance audits of transit operators and cities.
2. Financial advisory services will include continuing review of strategic plan and cash flows, taking into account:
   - i. The short and long-term needs of SANBAG.
   - ii. Financing options and alternative debt structures.
   - iii. Financing timetables.
   - iv. Revenue forecasts.
3. Investment advisory services will include the following:
   - i. Advice on portfolio performance.
   - ii. Advice on current investment strategies, cash management and cash flow projections.
   - iii. Monthly preparation of investment report and review.
   - iv. Review investment policies, practices, procedures and portfolio status.
   - v. Observations and recommendations regarding the adequacy of investment controls.
4. As necessary, review financing timetables and structure new money bond issue including rating agency presentations and official statements.

Procurement and contract administration

This activity provides the centralized purchasing and contacts administration for the Agency. It includes federal, state and local agreements and contracts. Staff works with departments initiating requests for proposals, evaluating proposals, negotiations and contract awards. This ensures proper documentation and procedures are adhered to according to various federal and state regulations. The activity entails the following contracts:

Task 0400 Financial Management

1. Imaging software program to store various contract and support documents.
2. Disadvantaged Business Enterprise Services.
3. On-line Vendor Registration Database to disseminate bidding information to vendors.
4. On-call Labor Compliance Services during contract administration to ensure compliance.
5. Audit and Price Review services to verify consultant rates and obtain conformance letter on federal projects.

Risk Management

The activity includes the marketing and obtaining proposals for the Agency insurance coverage: 1) workers compensation, 2) property, 3) general and excess liability, 4) crime, and 5) automobile. It also includes review of various contracts for proper vendor coverage and certificate of insurance. The activity includes the following professional contracts:

1. Insurance and Risk Management consultant:
   i. Marketing and seeking proposals from various carriers for Agency insurance policies.
   ii. Review Agency contracts for proper insurance overages and certificate of insurance.
2. Insurance Certificate Tracking to provide and maintain a database of all required certificates of insurance for all contracts.
3. Third Party Administrator to manage claims and negotiate possible outcomes before forwarding claim to insurance carrier.

Product

The majority of the costs attributed to financial management are accounted for in the indirect costs allocation funds and charged to various tasks.

Contract Information

a. Existing Contracts
   i. 00-1000874, Financial Advisory Services, Amount Budgeted $10,000.
   ii. 00-1000668, Auditing Services for SANBAG, Amount Budgeted $122,000.
   iii. 00-1000728, Auditing Services for transit operators, $165,350.
   iv. 00-1000729, Auditing Services for Measure I local pass through recipients, $283,000.
   v. 00-1000798, Investment Advisory Services, Amount Budgeted $70,500.
   vi. 15-1001107, Disadvantaged Business Enterprise Services, Amount Budgeted, $10,000.
   vii. 00-1000755, Insurance and Risk Management Services, Amount Budgeted, $55,000.
   viii. 15-1001051, Third Party Administrator Services, Amount Budgeted, 50,000.
   ix. 00-1000726 & 00-1000736, On-call Labor Compliance Services, $10,000.
   x. 15-1001183, 15-1001197 & 15-1001198, On-call Temporary Employment Services, $200,000.
   xi. 15-1001061 & 15-1001226, Agreed Upon Procedures and Price Review services, $100,000.

b. New Contracts
   i. RFP, Banking Services, Amount Budgeted $1,000, Total Estimated Contract Amount $5,000.

Manager

William Stawarski, Chief Financial Officer

General Government

Task 0400 Financial Management

Object Description	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	-	-	-	639,818
Overtime	-	-	-	12,500
Fringe Allocation-General	-	-	-	637,249
Professional Services	-	-	-	405,000
Consulting Services	-	-	-	120,000
County Fees	-	-	-	100,000
Auditing & Accounting	-	-	-	746,000
Investment Management Fees	-	-	-	70,500
General Liability Insurance	-	-	-	111,000
Umbrella Liability Insurance	-	-	-	60,000
Property Insurance	-	-	-	45,000
Crime Insurance	-	-	-	15,000
Public Officials Liability Insurance	-	-	-	180,000
Automotive Insurance	-	-	-	1,800
Dues & Subscriptions	-	-	-	1,000
Training/Membership	-	-	-	21,000
Travel Expense - Employee	-	-	-	1,000
Travel Expense-Mileage-Employee	-	-	-	750
Advertising	-	-	-	1,000
Printing - External	-	-	-	9,000
Office Expense	-	-	-	10,000
Meeting Expense	-	-	-	2,000
Indirect Allocation-General	-	-	-	325,058
Total Expenditures	-	-	-	3,514,675

Funding Sources	
MSI Valley Admin	552,870
MSI Mtn./Desert Admin	100,000
Local Transportation Fund - Admin	368,218
Local Transportation Fund - Planning	60,019
SAFE-Vehicle Registration Fees	39,449
MSI Valley Fund-Freeway Projects	48,015
MSI Valley Fund-Fwy Interchange	48,015
MSI Valley Fund-Grade Separations	48,015
Valley Metrolink/Rail Bond Fund	44,578
Indirect Cost Allocation Fund-Project	983,661
Indirect Cost Allocation Fund-General	1,221,835
Total Funding Sources	3,514,675

NOTE: New account structure inplemented for the Fiscal Year 2015/2016 budget. It does not include prior year history.

General Government

Task 0450 Management Services

Purpose

Provide for SANBAG's information technology, records management, telecommunications systems and vehicle maintenance.

Accomplishments

1. Developed a SharePoint extranet site for the storage of essential Project Delivery documents and files.
2. Created a Laserfiche repository to store various contract and procurement related documents.
3. Automated the Public Records Request process for the Clerk of the Board.
4. Upgraded all network workstations to Internet Explorer 10.
5. Automated the agenda process through the use of Minute Traq software.
6. Upgraded the fiber optic network that provides data processing and networking services to the agency.

Work Elements

Conduct administrative functions necessary to maintain the operation of SANBAG's information technology system, records management, telecommunications system, and vehicle maintenance.

Budgetary changes include changes in salary and benefits that are accounted for in different task(s) than in the prior year. Changes also include an increase of $80,000 to integrate new records software into operations and for assistance in evaluating SANBAG's IT systems for upgrades.

Information Technology

This activity provides for the performance of computer hardware and software, computer networks, internet, Wi-Fi, software licenses and assurances, data network infrastructure and disaster recovery. This task provides for one contract for computer network administration.

Records Management

This activity provides for the management and upkeep of the agency Intranet site where SANBAG related policies, procedures, forms, and related information is maintained.

Telecommunications

This activity provides for use and maintenance of SANBAG's electronic devices and ShoreTel telephone system.

Vehicle Maintenance

This activity provides for the use and maintenance of the single agency Sports Utility Vehicle (SUV).

Product

1. Continue to improve administrative efficiency though automation of records processing using Laserfiche and SharePoint.
2. Examine the SharePoint, Eden, Laserfiche, and Minute Traq software programs for increased efficiencies and opportunities for integration.
3. Upgrade computer video cards on agency workstations to run dual monitors.
4. Purchase 5 scanners for the Laserfiche imaging software.

Task 0450 Management Services

5. Purchase 53 computer network monitors and 73 monitor stands for increased efficiency and ergonomic positioning.
6. Replace 15 computer network workstations as part of a standard rotation plan.
7. Provide Microsoft Office and SharePoint training to increase employee learning and efficiency.
8. Procure a consultant for network system design and modernization.

Contract Information

a. Existing Contracts
   i. 00-1000732, Information & Communication Technology Services, Amount Budgeted $86,400.

b. New Contracts
   i. RFP, Professional Services - System Design and Modernization Consulting, Amount Budgeted $30,000, Total Estimated Contract Amount $30,000.
   ii. RFP, Professional Services – Internet and Wi-Fi Service, Amount Budgeted $30,400, Total Estimated Contract Amount $30,400.

Manager

Duane Baker, Director of Management Services

General Government

Task 0450 Management Services

Object Description	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	-	-	-	80,566
Fringe Allocation-General	-	-	-	78,705
Professional Services	-	-	-	281,550
Maintenance-Motor Vehicles	-	-	-	1,500
Training/Membership	-	-	-	10,000
Postage	-	-	-	500
Travel Expense - Employee	-	-	-	2,000
Travel Expense-Mileage-Employee	-	-	-	200
Printing - Internal	-	-	-	100
Communications	-	-	-	39,340
Office Expense	-	-	-	1,500
Meeting Expense	-	-	-	200
Office Furniture/Software-Inventorial	-	-	-	83,883
Computer Hardware & Software	-	-	-	161,482
Total Expenditures	-	-	-	741,526

Funding Sources	
Indirect Cost Allocation Fund-General	500,543
Indirect Cost Allocation Fund-Project	240,983
Total Funding Sources	741,526

NOTE: New account structure inplemented for the Fiscal Year 2015/2016 budget. It does not include prior year history.

General Government

Task 0470 Human Resources

Purpose

Human Resources responsibilities include the recruitment, selection, and appraisal process; training and development; classification and compensation studies; benefits administration; preventative illness and injury program; employee relations; and recommending, implementing and maintaining personnel policies, procedures, and practices in accordance with state and federal guidelines.

Accomplishments

1. Recruited and filled ten (10) full-time positions and two (2) intern positions.
2. Processed over four hundred and eleven (411) employment applications.
3. Completed an in-depth Classification, Compensation and Benefits study which resulted in modification to the Classification and Salary Plan.
4. Audited and brought all position job descriptions up-to-date.
5. Conducted agency-wide fire and earthquake practice drills and certified twenty-seven (27) employees in Cardiopulmonary resuscitation (CPR) and automated external defibrillator (AED) use.
6. Recognized and rewarded employee contributions, longevity, and successes through several service awards and employee recognition events.

Work Elements

1. Provide information to enhance the employee's knowledge of current personnel policies and procedures in various forms including electronic access, trainings, and printed information.
2. Ensure that employee personnel records are documented and updated timely for various personnel actions.
3. Provide tools to supervisors so they can complete annual employee evaluations.
4. Employ and recruit a dynamic and talented workforce.
5. Maintain a compensation program that ensures internal equity and external competitiveness.
6. Provide appropriate and timely training to meet the demands of the organization and professional growth and development of all staff members.
7. Provide a safe working environment with the maintenance of an injury and illness prevention program.
8. Assist employees in utilizing employer-paid benefits to enhance their health, wellness, and quality of life.
9. Maintain a proactive employee relations process by facilitating a collaborative, professional working environment with all staff members.
10. Maintain an employee recognition program that rewards employees for outstanding service delivery and longevity.
11. Promote a healthy work-life balance.

Product

1. Develop leadership competency across the agency through training and development initiatives, to ensure leaders have both the skills and the tools necessary to effectively and fairly manage staff.
2. Audit and replenish emergency kits.
3. Research, develop, and deliver ways to automate the recruitment process to improve efficiency and reduce costs.
4. Research, develop, and deliver ways to automate the employee performance review process.
5. Utilize consultant services to seek medical, dental, and vision benefit plan options that are cost effective and enrich the benefits offered to employees.

Manager

Duane Baker, Director of Management Services

General Government

Task 0470 Human Resources

Object Description	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	-	-	-	66,645
Fringe Allocation-General	-	-	-	65,105
Professional Services	-	-	-	250
Legal Fees	-	-	-	15,000
Dues & Subscription	-	-	-	1,634
Training/Membership	-	-	-	19,450
Postage	-	-	-	200
Travel Expense - Employee	-	-	-	5,500
Travel Expense-Mileage-Employee	-	-	-	200
Advertising	-	-	-	10,000
Printing - Internal	-	-	-	1,000
Contributions/Sponsorships	-	-	-	5,000
Office Expense	-	-	-	1,500
Meeting Expense	-	-	-	12,500
Total Expenditures	-	-	-	203,984

Funding Sources	
Indirect Cost Allocation Fund-General	203,984
Total Funding Sources	203,984

NOTE: New account structure inplemented for the Fiscal Year 2015/2016 budget. It does not include prior year history.

General Government

Task 0501 Intergovernmental Relations

Purpose

Promote and encourage regional collaboration among agencies in San Bernardino County through our role as the Council of Governments.

Accomplishments

SANBAG, working as the Council of Governments, facilitates collaboration among our members to improve the region. This is done by coordinating the monthly San Bernardino City/County Managers Technical Advisory Committee and by putting on the annual City/County Conference and the annual SANBAG General Assembly. Participating in the coordination and implementation of the Countywide Vision is another way that SANBAG fosters collaboration through this task.

Work Elements

1. Support of SANBAG's City/County Managers Technical Advisory Committee meetings and the League of California Cities San Bernardino County managers group.
2. Sponsorship, planning and logistics for the annual City/County Conference.
3. Coordination of the Countywide Vision implementation such as the Business Friendly County initiative and the "Cradle to Career" education initiative.
4. Coordination with local agencies and civic groups on regional programs on issues of importance to the various regions in the County.
5. Includes a $5,000 sponsorship for preparation of the annual Community Indicators Report under contributions/subsidies.
6. Partner with the County, City of Rancho Cucamonga and the United States Forest Service by helping fund development of a Forest Management Plan with an emphasis on Cucamonga Canyon, Lytle Creek and other urban interface areas. Amount Budgeted $200,000 for this effort.

Budgetary changes include changes in salary and benefits that are accounted for in different task(s) than in the prior year. Changes also include an increase of $200,000 from previously collected General Assessment Dues to help fund a Forest Management Plan in cooperation with the County, the City of Rancho Cucamonga and the US Forest Service.

Product

1. Monthly meeting of the City/County Managers Technical Advisory Committee.
2. Annual City/County Conference.
3. Three regional programs.
4. Forest Management Plan.
5. Regional Education Forum.

Contract Information

a. New Contracts
   i. RFP, Grant Search and Writing services, Amount Budgeted $50,000, Total Estimated Contract Amount $50,000.

Manager

Duane Baker, Director of Management Services

General Government

Task 0501 Intergovernmental Relations

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	96,173	85,562	67,628	59,763
Regular Part-Time Employees	-	-	2,200	-
Overtime	3,129	2,910	19,424	-
Fringe Allocation-General	90,813	88,558	77,401	58,382
Professional Services	5,589	3,240	60,000	60,000
Maintenance-Motor Vehicles	-	-	200	200
Dues & Subscriptions	-	-	500	500
Training/Membership	66,640	43,562	50,400	16,750
Postage	78	11	200	200
Travel Expense - Employee	1,820	2,519	5,100	5,000
Travel Expense - Non-Employee	-	-	1,000	-
Travel Expense-Mileage-Employee	400	609	500	500
Travel Expense-Mileage-Non-Employee	-	-	500	-
Travel Expense-Other-Metrolink Tickets	-	-	200	200
Printing - External	-	-	100	100
Printing - Internal	-	-	100	100
Contributions/Subsidies	20,000	3,000	11,000	205,000
Office Expense	-	10	100	100
Meeting Expense	12,200	40,259	83,301	90,000
Indirect Allocation-General	125,463	95,822	128,249	91,740
Total Expenditures	422,305	366,062	508,103	588,535

Funding Sources	
General Assessment Dues	228,654
MSI Mtn./Desert Admin	21,900
MSI Valley Admin	217,086
MSI Valley Fund-Freeway Projects	9,549
Property Assessed Clean Energy Fund	111,346
Total Funding Sources	588,535

General Government

Task 0503 Legislation

Purpose

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

Accomplishments

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

The work supported by this task included, but was not limited to, legislative outreach, policy research and bill analysis, drafting of support/advocacy materials, coordinating regional responses to various proposals, building coalitions, briefing elected officials and their staff on critical issues, and organizing advocacy trips to advance agency priorities.

At the Federal level, SANBAG Board Members' and staffs' advocacy efforts in Washington, D.C. resulted in:

1. Collaborated to provide input on proposed changes to Waters of the United States regulations that had the potential to increase the cost of projects and introduce delays.
2. Advocated to expand the Primary Freight Network beyond the initial 27,000 mile designation to a more connected system at 41,000 miles nationwide.
3. Raised awareness of pending Air Quality deadlines that could threaten SANBAG's receipt of federal funds.
4. Supported the efforts to advance streamlining provisions included in the Moving Ahead for Progress in the 21st Century Act (MAP-21).
5. Advocated for a long-term, fully funded surface transportation bill that included consideration of the goods movement needs of communities along the major corridors.

In Sacramento, SANBAG Board Members and staffs' advocacy efforts achieved the following:

1. Protected transportation funding for the State Transportation Improvement Program (STIP), local streets and roads, and the State Highway Operations and Protection Program (SHOPP).
2. Advocated for Cap and Trade program allocations for transportation projects and ensured program guidelines provided maximum flexibility for local agency project selection.
3. Hosted high profile workshops for the California Department of Transportation and the Strategic Growth Council, enhancing SANBAG's statewide image.
4. Promoted the expansion and extension of alternative project delivery authority for local agencies, including project specific and statewide express lane authority.

Work Elements

This program has four components; 1) represent SANBAG's positions on State and Federal legislative, funding, and regulatory actions as directed by the Board; 2) collaborate with both public and private sector regional, state, and federal level stakeholders to advance the agency's legislative priorities; 3) where appropriate, sponsor legislative proposals and coordinate legislative strategies to address agency needs; and 4) support SANBAG's council of governments role through outreach and advocacy efforts at the regional, state, and federal levels.

General Government

Task 0503 Legislation

Product

Products of this work element include the retention and/or expansion of funding for SANBAG's projects and programs; a more efficient project delivery system; the inclusion of SANBAG's positions and priorities in major legislative initiatives; and enhanced knowledge of State and Federal transportation and council of government issues amongst SANBAG Board Members and staff.

In Fiscal Year 2015/2016, SANBAG will continue to actively advocate for transportation funding at the State and Federal levels, promote the inclusion of SANBAG corridors into federal goods movement policies and plans, support funding for national freight priorities, promote expanded alternative project delivery mechanisms and additional environmental process streamlining, as well as to advance SANBAG's adopted legislative platform through the legislative process.

Contract Information

a. Existing Contracts
   i. 00-1000561, Federal Advocacy Services, Amount Budgeted $60,000.
   ii. 00-1000182, State Advocacy Services, Amount Budgeted $62,250.

b. New Contracts
   i. RFP, Federal Advocacy Services, Amount Budgeted $130,000, Total Estimated Contract Amount $960,000.

Manager

Wendy Strack, Director of Legislative and Public Affairs

General Government

Task 0503 Legislation

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	96,027	129,595	79,840	48,754
Regular Part-Time Employees	-	-	1,745	-
Overtime	1,578	2,162	2,620	-
Fringe Allocation-General	89,262	131,886	77,361	47,625
Professional Services	181,689	160,187	190,000	257,500
Dues & Subscriptions	3,184	3,784	12,350	35,200
Training/Membership	524	965	8,100	8,000
Postage	38	192	350	350
Travel Expense - Employee	12,804	19,592	27,000	24,000
Travel Expense - Non-Employee	4,296	3,662	21,000	-
Travel Expense-Mileage-Employee	880	1,663	2,900	3,000
Travel Expense-Mileage-Non-Employee	90	90	300	-
Printing - External	251	208	2,100	2,000
Printing - Internal	-	-	500	2,000
Record/Equipment Storage	-	-	200	200
Office Expense	-	-	500	500
Meeting Expense	2,497	1,725	10,000	16,000
Indirect Allocation-General	123,319	142,704	138,203	74,838
Total Expenditures	516,439	598,415	575,069	519,967

Funding Sources	
MSI 1990-Valley Fund-Major Projects	62,500
MSI Mtn./Desert Admin	53,320
MSI Valley Admin	27,950
MSI Valley Fund-Freeway Projects	284,537
MSI Valley Fund-Fwy Interchange	45,830
MSI Valley Fund-Grade Separations	45,830
Total Funding Sources	519,967

General Government

Task 0605 Public Affairs

Purpose

Maintain a comprehensive public communications program to engage member agencies, private partners, and the community on the broad range of SANBAG programs and projects, as well as opportunities to plan and provide input on future projects and needs.

Accomplishments

Through this task, SANBAG has established a cooperative working relationship with community and business stakeholders, the public, and the media that engages the public into the development and implementation of SANBAG programs and projects. In Fiscal Year 2014/2015, this included, but was not limited to, the following:

1. Continued to provide outreach, communications, and education programs to support highway, streets and roads, and transit/rail projects to mitigate impacts on local communities.
2. Enhanced our social media and online presence through a growth in Twitter followers from 700 to over 1300 in the last 12 months.
3. Rebranded SANBAG's monthly newsletter to be @sanbagnews to provide consistency with other online profiles. The new branding provides a more contemporary look and interface, with easy navigation.
4. Worked with the media to ensure accurate, consistent, and timely messages were communicated.
5. Promoted SANBAG programs and projects through newspaper, radio, and television opportunities.

Work Elements

This task provides for SANBAG's outreach to the wide array of external customers interested in SANBAG's projects, programs and services. Communicating the vision of the Board, mitigating project impacts, developing content for a variety of digital engagement opportunities, and showcasing Council of Governments (COG) and Transportation successes through media and supplemental marketing are among the many activities managed by this office.

Product

Products of this work element include advocacy materials, regional forums, hosted-venue for strategic partners, media advisories, digital engagement materials like @SANBAGnews, Executive Director Updates, Twitter posts, and YouTube project updates, complement the ongoing efforts in the areas of graphic design, photography, speech writing, presentation development, project fact sheets, and a variety of agency-specific brochures. The task also participates in the planning and delivery of the annual City-County Conference and SANBAG General Assembly.

In Fiscal Year 2015/2016, SANBAG will actively grow communications opportunities including the further development of SANBAG's online and social media presence; introduce new tools to engage the public and provide information on SANBAG's programs and services; and seek to build awareness of SANBAG, Measure I, and transportation opportunities in the region.

Contract Information

a. New Contracts
   i. RFP, Marketing Services, Amount Budgeted $100,000, Total Estimated Contract Amount $100,000.

Manager

Wendy Strack, Director of Legislative and Public Affairs

General Government

Task 0605 Public Affairs

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	85,933	153,149	154,063	234,122
Regular Part-Time Employees	-	-	4,620	-
Overtime	272	-	1,250	-
Fringe Allocation-General	78,835	153,299	148,682	228,715
Professional Services	-	8,717	130,000	130,000
Consulting Services	19,850	-	-	-
Maintenance-Office Equipment	-	-	1,000	1,000
Dues & Subscriptions	237	2,049	2,500	2,500
Training/Membership	3,725	748	3,000	3,000
Postage	13	-	1,000	1,000
Travel Expense - Employee	3,298	3,324	5,000	5,000
Travel Expense-Mileage-Employee	1,381	785	2,150	2,150
Advertising	3,799	-	-	-
Public Information Activities	6,445	1,789	57,250	157,250
Printing - External	-	-	5,000	5,000
Other Service Charges	-	-	100	100
Office Expense	17	-	1,500	1,500
Meeting Expense	341	376	5,200	5,200
Office Equip/Software-Inventorial	7,914	108	10,000	10,000
Indirect Allocation-General	108,914	165,873	263,988	359,392
Total Expenditures	320,974	490,217	796,303	1,145,929

Funding Sources	
Local Transportation Fund - Planning	83,554
MSI Mtn./Desert Admin	22,436
MSI Valley Fund-Freeway Projects	576,788
MSI Valley Fund-Fwy Interchange	214,665
MSI Valley Fund-Grade Separations	161,980
MSI Valley Fund-Metrolink/Rail Service	86,506
Total Funding Sources	1,145,929

Task 0805 Building Operation

Purpose

Manage the operations, maintenance, and improvement of the historic Santa Fe Depot.

Accomplishments

SANBAG oversees the day-to-day operations of the Santa Fe Depot which is co-owned by SANBAG and the City of San Bernardino. As a result, SANBAG has procured the services of a property manager to assist with managing and marketing the facility. In addition to SANBAG's tenancy, there are currently three tenants occupying the Depot which include, San Bernardino Historical and Pioneer Society, Southern California Regional Rail Authority (SCRRA) crew offices, and Southern California Association of Governments (SCAG) local office and teleconferencing location. The revenue from leasing these units aids in offsetting the operational and maintenance costs of the Depot along with the cost sharing arrangement between SANBAG and the City of San Bernardino.

Work Elements

1. Monthly review of property manager's reports and allocated costs to this task as appropriate.
2. Coordinate all facility maintenance activities between SANBAG and the property manager.
3. Negotiate a new lease for an operator of the Iron Horse Café.
4. Coordinate all furniture procurements and repair for SANBAG.
5. Review budgets quarterly and adjust as necessary.
6. Ongoing oversight of the property management account.
7. Coordinate activities related to the Metrolink extension that will impact the Depot.

Budgetary changes include changes in salary and benefits that are accounted for in different task(s) than in the prior year. Changes also include costs related to utilities and building operations and maintenance being consolidated into this task from indirect tasks in prior budget years.

Product

Active management of the facility.

Contract Information

a. Existing Contracts
   i. 00-1000001, San Bernardino Santa Fe Depot Property and Facility Management, Amount Budgeted $13,680 for a revised contract amount of $223,440.

b. New Contracts
   i. RFP, 15-1001227, for Property Management and Facility Management of the San Bernardino Santa Fe Depot, Amount Budgeted $22,820, Total Estimated Contract Amount $150,000.

Local Funding Source Detail

The fund that tracks this activity is a proprietary fund and is treated as an internal service fund. SANBAG receives $4,800 annually from AMTRAK for the rail station host program.

Manager

Duane Baker, Director of Management Services

General Government

Task 0805 Building Operation

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	5,986	5,720	7,617	826
Fringe Allocation-General	5,475	5,725	7,292	807
Professional Services	4,800	3,200	4,800	5,208
Utilities	-	-	-	65,000
Maintenance-Buildings	16,473	5,258	5,300	321,500
Postage	-	6	-	-
Other Service Charges	-	-	-	5,000
Office Expense	-	-	-	6,350
Office Equip/Software-Inventorial	-	-	-	35,000
Indirect Allocation-General	7,563	6,195	12,754	1,268
Total Expenditures	40,297	26,104	37,763	440,959

Funding Sources	
Rail Assets	9,401
Amtrak	4,800
Indirect Cost Allocation Fund-Project	13,000
Indirect Cost Allocation Fund-General	413,758
Total Funding Sources	440,959

District 2 Supervisor Janice Rutherford signing the Countywide Vision Statement

"We envision a complete county that capitalizes on the diversity of its people, its geography, and its economy to create a broad range of choices for its residents in how they live, work, and play."

Environment and Energy Conservation

Environment & Energy Conservation Program Budget

Description

The Environment & Energy Conservation Program implements programs intended to improve air quality and reduce greenhouse gas emissions, encourage alternative fuels, and encourage energy and water conservation through Property Assessed Clean Energy (PACE) programs.

Accomplishments

1. Completed application with the California Public Utilities to form a Regional Energy Leader Program.

2. Assisted jurisdictions with implementing the Regional Greenhouse Gas Inventory and Reduction Plan and prepared climate action plan implementation tools.

3. Participated in the review of White Papers that will be used by the South Coast Air Quality Management District (SCAQMD) in the preparation of the updated Air Quality Management Plan.

4. Through the Home Energy Retrofit Opportunity (HERO) PACE program assisted over 6,000 property owners to install $114 million in energy/water efficiency and clean energy projects resulting in annual utility savings of $6 million and the reduction of over 11,000 tons of greenhouse gasses.

Goals and Objectives

1. Work to achieve SB 375 targets for greenhouse gasses as part of Southern California Association of Governments (SCAG's) Sustainable Communities Strategy.

2. Develop an electric vehicle (EV) implementation strategy for the region.

3. Implement the Regional Energy Leader Program in cooperation with Southern California Edison and The Gas Company to help local governments reduce energy consumption.

4. Assist 5,400 property owners with clean energy and energy/water efficiency improvements through PACE programs.

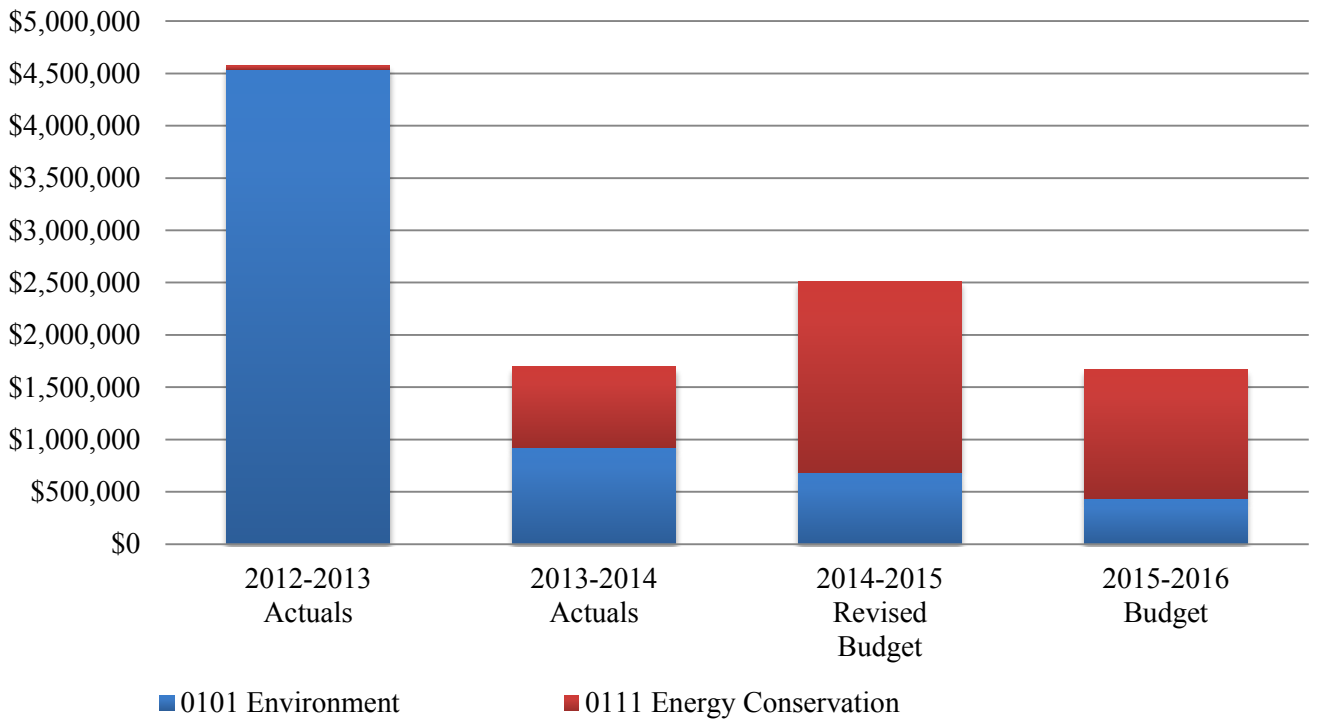
5. Improve air quality by seeking private partners and federal and state grants to convert diesel fleets to cleaner burning fuels.

Performance/Workload Indicators

	2012-2013 Actual	2013-2014 Actual	2014-2015 Revised Budget	2015-2016 Budget
Properties installing efficiency projects	N/A	5,409	7,000	5,400
Energy Leader Meetings	N/A	N/A	N/A	4
Electric Vehicle Workshops held	NO	NO	YES	YES

Environment and Energy Conservation
Program Summary

	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Tasks				
0101 Environment	4,543,413	925,632	681,392	436,137
0111 Energy Conservation	36,457	769,258	1,828,244	1,230,490
Total Tasks	4,579,870	1,694,890	2,509,636	1,666,627



Environment and Energy Conservation

Task 0101 Environment

Purpose
Improve air and general environmental quality of San Bernardino County through a variety of programs that reduce vehicle emissions, encourage alternative fuels, and reduce greenhouse gas emissions.

Accomplishments

1. Provided grant funding for the deployment of a fleet of 202 natural gas fueled trucks by Ryder.
2. Participated in review of White Papers prepared by the South Coast Air Quality Management District that will inform the creation of the updated Air Quality Management Plan.
3. Assisted jurisdictions with implementing the Regional Greenhouse Gas Inventory and Reduction Plan and prepared climate action plan implementation tools.

Work Elements

1. Represent SANBAG through participation in technical committees of the South Coast Air Quality Management District (SCAQMD), Mojave Desert Air Quality Management District (MDAQMD), Mobile Source Air Pollution Reduction Review Committee (MSRC) and other groups for implementation of attainment strategies.
2. Provide information and analysis to the SANBAG Board regarding SCAQMD, California Air Resources Board (CARB) and Environmental Protection Agency (EPA) programs which may impact SANBAG's transportation programs, local governments, and the private sector.
3. Assist San Bernardino County fleets/site owners in securing funding sources from the MSRC and other State and/or Federal sources for clean or alternative vehicle implementation.
4. Participate with public and private sectors to study air quality issues important to the Inland Empire, and to formulate and advocate positions that will benefit the County.
5. Continue to monitor the progress of the completed Alternative Fuel project by Compressed Natural Gas (CNG) and Liquefied Natural Gas (LNG) fuel usage, as well as tracking emission reductions.
6. Develop an Electric Vehicle (EV) implementation strategy for the region. Collaborate with local agencies on model ordinances to make EV adoption simpler and more uniform throughout the County.
7. Work with cities on developing local climate action plan implementation tools based on strategies outlined in the recently completed Inventory and Reduction Plan.
8. Work to achieve SB375 targets for greenhouse gasses as part of Southern California Assocation of Governments (SCAG)'s Sustainable Communities Strategy.

Budgetary changes include changes in salary and benefits that are accounted for in different task(s) than in the prior year. Changes also include a decrease of $80,000 related to the completion of the environmental portion of the Regional Green House Gas Inventory and Reduction Plan.

Product

1. Completion of a regional EV implementation strategy.
2. Develop model ordinances and other policies and procedures for use by local agencies to streamline EV implementation.
3. Obtain grants for installation of EV charging stations at public facilities.
4. Identify LNG/CNG funding opportunities to help the urban Valley improve air quality.
5. Get approval from the California Public Utilities Commisson (CPUC) of an Energy Leader Partnership Agreement with Southern California Edison and Southern California Gas Company to implement an energy efficiency program.
6. Host workshops with city staff on implementing greenhouse gas reduction tools.

Environment and Energy Conservation

Task 0101 Environment

Contract Information

a. New Contracts
   i. RFP, Electric Vehicle Charging Network Implementation, Amount Budgeted $20,000, Total Estimated Contract Amount $20,000.
   ii. RFP, Air Quality Management Plan Analysis Budgeted $50,000, Total Estimated Contract Amount $50,000.

Manager

Duane Baker, Director of Management Services

Environment and Energy Conservation

Task 0101 Environment

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	83,265	69,882	72,276	49,947
Overtime	1,242	921	625	-
Fringe Allocation-General	77,282	70,872	69,787	48,793
Professional Services	3,748,105	567,724	130,000	100,000
Consulting Services	345,196	34,493	74,425	-
Program Management Fees	145,532	41,912	-	-
County Fees	-	3,080	-	-
Attendance Fees	300	-	-	-
Legal Fees	27,180	49,850	50,000	-
Maintenance-Motor Vehicles	-	-	450	450
Training/Membership	1,398	3,157	2,000	2,000
Postage	267	-	350	350
Advertising	1,499	1,251	1,500	
Travel Expense - Employee	364	190	5,500	5,000
Travel Expense-Mileage-Employee	1,714	1,703	550	550
Travel Expense-Mileage-Non-Employee	113	-	-	-
Printing - External	3,114	278	500	1,000
Printing - Internal	-	-	300	300
Contributions/Subsidies	-	-	150,000	150,000
Office Expense	-	-	325	325
Meeting Expense	72	807	750	750
Indirect Allocation-General	106,770	76,685	122,054	76,672
Indirect Allocation-Project Management	-	2,827	-	-
Total Expenditures	4,543,413	925,632	681,392	436,137

Funding Sources	
Local Transportation Fund - Planning	3,175
MSI 1990-Valley Fund-TMEE	202,000
MSI Valley Fund-Traffic Mgmt Sys	180,962
Property Assessed Clean Energy Fund	50,000
Total Funding Sources	436,137

Environment and Energy Conservation

Task 0111 Energy Conservation

Purpose

Reduce overall energy consumption and water use by encouraging property owners to install energy efficiency and water conservation improvements and assisting local governments with energy efficiency efforts.

Accomplishments

1. Through the Home Energy Retrofit Opportunity (HERO) Program (a Property Assessed Clean Energy program) helped nearly 6,500 property owners complete over $114 million in energy efficiency and water conservation improvements.
2. HERO Program projects created $6 million in utility bill savings and 11,000 tons of greenhouse gas reductions.
3. Prepared abstract for Energy Leader Partnership with Edison and the Gas Company. Abstract is before the California Public Utilities Commission for review and approval.

Work Elements

1. Assist 5,400 property owners with energy efficiency and water conservation improvements through the HERO Program.
2. Work with local cities, Southern California Edison and Southern California Gas Company in implementing an Energy Leader Partnership Program to help cities maximize their energy savings and energy efficiency.

Budgetary changes include changes in salary and benefits that are accounted for in different task(s) than in the prior year. Changes also include a $500,000 decrease due to more accurate budget estimates based on a year of actual program history.

Product

1. Increase economic activity in the County through private investment in energy efficiency and water conservation improvements.
2. Reduce energy and water consumption by private property owners and public agencies.

Contract Information

a. Existing Contracts
   i. 00-1000735, Legal services related to the formation and ongoing operation of the HERO Program.
   ii. 00-1000775, Financial Advisor and Program Manager for the HERO Program, Amount Budgeted $650,000.
   iii. 00-1000776, Special Tax Consultant and Assessment Engineer for the HERO Program.
   iv. 00-1000862, Placement Agent services for the HERO Program.
   v. 00-1000872, Administration services for Commercial HERO Program.
   vi. 00-1000871, Administration services for the Residential HERO Program.

Manager

Duane Baker, Director of Management Services

Environment and Energy Conservation

Task 0111 Energy Conservation

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	10,700	18,373	25,114	17,352
Overtime	155	-	300	-
Fringe Allocation-General	9,927	18,391	24,329	16,951
Professional Services	660	242,979	1,070,000	670,000
Legal Fees	237	-	-	-
Postage	394	108	5,500	5,000
Travel Expense-Mileage-Employee	-	-	100	200
Advertising	669	-	-	-
Other Service Charges	-	469,507	660,000	494,000
Office Expense	-	-	250	250
Meeting Expense	-	-	100	100
Indirect Allocation-General	13,715	19,900	42,551	26,637
Total Expenditures	36,457	769,258	1,828,244	1,230,490

Funding Sources	
Property Assessed Clean Energy Fund	1,230,490
Total Funding Sources	1,230,490

The Home Energy Renovation Opportunity (HERO) Program allows SANBAG and an interested property owner to enter into a contractual agreement to finance the installation of eligible renewable energy, energy efficiency, or water efficiency improvements that are permanently fixed to the property.

Commuter and Motorist Assistance

Commuter & Motorist Assistance Program Budget

Description

The Commuter & Motorist Assistance Program implements programs intended to improve air quality, reduce congestion, and improve safety for the motoring public. These improvements are accomplished through inter and intra-county ridesharing, park and ride lots, the call box program, the Freeway Service Patrol Program, operation of the 511 traveler information phone service and IE511.org traveler information website.

Accomplishments

1. Installed the first satellite emergency call boxes in remote areas of the County that don't have cellular coverage.

2. Expanded the number of eligible tow companies providing service through Freeway Service Patrol.

3. Launched the 511 mobile app to increase access to information on travel conditions and ridesharing.

Goals and Objectives

1. Expand call boxes for emergencies to more areas without cellular phone coverage.

2. Increase mobility on area freeways by removing disabled vehicles during rush hours in a safe and efficient manner.

3. Reduce traffic congestion by encouraging ridesharing with enhanced marketing efforts and the use of IE511.org, and park and ride facilities.

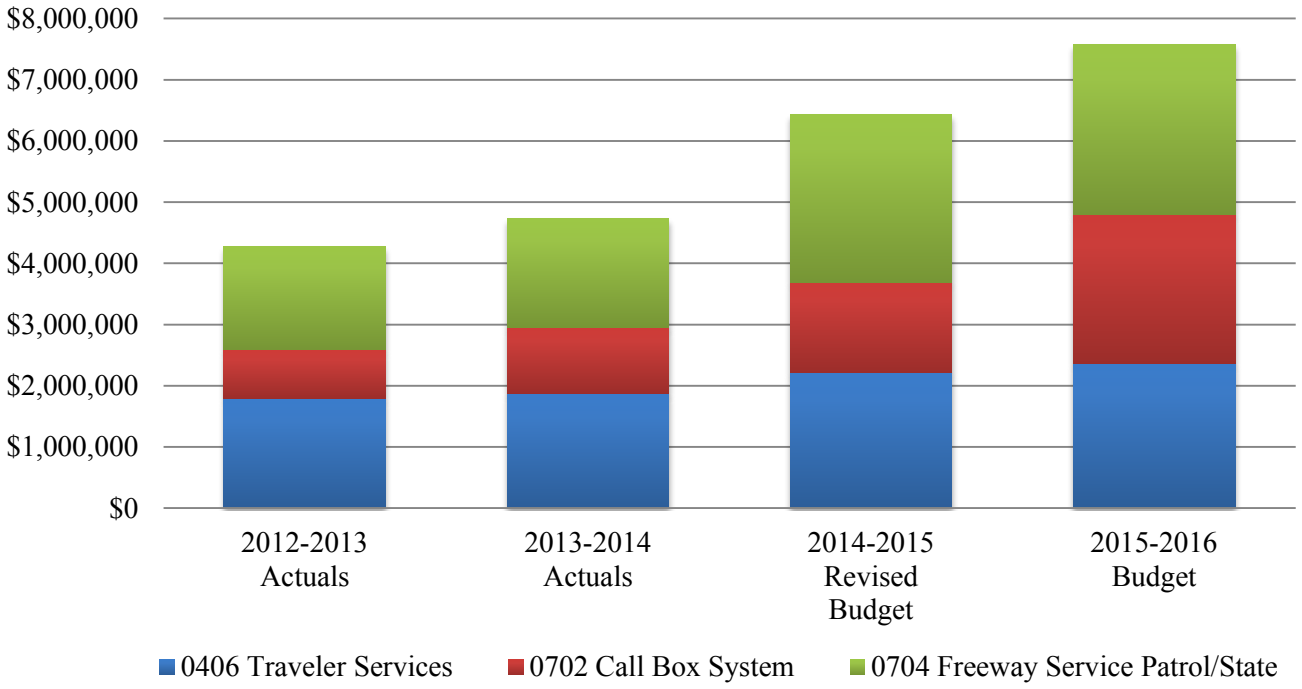
4. Improve traffic flow by giving motorists knowledge of accidents and areas of congestion via 511 and IE511.org so that alternate routes can be taken.

Performance/Workload Indicators

	2012-2013 Actual	2013-2014 Actual	2014-2015 Revised Budget	2015-2016 Budget
Annual Rideshare Participants	8,304	8,399	9,000	9,000
Park and Ride Lots	21	22	23	21
Motorists assisted by Freeway Service Patrol	30,347	36,000	36,000	36,000
Calls to 511	351,161	330,000	345,000	345,000
Visits to IE511.org	399,730	360,000	400,000	400,000

Commuter and Motorist Assistance
Program Summary

	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Tasks				
0406 Traveler Services	1,797,805	1,877,817	2,221,512	2,371,345
0702 Call Box System	791,958	1,076,529	1,471,691	2,426,632
0704 Freeway Service Patrol/State	1,689,376	1,781,858	2,749,293	2,780,734
Total Tasks	4,279,139	4,736,204	6,442,496	7,578,711



Commuter & Motorist Assistance

Task 0406 Traveler Services

Purpose

Reduce congestion, increase mobility, and improve air quality in San Bernardino County by reducing single occupant vehicle trips. Trips will be reduced through assistance to county employers and through the provision of direct incentives to county residents, promoting carpooling, vanpooling, bus transit, rail transit, bicycling, walking, and telecommuting.

Accomplishments

Creation of a regional database of commuter information; a regional guaranteed ride home program; and the coordination of 511, a telephone (by dialing 511 or 1-877-MYIE511), web (www.IE511.org), and now smart phone application-based service providing transportation solutions, including real-time traffic information, and ridesharing options. The IE511 system has more than 400,000 visits per year. The smartphone application launched in early-2012 has had more than 30,000 downloads to date. In the fall of 2014 the IE Commuter rideshare site was introduced and integrated into the IE511 website so that when commuters visit the IE511 for real-time traffic information they now have instant access to rideshare features and information through IE Commuter at the same time which includes such features as; ride-matching and park and ride lot information.

SANBAG continues its Park'N'Ride (PNR) lease program, which reimburses businesses for the use of their parking spaces for PNR purposes, in lieu of constructing and owning Park and Ride lots. To date, seven leased PNRs have been added to the County's network of twenty-one lots. In addition, new marketing materials and other on-line tools have been developed and implemented over the past few years.

Work Elements

1. Work with other agencies and vendors to market and manage a comprehensive regional rideshare program.
2 Seek funds and grants to support the continuation of ridesharing and trip reduction activities.
3. Maintain accurate records and databases of commuters to evaluate the effectiveness of ridesharing programs. Use surveys of participants and employers to better evaluate programs.
4. Work closely with air quality grant agencies and other funding programs for ridesharing. Provide feedback, and participate in rideshare studies conducted by other public agencies.
5. Solicit public/private interest to lease parking for PNR spaces.
6. Evaluate the 511 system, look for ways to improve voice response on the phone system, and smartphone apps to enhance public transit and rail trip generator, and seek improved website technological smartphone apps to enhance public transit and rail access.
7. Continue work with the media, especially with Traffic Reporters (radio and television), to promote and encourage commuters to Rideshare which includes public transit (bus/train), carpooling, vanpooling, bicycling, walking or telecommuting. Additional special emphasis will take place with the Traffic Reporters prior and during the Rideshare Week campaign, first full week of October, to help get out the message during the campaign each year.

Budgetary changes include an increase of $50,000 for additional 511 signs throughout the County and for a pilot security camera system for park and ride lots.

Product

1. Add at least two new PNR lots to the current network.
2. Research opportunities to promote safety of vehicles utilizing PNR lots.
3. Implement promotional marketing campaigns and materials during the year. Sponsor regional networking meetings and other workshops/events with employer representatives throughout the year to increase vanpool and rideshare participants.

Commuter & Motorist Assistance

Task 0406 Traveler Services

4. Explore improving the 511 system with improved voice response and public transit and rail trip generation on the web page and smartphone app. Provide assistance to the Southern California Inland Veterans' Transportation One-Call/One-Click Project with more efficient and more direct access to transit information in the region for veterans.
5. Explore possible regional partnerships with other 511 systems in Southern California Los Angeles County Metropolitan Transportation Authority and Orange County Transportation Authority (OCTA).
6. Continue to look for inventive ways to install Inland Empire 511 signage and promote and advertise the IE511.org website.

Contract Information

a. Existing Contracts
   - i. 00-1000834, Park N Ride Lot lease, Amount Budgeted $10,800.
   - ii. 00-1000832, Park N Ride Lot lease, Amount Budgeted $3,060.
   - iii. 00-1000835, Park N Ride Lot lease, Amount Budgeted $9,240.
   - iv. 00-1000833, Park N Ride Lot lease, Amount Budgeted $10,200.
   - v. 00-1000831, Park N Ride Lot lease, Amount Budgeted $6,636.
   - vi. 00-1000929, Park N Ride Lot lease, Amount Budgeted $2,880.
   - vii. 15-1001046, Park N Ride Lot lease, Amount Budgeted $10,080.
   - viii. 15-1001164, Technical Consulting, Amount Budgeted $2,000.

b. New Contracts
   - i. RFP, San Bernardino County Implementation of Trip Reduction/Rideshare and 511 Programs, Amount Budgeted $1,900,000, Total Estimated Contract Amount $1,900,000.
   - ii. RFP, Park'N'Ride Lot Leases, Amount Budgeted $20,000, Total Estimated Contract Amount $20,000.
   - iii. RFP, Park'N'Ride security camera/monitoring demonstration project, Amount Budgeted $40,000, Estimated Contract Amount $40,000.

Manager

Duane Baker, Director of Management Services

Commuter & Motorist Assistance

Task 0406 Traveler Services

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	56,199	56,306	53,646	70,368
Overtime	276	-	1,000	-
Fringe Allocation-General	51,647	56,361	52,313	68,742
Professional Services	1,589,606	1,697,134	1,988,260	2,048,616
Consulting Services	25,818	1,152	23,485	26,500
Program Management Fees	-	3,588	335	-
Maintenance-Motor Vehicles	-	-	200	200
Training/Membership	161	-	1,680	2,000
Postage	-	-	100	100
Travel Expense - Employee	99	290	2,500	3,000
Travel Expense-Mileage-Employee	2,579	1,943	3,900	3,200
Printing - External	28	-	2,000	40,000
Printing - Internal	-	-	100	100
Office Expense	-	-	250	250
Meeting Expense	39	59	250	250
Indirect Allocation-General	71,353	60,984	91,493	108,019
Total Expenditures	1,797,805	1,877,817	2,221,512	2,371,345

Funding Sources	
Congestion Mitigation & Air Quality	2,075,116
MSI Valley Fund-Traffic Mgmt Sys	287,129
MSI Victor Valley Fund-Traffic Mgmt Sys	9,100
Total Funding Sources	2,371,345

Commuter & Motorist Assistance

Task 0702 Call Box System

Purpose

Maintain and operate a countywide motorist aid call box system responsive to the needs of motorists in San Bernardino County. The current system consists of approximately 1,200 call boxes along 1,800 centerline highway miles.

Accomplishments

Last year 9,461 motorists received assistance through the call box system. The call box system has been upgraded from an analog to a digital cellular signal system, as well with Text Telephone (TTY's – to assist the hearing and speech impaired) devices. Improvements continue to be made to provide better access to motorists with physical and mobility disabilities. Some satellite call boxes were installed in several locations where no consistent, reliable digital signal is available. Sites selected helped fill in previous large service gaps in areas that are more remote and/or in areas where the terrain is more limiting or does not provide a consistent digital signal. In some cases, the satellite option has allowed call boxes to be placed in areas where there has never been a call box available to motorists before. A TTY satellite upgrade has been developed and implemented as well. Literature promoting the call box system in San Bernardino County and briefly explaining how it works was developed and placed in Department of Motor Vehicle locations throughout the County.

Work Elements

To continue to review/survey each call box in the San Bernardino system to analyze and determine if each call box is Americans with Disabilities Act (ADA) compliant. When the survey is completed, a plan to address any non-ADA compliant call box will be developed.

In addition, due to the nationwide phasing out of the 2G cellular network, a plan to upgrade the call boxes to a 3G network is currently being researched and developed to address the technology issue. In the meantime, the staff is analyzing the entire call box system and is looking into perhaps reducing some call boxes in areas where other motorist aid support (i.e. Freeway Service Patrol) exists.

1. Manage day-to-day operations and maintenance of the Call Box Program.
2. Oversee work performed by consultants and other agencies for the call box system.
3. Ensure knocked down or damaged call boxes are replaced or repaired in a timely manner to minimize inconvenience to motorists.
4. Update and maintain digitized photo log, call box locations via longitude/latitude indicators and global positioning systems, and coordinate transfer of digital data from contractors for input into the SANBAG Data Management Office.
5. Temporarily remove and/or install call boxes along highway construction corridors throughout the county, assisting California Department of Transportation (CALTRANS)/California Highway Patrol (CHP) with traffic mitigation projects.
6. Continue to review and perhaps reduce call boxes in the urban/valley area, where call volume is low or where there are other existing motorist aid services available nearby.

Budgetary changes include changes in salary and benefits that are accounted for in different task(s) than in the prior year. Changes also include a $1.1 million increase for a one-time upgrade and conversion to newer cellular technology for the call box system.

Commuter & Motorist Assistance

Task 0702 Call Box System

Product

Operate an efficient Call Box Program providing maximum benefit to the public. Products include upgrading the call boxes to the 3G cellular network, the repair or installation of call boxes which have been damaged/knocked down, and other upgrades/improvements. Oversee and monitor the Call Answering Center (CAC), ensuring a high level of quality assistance to the motoring public.

1. Audit random samples of recorded call box calls for quality control purposes.
2. Prompt repair or replacement of damaged call boxes.
3. Upgrade call boxes to the 3G cellular network.

Contract Information

a. Existing Contracts
   - i. 15-1001189, for Call Box Liaison support with CHP Sacramento, Amount Budgeted $5,400.
   - ii. 00-1000553, for Call Box Call Answering Services, Amount Budgeted $200,000.
   - iii. 00-1000829, for Call Box Maintenance Services, Amount Budgeted $650,000.
   - iv. 15-1001148, for Call Box Knockdown Recovery Services, Amount Budgeted $32,000.
   - v. 15-1001164, for Call Box Technical Consultation, Amount Budgeted $20,000.

b. New Contracts
   - i. RFP, Call Box 3G Cellular Upgrade, Amount Budgeted, $1,110,000. Total Estimated Contract Amount $1,110,000.

Local Funding Source Detail

- i. Riverside and Orange County Transportation Commissions - $120,000.
- ii. County of San Bernardino - $1,425.

Manager

Duane Baker, Director of Management Services

Commuter & Motorist Assistance

Task 0702 Call Box System

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	49,425	46,352	53,099	49,550
Overtime	142	2	625	-
Fringe Allocation-General	45,329	46,399	51,429	48,405
Professional Services	136,708	152,892	232,200	264,400
Consulting Services	806	7,328	104,000	124,000
Legal Fees	1,688	-	-	-
Mountain Avenue Callbox	344	396	400	1,425
Maintenance-Motor Vehicles	-	-	120	120
Maintenance-Call Boxes	407,601	482,175	826,400	1,800,000
Training/Membership	-	-	150	150
Postage	53	29	100	100
Travel Expense - Employee	8	582	4,150	4,150
Travel Expense-Mileage-Employee	354	616	620	620
Printing - External	89	353	1,300	500
Printing - Internal	-	-	150	150
Communications	85,166	93,940	100,000	50,000
Record/Equipment Storage	1,620	1,501	5,000	5,000
Office Expense	-	324	1,500	1,500
Meeting Expense	-	18	500	500
Call Boxes	-	193,417	-	-
Indirect Allocation-General	62,625	50,205	89,948	76,062
Total Expenditures	791,958	1,076,529	1,471,691	2,426,632

Funding Sources	
MSI 1990-Valley Fund-TMEE	1,230,000
SAFE Reimbursement	121,425
SAFE-Vehicle Registration Fees	1,075,207
Total Funding Sources	2,426,632

Commuter & Motorist Assistance

Task 0704 Freeway Service Patrol/State

Purpose

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

Accomplishments

SANBAG operates a FSP Program on a total of eight beats along 67 centerline miles of highway in the Valley area that assists approximately 35,000 motorists each year. Automatic Vehicle Locators (AVL) were installed on all FSP back-up tow trucks as well as the primary trucks due to the frequency with which they are used in actual field services. The analog radio system between the FSP tow trucks and California Highway Patrol (CHP) was converted to a digital radio system that greatly improved communications and safety between the FSP tow drivers and CHP who oversees the daily operations of the FSP program. In addition, the San Bernardino FSP Program converted all FSP radio equipment from wideband to narrowband as mandated by the Federal Communication Commission. In 2014, data collection methods for the program were enhanced by providing wireless data collection tablets in each truck. The tablet automatically connects to the FSP server while the FSP Driver is entering the assist data while assisting motorists out in the field. Now, both SANBAG and CHP, who oversee and manage the field operations of the program, have immediate access to the assist data. If there is a concern, or if there is a need to investigate an assist, both SANBAG and CHP can start doing so immediately. In addition, the program provided Construction Freeway Service Patrol (CFSP) services to three major construction projects in San Bernardino County under the Memorandum of Understanding (MOU) executed with California Department of Transportation (CALTRANS) in March 2014 for CFSP services including: the 215 Bi-County Project, the Devore Interchange Project, and the Cajon Pass Rehabilitation Project.

Work Elements

1. Explore further technology to enhance program efficiency, in addition to those mentioned above.
2. Prepare quarterly reports and invoices to the State for funding reimbursement.
3. Coordinate the program with the Riverside County Transportation Commission (RCTC), local and state CHP, CALTRANS District 8 and CALTRANS Headquarters. Attend Inland Empire FSP coordination meetings, statewide FSP meetings, and other meetings as needed throughout the year.
4. Explore new and cost saving technologies for the program's Global Positioning System (GPS) tracking system.
5. Explore converting the program to a push-to-talk network with San Bernardino and Riverside communication coverage. Communication device needs to be shared and work in both counties since the FSP CHP officers that oversee and manage the daily field operations of the program also manage the FSP field operations for RCTC as well.
6. Continue to evaluate the current eight beat areas of the FSP Program and to seek other possible service areas.
7. Continue to explore ways in which the program can be changed to better serve the public and maximize resources.
8. Continue to work and encourage tow operators that are interested in converting their own diesel tow truck inventory to alternative fuel on any upcoming Request for Proposals (RFP)'s for FSP Beats.

Budgetary changes include changes in salary and benefits that are accounted for in different task(s) than in the prior year. Changes also include a $107,000 increase for contract towing services due to higher prices on the most recent bids.

Commuter & Motorist Assistance

Task 0704 Freeway Service Patrol/State

Product

Oversight of the ongoing FSP program. Produce FSP reports and statistics. Provide necessary reports and invoices to seek reimbursement from the State. Secure additional funding for program continuation and expansion.

1. Procure and award for Beat 3 and Beat 8. Maintain close relationships with the tow industry for marketing and outreach of the program.
2. Conduct periodic driver meetings to reinforce safety, customer service and FSP policies.
3. Research new AVL/GPS system to eventually be installed in all Primary and Back-Up FSP tow trucks.

Contract Information

a. Existing Contracts
   - i. 00-1001020, FSP tow services along Beat 1, Amount Budgeted $194,821.
   - ii. 15-1001074, FSP tow services along Beat 2, Amount Budgeted $208,980.
   - iii. 15-1001181, FSP tow services along Beat 4, Amount Budgeted $208,980.
   - iv. 15-1001095, FSP tow services along Beat 5, Amount Budgeted $193,500.
   - v. 00-1000555, FSP tow services along Beat 6, Amount Budgeted $211,560.
   - vi. 00-1000556, FSP tow services along Beat 7, Amount Budgeted $264,685.
   - vii. 00-1001034, CFSP tow services and Emergency Coverage, Amount Budgeted $45,000.
   - viii. 15-1001184, FSP daily oversight and supervision plus additional ½ of a full-time CHP Officer, Amount Budgeted $130,000.
   - ix. 00-1000671, FSP digital radio services, Amount Budgeted $7,500.

b. New Contracts
   - i. RFP, Freeway Service Patrol Beat's 3 and 8, Amount Budgeted $477,024, Total Estimated Contract Amount $2,385,120.

Local Funding Source Detail

- i. CALTRANS – California Department of Transportation – $600,000.

Manager

Duane Baker, Director of Management Services

Commuter & Motorist Assistance

Task 0704 Freeway Patrol Service/State

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	51,492	77,318	69,869	52,339
Overtime	1,408	1,884	1,750	-
Fringe Allocation-General	48,378	79,279	68,561	51,130
Professional Services	1,471,662	1,459,135	2,343,603	2,451,021
Consulting Services	16,491	23,935	24,000	24,500
Maintenance-Motor Vehicles	-	-	400	400
Training/Membership	-	-	300	300
Postage	205	77	1,000	1,000
Travel Expense - Employee	895	1,166	3,000	4,000
Travel Expense-Mileage-Employee	787	1,744	2,000	3,000
Printing - External	9,510	25,440	34,000	37,500
Printing - Internal	-	-	500	500
Communications	21,549	26,034	79,200	73,500
Office Expense	-	-	700	700
Meeting Expense	162	64	500	500
Indirect Allocation-General	66,837	85,782	119,910	80,344
Total Expenditures	1,689,376	1,781,858	2,749,293	2,780,734

Funding Sources	
CALTRANS Local Reimbursement	600,000
Freeway Service Patrol	1,426,018
MSI Valley Fund-Traffic Mgmt Sys	124,400
SAFE-Vehicle Registration Fees	630,316
Total Funding Sources	2,780,734

SANBAG maintains 1,200 Call Boxes located along freeways and highways throughout San Bernardino County. From remote desert highways to freeways in busy metropolitan areas, the Call Box program provides roadside assistance to motorists. The program is funded with $1 received from every vehicle registration in the county through the California Department of Motor Vehicles.

Regional & Subregional Planning

Regional & Subregional Planning Program Budget

Description

The Regional & Subregional Planning Program represents the continuing responsibilities of the agency to comprehensively plan at the regional and county levels, compile and maintain planning and monitoring data in support of planning efforts, and support ongoing congestion management, travel demand modeling, growth analysis, and focused transportation study efforts.

A major focus for Fiscal Year 2014/2015 was further development of the Countywide Transportation Plan (CTP). The CTP is being developed to support SANBAG's input to the Southern California Association of Governments' (SCAG's) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). It includes evaluation of all transportation modes including auto travel, freight movement, rail and bus transit, and "active" (non-motorized) transportation. Primary CTP activities in Fiscal Year 2015/2016 will include work with SCAG on refinement of growth forecasts to 2040, amendments to the list of RTP transportation projects, and definition of financial needs for capital, maintainance, and operating costs. Approval of the 2016 RTP/SCS by SCAG is scheduled for April 2016. Implementation of the 2012 RTP/SCS will also be a theme for Fiscal Year 2015/2016, including continued delivery of Measure I projects, as well as increased emphasis on delivery of active transportation projects and pursuit of freight initiatives. A major update of the South Coast Air Quality Management Plan must be approved by the Air Quality Management District in 2016 as well, and SANBAG is providing input through the AQMP Advisory Group.

A review of the Valley Freeway Interchange Program priorities will be completed in Fiscal Year 2015/2016, per Measure I policy, with recommendations to the SANBAG Board on both interchange phasing opportunities and possible restructuring of the priority list. The Fiscal Year will also include an update of SANBAG's Congestion Management Program and Development Mitigation Nexus Study, to fulfill the agency's obligations as the Congestion Management Agency for the County. SANBAG continues to pursue the sustainability goals of the region and the County. Fiscal Year 2015/2016 will continue to see progress on implementation of Climate Action Plans by local jurisdictions, the Habitat Preservation/Conservation Framework through the Countywide Vision, updating of the Non-Motorized Transportation Plan, and implementation of active transportation projects. SANBAG is aggressively pursuing grant opportunities for all these areas and in assisting local jurisdictions in their grant applications and funding projects through the Transportation Development Act Article 3 program. The Planning Workgroup will continue to support other SANBAG departments as well as individual jurisdictions with modeling, Geographic Information System (GIS), and analysis support where appropriate.

Goals and Objectives

1. Work with SCAG, other counties, and local jurisdictions in San Bernardino County to implement the 2012 RTP/SCS, with emphasis on Measure I projects, active transportation projects, and freight initiatives.
2. Work with SCAG on development of the 2016 RTP/SCS, including refinement of the growth forecasts and project submittals.
3. Complete development of the Countywide Transportation Plan, with particular emphasis on long term projects and determination of financial needs for capital, maintainance, and operating costs.
4. Complete Valley Freeway Interchange Program prioritization analysis and provide recommendations to the SANBAG Board.
5. Continue planning and implementation of sustainability initiatives, per the Memorandum of Understanding (MOU) between SCAG and SANBAG approved in 2014.
6. Maintain tools including travel demand modeling and geographic information systems capabilities to support planning and project delivery activities. San Bernardino County Transportation Analysis Model (SBTAM) transit modeling capabilities will be reviewed and enhanced.
7. Complete an update to the Congestion Management Program (CMP) and Development Mitigation Nexus Study to be consistent with requirements for the State CMP and national congestion management process. A new, more effective methodology for the monitoring of the CMP roadway system will be implemented.

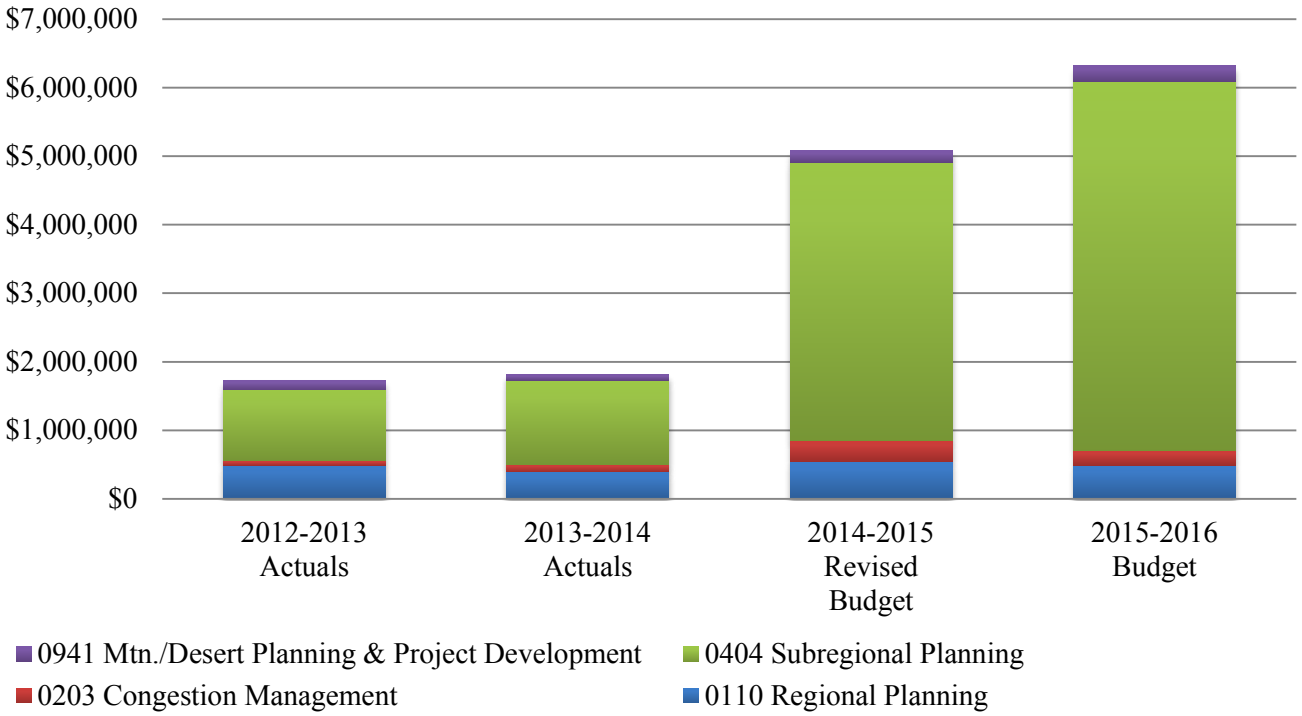
Regional & Subregional Planning Program Budget

Performance/Workload Indicators

	2012-2013 Actual	2013-2014 Actual	2014-2015 Revised Budget	2015-2016 Budget
RTP/SCS/RHNA Growth forecasts and project submittals	Coordinate Reviews for SANBAG Projects and 25 Jurisdictions	Coordinate Reviews for SANBAG Projects and 25 Jurisdictions	Coordinate Reviews for SANBAG Projects and 25 Jurisdictions	Coordinate Reviews for SANBAG Projects and 25 Jurisdictions
Transportation Modeling	SBTAM Version 1.0 Completed	Apply SBTAM to Projects	Validate 2012 model and apply to CTP	Run scenarios for RTP/SCS and CTP
Support SANBAG and Jurisdiction analysis of projects	10+ Model Products using interim process	20+ SBTAM Model Products	20+ SBTAM Model Products	20+ SBTAM Model Products
Data Management Maintain data sets	Existing Land Use General Plan L.U. Proj. Mgmt. Dbbase Growth Forcast Model Answer calls/emails from 25 jurisdictions	Existing Land Use General Plan L.U. Proj. Mgmt. Dbbase Growth Forcast Model Answer calls/emails from 25 jurisdictions	Existing Land Use General Plan L.U. Proj. Mgmt. Dbbase Growth Forcast Model Answer calls/emails from 25 jurisdictions	Existing Land Use General Plan L.U. Proj. Mgmt. Dbbase Growth Forcast Model Answer calls/emails from 25 jurisdictions
Mapping/Data Products	40+ Monthly	40+ Monthly	40+ Monthly	40+ Monthly

Regional and Subregional Planning
Program Summary

		2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Tasks					
0110	Regional Planning	486,848	392,483	543,056	489,052
0203	Congestion Management	73,843	110,049	311,314	222,614
0404	Subregional Planning	1,028,303	1,227,836	4,055,455	5,379,793
0941	Mtn./Desert Planning & Project Development	134,178	79,805	167,895	229,786
	Total Tasks	1,723,172	1,810,173	5,077,720	6,321,245



Regional & Subregional Planning

Task 0110 Regional Planning

Purpose

Improve mobility, safety, and environmental quality by developing and coordinating countywide input to updates and amendments of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and mobile source components of air quality plans to meet State and Federal requirements. Develop and coordinate countywide input and understanding of updates, revisions, refinement, policies, or other issues associated with the regional growth forecast used as the basis for State and Federally mandated regional plans, including regional transportation, freight, air quality, and housing plans, the SB 375 Sustainable Communities Strategy, and preparation of subregional and corridor travel demand forecasts. A key focus is on development of the regional growth scenarios for consideration in the RTP/SCS and its implications in relation to housing pursuant to the Regional Housing Needs Assessment (RHNA). SANBAG represents the subregion on the Southern California Association of Governments' (SCAG's) and South Coast Air Quality Management District (SCAQMD) advisory committees which provide technical and policy recommendations at the regional level.

Accomplishments

Consistent with SANBAG's Memorandum of Understanding and subsequent contracts with SCAG, SANBAG coordinates and provides subregional and County Transportation Commission input to the RTP/SCS. SANBAG has provided substantive input to the 1994, 1998, 2001, 2004, and 2008 Regional Transportation Plan (RTP)s, as well as the 2012 RTP/SCS. SANBAG worked with local jurisdictions to provide updated growth forecasts for the 2016 RTP/SCS and lists of highway, transit, and other projects for inclusion in San Bernardino County's portion of the RTP/SCS. The RTP/SCS also serves as the basis for the mobile source elements of the South Coast Air Quality Management Plans (AQMPs). SANBAG has participated in preparation of all South Coast AQMPs since 1994. SANBAG has been very active in many venues in its efforts to address critical RTP issues including impacts of growth, regional aviation, transportation finance, and freight movement, through its leadership in SCAG's Transportation Working Group and the Chief Executive Officers (CEO)s' Sustainability Committee. The countywide transportation plan, various subarea and corridor studies, and current project development efforts serve as a basis for SANBAG's input to RTP updates (Task 0404). This task also includes technical support for SCAG delegates from San Bernardino County on regional transportation and emission reduction planning issues, and coordination with other subregional agencies and County Transportation Commissions in regional transportation, freight, and emission reduction planning, transportation finance, and plan implementation.
Extensive input was provided to the California Freight Mobility Plan and to the White Papers for the South Coast Air Quality Management Plan.

Work Elements

1. Provide technical input and policy recommendations for incorporation into the 2016 RTP/SCS and mobile source emission reduction elements of the 2016 AQMP for the South Coast Air Basin. SCAG began the groundwork for the 2016 RTP/SCS in Fiscal Year 2012/2013 and continued development through Fiscal Year 2014/2015. The draft 2016 RTP/SCS and EIR will be published in Fall 2015 and the final will be approved by April 2016. SANBAG will coordinate with SCAG, other County Transportation Commissions, and other subregions to address regional or intercounty transportation planning and implementation issues.
2. Update Geographic Information System (GIS) coverages for existing land use, General Plan/Specific Plan land use, and student populations. Also acquire and maintain the most current aerial photography coverage.
3. Continue the upgrade to the SANBAG GIS growth distribution model to better address issues such as: higher density non-residential development; improved association of non-residential land use with employment sectors; incorporation of more Specific Plan land use mapping; addition of control totals for additional unincorporated areas; and better analysis of infill/redevelopment areas.

Task 0110 Regional Planning

4. Monitor the updated growth distribution for San Bernardino County for use in the 2016 RTP/SCS. Coordinate local agency development and review of draft growth forecasts and scenario alternatives, including alternatives incorporating transit oriented development.
5. Coordinate with SCAG and other subregions in addressing regional growth-related planning, policy, and implementation issues, including monitoring and implementation of the 2012 RTP/SCS. SANBAG will continue participating in the SCAG CEOs' Sustainability Committee, Transportation Working Group, Aviation Technical Advisory Committee (ATAC), and other regional-level advisory committees.
6. Develop technical input and policy recommendations as needed for regional transportation, aviation, air quality and goods movement studies conducted by SCAG, Caltrans, air districts, other subregional agencies, and transportation commissions, and participate on steering committees for those studies managed by other agencies, including follow-up to SCAG's East-West Freight Corridor Study, regional open space/conservation studies, and Regional Express Lane Study.
7. Coordinate with other subregions, SCAG, and State and Federal Agencies in addressing regional goods movement issues through the Southern California National Freight Gateway Collaboration (SCNFGC).
8. Provide technical support as needed for SCAG delegates regarding the RTP/SCS, air quality issues, and regional goods movement issues.
9. Assist in public outreach and information dissemination regarding technical and policy issues associated with the RTP/SCS, aviation, air quality issues, and goods movement.
10. Coordinate development and inclusion in the RTP of South Coast Air Basin Transportation Control Measures (TCM's) consistent with the TCM structure defined by the State Implementation Plans for ozone and fine particulates.
11. Participate in agency and industry conferences relevant to specific work elements such as GIS, air quality conformity, goods movement, inter-modal accessibility, or planning conferences.

Product

Updated growth databases at the transportation analysis zone level and coordination with SCAG and local jurisdictions on their generation; written materials addressing countywide project lists and other products and recommendations for incorporation into regional transportation plans and programs; informal and formal comments and recommendations related to the 2016 RTP/SCS, 2016 AQMP, and subarea, corridor, or modal studies prepared by SCAG or statewide agencies; reporting on TCM implementation as needed to support air quality conformity findings by SCAG.

Manager

Steven Smith, Director of Planning

Regional & Subregional Planning

Task 0110 Regional Planning

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	131,049	125,979	146,756	136,377
Overtime	-	196	-	-
Fringe Allocation-General	119,846	126,298	140,490	133,227
Legal Fees	-	-	600	600
Training/Membership	25	150	500	-
Travel Expense - Employee	1,216	2,043	2,500	2,500
Travel Expense-Mileage-Employee	188	297	500	500
Travel Expense-Other-Metrolink Tickets	550	530	500	1,000
Contributions/Subsidies	68,400	-	5,000	5,000
Office Expense	-	94	200	200
Meeting Expense	-	238	300	300
Indirect Allocation-General	165,574	136,658	245,710	209,348
Total Expenditures	486,848	392,483	543,056	489,052

Funding Sources	
Local Transportation Fund - Planning	489,052
Total Funding Sources	489,052

Regional & Subregional Planning

Task 0203 Congestion Management

Purpose

Meet State and Federal Congestion Management requirements. Maintain performance levels on the regionally significant transportation system in ways that are consistent with air quality attainment strategies within all air basins of the County. Establish and maintain a nexus between land use decisions and the ability of the transportation system to support the use.

Accomplishments

The countywide Congestion Management Program (CMP) was adopted in November 1992, after more than two years work and preparation of an Environmental Impact Report. The program has been updated in odd-numbered years since that time. A major update was completed on the Development Mitigation Nexus Study (Appendix K of the CMP) in 2013. All jurisdictions have adopted and implemented the Land Use Transportation Analysis Program as required by law and, along with Caltrans, are continuing to monitor their portions of the regional transportation system, as specified in the CMP as a condition of compliance. In late 2014 a project to develop a refined methodology to satisfy State and Federal requirements regarding monitoring of the regional transportation system was initiated. Model improvements for the CMP, San Bernardino County Transportation Analysis Model (SBTAM), Subregional Planning (Task 0404) have been undertaken periodically within the Valley, Victor Valley, Morongo Basin, and Barstow/Northeast Desert subareas.

Work Elements

1. A major update of the entire CMP is anticipated for 2015. The CMP will be administered and updated as needed to reflect changes in conditions and requirements since the last update of the program, including revisions to reflect any statutory changes. Changes to the estimates of costs for the Development Mitigation Nexus Study will be tracked based on the Caltrans Construction Cost Index, with periodic opportunities for new cost estimates.
2. Trends in traffic growth will be tracked through a new approach that relies on congestion monitoring data available from the private sector that is based on vehicle probe data for freeways and arterials. This data will be more robust and reliable indicators of system performance than the traditional reliance on traffic volume counts. The statewide Performance Measurement System (PeMS) and locally collected traffic counts will continue to be used for traffic volume purposes. This data can also be used as a basis for traffic studies for roadway and land development projects and for prioritization of transportation projects by SANBAG for discretionary funding.
3. Review Traffic Impact Analysis (TIA) reports prepared by local governments in the rural Mountain/Desert areas, and monitor compliance with the program as required by law.
4. Represent the Congestion Management Agency in discussions with other counties and regional, State, and Federal agencies regarding CMP and Congestion Management System consistency, performance measurement, data requirements, intercounty mitigation, and other issues.
5. Provide travel demand forecasting support to local jurisdictions preparing TIAs, local traffic studies, and Environmental Impact Reports.

Product

Updated and continued implementation of the Congestion Management Program for San Bernardino County. Updated process and data for monitoring system performance.

Regional & Subregional Planning

Task 0203 Congestion Management

Contract Information

a. Existing Contracts:
   i. 15-1001153, Development of a Congestion Monitoring Program, Amount Budgeted $75,000.

b. New Contracts
   i. RFP, Annual maintenance of CMP monitoring data – Amount Budgeted $50,000, Total Estimated Contract Amount $150,000 over three years.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2015/2016 budget includes Board approved Fiscal Year 2014/2015 appropriations in the estimated amount of $30,000.

Manager

Steven Smith, Director of Planning

Regional & Subregional Planning

Task 0203 Congestion Management

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	23,236	35,683	29,909	26,883
Fringe Allocation-General	21,250	35,718	28,631	26,263
Consulting Services	-	-	200,000	125,000
Legal Fees	-	-	500	1,000
Travel Expense - Employee	-	-	500	500
Travel Expense-Mileage-Employee	-	-	1,000	1,000
Printing - Internal	-	-	500	500
Meeting Expense	-	-	200	200
Indirect Allocation-General	29,357	38,648	50,074	41,268
Total Expenditures	73,843	110,049	311,314	222,614

Funding Sources	
MSI Valley Fund-Traffic Mgmt Sys	199,775
MSI Victor Valley Fund-Traffic Mgmt Sys	22,839
Total Funding Sources	222,614

Regional & Subregional Planning

Task 0404 Subregional Planning

Purpose

Optimize SANBAG investments in transportation infrastructure through a comprehensive, coordinated, and continuing process of identification and evaluation of multimodal transportation options and funding solutions. SANBAG will develop and maintain a long-range Countywide Transportation Plan (CTP), for input into the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), developed in conjunction with the Southern California Association of Governments (SCAG) through Regional Planning (Task 0110). This task also includes the conduct of transportation and land use studies in individual corridors or for subareas of the county. It includes maintenance of the Measure I 2010-2040 Strategic Plan, the Non-Motorized Transportation Plan, and work on various sustainability initiatives in conjunction with SCAG, local jurisdictions, and other stakeholders.

Accomplishments

Subregional planning is an ongoing process, and has provided a basis for SANBAG's input to the 1998, 2001, 2004, and 2008 Regional Transportation Plans and the 2012 RTP/SCS. It has served as a foundation for the development of the Expenditure Plan for the reauthorization of Measure I and for the Congestion Management Program (Task 0203), including the Development Mitigation Nexus Study. In Fiscal Year 2014/2015 transportation alternatives and financial scenarios were evaluated for the CTP, and a draft CTP report was prepared. Growth forecasts were developed with local jurisdictions and project lists were provided for the 2016 RTP/SCS. An improved process for monitoring of Congestion Management Program roadways was implemented. The Planning Department continued to support other departments and jurisdictions with transportation analysis, such as interchange phasing analyses and the the Morongo Basin Area Transportation Study. This task supported the activities of both the Transportation Technical Advisory Committee (TTAC) and the Planning and Development Technical Forum (PDTF), key advisory committees for review of technical and policy issues.

SANBAG staff also worked on multiple sustainability initiatives in Fiscal Year 2014/2015. Implementation tools were developed in support of local Climate Action Plans; substantial progress was made on development of a Habitat Preservation/Conservation Framework for the Environment Element of the Countywide Vision; and planning studies were initiated to assist in local implementation of the state's Complete Streets requirements and Safe Routes to School plans. Staff assisted jurisdictions in competing for the state's first cycle of Active Transportation Program grants. The Data Management Office (DMO) supported the maintenance and updating of fifteen datasets that are needed for regional and subregional planning activities. The DMO provided mapping and analysis support for all SANBAG departments.

Work Elements

1. Finalize work on the San Bernardino Countywide Transportation Plan (CTP). A draft Plan was prepared in Fiscal Year 2014/2015 as the basis for SANBAG input to the SCAG RTP/SCS.
2. Work with SCAG and local jurisdictions to maintain and apply the San Bernardino County Transportation Analysis Model (SBTAM). SBTAM is the forecasting tool used to support traffic and environmental studies for all of SANBAG's primary transportation projects, as well as selected local planning projects and development-related traffic studies. The model includes a more detailed network and zone system and is based on SCAG's TransCAD version five Regional Model.
3. Support the jurisdictions of San Bernardino County in the planning and implementation of sustainability initiatives and the Countywide vision.
4. Support both the Transportation Technical Advisory Committee and the Planning and Development Technical Forum, consisting of staff from local jurisdictions providing input on transportation and local government planning issues.

Regional & Subregional Planning

Task 0404 Subregional Planning

5. Manage multiple SCAG and California Department of Transportation (CALTRANS) grants, including the projects:
   a. The Advanced Regional Rail Integrated Vision – East (ARRIVE corridor); San Bernardino County Habitat Conservation Framework; Complete Streets and Safe Routes to School Implementation Strategy, and several state ATP grants. Submit additional grants for sustainability projects. The budget includes $400,000 in contributions/subsidies to match planning, project development, and/or construction funds for Sustainability and Active Transportation studies/projects in the Valley and $150,000 in contributions/subsidies for the Mountain/Desert Region. The purpose is to make SANBAG and jurisdiction grant applications as competitive as possible.
6. Support SANBAG project development efforts with traffic analyses and impact assessments.
7. Maintain the policies in the Measure I 2010-2040 Strategic Plan. A major effort for 2015 will be an update to the priority list for Valley Freeway Program interchanges, being conducted in conjunction with local jurisdictions.
8. Seek to implement the San Bernardino County Non-Motorized Transportation Plan, in conjunction with local jurisdictions. The Non-Motorized Plan requires updating every five years to maintain project funding eligibility for the new statewide and regional Active Transportation Program (ATP), but periodic amendments are also required to keep it current. A major update is anticipated in FY 2015/2016.
9. Manage the Active Transportation and Sustainability initiatives for SANBAG as part of the implementation of the SCAG RTP/SCS and in keeping with the goals and objectives of agencies in San Bernardino County.
10. Participate in subregional planning efforts led by local jurisdictions, SCAG, transit agencies or other agencies.
11. Maintain data management capabilities including the Data Management Office Network, Geographic Information System (GIS) workstations and data sets needed to support SANBAG programs.
12. As needed, provide assistance to local jurisdictions to access and manage planning and project data disseminated by SANBAG.
13. Maintain a monitoring database in coordination with the Congestion Management Program and GIS based regional planning data.
14. Collect and compile data, and distribute data as appropriate to other agencies and organizations.
15. Manage $1,250,000 in grant funds available from the South Coast Air Quality Management District (SCAQMD)/Mobile Source Review Committee as contributions/subsidies to support signal synchronization and other signal upgrades to improve arterial traffic flow in the Valley.

Product

Countywide Transportation Plan Report for San Bernardino County; update of the Valley Freeway Interchange Program priority list; update of the Non-Motorized Transportation Plan and supporting reports on active transportation; update of SBTAM; Analysis support for the Measure I Strategic Plan and project development activities; data and analyses supporting development and updating of the CTP, Modal Alternatives Analyses, Climate Action Plan Implementation Tools, and related activities.

Contract Information

a. Existing Contracts
   i. 15-1001023, Countywide Habitat Preservation/Conservation Framework, Amount Budgeted $50,000.
   ii. 15-1001100, Mobile Source Reduction Review Committee (MSRC) Signal Synchronization Partnership Program, Contract Receivable, Amount Budgeted $1,250,000.
   iii. 15-1001101, MSRC Signal Synchronization Partnership Program, Amount Budgeted $90,000 (City of Yucaipa).

Task 0404 Subregional Planning

iv. 15-1001102, MSRC Signal Synchronization Partnership Program, Amount Budgeted $325,390 (City of Highland).
v. 15-1001103, MSRC Signal Synchronization Partnershp Program, Amount Budgeted $305,000 (City of Chino).
vi. 15-1001104, MSRC Signal Synchronization Partnership Program, Amount Budgeted $268,800 (City of Ontario).
vii. 15-1001105, MSRC Signal Synchronization Partnership Program, Amount Budgeted $124,810 (City of Rancho Cucamonga).
viii. 15-1001106, MSRC Signal Synchronization Partnership Program, Amount Budgeted $136,000 (City of Colton).

b. New Contracts
i. RFP, Countywide Safe Routes to School Study (Active Transportation Program Grant) , Amount Budgeted $400,000, Total Estimated Contract Amount $400,000.
ii. RFP, Points of Interest Pedestrian Plan (Active Transportation Program Grant), Amount Budgeted $400,000, Total Estimated Contract Amount $400,000.
iii. RFP, SBTAM Model Support, Amount Budgeted $50,000, Total Estimated Contract Amount $50,000.
iv. RFP, Metrolink Active Transportation Improvements Design Services, Amount Budgeted $175,000, Total Estimated Contract Amount $576,000.
v. IFB, Metrolink Active Transportation Improvements Construction Services, Amount Budgeted $1,600,000, Total Estimated Contract Amount $3,900,000.

Manager

Steven Smith, Director of Planning

Regional & Subregional Planning

Task 0404 Subregional Planning

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	202,891	275,242	242,581	290,083
Regular Part-Time Employees	39,376	-	-	-
Overtime	16	2,953	-	-
Fringe Allocation-General	185,561	278,469	232,224	286,477
Professional Services	5,460	10,130	20,000	185,000
Consulting Services	-	190,618	1,340,000	880,000
Program Management Fees	66,857	29,626	-	75,000
Legal Fees	-	-	2,000	-
Information Technology Services	31,661	32,958	34,000	34,000
Maintenance-Office Equipment	43	2,893	8,000	8,000
Construction Capital	-	-	-	1,600,000
Training/Membership	284	1,394	3,000	3,000
Postage	-	121	-	-
Travel Expense - Employee	1,754	2,639	5,000	5,000
Travel Expense-Mileage-Employee	880	1,248	1,800	1,800
Travel Expense-Other-Metrolink Tickets	-	-	200	-
Advertising	400	317	800	500
Printing - Internal	231	543	500	500
Contributions/Subsidies	200,000	91,612	1,750,000	1,550,000
Office Expense	376	-	500	500
Meeting Expense	191	57	700	500
Office Equip/Software-Inventorial	584	5,706	5,000	5,000
Computer Hardware & Software	9,391	-	3,000	3,000
Indirect Allocation-General	282,347	301,310	406,150	445,299
Indirect Allocation-Project Management	-	-	-	6,134
Total Expenditures	1,028,303	1,227,836	4,055,455	5,379,793

Funding Sources	
Active Transportation Program - Federal	1,600,000
Active Transportation Program - State	800,667
General Fund-Local/Other	12,233
Local Transportation Article 3 - Bicycle/Pedestrian	256,134
Local Transportation Fund - Admin	53,224
Local Transportation Fund - Planning	285,261
MSI Colorado River Fund-Traffic Mgmt Sys	4,468
MSI Morongo Basin Fund-Traffic Mgmt Sys	12,571
MSI Mountain Fund-Traffic Mgmt Sys	49,269
MSI North Desert Fund-Traffic Mgmt Sys	17,993
MSI Valley Admin	22,875
MSI Valley Fund-Freeway Projects	52,992
MSI Valley Fund-Fwy Interchange	59,081
MSI Valley Fund-Grade Separations	3,525
MSI Valley Fund-Traffic Mgmt Sys	831,802
MSI Victor Valley Fund-Traffic Mgmt Sys	55,465
Planning, Programming & Monitoring	12,233
SCAQMD/Mobile Source Review Comm.	1,250,000
Total Funding Sources	5,379,793

Regional & Subregional Planning

Task 0941 Mountain/Desert Planning and Project Development

Purpose

Provide for policy oversight, planning, and project development support for projects in the Mountain/Desert subregion.

Accomplishments

The task also includes additional staff support in the areas of planning and project development for projects in the Mountain/Desert subregion. In Fiscal Year 2014/2015, SANBAG staff worked with staff of the Mountain/Desert subareas to identify both project priorities for inclusion in the 2016 update to the Ten-Year Delivery Plan and long-term priorities over the life of Measure I 2010-2040. In the Morongo Basin subarea, this was accomplished through the completion of the Morongo Basin Area Transportation Study, and a similar effort has begun for the Mountains subarea.

Work Elements

1. Identify and analyze issues of a routine or special nature that may require policy input specifically from Mountain/Desert jurisdictions, including regional transportation planning, allocation of funds, air quality issues, and legislative issues.
2. Respond to special requests for reports and materials related to program implementation in the Mountain/Desert subregion.
3. Assist Mountain/Desert representatives with identification of priority projects and strategies for implementing those projects.
4. Participate on project development teams for major transportation projects in the Mountain/Desert subregions.
5. Support efforts for regional cooperation and possible public private partnerships to realize construction of the High Desert Corridor.
6. Initiate and manage the Mountain Area Transportation Study.

Budgetary changes include a reduction of Attendance Fees and Non-Employee Travel Expenses. These activities are now budgeted in (Task 0100) Board of Directors.

Product

1. Policy direction and involvement in SANBAG programs affecting the Mountain/Desert subregion.
2. Planning and technical assistance in cooperation with California Department of Transportation (CALTRANS) and local jurisdictions relative to project development in the Mountain/Desert subregions.
3. Mountain Area Transportation Study Final Report.

Contract Information

a. New Contract
   i. RFP, 15-1001173, Mountain Area Transportation Study, Amount Budgeted $150,000, Total Estimated Contract Amount $150,000.

Manager

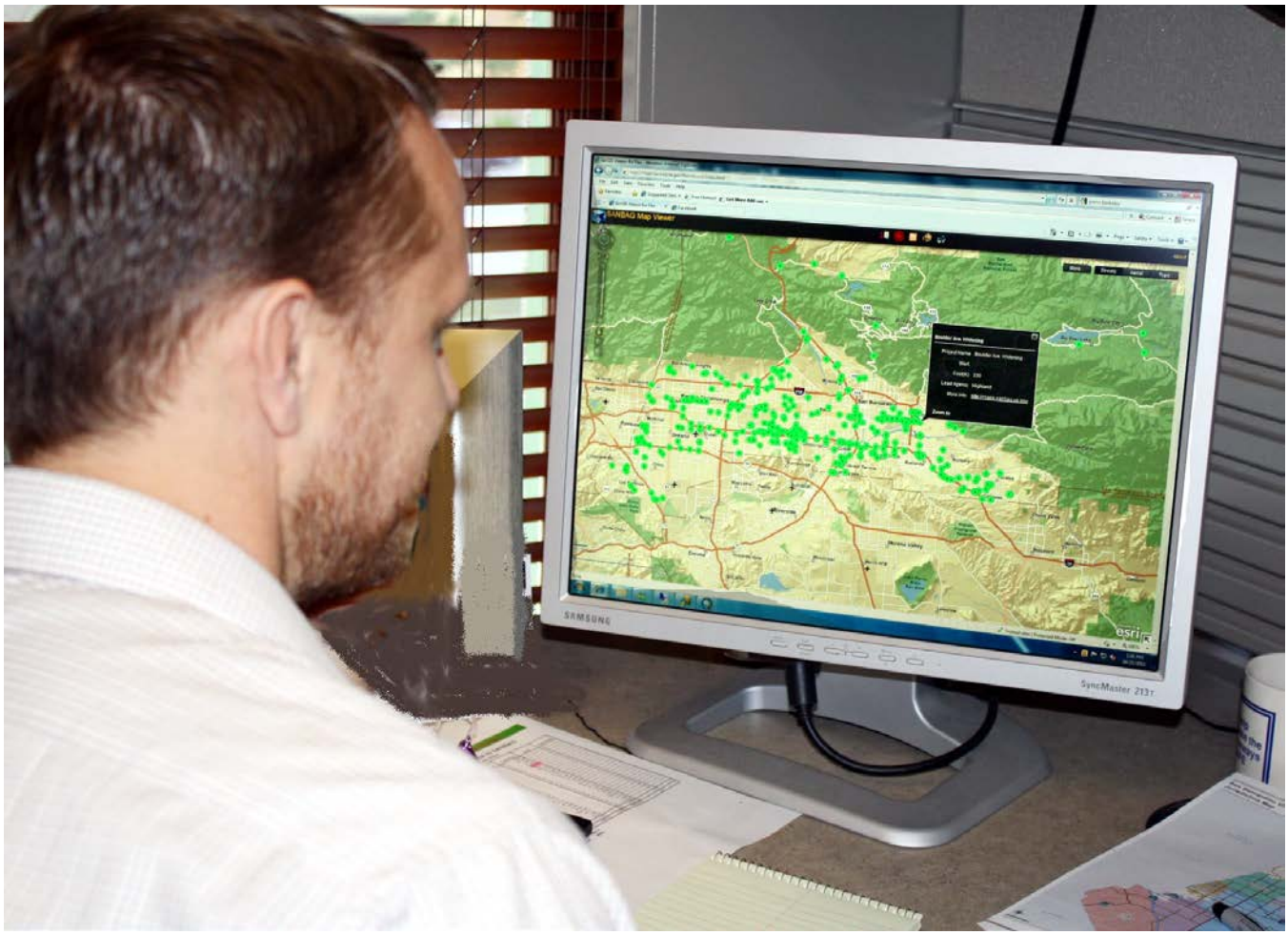
Andrea Zureick, Director of Fund Administration and Programming

Regional & Subregional Planning

Task 0941 Mountain/Desert Planning and Project Development

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	36,490	22,101	37,878	21,551
Overtime	972	87	1,250	-
Fringe Allocation-General	34,260	22,210	37,457	21,053
Professional Services	-	-	-	150,000
Program Management Fees	1,498	-	-	-
Attendance Fees	8,800	6,400	14,400	-
Maintenance-Motor Vehicles	-	-	100	100
Postage	-	-	400	400
Travel Expense - Employee	-	170	900	400
Travel Expense-Mileage-Employee	483	1,362	2,500	2,000
Travel Expense-Mileage-Non-Employee	4,295	3,411	6,000	-
Printing - Internal	-	-	500	500
Office Expense	48	32	500	200
Meeting Expense	-	-	500	500
Indirect Allocation-General	47,332	24,032	65,510	33,082
Total Expenditures	134,178	79,805	167,895	229,786

Funding Sources	
MSI Mountain Fund-Traffic Mgmt Sys	135,000
MSI Mtn./Desert Admin	79,786
MSI Victor Valley Fund-Traffic Mgmt Sys	15,000
Total Funding Sources	229,786



Data collection and Geographical Information Systems (GIS) play a critical part to the agencies efforts towards regional and subregional planning.

Transit & Passenger Rail

Transit and Passenger Rail Program Budget

Description

Transit and Rail supports SANBAG's responsibilities for bus transit oversight, coordination of social service transportation, provision of commuter rail service through Southern California Regional Rail Authority (SCRRA)/Metrolink, and development of additional rail passenger service in the county. Many of SANBAG's Transit and Passenger Rail Program responsibilities are based on federal and state requirements.

Within the General Transit and General Regional Rail tasks, SANBAG provides technical assistance for Barstow Area Transit (BAT); Mountain Area Transit Authority (MARTA); Morongo Basin Transit Authority (MBTA); Omnitrans; Southern California Regional Rail Authority (SCRRA), which provides Metrolink Passenger Rail Service; Victor Valley Transit Authority (VVTA); and Valley Transportation Services (VTrans), the San Bernardino County Consolidated Transportation Services Agency (CTSA).

The Transit Capital (Task 0311) supports efforts associated with minor transit capital projects to be delivered in Fiscal Year 2015/2016, such as Phase 2 of the MARTA Radio System Assessment, which is proposed to install a Computer Aided Dispatch and Automatic Vehicle Location (CAD/AVL) system for management of the transit system, as well as improve and maintain MARTA's current radio system for voice communications.

SANBAG's major transit capital project, the San Bernardino Transit Center will be reported under its own task (Task 0322).

Under the Commuter Rail Operating (Task 0377), SANBAG allocates its member agency subsidy to SCRRA and provides oversight and coordination for the Metrolink commuter rail system and covers costs associated with SANBAG's railroad property management. General Commuter Rail (Task 0352) provides funding for SANBAG's coordination with commuter rail interests at the regional, state, and national levels, including coordination with the Foothill Gold Line Construction Authority for the extension of the Gold Line into San Bernardino County.

Major rail capital projects will be broken-out under individual tasks. These include the Downtown San Bernardino Passenger Rail Project (DSBPRP) (Task 0323); Redlands Passenger Rail Project (RPRP) (Task 0324); and San Gabriel Subdivision Line Improvements (Task 0325), which include a review of Station Security at all the Metrolink station sites, grade crossing improvement projects, and a Metrolink Upland Station Land Use study.

Commuter Rail Capital (Task 0379) includes minor rail capital projects currently underway, including SANBAG's Transit and Rail Short Range Transit Plan, as well as projects to support RPRP. These include the implementation of Programmatic Environmental Impact Reports with the Cities of Redlands and San Bernardino for Transit Oriented Development at planned RPRP stations and the initiation of design and environmental clearance of the RPRP California Street Station.

The Vanpool Program (Task 0383) is a new task for this fiscal year as it includes funding for the development, operation, and maintenance of a county-wide vanpool program to provide an alternate mode of transportation for residents commuting within San Bernardino County.

These tasks serve to meet the Board approved SANBAG goals by funding modal alternatives of transit and commuter rail for the residents of San Bernardino County's rural areas and urban centers.

Goals and Objectives

1. Finalize a five-year Short Range Transit Plan for SANBAG covering the next three Fiscal Years inclusive of the current Fiscal Year.
2. Continue construction on the Downtown San Bernardino Passenger Rail Project.
3. Complete the San Bernardino Transit Center.
4. Continue final engineering efforts, and begin to procure passenger rail equipment for the Redlands Passenger Rail Project.

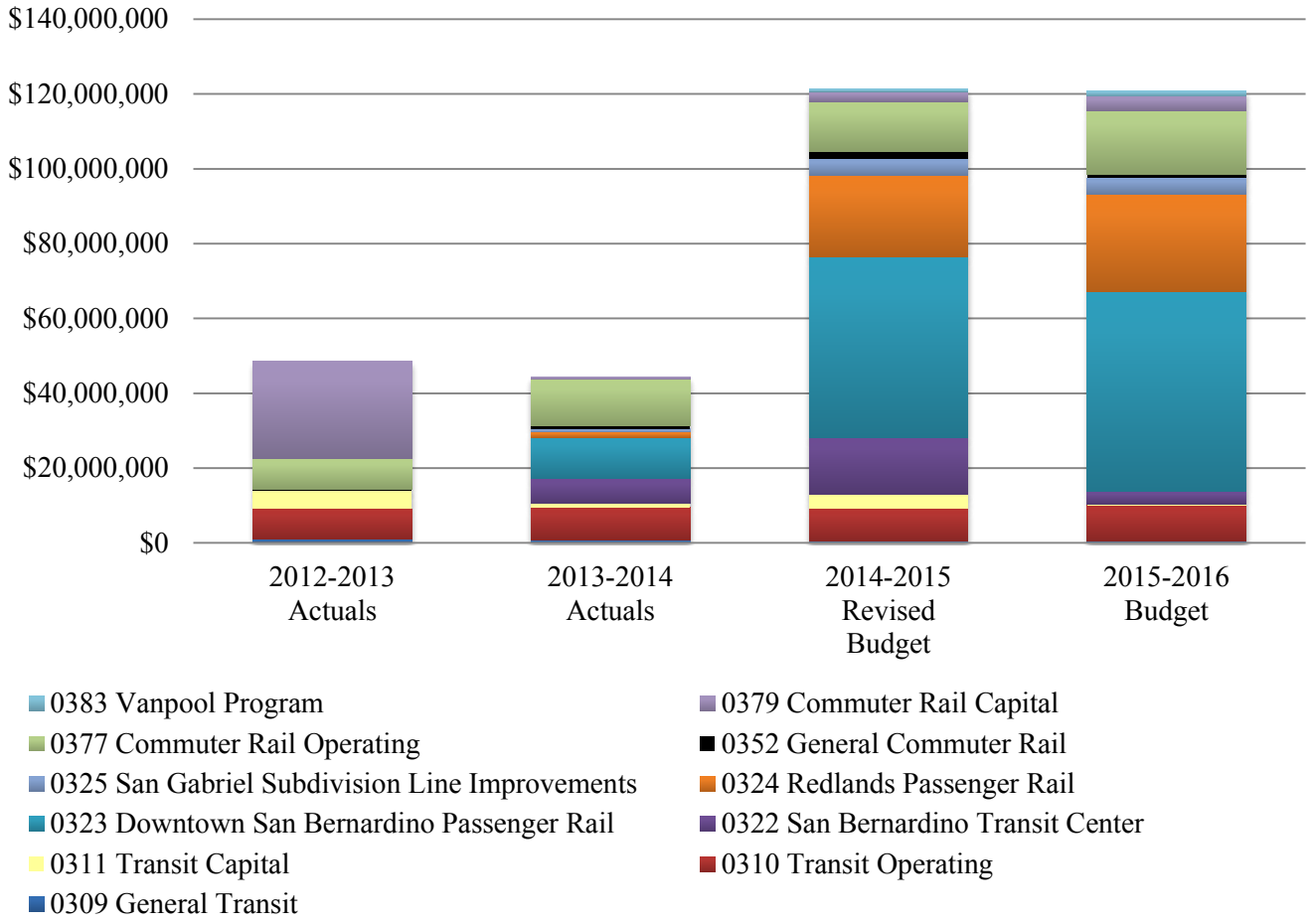
5. Continue to assist the Cities of San Bernardino and Redlands in developing land use and station area planning efforts to support the Redlands Passenger Rail Project.
6. Provide oversight and coordination for the preliminary engineering effort by the Gold Line Construction Authority for the extension of the Gold Line from Azusa to Montclair.
7. Provide technical assistance to the transit operators and CTSA within San Bernardino County.
8. Implement a San Bernardino County Valley Vanpool program.
9. Continue coordination and implementation of grade crossing improvements to support Metrolink operations.

Performance/Workload Indicators

	2012-2013 Actual	2013-2014 Actual	2014-2015 Revised Budget	2015-2016 Budget
Short Range Transit Plan	N/A	Began	In progress	Complete
Downtown San Bernardino Passenger Rail Project	Final Design	Construction	Construction	Construction
San Bernardino Transit Center	Design	Construction	Construction	Project Closeout
Redlands Passenger Rail Project	Preliminary Engineering / Environmental Clearance	Preliminary Engineering / Environmental Clearance	Preliminary Engineering / Environmental Clearance	Final Design/ Vehicle Procurement
Gold Line Extension	N/A	NO	Preliminary Engineering	Preliminary Engineering
Implement a San Bernardino County Valley Vanpool Program	N/A	YES	In progress	Implementation
Ontario Airport Rail Access Study	N/A	In progress	Completed	N/A
Metrolink San Bernardino Line Double Track	N/A	N/A	YES	NO
Finalize policy and procedures for Rail Right of Way	N/A	YES	In progress	In progress
Security Station Study	N/A	N/A	In progress	In progress

Transit and Passenger Rail
Program Summary

		2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Tasks					
0309	General Transit	985,857	803,899	442,238	605,277
0310	Transit Operating	8,068,783	8,675,706	8,832,028	9,479,921
0311	Transit Capital	4,726,590	1,090,429	3,633,997	345,965
0322	San Bernardino Transit Center	-	6,624,678	15,327,585	3,319,941
0323	Downtown San Bernardino Passenger Rail	-	11,007,402	48,254,230	53,504,351
0324	Redlands Passenger Rail	-	1,382,260	21,720,276	25,946,323
0325	San Gabriel Subdivision Line Improvements	-	791,976	4,407,742	4,337,870
0352	General Commuter Rail	521,165	875,883	2,082,616	1,037,831
0377	Commuter Rail Operating	8,364,463	12,493,216	13,274,300	16,993,375
0379	Commuter Rail Capital	25,858,811	612,724	2,672,277	3,819,933
0383	Vanpool Program	-	-	642,000	1,450,128
	Total Tasks	48,525,669	44,358,173	121,289,289	120,840,915



Transit & Passenger Rail

Task 0309 General Transit

Purpose

Provide for assistance and oversight of San Bernardino County transit operators, including review of their cost effectiveness and efficiency, State and Federal funding compliance, funding allocation, service modifications, and capital improvements. These operators include Omnitrans, Victor Valley Transit Authority (VVTA), Morongo Basin Transit Authority (MBTA), Mountain Area Regional Transit Authority (MARTA), Barstow Area Transit (BAT), and Needles Area Transit (NAT), as well as Valley Transportation Services (VTrans), which is the Consolidated Transportation Services Agency (CTSA) for the San Bernardino Valley.

Provide representation on regional, state, and national transit associations; promote professional development through participation in the Southern California Association of Governments (SCAG), Regional Transit Task Force, and state and national transit conferences and training sessions; and support the evaluation, development, implementation, and maintenance of the TransTrack operator performance reporting system.

Accomplishments

Participated in meetings of the SCAG Regional Transit Task Force leading to the incorporation of transit-related actions in SCAG's Regional Transportation Plan and continued membership in the following transit associations; California Transit Association (CTA), California Association for Coordinated Transportation (CALACT), and American Public Transportation Association (APTA).

Omnitrans, serving the urbanized San Bernardino Valley, is the largest operator in the County carrying approximately 15.6 million passengers during Fiscal Year 2013/2014. VVTA carried 2.4 million passengers, MBTA carried 367,000 passengers; BAT carried 180,000 passengers, MARTA carried 157,000 passengers, and NAT carried 36,000 passengers. Of the six operators, four of them saw a downturn in ridership during Fiscal Year 2013/2014. However, VVTA and MARTA saw an increase in ridership in part due to expanded service in their respective areas.

Annually, SANBAG is responsible for the implementation of Unmet Needs in the Victor Valley and Morongo Basin areas. During the Fiscal Year 2013/2014 unmet needs process, it was determined VVTA would need to begin providing Sunday service beginning in Fiscal Year 2014/2015. Subsequently VVTA began the Sunday service ahead of schedule in the latter part of Fiscal Year 2013/2014. Additionally, SANBAG and the operators have been participating in the Countywide Transit Efficiency Study, which is scheduled to be completed in Fiscal Year 2015/2016.

Work Elements

This is an ongoing project that includes professional development through participation in regional, State, and national transit association conferences. Participation provides for exchange of information and policy development ideas relating to transit operations and funding.

This task also includes continued staff and consultant efforts required to maintain compliance with State and Federal funding requirements, such as reviewing procedures related to Title VI of the Civil Rights Act of 1964 and Americans with Disabilities Act compliance and conducting the annual unmet transit needs public hearings. Additionally, SANBAG staff provides technical assistance for the transit operators such as financial forecast for their Short Range Transit Plans, grant applications review and submittal, as well as programming of projects.

Task 0309 General Transit

The task also includes professional services to support the continued development, evaluation and implementation of the transit operator reporting system. Specific items of the task include:

1. Attend and participate in regional, state, and national association meetings.
2. Continue work on implementing and maintaining the transit operator performance system.
3. Share new industry and regulatory information with operators.
4. Review and implement cost saving measures to ensure sustainable transit service for all operators in the County.
5. Review and implement SANBAG procedures and provide technical assistance to transit operators and non-profits to ensure compliance with Federal Transit Administration requirements.
6. Schedule, mail and publish notices for annual unmet transit needs public hearings (a minimum of three hearings will be held in the Mountain/Desert Region), as required by the Transportation Development Act (TDA). Obtain court recorder services for public hearings. Prepare summary of testimony received, recommended staff response and formal findings for review by Public and Specialized Transportation Advisory and Coordinating Council (PASTACC) and the hearing boards. Obtain Board adoption of formal findings.

Budgetary changes include a reduction of Attendance Fees and Legal Fees. These activities are now budgeted in (Task 0100) Board of Directors and (Task 0350) General Counsel, respectively. Additionally with the consolidation of General Transit activities and Fund Administration and Programming, some salaries and benefits associated with these efforts are now reflected in those tasks.

Product

Dissemination of information and technical assistance to operators. The evaluation, further development, implementation, and maintenance of the transit operator performance reporting system will be of benefit to the operators and SANBAG. Providing technical assistance to the various transit operators as required.

Contract Information

a. Existing Contracts
   i. 00-1000940, Countywide Transit Efficiency Study, Amount Budgeted $250,000.
   ii. 15-1001235, Transit and Specialized Transportation Planning Services, Amount Budgeted $175,000.

Manager

Andrea Zureick, Director of Fund Administration and Programming

Transit & Passenger Rail

Task 0309 General Transit

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	121,327	163,827	68,269	42,007
Overtime	743	1,016	625	-
Fringe Allocation-General	111,634	165,005	65,186	41,037
Professional Services	562,877	247,151	132,025	427,000
Consulting Services	1,436	320	13,775	-
Attendance Fees	1,275	1,050	1,500	-
Legal Fees	13,317	19,946	20,000	-
Utilities	1	-	-	-
Dues & Subscriptions	13,669	12,360	17,000	17,000
Training/Membership	2,994	5,699	100	4,600
Postage	164	25	200	200
Travel Expense - Employee	350	3,461	5,000	5,000
Travel Expense-Mileage-Employee	901	533	1,000	1,000
Travel Expense-Mileage-Non-Employee	-	-	100	-
Travel Expense-Other-Metrolink Tickets	-	-	-	250
Advertising	791	1,285	2,000	2,000
Printing - External	-	-	250	100
Printing - Internal	-	-	150	100
Office Expense	-	-	550	-
Meeting Expense	150	334	500	500
Office Equip/Software-Inventorial	-	3,348	-	-
Indirect Allocation-General	154,228	178,539	114,008	64,483
Total Expenditures	985,857	803,899	442,238	605,277

Funding Sources	
Local Transportation Fund - Admin	194,000
Local Transportation Fund - Planning	411,277
Total Funding Sources	605,277

Transit & Passenger Rail

Task 0310 Transit Operating

Purpose

Provide funding for the operation of seven transit operators in San Bernardino County, including Omnitrans, Victor Valley Transit Authority (VVTA), Morongo Basin Transit Authority (MBTA), Mountain Area Regional Transit Authority (MARTA), Barstow Area Transit (BAT), Needles Area Transit (NAT), and Valley Transportation Services (VTrans) and other local agencies implementing transit-related projects within their jurisdiction.

Accomplishments

This task provides for the consolidation of transit funds that are provided to each of the transit operators. The Measure I Senior and Disabled Program funds provided to the transit operators offer financial assistance to offset costs associated with paratransit service by the transit operators for those that meet the qualifications under the Americans with Disabilities Act (ADA). These funds are also used to provide subsidized fares for seniors.

Additionally, other fund sources are included in this task when State processes require those funds to flow through SANBAG to the implementing agency or when SANBAG provides additional contributions to locally implemented transit projects, such as the recently initiated San Bernardino Regional Vanpool Program – Victor Valley phase.

Work Elements

Coordinate Measure I Senior and Disabled program funds and other program funds that must pass through the SANBAG budget for disbursement to the transit operators and local agencies implementing transit-related projects within their jurisdiction.

Product

Operating funds for Transit Operators and other local agencies implementing transit-related projects within their jurisdiction.

Contract Information

a. Existing Contracts
   i. 00-1000431, The operation of a consolidated transportation services agency to provide for the coordination of transit services for seniors, persons with disabilities, and persons of low income, Amount Budgeted $2,354,700.
   ii. 00-1000746, San Bernardino Regional Vanpool Program – Victor Valley Phase, Amount Budgeted $161,421.

Manager

Andrea Zureick, Director of Fund Administration and Programming

Transit & Passenger Rail

Task 0310 Transit Operations

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	51,752	-	-	-
Overtime	42	-	-	-
Fringe Allocation-General	47,366	-	-	-
Contributions/Subsidies	7,904,184	8,675,706	8,832,028	9,479,921
Indirect Allocation-General	65,439	-	-	-
Total Expenditures	8,068,783	8,675,706	8,832,028	9,479,921

Funding Sources	
MSI Colorado River Fund-Senior/Disabled	11,500
MSI Morongo Basin Fund-Senior/Disabled	108,600
MSI Mountain Fund-Senior/Disabled	90,900
MSI North Desert Fund-Senior/Disabled	243,400
MSI North Desert Fund-Traffic Mgmt Sys	33,898
MSI Valley Fund-Senior/Disabled	7,954,700
MSI Victor Valley Fund-Senior/Disabled	909,400
MSI Victor Valley Fund-Traffic Mgmt Sys	127,523
Total Funding Sources	9,479,921

Transit & Passenger Rail

Task 0311 Transit Capital

Purpose

Implement capital improvements proposed by the transit agencies within the County of San Bernardino.

Accomplishments

Omnitrans began operational service on the sbX Bus Rapid Transit (BRT) project along the "E" Street corridor in the fourth quarter of Fiscal Year 2013/2014. Project closeout items, including the completion of a maintenance facility will be completed this fiscal year. The "E" street BRT is the first such transit service to be implemented in the San Bernardino Valley. SANBAG assisted with property acquisition to facilitate this project.

SANBAG completed an operational analysis reviewing the potential benefits of consolidating Victor Valley Transit Authority (VVTA), Barstow Area Transit (BAT), and Needles Area Transit (NAT). It was determined that operational efficiencies and improved service could be gained by merging BAT with VVTA. However, NAT would remain autonomous. VVTA is now leading the consolidation with BAT, which should be completed in Fiscal Year 2015/2016.

Valley Transportation Services (VTrans) continued to operate the Mobility Travel Training Program (MTT). MTT teaches seniors and persons with disabilities how to navigate public transportation. VTrans is also a funding partner for the U.S. Department of Veteran Affairs One Call/One Click program which provides veterans and their families a centralized location where they can access information on social services and public transportation. VTrans is an active funding partner to many social services agencies to help reduce access service demands. VTrans funding will be moved to (Task 0310) in Fiscal Year 2015/2016 budget.

During Fiscal Year 2014/2015, SANBAG performed a Radio System Assessment to identify the specific communication needs for the Mountain Area Regional Transit Authority (MARTA) radio communications system. The assessment was performed and will be completed in a two-phase approach. Phase 1 of the assessment consisted of performing an evaluation of MARTA's existing communications equipment and needs. From that evaluation, a preliminary report was submitted, which addressed MARTA's issues and short-term fixes, and a final report was presented, which addressed alternative paths for communication improvements. Phase 1 of the radio system assessment was completed on task and on schedule.

The Transit and Rail department began work in 2014 evaluating if SANBAG should become Federal Transit Administration (FTA) direct recipients. In November, it was determined that SANBAG would not seek status of becoming a direct recipient. Rather SANBAG will keep consultants to review SANBAG's procedures for FTA and ensure SANBAG is meeting FTA requirements. In Fiscal Year 2015/2016 SANBAG staff will execute a memorandum of understanding with Omnitrans to outline SANBAG's role as a sub-recipient and Omnitrans as a direct FTA recipient.

During Fiscal Year 2013/2014, the Efficiency Study began with a series of meetings which were held to determine items that SANBAG, the transit operators and the Valley Consolidated Transportation Services (CTSA) were willing to collaborate on. At the end of Fiscal Year 2014/2015, the Efficiency study will be 75% completed. This study will be moving to (Task 0309) and will be led by SANBAG's Funds Administration and Programming team.

The Transit and Rail department began an update of the SANBAG Short Range Transit Plan (SRTP). The SRTP will discuss service and future capital needs of all transit and rail serving San Bernardino County. Elements include funding projections for SANBAG's future rail projects, all six bus transit operators, SCRRA and VTrans.

Transit & Passenger Rail

Task 0311 Transit Capital

Work Elements

The proposed work on Phase 2 of MARTA's Radio System Assessment will include installing a Computer Aided Dispatch and Automatic Vehicle Location (CAD/AVL) system for management of the transit system, as well as improving and maintaining the current radio system for voice communications.

Complete the Short Range Transit Plan (SRTP) for the Transit and Rail department at SANBAG. The elements included will be funding projections for SANBAG's future rail projects, all six bus transit operators, SCRRA and the Consolidated Transportation Services Agency (CTSA). Additionally, it will discuss service and future needs of all transit and rail in San Bernardino County.

Product

1. Complete all closeout items assisted with property acquisition for the sbX project.

2. Complete all work on the MARTA Radio System Assessment.

Contract Information

a. Existing Contracts
   i. 00-1000363, Legal Services for E Street sbX Right of Way Acquisition, Amount Budgeted $50,000.

b. New Contracts
   i. CTO, Consulting Services – Maintenance Facility Study, Amount Budgeted $100,000, Total Estimated Contract Amount $100,000.
   ii. CTO, Consulting Services – Phase II MARTA Radio System, Amount Budgeted $100,000, Total Estimated Contract Amount $100,000.

Local Funding Source Detail

i. Omnitrans – $50,000.

Manager

Mitchell Alderman, Director of Transit and Rail Programs

Transit & Passenger Rail

Task 0311 Transit Capital

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	20,795	1,462	57,989	27,325
Fringe Allocation-General	19,018	1,464	55,512	26,694
Professional Services	240,909	40,075	-	-
Consulting Services	1,875,359	109,452	560,105	200,000
Legal Fees	745,296	243,163	360,532	50,000
Construction Capital	10,274	-	-	-
Right of Way Capital	666,732	539,052	-	-
Postage	141	23	-	-
Contributions/Subsidies	1,121,792	154,154	2,302,770	-
Pass-Thru Payments	-	-	200,000	-
Indirect Allocation-General	26,274	1,584	97,089	41,946
Total Expenditures	4,726,590	1,090,429	3,633,997	345,965

Funding Sources	
Local Projects Fund	50,000
Local Transportation Fund - Planning	64,585
State Transit Assistance Fund - Rail	231,380
Total Funding Sources	345,965

Transit & Passenger Rail

Task 0322 San Bernardino Transit Center

Purpose

Complete construction of the San Bernardino Transit Center to provide intermodal connectivity with multiple transit modes including Omnitrans, sbX, Victor Valley Transit Authority, Mountain Area Transit Authority, Metrolink, and the future Redlands Passenger Rail service.

Accomplishments

SANBAG, in partnership with Omnitrans, awarded the construction contract for the San Bernardino Transit Center (SBTC) in the third quarter of Fiscal Year 2013/2014. SBTC will be the major hub for mass transit services in San Bernardino Valley, including twenty-two bus bays and three rail platforms for Metrolink and the Redlands Passenger Rail service. Construction of the SBTC is expected to last approximately 12 months and be operational in September 2015. Closeout of punch-list and contractual items will be completed next fiscal year. Immediate access to the Rialto Avenue sbX station will provide connectivity from California State University San Bernardino to Loma Linda University providing enhanced mobility options for students, faculty and visitors. The extension of the San Bernardino and Inland Empire Orange County Metrolink lines to the SBTC will provide unprecedented access to the entire Southern California region from Downtown San Bernardino.

Work Elements

Construction commenced during Fiscal Year 2014/2015, and is expected to be operational by the first quarter of Fiscal Year 2015/2016.

Product

1. Complete construction of San Bernardino Transit Center.

Local Funding Source Detail

i. Omnitrans – $452,030.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2015/2016 budget includes Board approved Fiscal Year 2014/2015 appropriations in the estimated amount of $680,871.

Manager

Mitchell Alderman, Director of Transit and Rail Programs

Transit & Passenger Rail

Task 0322 San Bernardino Transit Center

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	-	11,765	107,985	9,052
Fringe Allocation-General	-	11,776	103,374	8,843
Professional Services	-	1,474,782	1,907,759	915,000
Consulting Services	-	-	958,000	-
Legal Fees	-	41,790	550,000	250,000
Construction Capital	-	3,969,164	11,410,069	1,763,000
Utilities Capital	-	119	109,450	10,000
Right of Way Capital	-	1,095,165	-	350,000
Postage	-	-	152	150
Advertising	-	7,061	-	-
Printing - External	-	313	-	-
Indirect Allocation-General	-	12,743	180,796	13,896
Total Expenditures	-	6,624,678	15,327,585	3,319,941

Funding Sources	
Federal Transit Administration 5309	1,936,120
Local Transportation Fund - Rail	931,791
Transit Center Project Fund	452,030
Total Funding Sources	3,319,941

Transit & Passenger Rail

Task 0323 Downtown San Bernardino Passenger Rail

Purpose

Construct improvements to extend Metrolink service from the current terminus at the San Bernardino Santa Fe Depot, approximately one-mile east to the San Bernardino Transit Center at the corner of Rialto and E Streets.

Accomplishments

SANBAG has completed the design and begun construction on the Downtown San Bernardino Passenger Rail Project (DSBPRP), which extends Metrolink service from the Santa Fe Depot to the multi-modal San Bernardino Transit Center. In addition to the service extension, this project will enhance grade crossing safety features along the extension and improve the Santa Fe Depot by providing additional way-finding signage, reconfiguration of parking lots, construction of a pedestrian overpass allowing passengers to safely access rail platforms, and the relocation of the existing Metrolink platforms to the entrance of the Depot lobby, allowing passengers to utilize the lobby while waiting. Improvements to expand Metrolink's Eastern Maintenance Facility, required to implement the DSBPRP, were completed in Fiscal Year 2013/2014.

Work Elements

The DSBPRP will be in construction during Fiscal Year 2015/2016. Construction is expected to last approximately 26 months and will be open and operational by the second quarter of Fiscal Year 2016/2017.

Product

1. Continue construction of the DSBPRP while maintaining existing Metrolink, SANBAG, and SCAG operations at the Santa Fe Depot.

Manager

Mitchell Alderman, Director of Transit and Rail Program

Transit & Passenger Rail

Task 0323 Downtown San Bernardino Passenger Rail

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	-	-	73,574	27,357
Fringe Allocation-General	-	-	70,432	26,725
Professional Services	-	1,323,772	4,313,393	2,960,000
Consulting Services	-	2,819,502	3,524,340	1,550,000
Legal Fees	-	830,556	987,831	500,000
Construction Capital	-	4,544,100	33,644,892	43,645,074
Utilities Capital	-	1,530	31,694	50,000
Right of Way Capital	-	2,006,562	1,838,875	1,200,000
Postage	-	-	200	3,200
Advertising	-	13,903	-	-
Contributions/Subsidies	-	(532,523)	645,816	500,000
Land	-	-	3,000,000	3,000,000
Indirect Allocation-General	-	-	123,183	41,995
Total Expenditures	-	11,007,402	48,254,230	53,504,351

Funding Sources	
Federal Transit Administration 5307	11,800,000
Federal Transit Administration 5307 - CMAQ	10,306,000
Local Transportation Fund - Rail	9,157,277
MSI Valley Fund-Metrolink/Rail Service	1,500,000
MSI Valley Fund-Senior/Disabled	2,565,000
Public Trans Modern,Improve&Svc Enhance-P1B	1,604,961
State Local Partnership Program-P1B	2,360,000
State Transit Assistance Fund - Rail	4,563,000
Transit Sys Safety Sec Disaster Recovery-P1B	5,642,074
Valley Metrolink/Rail Bond Fund	4,006,039
Total Funding Sources	53,504,351

Transit & Passenger Rail

Task 0324 Redlands Passenger Rail

Purpose

Continue final design and other elements needed to implement the Redlands Passenger Rail service, which will provide passenger rail service from the San Bernardino Transit Center to the University of Redlands.

Accomplishments

SANBAG completed preliminary design and the environmental document, consisting of the Federal Environmental Impact Statement and State Environmental Impact Report for the Redlands Passenger Rail Project (RPRP). Requests for proposals for consultants to complete final design and program management for the RPRP have been released. The procurement process to acquire rail vehicles has also been initiated. The final design includes improvements to the existing Redlands Subdivision track spanning from the San Bernardino Transit Center (SBTC) at Rialto and E Streets in the City of San Bernardino to the University of Redlands in the City of Redlands. Proposed improvements also include a two-mile passing siding, upgrades to railroad signal and communication systems, five stations (including the SBTC), and a vehicle maintenance facility. Designs to rehabilitate grade crossings at Alabama Street and Colton Avenue were initiated that coincide with City of Redlands street improvements. Task orders to initiate utility investigations and permits to complete work in sensitive wildlife areas have been issued to SANBAG's on-call engineering consultants to assist in expediting the final design and construction.

Memorandums of Understanding have been executed with the Cities of San Bernardino and Redlands detailing roles and responsibilities of each entity and formalizing the implementation of Quiet Zones throughout the Redlands Rail corridor. Agreements with ESRI and the University of Redlands have also been drafted to memorialize responsibilities for the design of the New York Street Station and the improvements to the University Station, respectively.

Work Elements

Efforts to implement the RPRP include the continuation of final design, initial efforts to acquire rail vehicles, and determining a cost effective operator. In addition, construction of grade crossing rehabilitation and improvements at Alabama Street and Colton Avenue in conjunction with the City of Redlands street improvements and improvements to the Mountain View Avenue crossing associated with the Inland Valley Development Agency improvements.

The majority of funding for RPRP will be comprised of Measure I Valley Rail; federal funds; State Transit Assistance; Congestion Mitigation and Air Quality; Public Transportation Modernization, Improvement, and Service Enhancement Account; and the California Transit Security Grant Program.

Product

1. RPRP Program Management.
2. RPRP Final Design.
3. Procurement of recommended rail vehicles.
4. Recommendations for cost effective operator.
5. Reconstructed and reconfigured grade crossings.

Local Funding Source Detail

i. Inland Valley Development Agency, Mountain View Crossing - $1,250,000.

Manager

Mitchell Alderman, Director of Transit and Rail Program

Transit & Passenger Rail

Task 0324 Redlands Passenger Rail

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	-	-	60,656	145,958
Fringe Allocation-General	-	-	58,066	142,586
Professional Services	-	-	250,000	2,675,000
Consulting Services	-	1,379,324	9,750,000	5,000,000
Legal Fees	-	2,936	247,900	1,500,000
Construction Capital	-	-	5,950,000	8,240,338
Right of Way Capital	-	-	500,000	4,500,000
Travel Expense - Employee	-	-	2,000	20,000
Travel Expense-Mileage-Employee	-	-	100	5,000
Contributions/Subsidies	-	-	1,800,000	493,386
Motor Vehicles	-	-	3,000,000	3,000,000
Indirect Allocation-General	-	-	101,554	224,055
Total Expenditures	-	1,382,260	21,720,276	25,946,323

Funding Sources	
Public Trans Modern,Improve & Svc Enhance-P1B	3,000,000
Redlands Passenger Rail Project Fund	1,250,000
State Transit Assistance Fund - Rail	2,090,338
Valley Metrolink/Rail Bond Fund	19,605,985
Total Funding Sources	25,946,323

Transit & Passenger Rail

Task 0325 San Gabriel Subdivision Line Improvements

Purpose

Study and implement projects that increase the capacity, enhance the safety, and make transit use more appealing along the San Gabriel Railroad Subdivision serving Metrolink's San Bernardino Line.

Accomplishments

SANBAG completed a study of alternatives to provide rail access to the Ontario International Airport. This study analyzed several alignments and mode options and determined the preferred, ultimate rail alignment was to connect the Metrolink San Bernardino Line to the airport via a connection to the Rancho Cucamonga Metrolink Station. A phased implementation migrating from using existing parking and hotel shuttle buses to a dedicated bus shuttle to ultimately a rail connection was proposed.

In partnership with Los Angeles County Metropolitan Transportation Authority (LACMTA), SANBAG completed an operational analysis to determine the best locations for capacity enhancements on the San Gabriel Subdivision that would allow the Metrolink San Bernardino Line service to expand. Conceptual engineering of these double track sections, located in both San Bernardino and Los Angeles Counties, was completed. Safety enhancements along the line were also identified.

In addition, a study to review the security at each station along the line was initiated to determine if there is an economic benefit to consolidate services associated with station security.

SANBAG, in partnership with the City of Fontana, began design efforts to implement grade crossing safety enhancements at the Sierra Avenue and Juniper Avenue grade crossings. These improvements are being solely funded by the City of Fontana with SANBAG leading the design and construction.

During Fiscal Year 2014/2015, SANBAG also initiated an Upland Metrolink Station Constraints analysis to determine possible transit oriented development opportunities as well as increased accessibility for both bus and rail service.

SANBAG began preliminary efforts to review and address additional noise from train horns at the at-grade crossings of West Rialto Avenue and Walnut Street in the City of San Bernardino due to the increased traffic of Metrolink trains accessing the Eastern Maintenance Facility.

The City of Rialto will have completed property acquisition by the end of Fiscal Year 2014/2015. For Metrolink Rialto station parking lot expansion. This project will be moved to (Task 0310) in Fiscal Year 2015/2016.

Work Elements

A study to review the security at each station along the line will be completed to determine if there is an economic benefit to consolidate services associated with station security. Currently, each City is responsible for this at an individual level with the exception of the Santa Fe Depot where SANBAG is solely responsible.

SANBAG, in partnership with the City of Fontana, will finalize the design and begin construction of grade crossing safety enhancements at the Sierra Avenue and Juniper Avenue grade crossings. These improvements are being solely funded by the City of Fontana with SANBAG leading the design and construction. The City of Rialto will begin construction to expand parking at the Metrolink Rialto station.

Transit & Passenger Rail

Task 0325 San Gabriel Subdivision Line Improvements

The Upland Metrolink Station Constraints analysis was initiated to determine possible Transit Oriented Development (TOD) opportunities and improved railroad safety, as well as increased accessibility for both bus and rail service. The Upland Metrolink station is located in a central urban environment where there is potential for TOD. SANBAG will complete this study to examine the feasibility of adding additional station platforms and access by Omnitrans bus service as well as the potential development of the SANBAG owned property.

As SANBAG is faced with the potential increase in requests for operational subsidies from Metrolink, an operational analysis will be completed to determine more cost effective methods to providing commuter rail service between San Bernardino and Los Angeles.

Potential grade crossings improvements to allow for quiet zones at West Rialto Avenue and Walnut Street in the City of San Bernardino will be designed and construction started.

The majority of funding for the above projects will be comprised of federal funds with Measure I Valley Rail, Transportation Development Act funds, and state bond proceeds funds being the local match. Federal funds needed for specific Metrolink projects will be applied for by Southern California Regional Rail Authority (SCRRA) and will not flow through the SANBAG Budget. Historically SCRRA claimed all federal rail dollars on behalf of SANBAG; however in Fiscal Year 2015/2016 SANBAG is going to allocate some monies for current SANBAG rail projects. SCRRA is not proposing to do any capital projects that affect SANBAG for this budget year.

Product

Capital maintenance and new capital projects will improve quality commuter train operations and expansion as well as the safe operation of freight trains.

1. Safety enhancements at Sierra Avenue and Juniper Avenue grade crossings.
2. City of Rialto to start construction of Metrolink Station parking improvements.
3. Complete a constraints analysis at the Upland Metrolink Station.
4. Metrolink Service Delivery Alternatives Study
5. Potential Commencement of the Upland Station development.
6. West Rialto Avenue and Walnut Street Crossing Improvements

Contract Information

a. Existing Contracts
   i. 00-1000939, CTO #20, Design of Sierra Avenue and Juniper Avenue grade crossing improvements, Amount Budgeted $100,000.
   ii. 00-1000939, CTO #29, Rail Security Station Study, Amount Budgeted $180,000.
   iii. CTOP, Metrolink Service Delivery Study, Amount Budgeted $250,000.

b. New Contracts
   i. IFB, City of Fontana Grade Crossing Project (Sierra), Amount Budgeted $800,000, Total Estimated Contract Amount $800,000.
   ii. IFB, City of Fontana Grade Crossing Project (Juniper), Amount Budgeted $800,000, Total Estimated Contract Amount $800,000.
   iii. RFP/CTO, West Rialto Avenue and Walnut Street Grade Crossing Improvements Design, Amounted Budgeted $1,500,000, Total Estimated Contract Amount $1,500,000.
   iv. RFP/CTO, Upland Station Development, Amount Budgeted $200,000, Total Estimated Contract Amount $200,000.

Task 0325 San Gabriel Subdivision Line Improvements

v. RFP/CTO, Rancho Cucamonga Transit Orientated Development, Amount Budgeted $25,000, Total Estimated Contract Amount $25,000.
vi. RFP/CTO, City of Fontana Grade Crossing Project (Sierra) Construction Management, Amount Budgeted $100,000, Total Estimated Contract Amount $100,000.
vii. RFP/CTO, Lilac - Rancho Double Track, Amount Budgeted $200,000, Total Estimated Contract Amount $200,000.

Local Funding Source Detail

i. City of Fontana - $452,388.

Manager

Mitchell Alderman, Director of Transit and Rail Program

Transit & Passenger Rail

Task 0325 San Gabriel Subdivision Line Improvements

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	-	-	22,784	36,410
Fringe Allocation-General	-	-	21,812	35,569
Professional Services	-	791,976	-	100,000
Consulting Services	-	-	2,300,000	1,980,000
Construction Capital	-	-	2,000,000	1,600,000
Right of Way Capital	-	-	-	500,000
Travel Expense - Employee	-	-	-	30,000
Travel Expense-Other-Metrolink Tickets	-	-	100	-
Contributions/Subsidies	-	-	25,000	-
Indirect Allocation-General	-	-	38,046	55,891
Total Expenditures	-	791,976	4,407,742	4,337,870

Funding Sources	
Local Transportation Article 3 - Bicycle/Pedestrian	1,359,549
Local Transportation Fund - Planning	250,000
Local Transportation Fund - Rail	1,750,000
San Gabriel Subdivision Line Project Fund	452,388
State Transit Assistance Fund - Rail	297,833
Transit Sys Safety Sec Disaster Recovery-P1B	198,100
Valley Metrolink/Rail Bond Fund	30,000
Total Funding Sources	4,337,870

Transit and Passenger Rail Program
Passenger Rail Projects

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VALLEY SUBAREA

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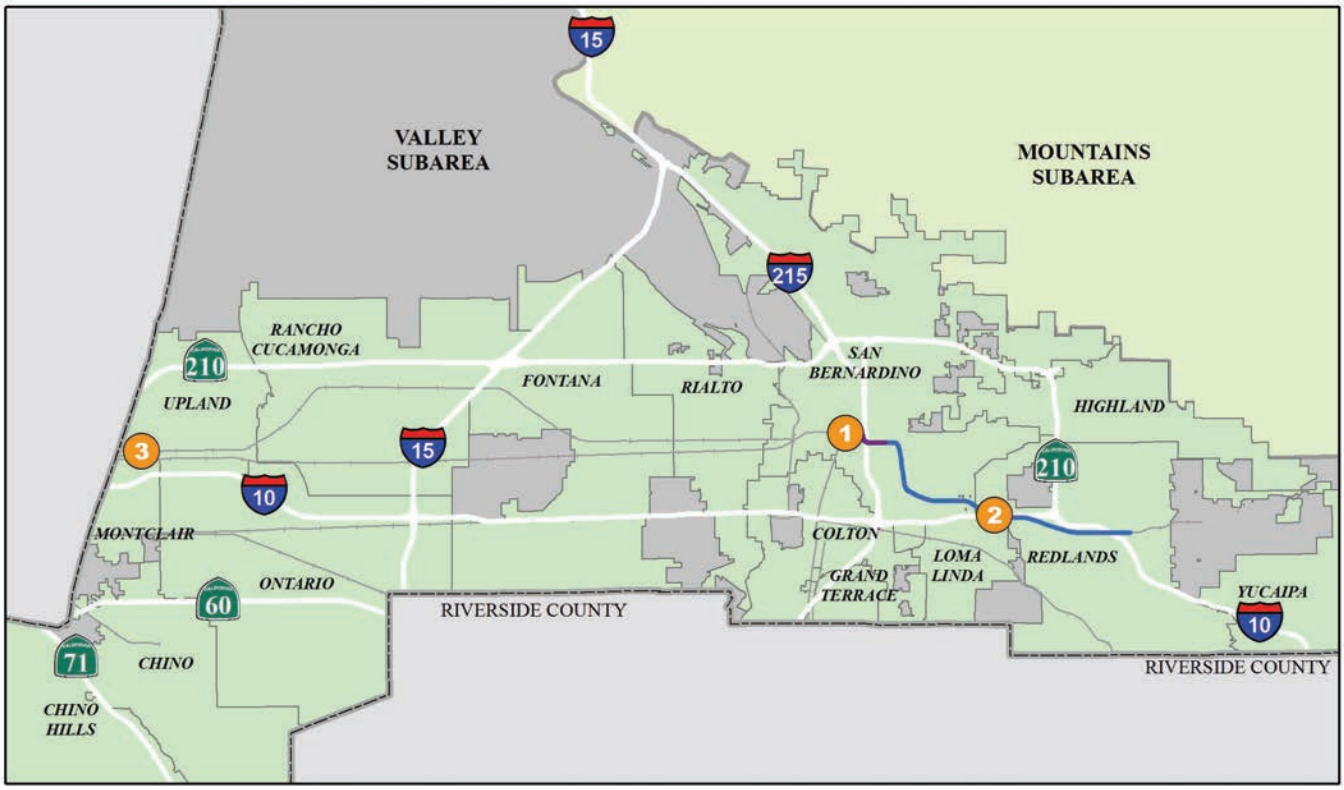
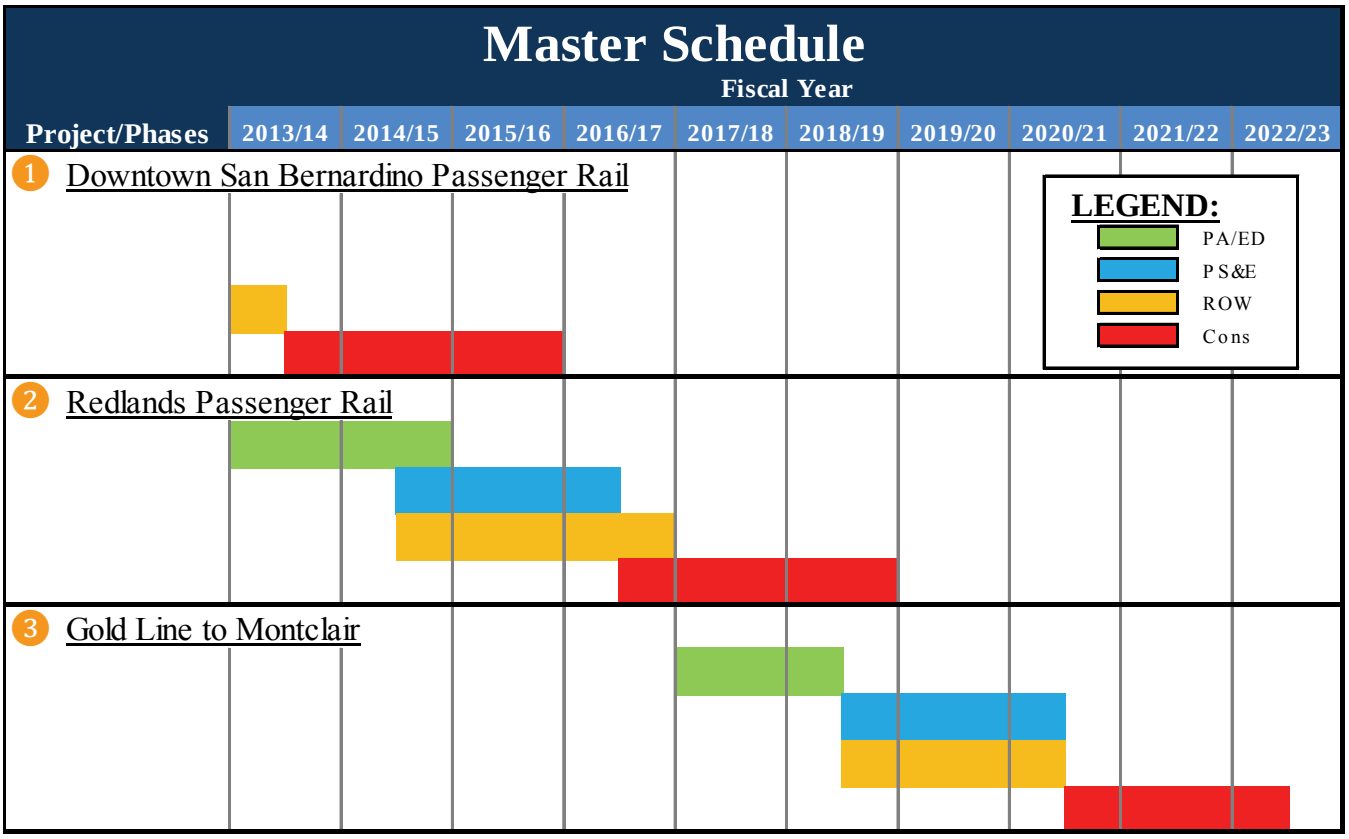
Transit and Passenger Rail Program
Passenger Rail Projects
Valley Subarea





1 Project Downtown San Bernardino Passenger Rail Project (0323)

Description

The Downtown San Bernardino Passenger Rail Project is a one-mile extension of the Metrolink system from the existing San Bernardino Metrolink station to the future San Bernardino Transit Center at Rialto Avenue and E Street in San Bernardino and includes station improvements at both locations. Current Phase: Construction

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$109,527,000	$46,416,000	$53,504,351	$9,557,000

Prior Year Budgeted Funds

The proposed budget includes Fiscal Year 2014/2015 budgeted funds in the estimated amount of $9,415,839.

Contract Information

a. Existing Contracts

i. 00-1000248, Engineering and Design Services for Downtown San Bernardino Passenger Rail Project (DSBPRP) and Redlands Passenger Rail Project (RPRP), Amount Budgeted $1,500,000.
ii. 00-1000583, Construction Management Services DSBPRP, Amount Budgeted $2,500,000.
iii. 00-1001004, Construction of DSBPRP, Amount Budgeted $40,445,000.
iv. 00-1000571, Legal Services for DSBPRP and SBTC, Amount Budgeted $500,000.
v. 00-1000731, Legal Services, Amount Budgeted $50,000.
vi. 00-1000716, Memorandum of Understanding for Design and Construction Support for the Eastern Maintenance Facility and the Downtown San Bernardino Passenger Rail Project, Amount Budgeted $500,000.
vii. 15-1001050, Land, Amount Budgeted $3,000,000.
viii. 00-1000939, CTO #11, Project Management, Amount Budgeted $160,000.
ix. 00-1000939, CTO #19, Environmental, Monitoring & Mitigation, Amount Budgeted $200,000.

b. New Contracts

i. RFP/CTO, Consulting Services – Way-finding Design, Amount Budgeted $50,000, Total Estimated Contract Amount $50,000.
ii. RFP/CTO, Professional Services – Project Betterments, Amount Budgeted $100,000, Total Estimated Contract Amount $100,000.
iii. IFB/CTO, Construction Capital - Way finding Construction, Amount Budgeted $100,000, Total Estimated Contract Amount $100,000.
iv. RFP/CTO, Construction Capital – Shortway Positive Train Control (PTC), Amount Budgeted $50,000, Total Estimated Contract Amount $50,000.
v. RFP/CTO, Construction Capital – City of San Bernardino Traffic Improvements, Amount Budgeted $200,000, Total Estimated Contract Amount $200,000.

2 Project Redlands Passenger Rail Project (0324)

Description

Improvements include construction of approximately nine miles of rail improvements, with use of either commuter or diesel multiple unit (DMU) rail vehicles, from the future San Bernardino Transit Center at the corner of Rialto Avenue and E Street in the City of San Bernardino to the University of Redlands in the City of Redlands. The project will use right of way acquired by SANBAG from the Santa Fe Railway in 1992. Additionally, SANBAG is partnering with ESRI and the University of Redlands to fund station improvements at the proposed New York Street and University station locations. Current Phase: Final Design

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$242,291,000	$9,800,000	$26,000,000	$206,491,000

Prior Year Budgeted Funds

The proposed budget includes Fiscal Year 2014/2015 budgeted funds in the estimated amount of $533,135.

Contract Information

a. Existing Contracts

i. 00-1000923, Cooperative Agreement Alabama St. at Redlands Blvd. and Colton Av. At Redlands Blvd. intersection improvements, Amount Budgeted $2,583,724. Funded with Bond Proceeds and State Transit Assistance Rail.
ii. 00-1000939, CTO #8, Alabama/Colton Grade Crossing Improvements, Amount Budgeted $100,000. Funded with Bond Proceeds.
iii. 00-1000731, Legal Services, Amount Budgeted $100,000. Funded with Bond Proceeds.
iv. 00-1000939, CTO #25, Alabama/Colton Crossing Construction Management Services, Amount Budgeted $75,000. Funded with Bond Proceeds.
v. 15-1001093, Final Design Services for the Redlands Passenger Rail Project, Amount Budgeted $4,000,000. Funded with Rail Bond Proceeds.
vi. 15-1001146, Program Management Services for the Redlands Passenger Rail Project, Amount Budgeted $2,000,000. Funded with Rail Bond Proceeds.

b. New Contracts

i. CTO/RFP, Mountain View Grade Crossing Rehabilitation Improvements; Design, Amount Budgeted $200,000, Total Estimated Contract Amount $650,000.
ii. CTO/IFB, Mountain View Grade Crossing Rehabilitation Improvements Construction, Amount Budgeted $1,500,000, Total Estimated Contract Amount $2,500,000.
iii. IFB, Professional Services Vehicle Procurement for RPRP, Amount Budgeted $3,000,000, Total Estimated Contract Amount $21,000,000.
iv. CTO/Contract, Professional Services Mountain View Construction Management, Amount Budgeted $75,000, Total Estimated Contract Amount $75,000.
v. CTO/Contract, Professional Services Outreach Community Relations, Amount Budgeted $150,000, Total Estimated Contract Amount $650,000.
vi. CTO/Contract, Professional Services Construction and Maintenance with BNSF, Amount Budgeted $25,000, Total Estimated Contract Amount $500,000.

2 **Project** **Redlands Passenger Rail Project (0324)**

vii. CTO/Contract, Professional Services Utility Locating, Amount Budgeted $250,000, Total Estimated Contract Amount $250,000.
viii. CTO/Contract, Legal Services, Amount Budgeted $1,500,000, Total Estimated Contract Amount $3,000,000.
ix. CTO/Contract, Consulting Services Environmental Permit Acquisition, Amount Budgeted $100,000, Total Estimated Contract Amount $100,000.
x. IBF, Construction Alabama/Colton Crossing, Amount Budgeted $4,500,000, Total Estimated Contract Amount $4,500,000.

3 **Project** **Goldline to Montclair (0325)**

Description

This project extends the Foothill Gold Line from Azusa to the Montclair Metrolink Station in the City of Montclair. The Gold Line Authority has completed California Environmental Quality Act (CEQA) environmental clearance and has requested $2.16 million from SANBAG for the preliminary design and National Environmental Protection Act (NEPA) environmental clearance. SANBAG has estimated $840 thousand in staff time to manage this portion of the project, for a total of $3 million. SANBAG funding of the $3 million for preliminary design and NEPA clearance is contingent upon Los Angeles County passing a new measure or an extension of Measure R in 2016 that includes the Gold Line Extension. However, the City of Montclair has decided to fund the $3 million to progress the project, including the reimbursement of SANBAG staff time. An agreement between SANBAG and the City of Montclair has not yet been executed to memorialize this funding arrangement. The total cost of the extension from City of Azusa to City of Montclair is estimated at $1.2 billion, of which SANBAG would be responsible for $75 million. Current Phase: Project Approval and Environmental Document

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$3,000,000	$0	$50,000	$2,950,000

Transit & Passenger Rail

Task 0352 General Commuter Rail

Purpose

Represent the San Bernardino County commuter rail interests at the regional, state, and national levels. Including coordination on the Foothill Gold Line and California High Speed Rail.

Accomplishments

SANBAG shares operating expenses with the Los Angeles County Metropolitan Transportation Authority (LACMTA), the Riverside County Transportation Commission (RCTC), and the Orange County Transportation Authority (OCTA) for the three Metrolink routes that service San Bernardino County. These three lines typically carry up to 50% of the total Metrolink passengers. The San Bernardino Line alone carries about 30% and boasts the highest fare box recovery on the entire Metrolink system. While small in comparison to the other counties, Ventura County Transportation Authority (VCTC) does contribute on an "all-share" formula for all lines on the Metrolink system.

During Fiscal Year 2014/2015, SANBAG worked with the four other County Transportation Commissions and SCRRA towards the implementation of Positive Train Control, the completion of a Metrolink Strategic Plan, and assist in creating policies and procedures to ensure financial solvency.

SANBAG continued to coordinate activities with the California High-Speed Rail Authority through its Memorandum of Understanding (MOU) with the Southern California Association of Governments (SCAG), San Diego Association of Governments (SANDAG), RCTC, LACMTA, and the San Diego County Regional Airport Authority for the Los Angeles to San Diego segment via San Bernardino County high-speed passenger rail corridor.

Foothill Gold Line segments from the City of Azusa to City of Montclair, are estimated to cost $1.2 billion, with majority of the funding a proposed new Measure to be placed in the November 2016 ballot. In Fiscal Year 2014/2015, SANBAG began meeting with the Foothill Gold Line Technical Advisory Committee (TAC) to discuss the extension of the Gold Line project to the new projected termination destination of City of Montclair, a regional transit hub for rail and bus operations serving San Bernardino County. The Foothill Gold Line has also established a Station Design and Art Review (SDAR) Committee in each city along the Gold Line route to address art features at each station. The artist and art concept for the City of Montclair station has been identified. Planning for the segment from City of Azusa to City of Montclair is currently being funded by Measure R; however, a significant gap of additional funding will need to be identified to construct the City of Azusa to City of Montclair segment, including a Federal Transit Administration (FTA) Small Start project from City of Claremont to City of Montclair.

Work Elements

1. Attend the American Public Transportation Association Annual Rail (APTA) Conference.
2. Attend the American Railway Engineering and Maintenance of Way Association (AREMA) meetings and Annual AREMA Conference.
3. Provide staff support to the SANBAG Commuter Rail and Transit Committee.
4. Coordinate with professional services contractor on commuter rail issues.
5. Continue support and coordination on the California High Speed Authority Project.
6. Continue to coordinate activities with Foothill Gold Line, which include attending Board and committee meetings.
7. Other miscellaneous general commuter rail items.

Budgetary changes include a reduction of Attendance Fees and Legal Fees. These activities are now budgeted in (Task 0100) Board of Directors**.**

Transit & Passenger Rail

Task 0352 General Commuter Rail

Product

Memoranda on the Commuter Rail Program, railroad assets and real properties, and high speed rail assets for the SANBAG Commuter Rail and Transit Committee and Board.

Contract Information

a. Existing Contracts
   i. 00-1000939, CTO #15, Consulting Services – Program Management, Amount Budgeted $520,000.
   ii. 00-1000939, CTO #11, Professional Services – Staff Augmentation, Amount Budgeted $295,000.
   iii. 00-1000940, CTO #1, Professional Services – General Support Services, Amount Budgeted $15,000.

Manager

Mitchell Alderman, Director of Transit and Rail Programs

Transit & Passenger Rail

Task 0352 General Commuter Rail

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	145,010	168,991	124,429	35,580
Overtime	728	27	625	-
Fringe Allocation-General	133,279	169,183	119,713	34,758
Professional Services	9,250	211,169	1,530,000	360,000
Consulting Services	-	30,237	-	520,000
Attendance Fees	3,825	3,150	3,000	-
Legal Fees	28,316	72,345	50,000	-
Dues & Subscriptions	316	3,000	6,000	1,500
Training/Membership	4,603	5,311	4,000	4,000
Postage	39	60	125	125
Travel Expense - Employee	8,641	9,104	10,000	15,000
Travel Expense - Non-Employee	774	1,613	2,500	-
Travel Expense-Mileage-Employee	225	550	500	500
Travel Expense-Mileage-Non-Employee	932	700	500	-
Travel Expense-Other-Metrolink Tickets	342	1,739	1,000	500
Advertising	223	15,417	20,000	10,000
Printing - External	-	-	150	150
Record/Equipment Storage	-	36	150	100
Office Expense	83	54	250	500
Meeting Expense	447	137	300	500
Indirect Allocation-General	184,132	183,060	209,374	54,618
Total Expenditures	521,165	875,883	2,082,616	1,037,831

Funding Sources	
Local Transportation Fund - Planning	157,831
Local Transportation Fund - Rail	520,000
MSI Valley Fund-Metrolink/Rail Service	50,000
State Transit Assistance Fund - Rail	310,000
Total Funding Sources	1,037,831

Transit & Passenger Rail

Task 0377 Commuter Rail Operating

Purpose

Work with the four other county transportation commissions that along with SANBAG comprise the Southern California Regional Rail Authority (SCRRA), the operator of the Metrolink commuter rail system to make the commuter rail program safe, efficient, and effective.

Accomplishments

Due to operational funding constraints placed on the Southern California Regional Rail Authority (SCRRA) by SANBAG, SCRRA reduced Metrolink San Bernardino Line weekday service by eliminating two round-trip trains. Express train service continues between San Bernardino and Los Angeles Union Station (LAUS). The express train operates one time for the morning commute to Los Angeles leaving San Bernardino with stops in Rancho Cucamonga and Covina and terminating at LAUS. The evening express train operates during the return commute with the stops at Covina and Rancho Cucamonga before terminating in San Bernardino. With the current limitations of operating agreements on Burlington Northern Santa Fe Railway and the Union Pacific Railroad lines, no additional weekday service can be added to the Inland Empire Orange County (IEOC) or Riverside lines.

Work Elements

Provide operating subsidy for Southern California Regional Rail Authority's (SCRRA) Metrolink service in San Bernardino County and payments for railroad Right of Way (ROW) maintenance. This task also includes the reimbursement of other agencies' expenses for maintenance of railroad ROW owned by SANBAG but not maintained by SCRRA.

Additionally, this task tracks property management activities, including but not limited to; organization of property management files, development and implementation of property management procedures, manage and maintain property services which include marketing property for revenue generation and rail ROW property maintenance. In Fiscal Year 2014/2015, a larger than usual amount of legal services have been budgeted to analyze, review, and consult on potential rail litigation issues which may continue into Fiscal Year 2015/2016.

Product

1. Represent the interest of the County on the SCRRA Technical Advisory Committee and advise SANBAG representatives on the SCRRA Board.
2. Attend SCRRA Board meetings.
3. Process quarterly disbursements to SCRRA.
4. Obtain Board approval for filing Local Transportation Fund (LTF) claim for passenger rail operating assistance.
5. Work with SCRRA staff to improve financial/accounting practices and monitoring.
6. Monitor maintenance of railroad ROW, including determining work location, schedule, and field verification of work performed, and processing payments.
7. Property Management of all SANBAG owned railroad ROW.
8. Perform an audit on SANBAG ROW for existing Utilities.

Contract Information

a. Existing Contracts
   i. 00-1000472, On-call Railroad ROW Property Management, Amount Budgeted $840,000.
   ii. 00-1000145, Maintenance on Active ROW, Amount Budgeted $147,300.

Transit & Passenger Rail

Task 0377 Commuter Rail Operating

b. New Contracts

i. RFP/CTO, Consulting Services – Railroad ROW Utility Audit, Amount Budgeted $200,000, Total Estimated Contract Amount $200,000.

Manager

Mitchell Alderman, Director of Transit and Rail Programs

Transit & Passenger Rail

Task 0377 Commuter Rail Operating

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	3,443	-	12,989	52,240
Fringe Allocation-General	3,148	-	12,434	51,033
Professional Services	520	-	71,581	-
Consulting Services	-	-	-	200,000
Legal Fees	56,519	29,270	130,000	200,000
Rail Maintenance of Way	610,696	831,579	1,071,000	987,300
Postage	6	-	-	-
Advertising	-	-	2,419	-
Contributions/Subsidies	7,685,781	11,629,747	11,952,130	15,422,611
Bank Charges	-	2,620	-	-
Indirect Allocation-General	4,350	-	21,747	80,191
Total Expenditures	8,364,463	12,493,216	13,274,300	16,993,375

Funding Sources	
Local Transportation Fund - Planning	107,434
Local Transportation Fund - Rail	12,064,000
Low Carbon Transit Operations Program	593,000
MSI Valley Fund-Metrolink/Rail Service	99,611
Rail Assets	1,316,030
State Transit Assistance Fund - Rail	2,813,300
Total Funding Sources	16,993,375

Transit & Passenger Rail

Task 0379 Commuter Rail Capital

Purpose

Fund capital improvements and projects that result in maintaining high quality commuter rail service, safe operations, and service expansion.

Accomplishments

Since the inception of the SANBAG commuter rail program, a substantial investment has been made for the acquisition of railroad Right of Way (ROW) and commuter rail equipment as well as the construction of stations, track, and signal improvements necessary to operate safe and reliable service. With the initial and basic infrastructure in place, funding has been directed towards maintaining that investment through a state of good repair as well as supporting the Southern California Regional Rail Authority (SCRRA) (or Metrolink) in their implementation of Positive Train Control (PTC) and the replacement and rehabilitation of locomotives to maintain service levels and meet emission requirements.

Work Elements

1. Complete the Short Range Transit Plan (SRTP) for the Transit and Rail department at SANBAG. The elements included will be funding projections for SANBAG's future rail projects, all six bus transit operators, Metrolink, and the Consolidated Transportation Services Agency (CTSA). Additionally the SRTP will discuss service and future needs of all transit and rail in San Bernardino County.

2. Initiate the following projects on the Redlands Subdivision Line to support the Redlands Passenger Rail Project (RPRP):

    a. Programmatic Environmental Impact Reports (PEIR) with the Cities of Redlands and San Bernardino separately, to support Transit Oriented Design (TOD) around the planned RPRP station stops.
    b. Design and environmental clearance of a new station stop at California Street in the City of Redlands which is in close proximity to a Veterans Affairs Hospital currently being constructed in the City of Loma Linda.

3. Financing required for SCRRA new capital projects has become increasingly difficult to obtain. The implementation of PTC together with budget short-falls and lower ridership has placed additional financial pressure on the five member agencies – SANBAG, Los Angeles County Metropolitan Transportation Authority (LACMTA), Riverside County Transportation Commission (RCTC), Ventura County Transportation Commission (VCTC), and Orange County Transportation Authority (OCTA). This capital expense task consists of three primary programs:

    a. Funding for the implementation of PTC.
    b. Funding for the SCRRA annual rehabilitation and renovation program (capital maintenance) for infrastructure, locomotives, and rolling stock.
    c. Funding for replacement Ticket Vending Machines (TVM) throughout the Metrolink system.

The majority of funding for the above projects will be comprised of federal funds with Measure I Valley Rail and Transportation Development Act funds with state bond proceeds being the local match. Federal funds needed for specific SCRRA projects will be applied for by SCRRA and will not flow through the SANBAG Budget. Historically SCRRA claimed all federal rail dollars on behalf of SANBAG; however, in Fiscal Year 2014/2015 SANBAG allocated some of these monies for current SANBAG rail projects.

Transit & Passenger Rail

Task 0379 Commuter Rail Capital

Product

1. Short Range Transit Plan for the Transit and Rail Department.
2. Fund SCRRA's efforts to implement PTC, replace TVMs, and rehabilitation projects.
3. Initiate a Programmatic Environmental Impact Report (EIR) for TOD around planned Redlands Passenger Rail Project (RPRP) stations in the City of Redlands and City of San Bernardino.
4. Initiate a Programmatic EIR for TOD around planned RPRP stations in the City of San Bernardino.
5. Initiate design and environmental clearance efforts for a RPRP station at California Street in the City of Redlands.

Contract Information

a. Existing Contracts
   i. 00-1000940, CTO #5, SANBAG Short Range Transit Plan, Amount Budgeted $144,176.
   ii. 00-1000878, MOU with City of Rialto, Amount Budgeted $2,210,799.

b. New Contracts
   i. RFP/CTO, Consulting Services – Programmatic EIR TOD City of Redlands, Amount Budgeted $400,000, Total Estimated Contract Amount $400,000.
   ii. RFP/CTO, Consulting Services – Programmatic EIR-TOD City of San Bernardino, Amount Budgeted $400,000, Total Estimated Contract Amount $400,000.
   iii. RFP/CTO, Consulting Services – Engineering and Environmental Clearance for the California Street Station, Amount Budgeted $200,000, Total Estimated Contract Amount $200,000.
   iv. RFP/CTO, Consulting Services – SANBAG Long Range Transit Plan (LRTP), Amount Budgeted $350,000, Total Estimated Contract Amount $350,000.

Manager

Mitchell Alderman, Director of Transit and Rail Program

Transit & Passenger Rail

Task 0379 Commuter Rail Capital

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	89,169	171,693	27,872	18,496
Overtime	314	-	-	-
Fringe Allocation-General	81,834	171,861	26,681	18,069
Professional Services	1,358,157	-	-	-
Consulting Services	6,222,853	(156,705)	315,660	1,544,176
Legal Fees	743,219	-	-	-
Rail Maintenance of Way	117,300	(1,275)	-	-
Construction Capital	8,529,835	-	-	-
Utilities Capital	29,505	-	-	-
Right of Way Capital	7,241,260	-	-	-
Travel Expense - Employee	1,542	-	-	-
Travel Expense-Mileage-Employee	8	-	-	-
Advertising	1,897	-	-	-
Contributions/Subsidies	1,327,650	241,193	2,255,400	2,210,799
Meeting Expense	56	-	-	-
Office Equip/Software-Inventorial	1,155	-	-	-
Indirect Allocation-General	113,057	185,957	46,664	28,393
Total Expenditures	25,858,811	612,724	2,672,277	3,819,933

Funding Sources	
Local Transportation Fund - Planning	400,000
Local Transportation Fund - Rail	820,357
MSI Valley Fund-Metrolink/Rail Service	200,000
Public Trans Modern,Improve&Svc Enhance-P1B	1,455,400
State Transit Assistance Fund - Rail	944,176
Total Funding Sources	3,819,933

Transit & Passenger Rail

Task 0383 Vanpool Program

Purpose

Operate and maintain a countywide vanpool program as an alternative mode of transportation for residents commuting within San Bernardino County.

Accomplishments

In October 2011, Victor Valley Transit Authority (VVTA), in partnership with SANBAG, was awarded a grant from the Federal Transit Administration (FTA) 5309 – Bus Livability Program, for the San Bernardino Regional Vanpool Program – Victor Valley Phase. Based on the success of this program, SANBAG studied opportunities to expand the program countywide. The analysis identified that significant benefits exist in creating a vanpool program throughout San Bernardino County and possibly, in partnership with Riverside County Transportation Commission, into Riverside County. With the final recommendations from the study, the SANBAG board in November 2014 approved creating and implementing a vanpool program throughout San Bernardino County.

For program implementation, staff has worked with Southern California Association of Governments (SCAG) to add the SANBAG Vanpool Program into the Federal Transportation Improvement Program (FTIP) as well as worked with Omnitrans to become a sub-recipient in order to report and receive funds associated with the Vanpool Program. This project will be using Congestion Mitigation Air Quality (CMAQ) funds to cover the first three years of the project.

Work Elements

1. Maintain accurate records and databases of vanpools for National Transit Database (NTD) database input for the FTA review and evaluation.
2. Work with local FTA grantee agencies to develop and execute a Memorandum of Understanding (MOU) regarding allocation of FTA funds derived from the vanpool program Urbanized Area and Non-Urbanized Area.
3. Procure consultants for asset management online system, marketing, and project implementation.
4. Work closely with businesses on how to best utilize the Vanpool Program to increase participation with employees.
5. Work with the Riverside County Transportation Commission for possible partnership opportunities to expand the Vanpool Program into Riverside County.

Product

1. Implement participation marketing campaign on introduction to new vanpool program.
2. Begin vanpool subsidy in Fiscal Year 2015/2016.
3. Monitor and report on vanpool participation regularly to the SANBAG Board.

Contract Information

b. New Contracts
   - i. RFP, Professional Services - Vanpool Leasing Vendor, Amount Budgeted $551,800, Total Estimated Contract Amount $2,197,400.
   - ii. RFP, Consulting Services – Asset Management System, Amount Budgeted $228,000, Total Estimated Contract Amount $319,000.
   - iii. RFP/CTO, Consulting Services – Consultant Support for Vanpool Development, Amount Budgeted $150,000, Total Estimated Contract Amount $210,000.
   - iv. RFP, Consulting Services – Marketing Services, Amount Budgeted $150,000, Total Estimated Contract Amount $230,000.

Manager

Mitchell Alderman, Director of Transit and Rail Program

Transit & Passenger Rail

Task 0383 Vanpool Program

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	-	-	-	74,439
Fringe Allocation-General	-	-	-	72,720
Professional Services	-	-	642,000	659,300
Consulting Services	-	-	-	528,000
Postage	-	-	-	200
Travel Expense - Employee	-	-	-	200
Travel Expense-Mileage-Employee	-	-	-	400
Printing - External	-	-	-	200
Office Expense	-	-	-	200
Meeting Expense	-	-	-	200
Indirect Allocation-General	-	-	-	114,269
Total Expenditures	-	-	642,000	1,450,128

Funding Sources	
Congestion Mitigation & Air Quality	1,450,128
Total Funding Sources	1,450,128

View of the San Bernardino station for Metrolink, looking west from the Historic Santa Fe Depot. The San Bernardino line is the most highly utilized line of the Metrolink system. SANBAG is one of five Southern California agencies of the Joint Powers Authority managing the system. Approximately 25 trains use this station daily.

Major Projects

Delivery

Major Projects Delivery Program Budget

Description

The Major Projects Delivery Program is responsible for the development and construction of major freeway, interchange, and grade separation projects. The program is funded by an array of funding sources including Measure I, Federal, State, and local funds. The Fiscal Year 2015/2016 budget of $197,512,864 is for the preparation, management, and construction of major projects.

Goals and Objectives

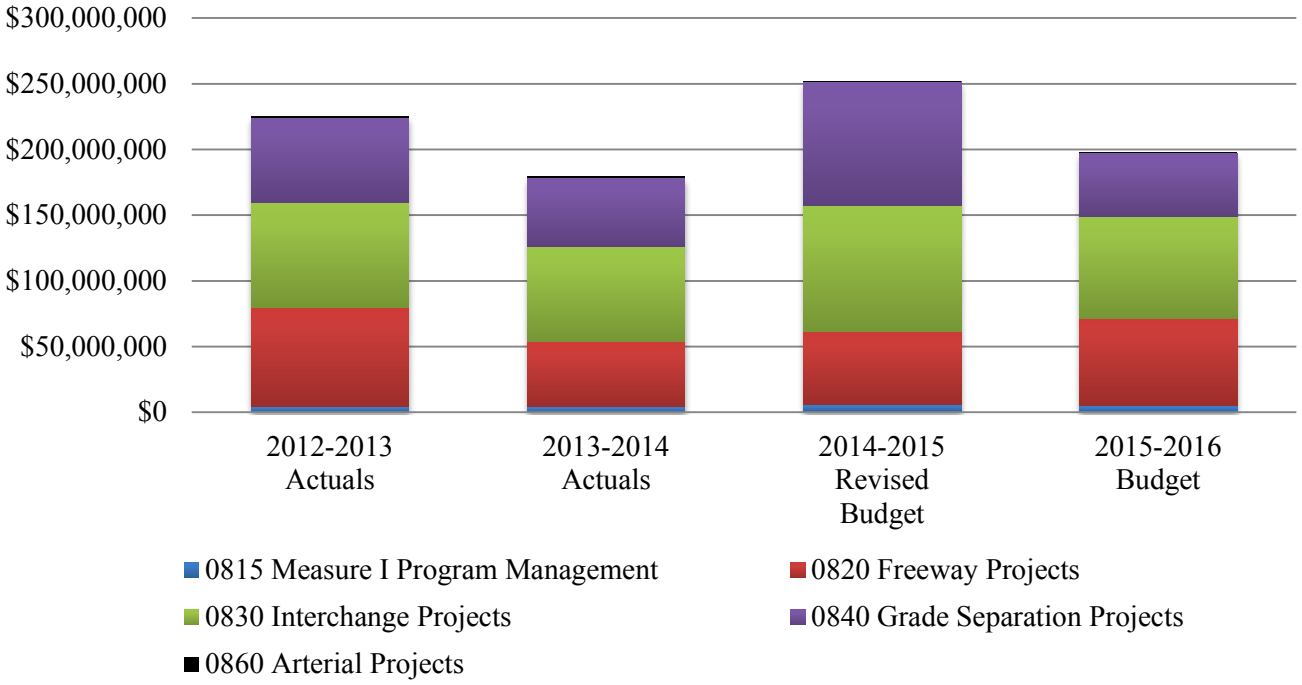
The Major Projects Delivery team will continue the delivery, management, and construction of major freeway, interchange, and grade separation projects. In doing so, the staff will assist in meeting SANBAG's commitment to deliver the transportation projects as described in the Measure I Transportation Transactions and Use Tax approved in 1989 and renewed in 2004 by the San Bernardino voters. The Major Project Delivery Program for this Fiscal Year includes 9 Freeway/Highway Projects, 18 Interchange Projects, 11 Railroad Grade Separation Projects, and 1 Miscellaneous Projects. In addition, to enhance project delivery and maximize the utilization of funds, staff will continue to maintain and improve the Project Control System.

Performance/Workload Indicators

	2012-2013 Actual	2013-2014 Actual	2014-2015 Revised Budget	2015-2016 Budget
Project Approval/Environmental Document	1	2	2	11
Start Construction	10	8	2	3
Open to Traffic	4	7	7	4
Project Control System	YES	YES	YES	YES

Major Projects Delivery
Program Summary

		2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Tasks					
0815	Measure I Program Management	4,126,179	3,995,047	5,671,289	4,769,944
0820	Freeway Projects	75,246,294	49,837,158	55,741,524	66,780,171
0830	Interchange Projects	79,997,596	72,497,314	95,807,211	77,386,270
0840	Grade Separation Projects	64,841,371	51,836,085	94,219,987	48,146,598
0860	Arterial Projects	967,879	888,001	383,182	429,881
	Total Tasks	225,179,319	179,053,605	251,823,193	197,512,864



Major Projects Delivery

Task 0815 Measure I Program Management

Purpose

Manage the Major Projects Program.

Accomplishments

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

Reviews and updates of contract management procedures, policies, and documents were conducted including: 1) development of right of way policies for agency wide use; 2) analysis of the top ten interchanges listed on the Measure I 2010-2040 Valley Freeway Interchange Program to produce an optimal project was substantially completed; 3) the Project Control System (PCS) was implemented for use by both Major Projects and Fund Administration staff and to serve as a tool for development of the Ten-Year Delivery Plan and the preparation of the Fiscal Year Budget.

Work Elements

1. Project Delivery: Perform tasks related to the project development and construction management of SANBAG managed projects as described by the task-specific narratives.
2. Project Controls: Maintain and enhance a PCS to monitor and report the status of the budget, cost, and schedule and forecast performance trends of each project under the Major Project Delivery Program. Collect and maintain all pertinent budget, cost, and schedule information on each project. Track project risks, goals and accomplishments, and action items. This work element includes regular updates to detailed project cost estimates commensurate with the level of project development and project scheduling, and development and regular updates to detailed project schedules. Use this integrated system to create different funding scenarios for the identification of the optimum funding plan.
3. Consultant Selection and Management: Administrate the on-going consultant selection activities. Analyze bids/cost proposals against independent cost estimates. Negotiate contracts that are fair and reasonable and in the best interest of the agency. Perform audits as a practice to insure appropriate hourly rates.
4. Contract Management and Invoicing: Perform routine contract management and invoicing tasks. Utilize contract controls to track consultant expenditures and budgets in coordination with the PCS and Finance Department. Review consultant invoices for compliance with contract terms.
5. Quality Assurance and Quality Control (QA/QC) Reviews: Conduct QA/QC reviews and peer reviews to ensure that SANBAG products and deliverables meet quality standards.
6. Other Program Activities: Other activities include document controls and archiving; project database maintenance; implementation of program procedures and requirements; participation in the development of programming strategies for all available State and Federal funds; provide input into the development of SANBAG policies; and complete project close out of projects.

Provide program and project management services that result in the efficient delivery of transportation improvement projects.

Note: Budget for employee's salary and benefits is lower compared to previous fiscal years due to some employees being assigned to different tasks. Budgetary changes include a reduction of Attendance Fees and Legal Fees. These activities are now budgeted in (Task 0100) Board of Directors**.**

Major Projects Delivery

Task 0815 Measure I Program Management

Contract Information

a. Existing Contracts
   i. 00-1000044, Preliminary Design & Environmental Support, Amount Budgeted $20,001.
   ii. 00-1000089, Program Management, Amount Budgeted $2,400,000.
   iii. 00-1000241, Right of Way Services, Amount Budgeted $5,000.
   iv. 00-1000310, Procurement Services, Amount Budgeted $53,336.
   v. 00-1000558, Right of Way Services, Amount Budgeted $105,000.
   vi. 00-1000731, Legal Services, Amount Budgeted $20,000.
   vii. 00-1000778, Legal Services, Amount Budgeted $15,000.
   viii. 00-1000603, Legal Services, Budgeted $22,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2015/2016 budget includes Board approved Fiscal Year 2014/2015 appropriations in the estimated amount of $2,618,337.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0815 Measure I Program Management

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	291,944	512,513	590,899	375,975
Overtime	1,067	167	1,250	3,750
Fringe Allocation-General	267,962	513,180	566,863	370,953
Professional Services	425,033	115,171	765,027	707,391
Consulting Services	426	-	20,000	20,000
Program Management Fees	2,513,641	1,999,095	2,400,000	2,400,000
Attendance Fees	16,300	15,700	13,700	-
Legal Fees	57,094	39,121	50,000	68,500
Dues & Subscriptions	-	199	900	900
Training/Membership	290	1,625	3,518	3,300
Postage	78	26	600	600
Travel Expense - Employee	1,706	2,572	6,000	6,000
Travel Expense - Non-Employee	-	-	3,000	-
Travel Expense-Mileage-Employee	71	105	-	-
Travel Expense-Mileage-Non-Employee	2,847	3,639	15,000	-
Advertising	-	-	600	1,600
Printing - External	350	951	3,000	2,000
Communications	246	223	2,264	2,100
Record/Equipment Storage	1,000	1,532	3,030	3,030
Office Expense	134	523	651	600
Meeting Expense	948	2,786	2,147	1,647
Office Furniture & Equipment	8,846	12,846	3,000	22,400
Office Furniture/Software-Inventorial	1,410	1,674	35,150	-
Indirect Allocation-General	370,204	555,273	990,152	582,902
Indirect Allocation-Project Management	164,582	216,126	194,538	196,296
Total Expenditures	4,126,179	3,995,047	5,671,289	4,769,944

Funding Sources	
MSI Cajon Pass Fund	186,000
MSI Valley Fund-Freeway Projects	1,695,274
MSI Valley Fund-Fwy Interchange	1,484,828
MSI Valley Fund-Grade Separations	1,403,842
Total Funding Sources	4,769,944

Major Projects Delivery

Task 0820 Freeway Projects

Purpose

The Freeway Projects program develops and constructs freeway/highway improvements that enhance mobility, reduce traffic congestion, and improve safety. These enhancements are achieved by the construction of a variety of lane additions including general purpose lanes, truck climbing lanes, car pool lanes, express lanes and ancillary improvements.

Accomplishments

Transportation revenues continue to translate into significant enhancements to our local freeways. The remaining segments of the Interstate 215 (I-215) widening project through the City of San Bernardino had all lanes open to traffic in January 2014, with the project close-out underway and the landscape design for the first phase complete and ready for construction. The State Route 210 (SR-210) landscaping construction projects are complete with the final segments in plant establishment. Progress continues on the preliminary engineering/environmental phase of the SR-210 lane addition project in the Cities of Highland and Redlands with approval scheduled for late 2015. Analysis of express lanes on the Interstate 10 (I-10) and Interstate 15 (I-15) Corridors has been completed. In addition, environmental work for the I-10 Corridor is progressing on schedule with the environmental document scheduled to be circulated in the later part of 2015. Preliminary engineering/environmental phase has commenced on the I-15 Corridor express lane improvements from State Route 60 (SR-60) to SR-210. Lastly, the I-215 Bi-County High Occupancy Vehicle (HOV) lane addition construction will be completed in the first part of 2015.

Contract Information – Major Projects Program*

a. Existing Contracts
   - i. 00-1000044, Preliminary Design & Environmental Services, Amount Budgeted $415,444.
   - ii. 00-1000736, Procurement Services, Amount Budgeted $5,000.
   - iii. 00-1000743, Procurement Services, Amount Budgeted $30,000.
   - iv. 00-1000166, Construction Capital, Amount Budgeted $20,000.
   - v. 00-1000100, Legal Services, Amount Budgeted $100,000.
   - vi. 00-1000603, Legal Services, Amount Budgeted $10,000.
   - vii. 00-1000710, Right of Way Services, Amount Budgeted $820,000.
   - viii. 00-1000089, Program Management Services, Amount Budgeted $665,940.
   - ix. 00-1000004, Program Management Services, Amount Budgeted $140,000.

   * Contracts that are utilized on all Sub Tasks within the Program.

Local Funding Source Detail

i. RCTC – Riverside County Transportation Commission – $140,400.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0820 Freeway Projects

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Professional Services	688,967	653,292	940,823	4,415,843
Consulting Services	15,640,639	10,721,013	16,681,594	16,749,419
Program Management Fees	589,922	628,586	1,091,139	715,940
Legal Fees	(1,606,579)	216,437	1,063,884	141,000
Rentals-Building	118,495	64,180	-	-
Construction Capital	57,060,496	36,724,609	33,040,378	17,550,998
Utilities Capital	-	512,943	80,000	-
Right of Way Capital	2,566,212	146,711	2,754,826	27,124,411
Postage	87	283	1,200	1,500
Travel Expense - Employee	77	-	-	-
Public Information Activites	152,325	112,928	-	-
Printing - External	2,961	1,477	3,000	22,500
Record/Equipment Storage	-	4,115	-	-
Meeting Expense	1,416	105	489	-
Indirect Allocation-Project Management	31,276	50,479	84,191	58,560
Total Expenditures	75,246,294	49,837,158	55,741,524	66,780,171

Funding Sources	
Congestion Mitigation & Air Quality	680,000
Demonstration High Priority Program	3,210,790
Local Projects Fund	140,400
MSI 1990-Valley Fund-Major Projects	7,665,688
MSI 1990-Valley Fund-TMEE	1,224,948
MSI Valley Fund-Freeway Projects	19,167,715
MSI Victor Valley Fund-Major Local Hwy	61,500
Planning, Programming & Monitoring	205,000
Project National & Regional Significance	8,677,370
Regional Improvement Program	21,608,840
Surface Transportation Program	3,802,400
Transportation Enhancement Activities	281,430
Victor Valley Major Local Hwy Bond Fund	54,090
Total Funding Sources	66,780,171

Major Projects Delivery Program
Freeway Projects

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VICTOR VALLEY SUBAREA

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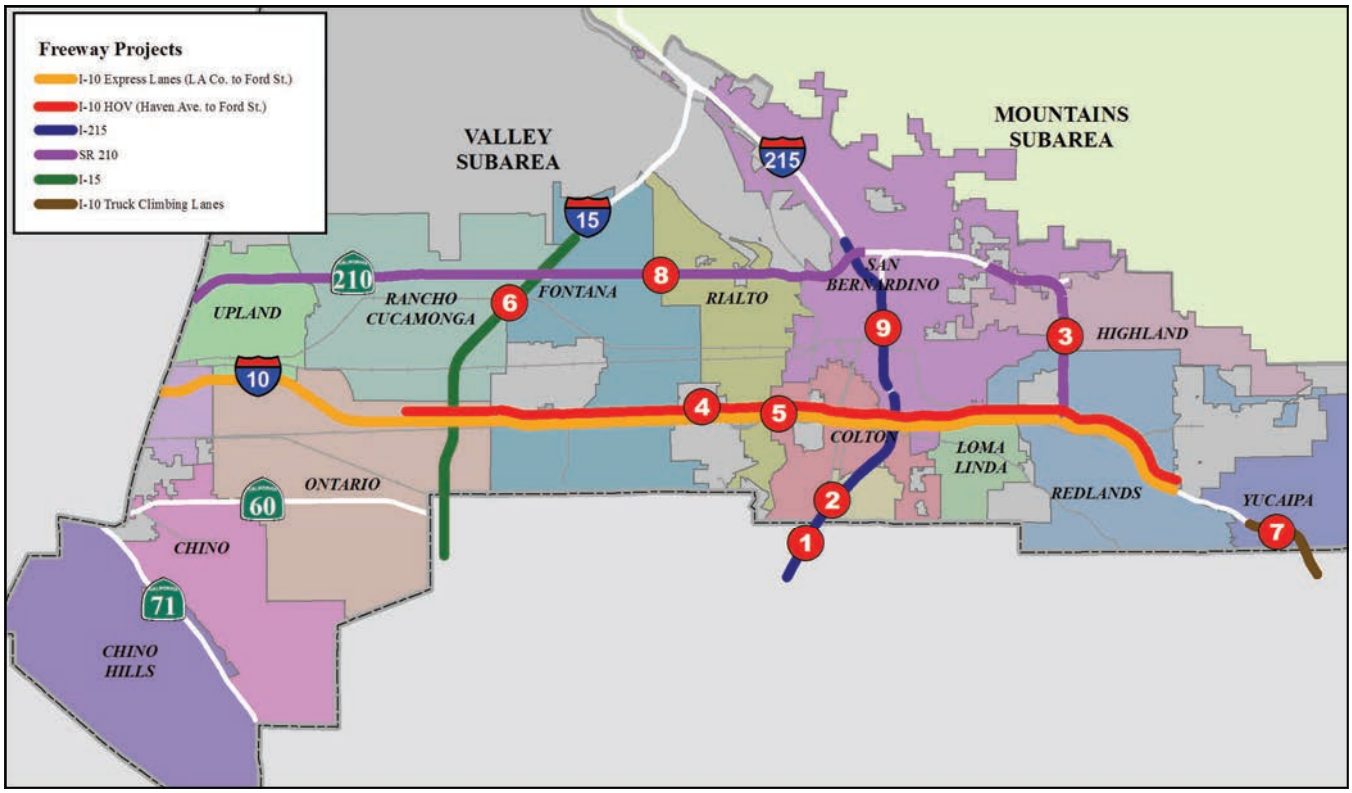
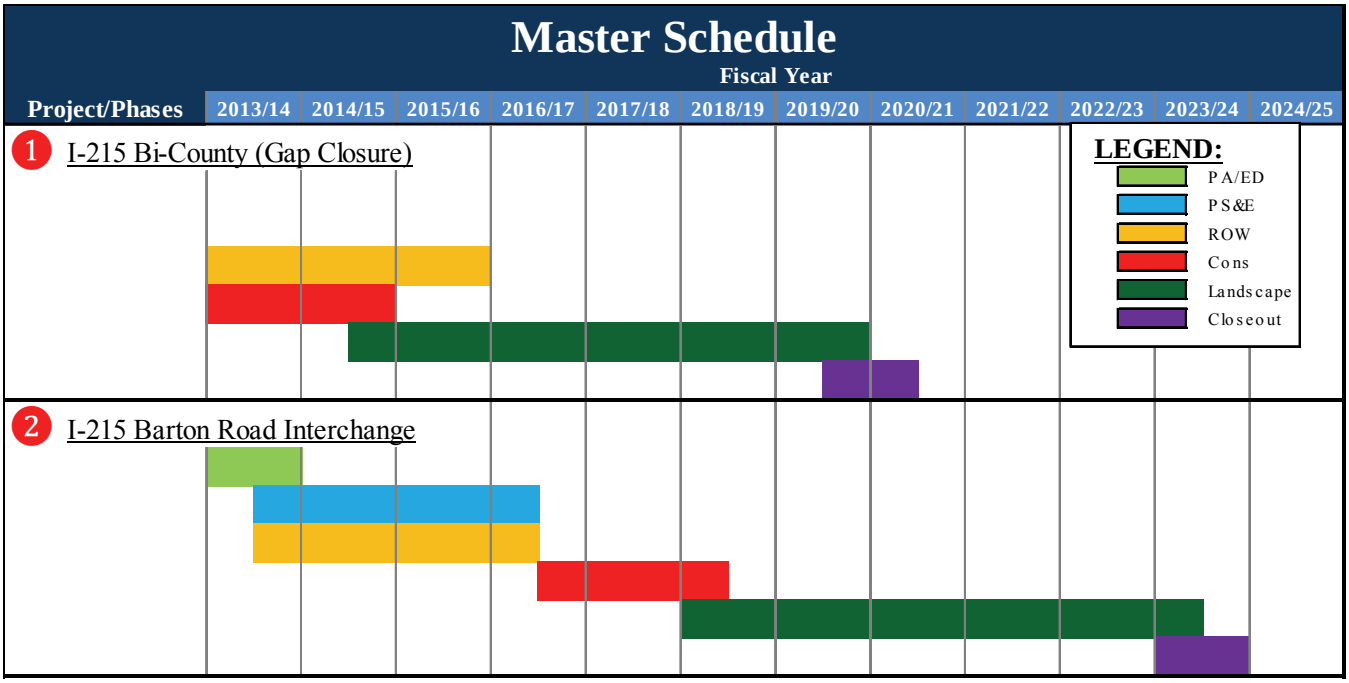
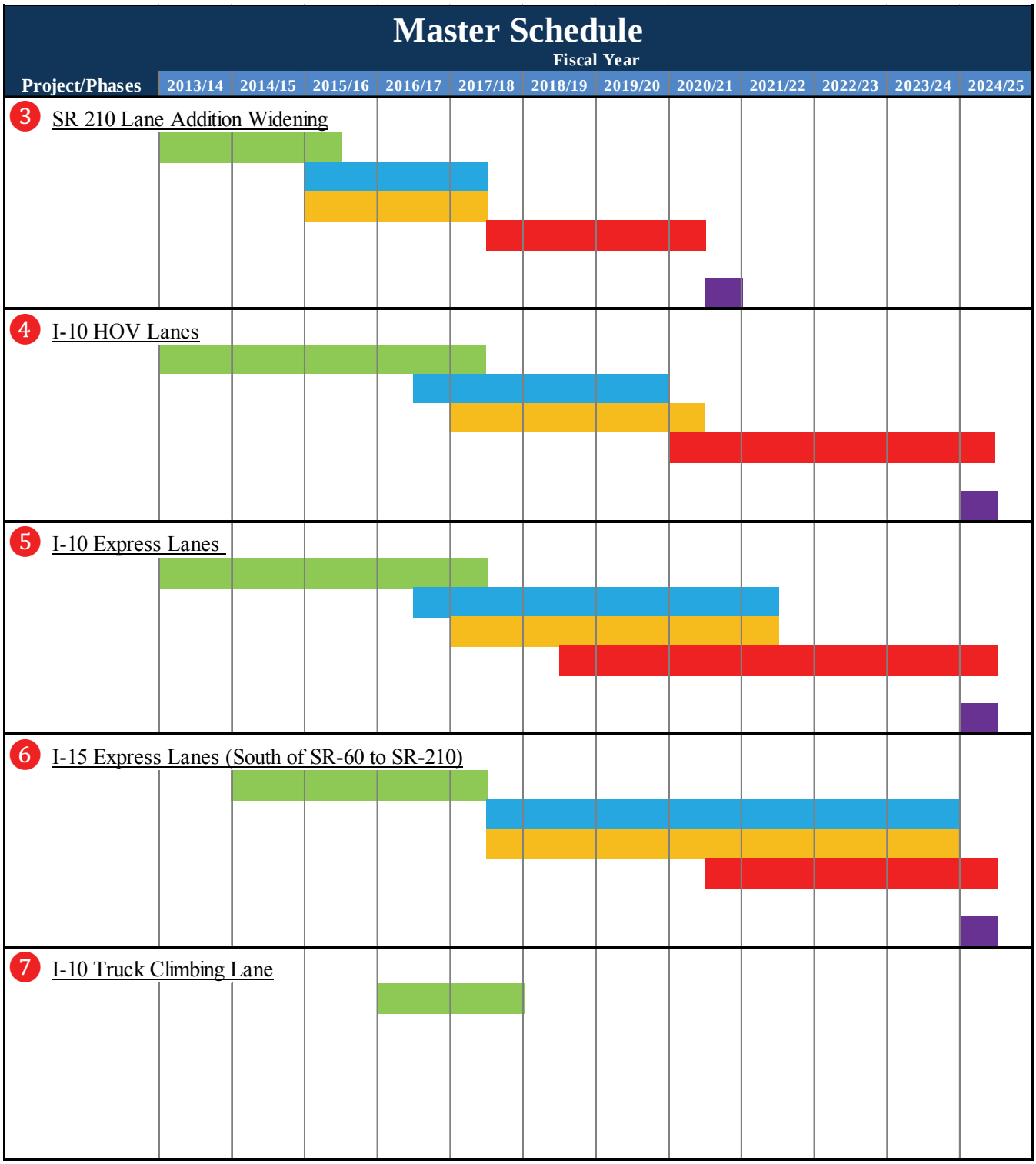
Major Projects Delivery Program
Freeway Projects
Valley Subarea

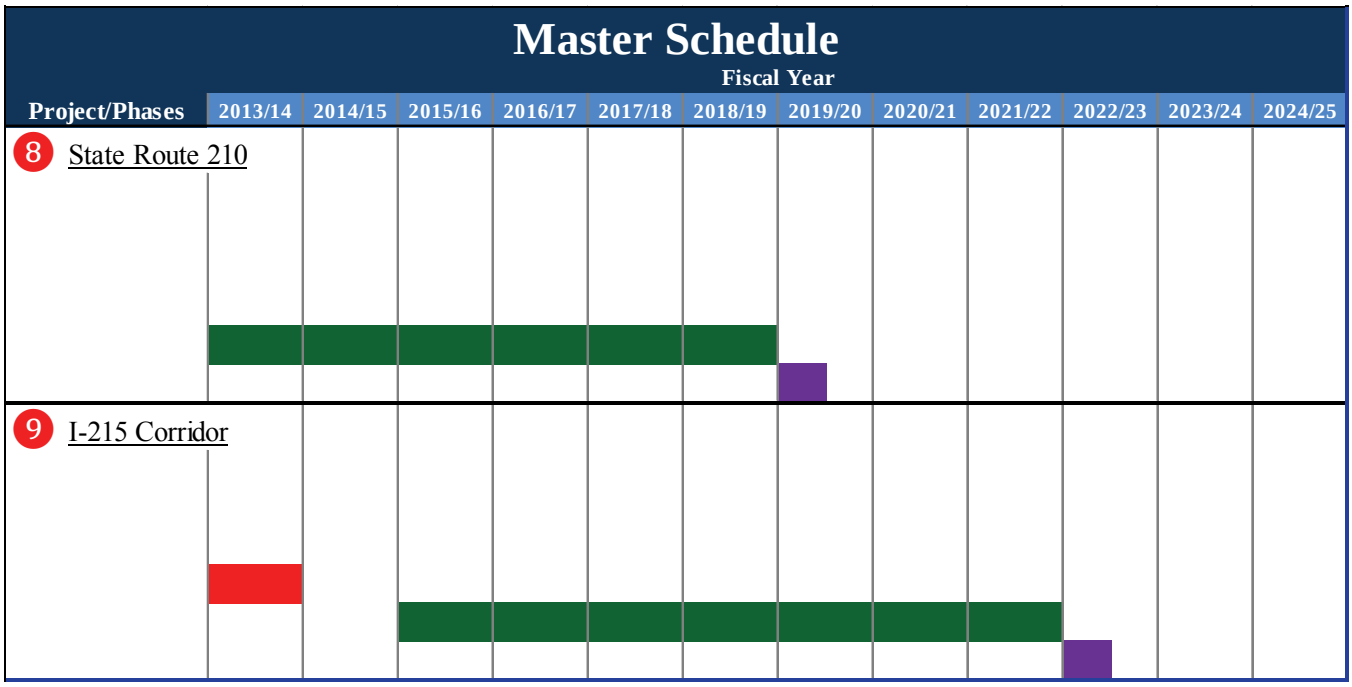




Major Projects Delivery Program
Freeway Projects
Valley Subarea



Major Projects Delivery Program
Freeway Projects
Valley Subarea



1 Project Interstate 215 Bi-County High Occupancy Vehicle (HOV) lane Project (0839)

Description

Close the gap between carpool lanes north of Orange Show Road in San Bernardino and south of the State Route 60 (SR-60)/State Route 91 (SR-91)/Interstate 215 (I-215) interchange in Riverside, to encourage ridesharing and improve the efficiency, safety, and operations of traffic.
Current phase: Construction

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$184,942,000	$175,633,364	$2,061,635	$7,247,000

Contract Information

a. Existing Contracts
   i. 00-1000652, Right of Way Services, Amount Budgeted $980,000.
   ii. 00-1000626, Construction Capital, Amount Budgeted $900,000.

b. New Contracts
   i. RFP, Cooperative Agreement, Landscape design, Amount Budgeted $100,000, Total Estimated Contract Amount $1,050,000.

2 Project Interstate 215 Barton Road Interchange (0840)

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Design and Right of Way

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$76,346,000*	$11,869,860*	$16,766,102*	$47,710,038*

Contract Information

a. Existing Contracts
   i. 00-1000665, Preliminary Design & Environmental Services, Amount Budgeted $807,000.
   ii. 00-1000709, Right of Way Services, Amount Budgeted $200,000.
   iii. 00-1000989, Legal Services, Amount Budgeted $10,000.
   iv. 00-1001044, Right of Way Services, Amount Budgeted $12,000,000.
   v. 00-1001045, Right of Way Services, Amount Budgeted $2,293,830.

b. New Contracts
   i. RFP, Cooperative Agreement Construction, Amount Budgeted $1,410,000, Total Estimated Contract Amount $56,000,000.

*The cost displayed above is included in the Interchange Program.

3 Project State Route 210 Lane Addition (0887)

Description

Add one mixed flow lane each direction between Highland Avenue in the City of San Bernardino and San Bernardino Avenue in the City of Redlands to relieve existing congestion and accommodate future demands. Current Phase: Project Approval and Environmental Document

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$138,941,000	$2,422,186	$4,255,675	$132,303,139

Contract Information

a. Existing Contracts
   i. 00-1000631, Preliminary Design & Environmental Services, Amount Budgeted $569,273.

b. New Contracts
   i. RFP, Design Services, Amount Budgeted $3,598,506. Total Estimated Contract Amount $8,818,000.

4 & 5 Project Interstate 10 Corridor Project Development (0825)

Description

Mitigate traffic congestion and accommodate future traffic on the Interstate 10 (I-10) Corridor from the Los Angeles/San Bernardino County border to Ford Street in the City of Redlands, a distance of approximately thirty-three (33) miles. Alternatives being considered are the addition of HOV lanes and express lanes. Current Phase: Project Approval and Environmental Document

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$1,610,471,000	$17,627,141	$5,984,090	$1,586,859,769

Costs for Express lane Alternative

Contract Information

a. Existing Contracts
   i. 00-1000052, Preliminary Design & Environmental Services, Amount Budgeted $5,000,000.
   ii. 00-1000403, Preliminary Design & Environmental Services, Amount Budgeted $30,000.

6 Project Interstate 15 Corridor Express Lanes (0852)

Description

Add express lanes in each direction along the Interstate 15 corridor from the Riverside County Line to north of State Route 210. Project includes auxiliary lanes and other operational improvements along the corridor. Current Phase: Project Approval and Environmental Document

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$350,000,000	$1,546,960	$5,120,448	$343,332,592

Contract Information

a. Existing Contracts
   i. 00-1001155, Preliminary Design & Environmental Services, Amount Budgeted $150,000.
   ii. 00-1001166, Preliminary Design & Environmental Services, Amount Budgeted $50,000.
   iii. 00-1001154, Preliminary Design & Environmental Services, Amount Budgeted $4,500,000.

7 Project Interstate 10 Eastbound Truck Lane Project (0854)

Description

Improve traffic operations and safety along I-10 by constructing a dedicated truck climbing lane for slower moving vehicles. Current phase: Project Study Report

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$30,500,000	$0	$372,636	$30,127,364

Contract Information

a. Existing Contracts
   i. 15-1001058, Design Services, Amount Budgeted $351,000.

8 Project State Route 210 (0820, 0822, 0824)

Description

Construction of a new transportation corridor to enhance the east-west mobility in the San Bernardino Valley.
Current Phase: Landscaping

Total Estimated Cost*	Costs to Date*	Proposed Budget	Future Costs
Not Available – Legacy Project	Not Available – Legacy Project	$1,399,482	$1,450,000

Contract Information

a. Existing Contracts
   i. 00-1000014, Construction Capital, Amount Budgeted $134,470.
   ii 00-1000910, Construction Capital, Amount Budgeted $370,110.
   iii. 00-1000823, Construction Capital, Amount Budgeted $284,565.
   iv. 00-1000844, Construction Capital, Amount Budgeted $30,000.
   v. 00-1000319, Construction Management Services, Amount Budgeted $50,000.

b. New Contracts
   i. RFP, Four Years Landscape Maintenance Contract for Segment 11, Amount Budgeted $298,851, Total Estimated Contract Amount $525,000.

*Total expenditures not readily available.

9 Project Interstate 215 Corridor (0834, 0836, 0838)

Description

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

Total Estimated Cost*	Costs to Date*	Proposed Budget	Future Costs
$667,000,000	$633,478,847	$20,521,153	$13,000,000

***Estimated Costs**

Prior Year Budgeted Funds

The proposed budget includes Fiscal Year 2014/2015 budgeted funds in the estimated amount of $6,533,472.

Contract Information

a. Existing Contracts
   i. 00-1000163, Construction Capital, Amount Budgeted $6,533,472.
   ii. 00-1000154, Construction Management Services, Amount Budgeted $100,000.
   iii. 00-1000190, Construction Capital, Amount Budgeted $5,900,000.
   iv. 00-1000065, Design Services, Amount Budgeted $50,000.

b. New Contracts
   i. IFB, Segment 3 Landscaping, Amount Budgeted $1,500,000, Total Estimated Contract Amount $3,500,000.
   ii. IFB, Segment 1 Landscaping, Amount Budgeted $300,000, Total Estimated Contract Amount $3,900,000.
   iii. IFB, Segment 2 Landscaping, Amount Budgeted $100,000, Total Estimated Contract Amount $4,400,000.
   iv. IFB, Segment 5 Landscaping, Amount Budgeted $100,000, Total Estimated Contract Amount $7,200,000.

Project **Alternative Project Financing (0850)**

Description

Develop alternative financing and delivery mechanisms to deliver major highway improvements. Current Phase: Planning

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$16,621,000	$4,730,685	$483,360	$11,325,703

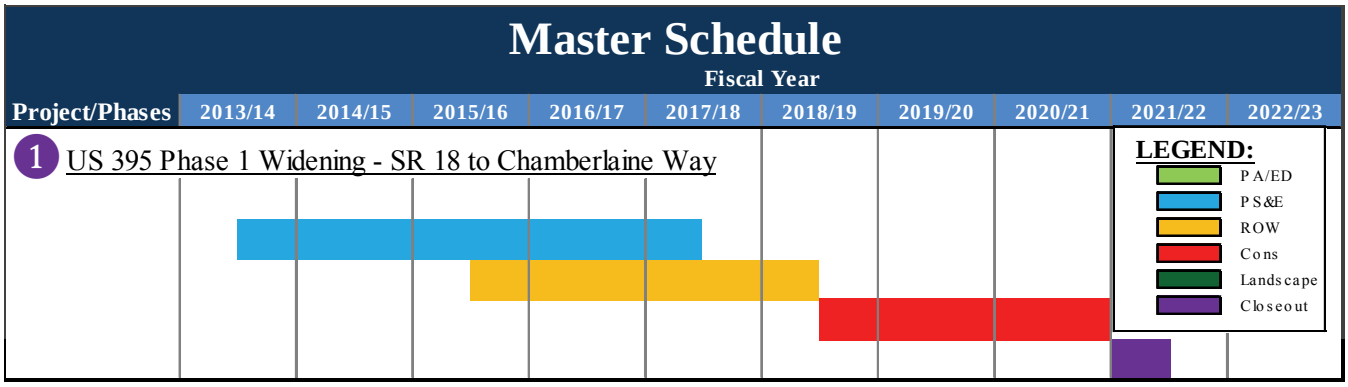
Contract Information

a. Existing Contracts
   i. 00-1000537, Project Study Report Services, Amount Budgeted $120,000.
   ii. 00-1000554, Project Study Report Services, Amount Budgeted $85,000.

b. New Contracts
   i. RFP, Investment Grade Traffic & Revenue, Amount Budgeted $50,000, Total Estimated Contract Amount $2,500,000.
   ii. RFP, Investment Grade Financial Analysis, Amount Budgeted $10,000, Total Estimated Contract Amount $2,000,000.

Note: This task is not project specific. Not included on the map or master schedule.

Major Projects Delivery Program
Freeway Projects
Victor Valley Subarea



1 Project United States 395 Widening Phase I (0891)

Description

Widen the United States 395 to 4 lanes and improve intersections from State Route 18 to Chamberlain Way in the City of Adelanto to accommodate existing and future traffic. Current Phase: Design and Right of Way

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$54,924,000	$1,512,937	$9,815,590	$43,595,473

Contract Information

a. New Contracts
   i. 15-1001215, Right of Way Services, Amount Budgeted $1,359,960, Total Estimated Contract Amount $1,540,000.

*The cost displayed above is included in the Freeway Program.

Major Projects Delivery

Task 0830 Interchange Projects

Purpose

The Interchange Projects program develops and constructs freeway interchange improvements that mitigate existing traffic congestion, accommodates future traffic, and enhances safety. The improvements range from just ramp widening to complete interchange replacement.

Accomplishments

The interchange improvement program is in full swing. Interchange 10(I-10)/Cherry Avenue, I-10/Citrus Avenue, and Interstate 15 (I-15) Ranchero Road Interchange projects were open to traffic this fiscal year. Construction continues on the I-15/Interchange 215 (I-215) (Devore), I-15 Baseline Road, and I-10/Tippecanoe Avenue (Phase 2) interchanges. Project development is well underway on the I-215/Barton Road, State Route 210 (SR-210)/Pepper Avenue, I-10/Pepper Avenue, and the I-10/Cedar interchange projects. Project development has commenced on I-10/Monte Vista Avenue, I-215/University Parkway, State Route 60 (SR-60)/Central Avenue, SR-60/Archibald Avenue, I-10/Mount Vernon Avenue, and I-10/University interchanges.

Contract Information – Major Projects Program*

a. Existing Contracts
   - i. 00-1000044, Preliminary Design & Environmental Services, Amount Budgeted $81,285.
   - ii. 00-1000736, Procurement Services, Amount Budgeted $10,500.
   - iii. 00-1000166, Construction Capital, Amount Budgeted $170,000.
   - iv. 00-1000743, Procurement Services, Amount Budgeted $3,000.
   - v. 00-1000241, Right of Way Services, Amount Budgeted $20,000.
   - vi. 00-1000629, Right of Way Services, Amount Budgeted $400,000.
   - vii. 00-1000628, Right of Way Services, Amount Budgeted $400,000.
   - viii. 00-1000770, Construction Capital, Amount Budgeted $20,000.
   - ix. 00-1000089, Program Management Services, Amount Budgeted $1,661,000.
   - x. 00-1000004, Program Management Services, Amount Budgeted $160,000.

* Contracts that are utilized on all Sub Tasks within the Program.

Local Funding Source Detail

- i. County of San Bernardino – $601,000.
- ii. City of Chino – $264,803.
- iii. City of Colton – $8,753.
- iv. City of Fontana – $718,500.
- v. City of Hesperia – $480,811.
- vi. City of Highland – $60,000.
- vii. City of Ontario – $378,862.
- viii. City of Rancho Cucamonga – $23,995,691.
- ix. City of Redlands – $163,257.
- x. City of Rialto – $151,000.
- xi. City of San Bernardino – $521,636.
- xii. Inland Valley Development Agency – $1,500.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0830 Interchange Projects

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	84,233	12,250	3,705	-
Fringe Allocation-General	77,030	12,262	3,547	-
Professional Services	155,758	1,312,680	2,143,862	2,410,950
Consulting Services	10,216,504	10,126,495	9,472,777	11,141,152
Program Management Fees	995,582	1,724,929	1,643,149	1,591,000
Legal Fees	64,954	89,325	187,581	76,000
Construction Capital	56,200,521	48,795,204	50,320,118	49,967,244
Right of Way Capital	12,030,590	10,289,749	31,875,352	12,055,295
Postage	37	139	1,000	1,000
Advertising	754	1,515	3,950	-
Travel Expense - Employee	49	-	-	-
Printing - External	9,196	4,625	11,619	13,500
Record/Equipment Storage	252	-	-	-
Meeting Expense	10	36	918	-
Indirect Allocation-General	106,424	13,267	6,740	-
Indirect Allocation-Project Management	55,702	114,838	132,893	130,129
Total Expenditures	79,997,596	72,497,314	95,807,211	77,386,270

Funding Sources	
Cajon Pass Bond Fund	16,329,395
Corridor Mobility Improvement Account-P1B	602,470
Demonstration High Priority Program	6,704,967
Interstate Maintenance Discretionary	172,147
Local Projects Fund	27,345,813
MSI 1990-Valley Fund-Major Projects	3,617,981
MSI Valley Fund-Freeway Projects	23,636
MSI Valley Fund-Fwy Interchange	8,243,099
MSI Victor Valley Fund-Major Local Hwy	120,292
Regional Improvement Program	216,774
State Local Partnership Program-P1B	138,650
Surface Transportation Program	2,050,000
Trade Corridor Improvement Fund-P1B	5,537,454
Valley Fwy Interchange Bond Fund	6,283,592
Total Funding Sources	77,386,270

Major Projects Delivery Program
Interchange Projects

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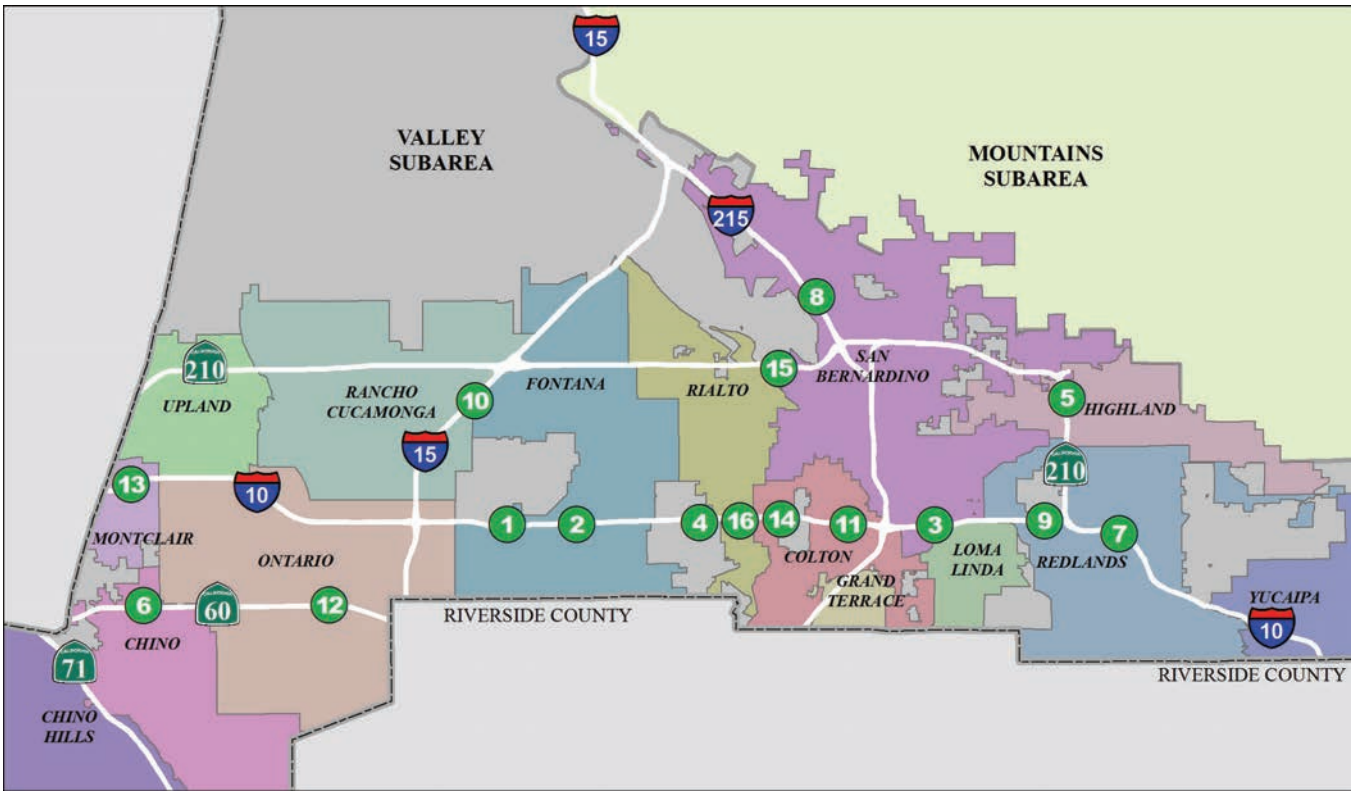
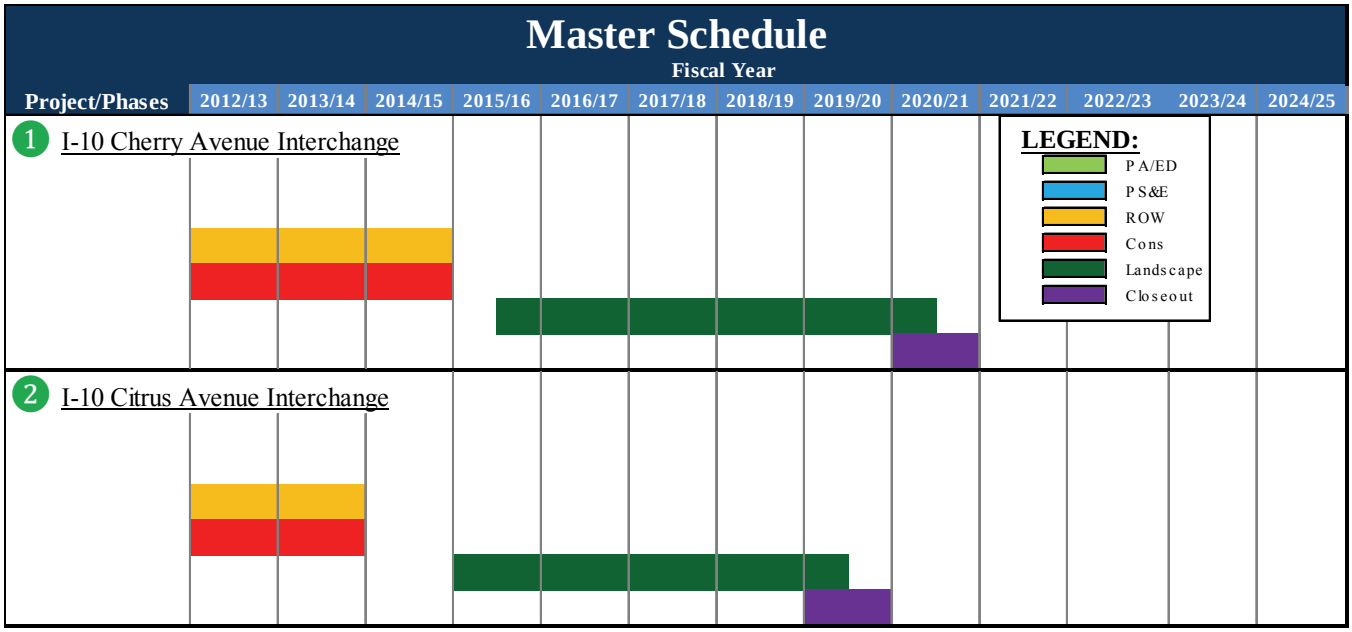
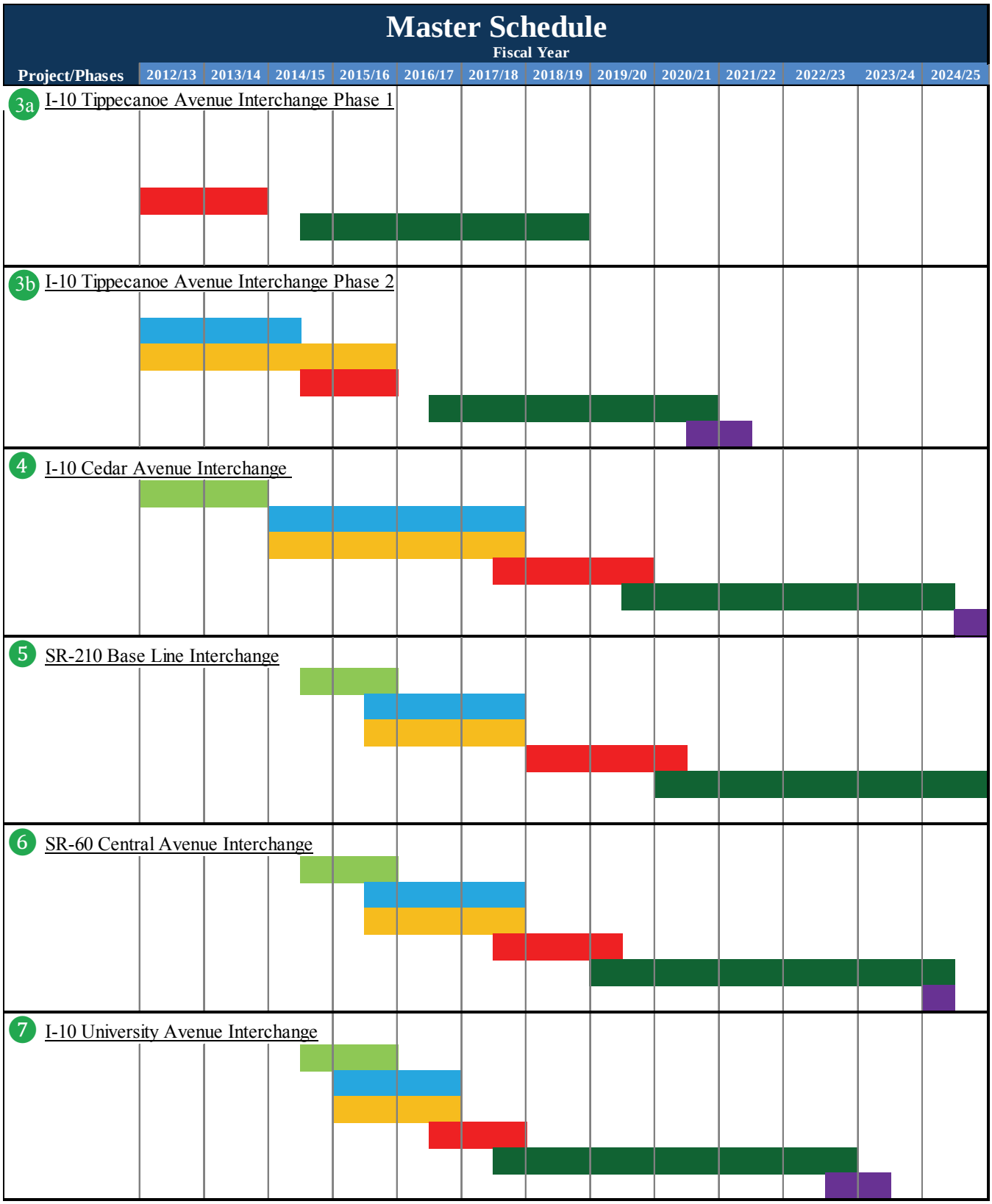
Major Projects Delivery Program
Interchange Projects
Valley Subarea

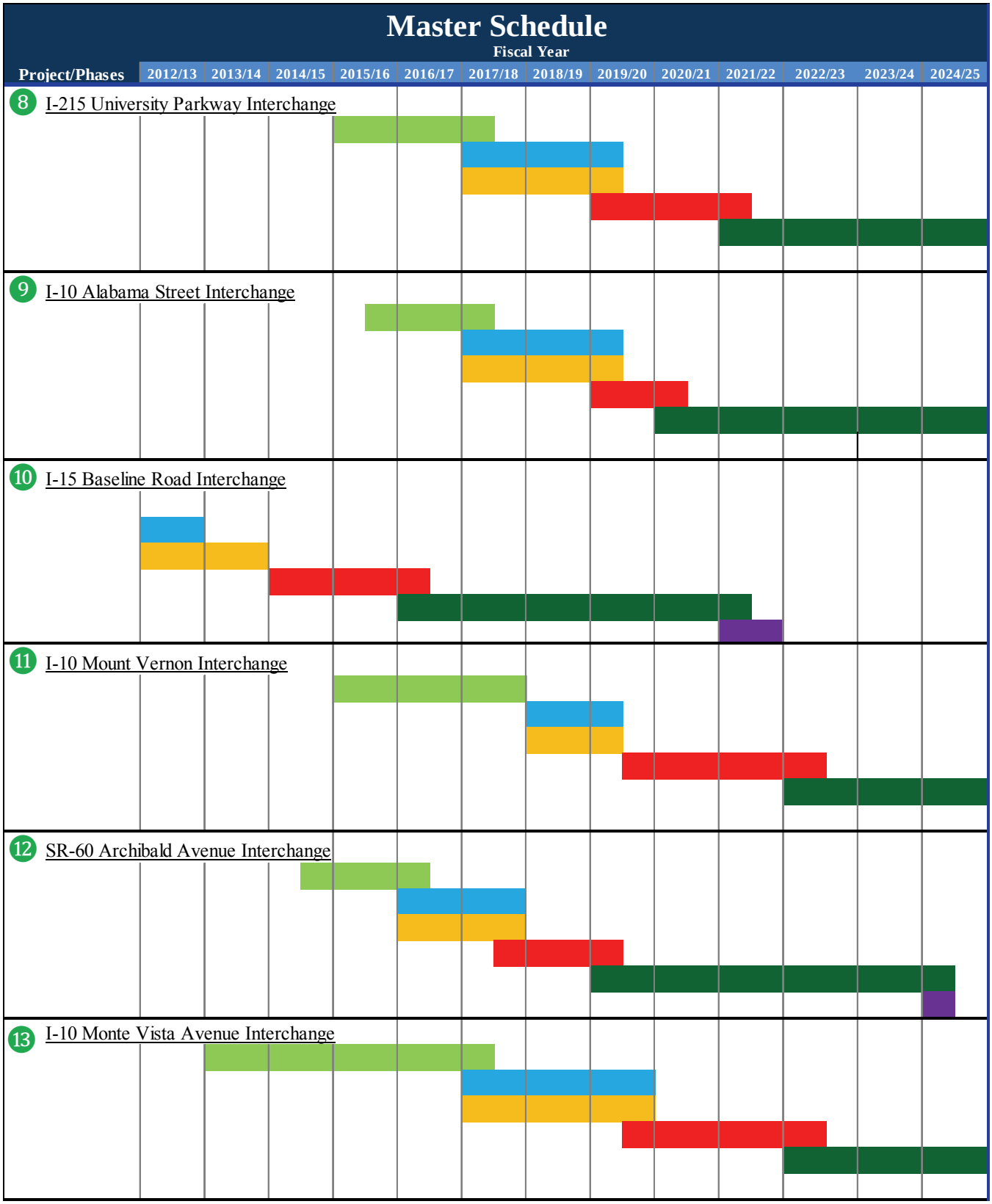




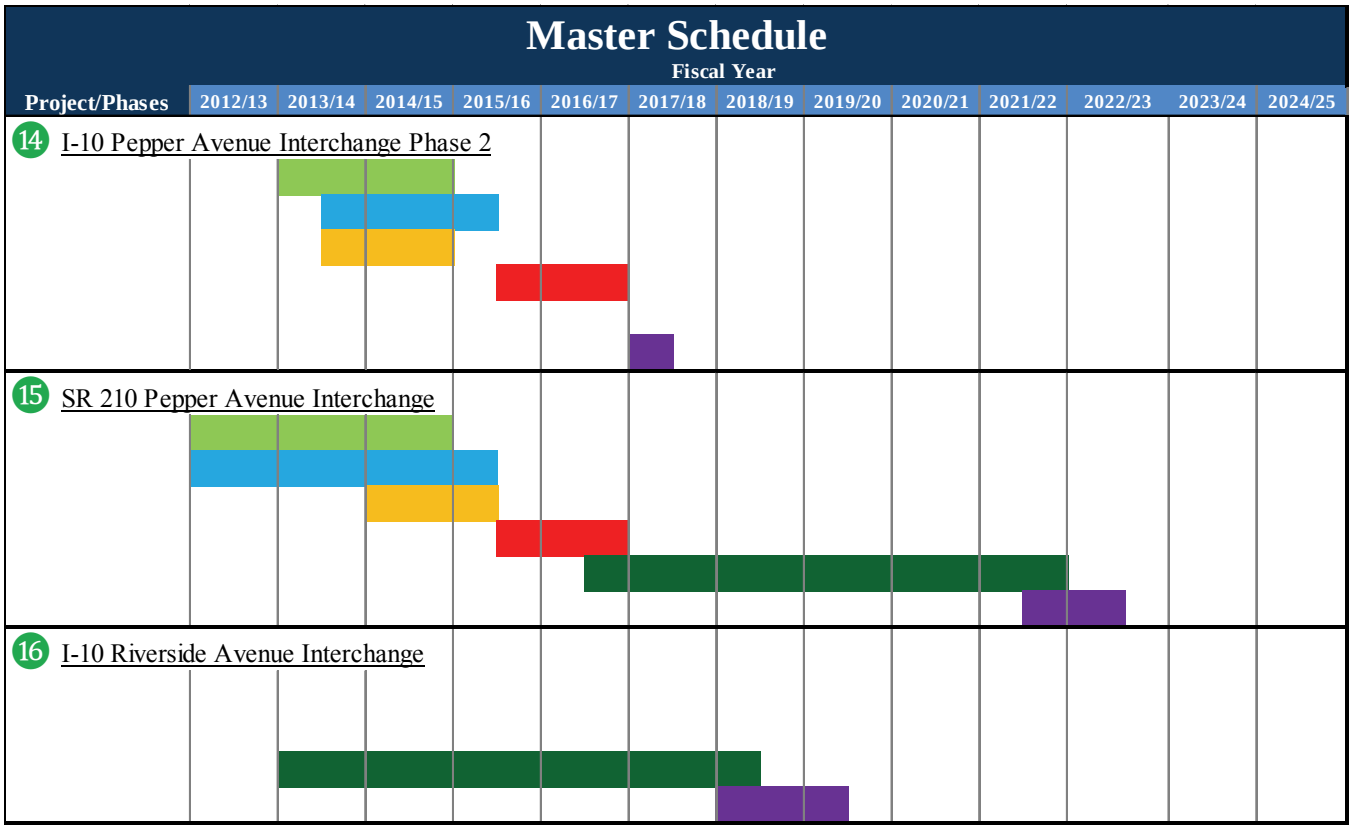
Major Projects Delivery Program
Interchange Projects
Valley Subarea



Major Projects Delivery Program
Interchange Projects
Valley Subarea



Major Projects Delivery Program
Interchange Projects
Valley Subarea



1 & 2 Project Interstate 10 Cherry Avenue/ Citrus Avenue Interchanges (0826)

Description

Improve the interchanges at Interstate 10 (I-10)/ Cherry Avenue and I-10/Citrus Avenue to mitigate the existing congestion and accommodate future traffic volumes. Current Phase: Construction

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$139,027,000	$117,112,646	$4,964,554	$16,949,800

Contract Information

a. Existing Contracts
   i. 00-1000287, Right of Way Services, Amount Budgeted $1,200,000.
   ii. 00-1000296, Right of Way Services, Amount Budgeted $900,000.
   iii. 00-1000405, Construction Capital, Amount Budgeted $42,832.
   iv. 00-1000770, Construction Capital, Amount Budgeted $20,000.
   v. 00-1000445, Construction Management Services, Amount Budgeted $350,000.
   vi. 00-1000740, Construction Capital, Amount Budgeted $1,075,500.
   vii. 00-1000051, Design Services, Amount Budgeted $170,000.
   viii. 00-1000605, Construction Capital, Amount Budgeted $100,000.
   ix. 00-1000406, Construction Capital, Amount Budgeted $58,000.

b. New Contracts
   i. RFP, Landscape Maintenance and Establish Existing Planting for Cherry Interchange, Amount Budgeted $150,000, Total Estimated Contract Amount $444,000.

3a & 3b Project Interstate 10/Tippecanoe Avenue Interchange (0842)

Description

Reconfigure interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Construction

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$77,412,000	$47,459,911	$10,770,156	$19,181,933

Contract Information

a. Existing Contracts
   - i. 00-1000037, Preliminary Design & Environmental Services, Amount Budgeted $240,000.
   - ii. 00-1000868, Right of Way Services, Amount Budgeted $50,000.
   - iii. 00-1000859, Right of Way Services, Amount Budgeted $10,000.
   - iv. 00-1000864, Right of Way Services, Amount Budgeted $20,000.
   - v. 00-1000909, Right of Way Services, Amount Budgeted $100,000.
   - vi. 00-1000938, Right of Way Services, Amount Budgeted $50,000.
   - vii. 15-1001242, Right of Way Services, Amount Budgeted $30,000.
   - viii. 00-1001024, Construction Capital, Amount Budgeted $10,000.
   - ix. 15-1001143, Construction Management Services, Amount Budgeted $1,824,708.
   - x. 00-1001223, Construction Capital, Amount Budgeted $8,000,000.

4 Project Interstate 10 Cedar Avenue Interchange (0897)

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Design and Right of Way

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$60,400,000	$2,448,611	$5,852,959	$52,098,430

Contract Information

a. Existing Contracts
   i. 15-1001252, Right of Way Capital, Amount Budgeted $5,842,550.

5 Project State Route 210 Baseline Road (0803)

Description

Improve the interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Project Approval and Environmental Document

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$15,512,000	$451,597	$1,422,751	$13,637,652

Contract Information

a. Existing Contracts
   i. 00-1000631, Preliminary Design & Environmental Services, Amount Budgeted $418,515.
   ii. 00-1000957, Project Study Report Services, Amount Budgeted $164,700.

b. New Contracts
   i. RFP, Design Services, Amount Budgeted $465,925, Total Estimated Contract Amount $1,450,000.

6 Project State Route 60 Central Avenue (0893)

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Planning and Environmental

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$15,692,000	$415,069	$509,149	$14,767,782

Contract Information

a. Existing Contracts
   i. 15-1001251, Preliminary Design & Environmental Services, Amount Budgeted $383,795.

7 Project Interstate 10 University Street Interchange (0899)

Description

Improve interchange to reduce congestion and improve traffic operations. Current Phase: Project Approval and Environmental Document

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$5,200,000	$371,523	$369,923	$4,458,554

Contract Information

a. Existing Contracts
   i. 00-1001239, Preliminary Engineering & Environmental Documents and Construction Services, Amount Budgeted $295,833.

b. New Contracts
   i. RFP, Right of Way Support, Amount Budgeted $5,000, Total Estimated Contract Amount $17,000.

8 Project Interstate 215/University Parkway Interchange (0853)

Description

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

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$33,706,000	$0	$2,608,179	$31,097,821

Contract Information

a. New Contracts
   i. RFP, Project Approval and Environmental Document Services, Amount Budgeted $2,500,000, Total Estimated Contract Amount $2,500,000.

9 Project Interstate 10 Alabama Street Interchange (0895)

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic. Current Phase: Planning

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$41,610,000	$0	$317,000	$41,315,000

Contract Information

a. New Contracts
   i. RFP, Project Study Report, Amount Budgeted $250,000, Total Estimated Contract Amount $950,000.

10 Project Interstate 15 Baseline Road Interchange (0892)

Description

Reconstruct interchange, and widen local streets to improve traffic operations for current and future traffic. Current Phase: Construction

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$55,758,000	$29,762,309	$23,995,691	$2,000,000

Contract Information

a. Existing Contracts
   i. 00-1000893, Construction Management Services, Amount Budgeted $3,600,000.
   ii. 15-1001086, Construction Services, Amount Budgeted $20,235,012.

11 Project Interstate 10 Mount Vernon Avenue Interchange (0898)

Description

Reconstruct interchange to relieve existing congestion and to meet future traffic demands. Current Phase: Planning

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$37,125,000	$0	$171,635	$36,953,365

Contract Information

a. New Contracts
   i. RFP, Project Study Report, Amount Budgeted $150,000, Total Estimated Contract Amount $950,000.

12 Project State Route 60/Archibald Avenue Interchange (0894)

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Planning and Environmental

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$12,004,000	$315,083	$525,173	$11,163,744

Contract Information

a. Existing Contracts
   i. 00-1001084, Preliminary Design & Environmental Services, Amount Budgeted $56,098.

13 Project Interstate 10 Monte Vista Avenue Interchange (0851)

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Project Approval and Environmental Document

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$31,299,000	$508,106	$300,000	$30,490,894

Contract Information

a. Existing Contracts
   i. 00-1000052, Project Approval and Environmental Document Services, Amount Budgeted $250,000.
   Services provided under I-10 Corridor

14 Project Interstate 10/Pepper Avenue Interchange (0896)

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Plans Specifications & Estimates

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$10,110,135	$938,669	$2,271,179	$6,900,287

Contract Information

a. Existing Contracts
   i. Pending, Construction Management Services, Amount Budgeted $200,000.

b. New Contracts
   i. IFB, Construction Capital Contract, Amount Budgeted $1,860,000, Total Estimated Contract Amount $7,900,000.

15 Project State Route 210/Pepper Avenue Interchange (0883)

Description

Construct new interchange to provide freeway access in the City of Rialto. Current phase: Project Approval and Environmental Document and Plans Specifications & Estimates

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$19,065,000	$4,204,885	$5,617,981	$9,242134

Contract Information

a. Existing Contracts
   i. 00-1000357, Preliminary Design & Environmental Services, Amount Budgeted $80,000.
   ii. 15-1001250, Construction Management Services, Amount Budgeted $200,000.

b. New Contracts
   i. IFB, Construction Capital Contract, Amount Budgeted $4,319,802, Total Estimated Contract Amount $14,000,000.

16 Project Interstate 10/Riverside Interchange (0841)

Description

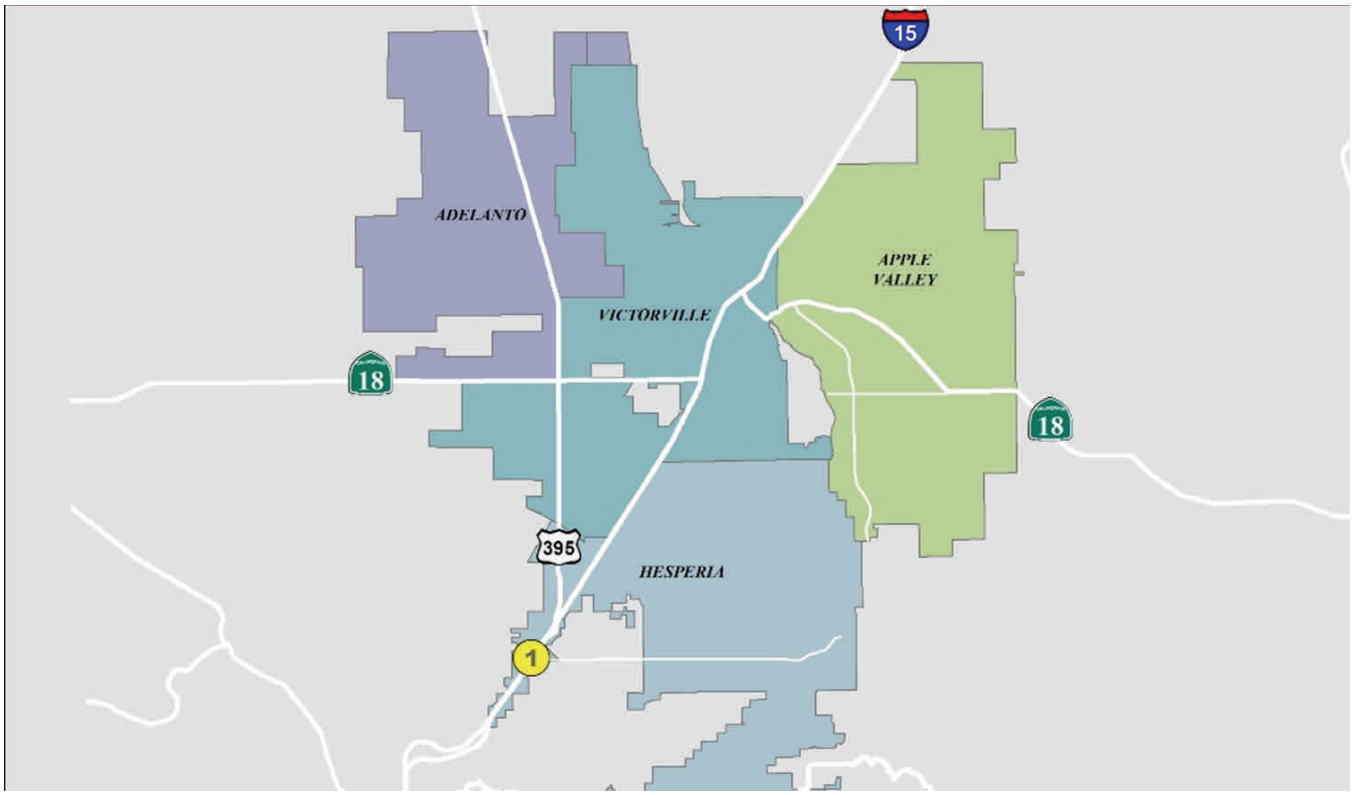
Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Landscaping

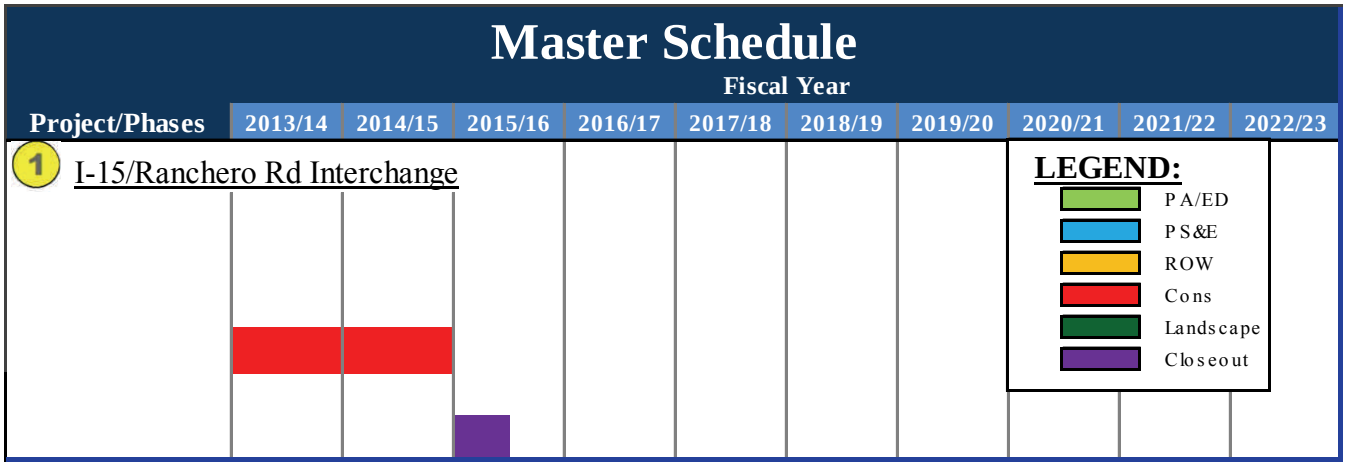
Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$40,024,000	$39,349,364	$174,636	$500,000

Contract Information

a. Existing Contracts
   i. 15-1001168, Construction Capital, Amount Budgeted $80,000.
   ii. 00-1000867, Construction Management Services, Amount Budgeted $70,000.

Major Projects Delivery Program
Interchange Projects
Victor Valley Subarea





1 **Project** **Interstate 15 Ranchero Road Interchange (0890)**

Description

Reconstruct interchange to improve traffic operation and circulation for current and future demand. Current Phase: Construction

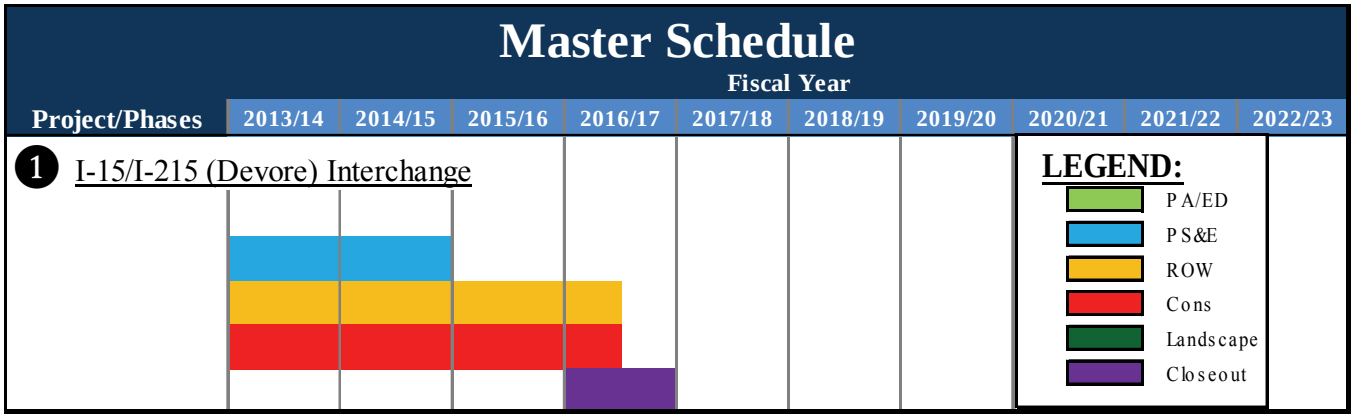
Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$65,949,000	$45,391,765	$1,185,909	$19,371,326

Contract Information

a. Existing Contracts
   i. 00-1000882, Construction Capital, Amount Budgeted $50,000.
   ii. 00-1000663, Construction Management Services, Amount Budgeted $100,000.
   iii. 00-1001039, Legal Services, Amount Budgeted $20,000.
   iv. 00-1000771, Construction Capital, Amount Budgeted $1,000,000.

*The cost displayed above is included in the Interchange Program.

Major Projects Delivery Program
Interchange Projects
Cajon Pass



❶ Project Interstate 15/ Interstate 215 (Devore) Interchange (0880)

Description

To accommodate existing and future traffic, this project will provide four lanes in each direction on Interstate 15 (I-15) through the interchange, adds truck by-pass lanes, reconfigures the interchange so that I-15 southbound becomes the primary route, reconnects Cajon Boulevard, and provides other ancillary improvements. Current Phase: Design-Build

Total Estimated Cost	Costs to Date	Proposed Budget*	Future Costs
$324,460,000	$175,040,497	$16,329,395	$40,000,000

***Additional $93.1 million not going through SANBAG's books**

Contract Information

a. Existing Contracts
   - i. 00-1000030, Preliminary Design & Environmental Services, Amount Budgeted $10,000.
   - ii. 00-1000467, Right of Way Services, Amount Budgeted $1,000,000.
   - iii. 00-1000967, Right of Way Services, Amount Budgeted $110,000.
   - iv. 00-1000980, Right of Way Services, Amount Budgeted $265,000.
   - v. 00-1000981, Right of Way Services, Amount Budgeted $156,000.
   - vi. 00-1000972, Right of Way Services, Amount Budgeted $50,000.
   - vii. 00-1000968, Right of Way Services, Amount Budgeted $120,000.
   - viii. 00-1000970, Right of Way Services, Amount Budgeted $15,000.
   - ix. 00-1000973, Right of Way Services, Amount Budgeted $10,000.
   - x. 00-1000969, Right of Way Services, Amount Budgeted $130,000.
   - xi. 00-1000974, Right of Way Services, Amount Budgeted $552,000.
   - xii. 00-1000971, Right of Way Services, Amount Budgeted $75,000.
   - xiii. 00-1000975, Right of Way Services, Amount Budgeted $60,000.
   - xiv. 00-1000830, Right of Way Services, Amount Budgeted $60,300.
   - xv. 00-1000976, Right of Way Services, Amount Budgeted $50,700.
   - xvi. 00-1000977, Right of Way Services, Amount Budgeted $47,500.
   - xvii. 00-1000979, Right of Way Services, Amount Budgeted $72,000.
   - xviii. 00-1000978, Right of Way Services, Amount Budgeted $20,000.
   - xix. 00-1001034, Construction Capital, Amount Budgeted $80,000.
   - xx. 00-1000851, Construction Capital, Amount Budgeted $12,080,000.

*The cost displayed above is included in the Interchange Program.

Major Projects Delivery

Task 0840 Grade Separation Projects

Purpose

The Grade Separation Projects program develops and constructs railroad grade separations that improve mobility, reduce traffic congestion, and improve safety. Safety benefits include both eliminating the risk associated with vehicles crossing the railroad tracks and the improved response time for emergency responders.

Accomplishments

Measure I revenue supplemented by Trade Corridor Improvement Funds (TCIF) has provided an opportunity to deliver several much needed grade separation projects. The project development for all the grade separations has been completed. The Hunts Lane, Palm Avenue, and North Milliken grade separations were opened to traffic. The remaining projects, that include Glen Helen Parkway, South Milliken Avenue, Vineyard Avenue, Lenwood Road, and Laurel Avenue, are under construction.

Contract Information – Major Projects Program*

a. Existing Contracts
   - i. 00-1000603, Legal Services, Amount Budgeted $145,000.
   - ii. 00-1000710, Right of Way Services, Amount Budgeted $12,000.
   - iii. 00-1000339, Procurement Services, Amount Budgeted $500.
   - iv. 00-1000736, Procurement Services, Amount Budgeted $2,500.
   - v. 00-1000089, Program Management Services, Amount Budgeted $515,000.

   * Contracts that are utilized on all Sub Tasks within the Program.

Local Funding Source Detail

- i. City of Barstow – $12,500.
- ii. City of Colton – $1,481,087.
- iii. City of Ontario – $271,636.
- iv. City of San Bernardino – $132,639.
- v. BNSF – $2,544,267.
- vi. UPRR – $2,136,642.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0840 Grade Separation Projects

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	74,710	7,253	11,658	-
Fringe Allocation-General	68,326	7,261	11,163	-
Professional Services	33,014	72,385	367,330	1,232,000
Consulting Services	6,268,219	5,021,340	8,843,273	1,960,726
Program Management Fees	703,197	707,335	714,900	515,000
Legal Fees	823,368	1,092,899	233,100	147,000
Construction Capital	34,372,671	39,340,765	78,158,381	41,836,784
Right of Way Capital	22,359,190	5,511,808	5,799,445	2,411,064
Postage	274	333	2,300	200
Advertising	422	1,861	2,000	500
Printing - External	2,787	13,494	4,000	1,200
Meeting Expense	103	-	-	-
Indirect Allocation-General	94,394	7,856	21,207	-
Indirect Allocation-Project Management	40,696	51,495	51,230	42,124
Total Expenditures	64,841,371	51,836,085	94,219,987	48,146,598

Funding Sources	
Congestion Mitigation & Air Quality	300,000
Local Projects Fund	6,578,771
MSI North Desert Fund-Major Local Hwy	549,954
MSI Valley Fund-Freeway Projects	3,048,681
Project National & Regional Significance	320,547
Public Utilities Commission	6,352,580
Regional Improvement Program	750,000
State Local Partnership Program-P1B	7,035,450
Surface Transportation Program	1,007,380
Trade Corridor Improvement Fund-P1B	14,393,332
Valley Major Street Bond Fund	7,809,903
Total Funding Sources	48,146,598

Major Projects Delivery Program
Grade Separation Projects

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VALLEY SUBAREA

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NORTH DESERT SUBAREA

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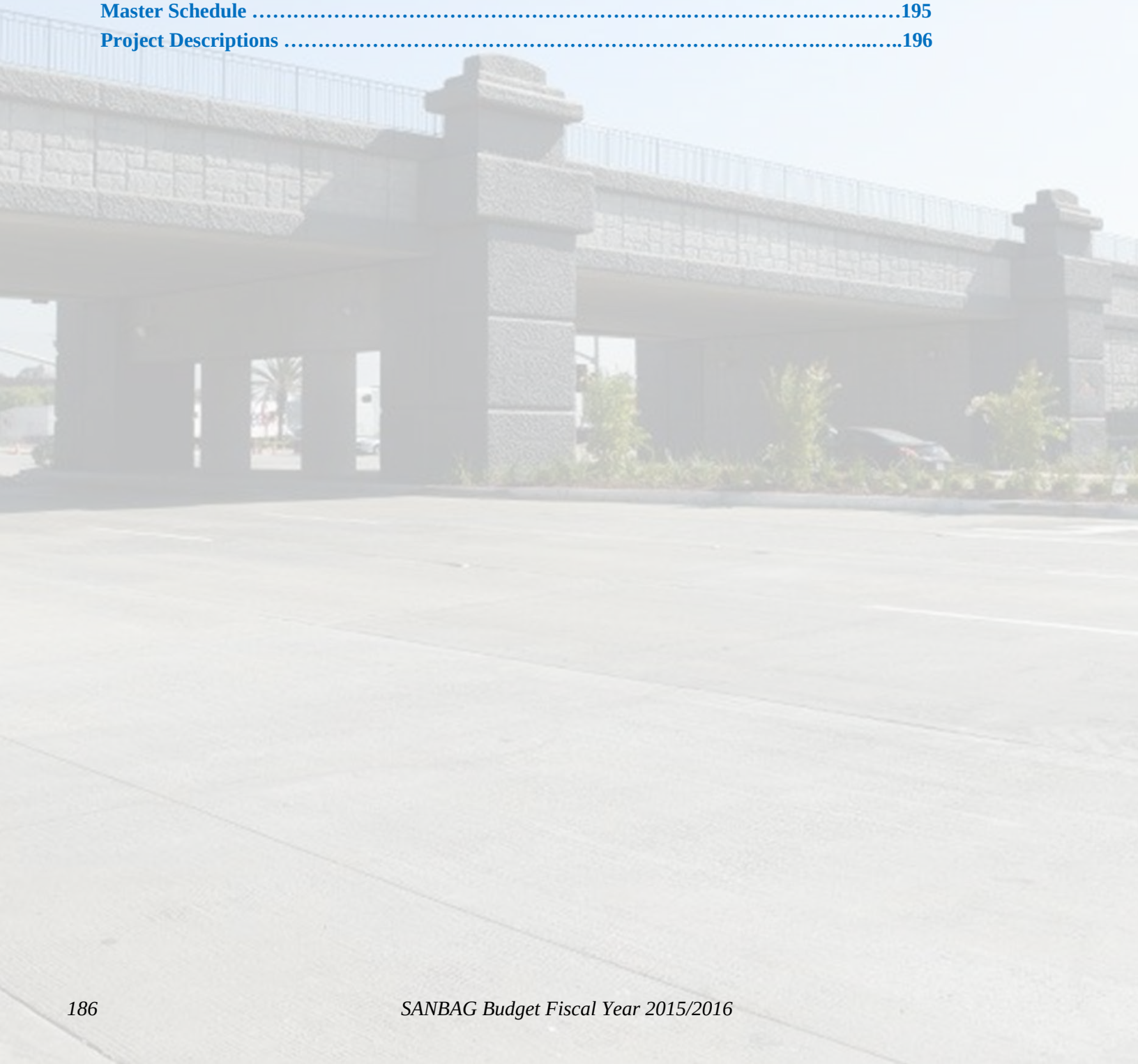
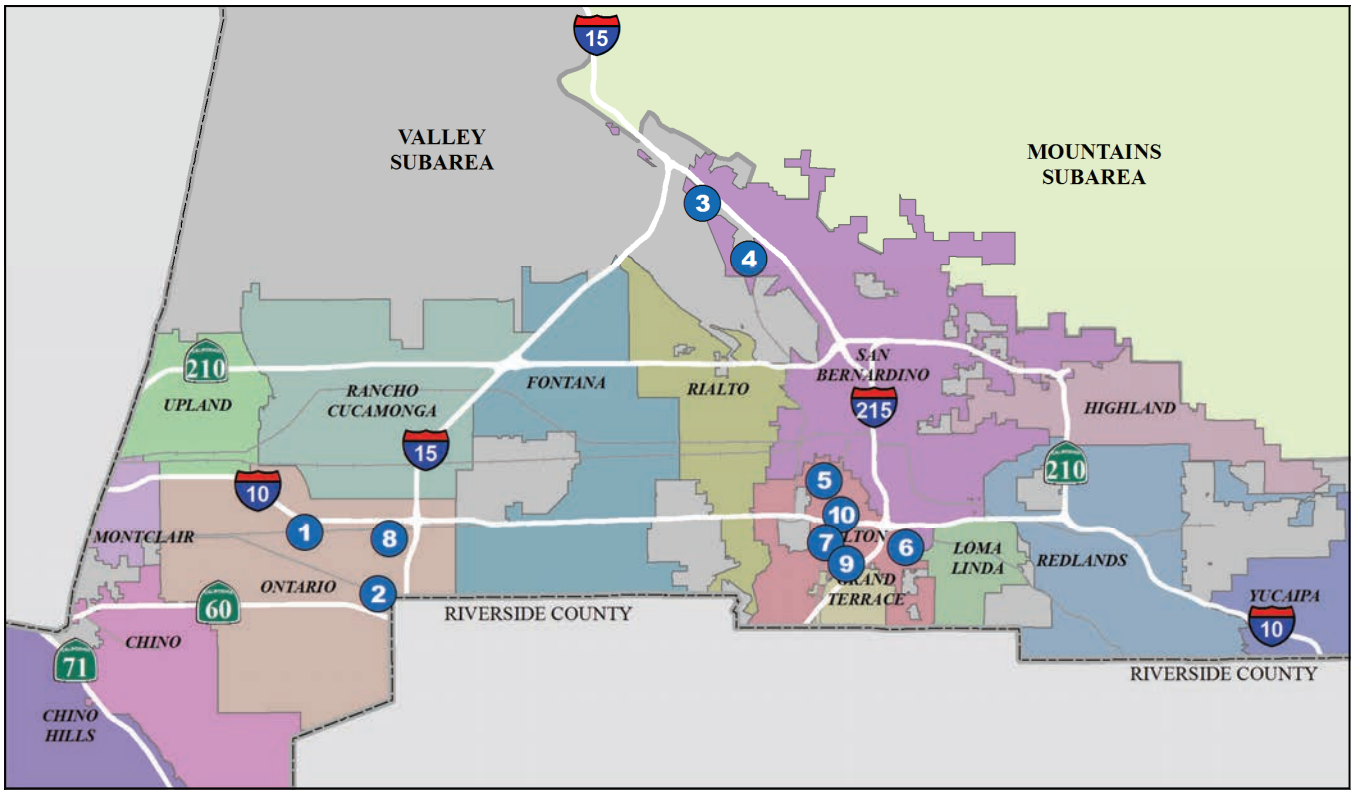
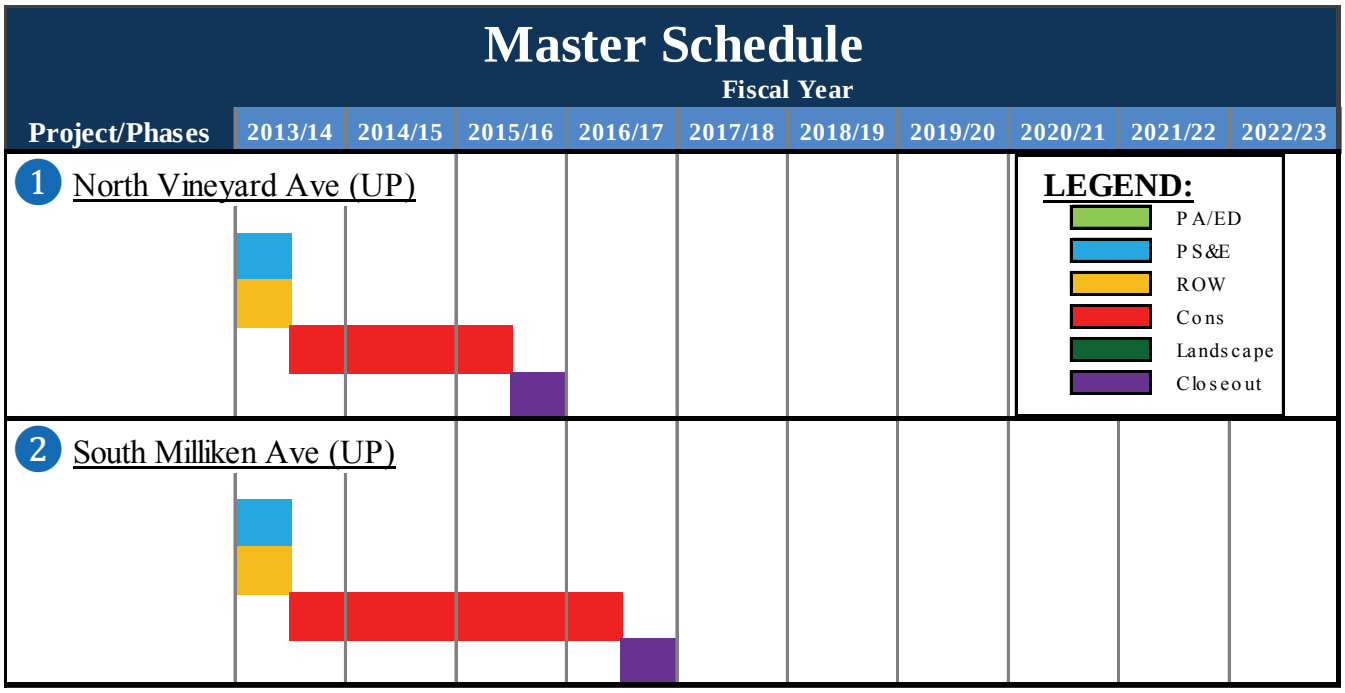
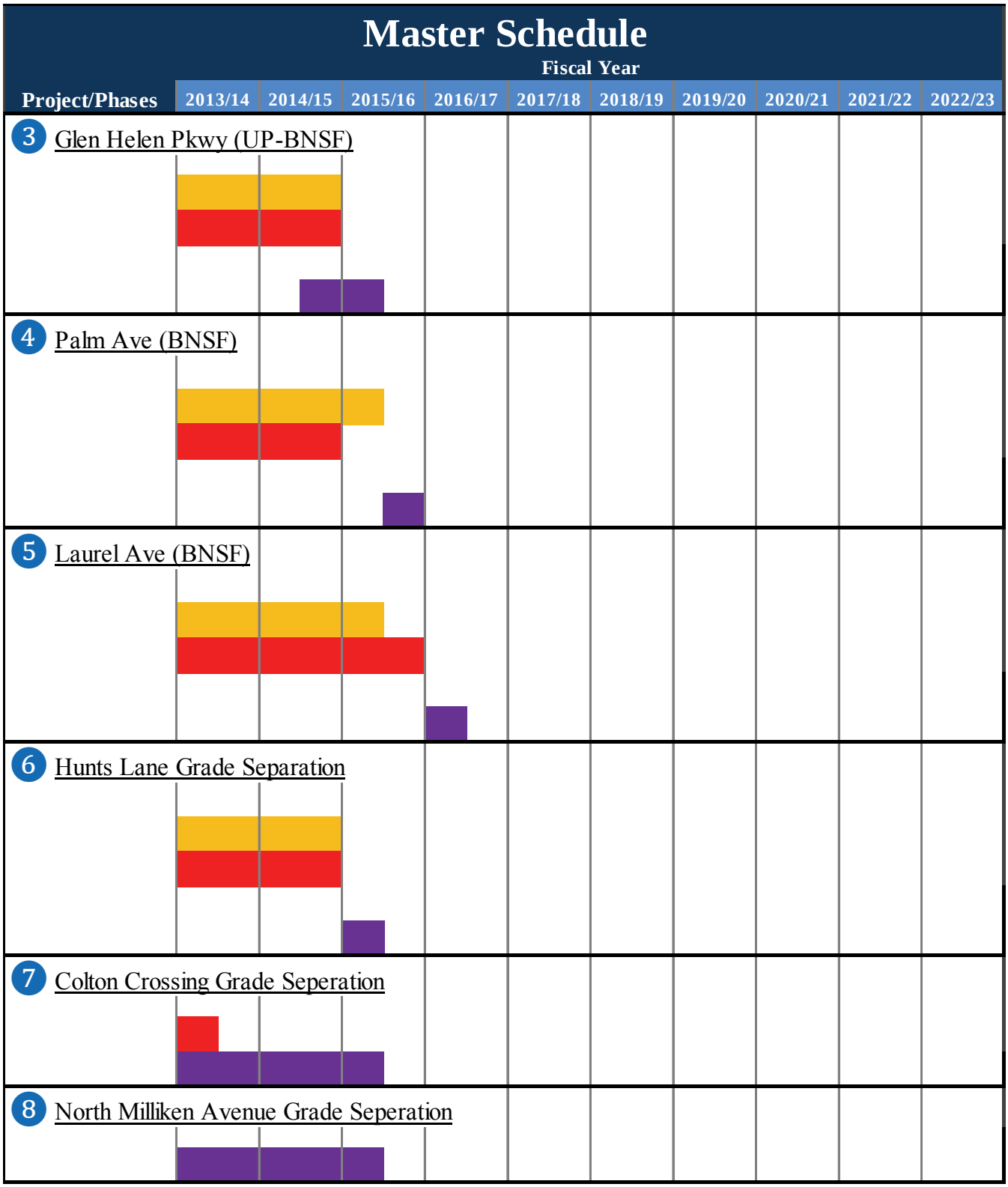


Major Projects Delivery Program
Grade Separation Projects
Valley Subarea

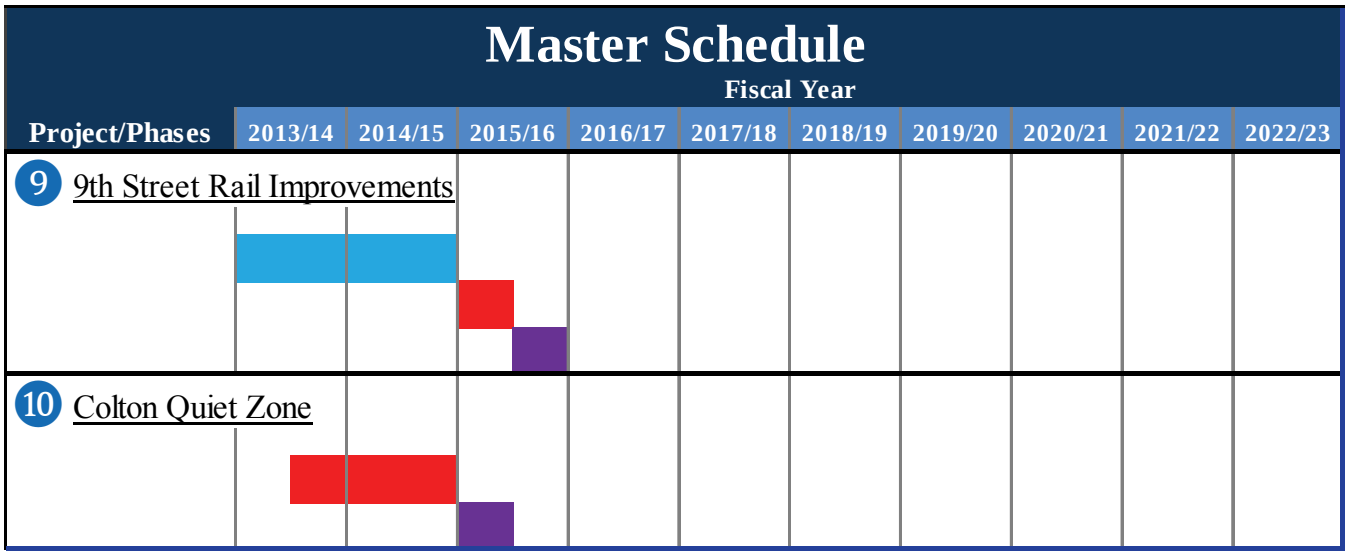




Major Projects Delivery Program
Grade Separation Projects
Valley Subarea



Major Projects Delivery Program
Grade Separation Projects
Valley Subarea



1 Project North Vineyard Avenue Grade Separation (0877)

Description

Construct a grade separation over the Union Pacific Railroad (UPRR) tracks to relieve traffic congestion and improve safety. Current Phase: Construction

Total Estimated Cost	Costs to Date	Proposed Budget*	Future Costs
$52,905,000	$35,604,960	$7,239,540	$1,500,000

***Additional $8.6 million not going through SANBAG books.**

Contract Information

a. Existing Contracts
   i. 00-1000317, Preliminary Design & Environmental Services, Amount Budgeted $100,000.
   ii. 00-1000510, Right of Way Services, Amount Budgeted $50,000.
   iii. 00-1000848, Construction Capital, Amount Budgeted $7,035,450.

2 Project South Milliken Avenue Grade Separation (0876)

Description

Construct grade separation over Union Pacific Railroad (UPRR) tracks to relieve traffic congestion and improve safety. Project is located in the City of Ontario. Current Phase: Construction

Total Estimated Cost	Costs to Date	Proposed Budget*	Future Costs
$72,162,000	$11,509,694	$3,993,404	$30,289,175

***Additional $26.4 million not going through SANBAG books**

Contract Information

a. Existing Contracts
   i. 00-1000932, Preliminary Design & Environmental Services, Amount Budgeted $20,000.
   ii. 00-1000843, Construction Capital, Amount Budgeted $3,919,314.

3 Project Glen Helen Parkway Grade Separation (0869)

Description

Construct grade separation over the UPRR and BNSF Railway tracks. The project is in the community of Devore. Current Phase: Construction

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$32,511,000	$30,789,364	$1,521,636	$200,000

Contract Information

a. Existing Contracts
   i. 00-1000685, Construction Capital, Amount Budgeted $1,500,000.

4 Project Palm Avenue Grade Separation (0874)

Description

Construct grade separation on Palm Avenue over the BNSF railroad tracks. The project straddles the City of San Bernardino and the County of San Bernardino. Current Phase: Construction closeout

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$24,201,000	$22,646,510	$1,554,490	$0

Contract Information

a. Existing Contracts
   i. 00-1001006, Right of Way Services, Amount Budgeted $550,000.
   ii. 00-1000008, Preliminary Design & Environmental Services, Amount Budgeted $50,000.
   iii. 00-1000745, Construction Management Services, Amount Budgeted $200,000.
   iv. 00-1000903, Construction Capital, Amount Budgeted $600,000.

5 Project Laurel Street Grade Separation (0884)

Description

Construct a railroad grade separation over the Burlington Northern Santa Fe Railroad (BNSF) tracks in the City of Colton to relieve traffic congestion and improve safety. Current phase: Construction

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$64,289,000	$37,223,360	$23,065,640	$4,000,000

Contract Information

a. Existing Contracts
   i. 00-1000354, Preliminary Design & Environmental Services, Amount Budgeted $50,000.
   ii. 00-1000711, Right of Way Services, Amount Budgeted $1,200,000.
   iii. 00-1000898, Right of Way Services, Amount Budgeted $238,501.
   iv. 00-1000906, Right of Way Services, Amount Budgeted $274,313.
   v. 00-1000734, Construction Management Services, Amount Budgeted $3,000,000.
   vi. 00-1000837, Construction Capital, Amount Budgeted $5,399,370.
   vii. 00-1000935, Construction Capital, Amount Budgeted $51,322.
   viii. 00-1000890, Construction Capital, Amount Budgeted $12,740,000.

6 Project Hunts Lane Grade Separation (0870)

Description

Construct grade separation on Hunts Lane over the UPRR tracks. The project straddles the cities of San Bernardino and Colton. Current Phase: Construction closeout

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$40,220,000	$39,630,288	$589,712	$0

Contract Information

a. Existing Contracts
   i. 00-1000422, Construction Capital, Amount Budgeted $50,000.
   ii. 00-1000630, Construction Services, Amount Budgeted $428,894.
   iii. 00-1000200, Right of Way Services, Amount Budgeted $100,000.

7 Project Colton Crossing Grade Separation (0879)

Description

Improve the regional rail network mobility and operation efficiency by constructing a grade separation at the intersection of the Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe Railroad (BNSF) tracks in the City of Colton. Current Phase: Project closeout

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$102,691,000	$102,679,182	$11,818	$0

8 Project North Milliken Avenue Grade Separation (0882)

Description

Construct a grade separation over the Union Pacific Railroad (UPRR) tracks to relieve traffic congestion and improve safety. Current Phase: Construction closeout

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$68,074,000	$67,068,591	$1,005,409	$0

9 Project 9th Street Rail Improvements (0885)

Description

Realign Union Pacific Railroad (UPRR) rail to improve safety and traffic operations and eliminate eleven existing at-grade railroad crossings in the City of Colton. Project associated with the Colton Crossing Project. Current phase: Construction

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$4,016,000	$395,000	$3,032,454	$588,546

Contract Information

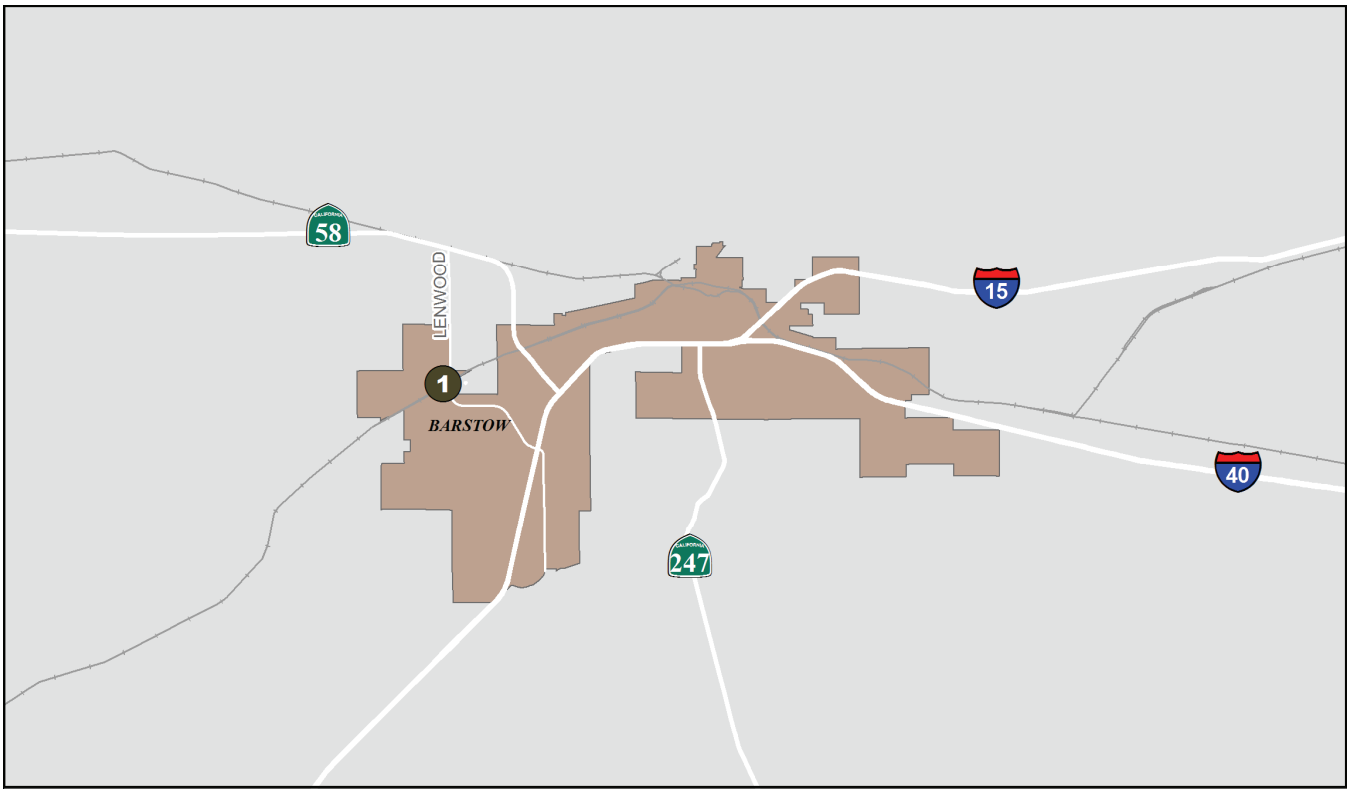
a. Existing Contracts
   i. 00-1000733, Construction Capital, Amount Budgeted $3,000,000.

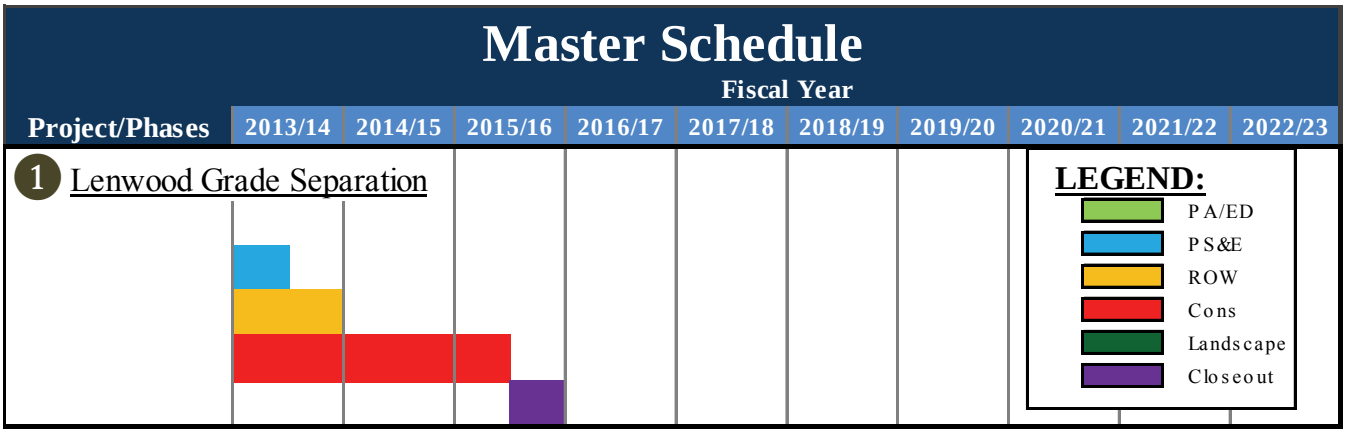
10 Project Colton Quiet Zone (0886)

Description: Reduce noise from train horns along the Burlington Northern Santa Fe Railway (BNSF) railroad corridor in the City of Colton, associated with the Colton Crossing Project.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$3,242,000	$3,225,723	$16,227	$0

Major Projects Delivery Program
Grade Separation Projects
North Desert Subarea





1 Project Lenwood Road Grade Separation (0881)

Description

Construct four lane grade-separated crossing over the Burlington Northern Santa Fe Railroad (BNSF) tracks to improve safety and reduce traffic congestion. Located in the City of Barstow. Current Phase: Construction

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$31,016,000	$24,370,606	$6,116,268	$500,000

Contract Information

a. Existing Contracts
   i. 00-1000261, Preliminary Design & Environmental Services, Amount Budgeted $92,346.
   ii. 00-1000714, Right of Way Services, Amount Budgeted $50,000.
   iii. 00-1000900, Right of Way Services, Amount Budgeted $36,250.
   iv. 00-1000875, Right of Way Capital, Amount Budgeted $991,287.
   v. 00-1000983, Construction Capital, Amount Budgeted $2,875,160.
   vi. 00-1000869, Construction Management Services, Amount Budgeted $327,780.

*The cost displayed above is included in the Grade Separation Program.

Major Projects Delivery

Task 0860 Arterial Projects

Purpose

Improve flow of traffic on the San Bernardino Valley arterial streets by completing street and operational improvements.

Accomplishments

Construction of all four tiers of the Valley Signal Coordination Program has been completed. The operation and maintenance of the systems have been turned over to the local agency. SANBAG is currently provides an on-call specialized traffic signal coordination consultant to assist the local agencies in operating and maintaining the systems.

Contract Information – Major Projects Program*

a. Existing Contracts
   i. 00-1000089, Program Management Services, Amount Budgeted $20,000.

   * Contracts that are utilized on all Sub Tasks within the Program.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0860 Arterial Projects

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	3,315	307	771	-
Regular Part-Time Employees	1,236	-	-	-
Fringe Allocation-General	3,032	308	738	-
Professional Services	-	-	100,000	408,245
Consulting Services	316,270	815,990	250,000	-
Program Management Fees	60,542	42,585	20,000	20,000
Legal Fees	-	-	500	-
Postage	42	6	300	-
Travel Expense - Employee	-	-	100	-
Travel Expense-Mileage-Employee	47	-	-	-
Travel Expense-Mileage-Non-Employee	-	-	100	-
Advertising	-	-	200	-
Printing - External	-	-	500	-
Communications	-	23,134	6,962	-
Meeting Expense	-	-	100	-
Indirect Allocation-General	5,004	333	1,290	-
Indirect Allocation-Project Management	4,963	5,338	1,621	1,636
Special Items	573,428	-	-	-
Total Expenditures	967,879	888,001	383,182	429,881

Funding Sources	
MSI Valley Fund-Traffic Mgmt Sys	429,881
Total Funding Sources	429,881

Project **Valley Signal Coordination (0701)**

Description

Improve the flow of traffic on the San Bernardino Valley arterial streets by coordinating traffic signals. Current Phase: Monitoring and maintenance

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$16,549,917	$16,020,036	$429,881	$100,000

Contract Information

a. Existing Contracts
   i. 00-1000557, Construction Capital, Amount Budgeted $408,245.

Notes: Project consists of 1,200 locations throughout San Bernardino County. This task is not project specific. Not included on the map or master schedule.

Aerial view of the I-15 and SR 60

This portion of San Bernardino County plays a significant role in the goods movement challenges we face, relieving the burden of demand on the freeway systems that ultimately feed the rest of the county.

Fund Administration
& Programming

Fund Administration & Programming Program Budget

Description

The Fund Administration & Programming Program contains tasks that are most central to SANBAG's role as the County Transportation Commission and Transportation Authority. Maximizing transportation funding to San Bernardino County, determining how best to use the many federal, state, and local funding types to improve local and regional transportation systems within the county, and fulfilling the procedural and eligibility requirements associated with various funds are core functions under this program. Tasks within the program relate directly to the allocation, programming, and administration of funds for the implementation of various transportation projects. These tasks support the policy considerations that lead to project prioritization and distribution of funds under the discretion of SANBAG.

Fund Administration and Programming tasks include administering the Measure I Transactions and Use Tax and Measure I allocations per the Measure I Strategic Plan; administering Local Transportation Fund and State Transit Assistance Fund revenues for local transit operators, Mountain/Desert jurisdictions, and Metrolink; programming projects that receive State and Federal highway and transit funds in required State and Federal transportation improvement programs; timely allocation of various fund types to meet project financial needs at the time of project delivery; administering timely expenditure of funds per State and Federal requirements; strategic planning of fund allocations to ensure that SANBAG maximizes opportunities to bring additional State and Federal funds to meet project commitments as established in the SANBAG Measure I expenditure plan; and implementation and updating of SANBAG's Ten-Year Delivery Plan.

Tasks in this program include pass through of an estimated $41 million in Measure I funds for road priorities determined by local jurisdictions on their local streets, reimbursement of an estimated $11 million in Measure I funds for projects in the Valley Major Street and Project Advancement Programs, and $11 million in Measure I funds for projects in the Mountain/Desert Major Local Highway and Project Development/Traffic Management Systems Programs. This program also includes the distribution of an estimated $63 million in Local Transportation Fund and $15 million in State Transit Assistance Fund revenues to local transit operators and Mountain/Desert jurisdictions.

Goals and Objectives

1. Manage the allocations of SANBAG public funds (non-pass through) such as Measure I and State and Federal funds per approved Ten-Year Delivery Plan to meet project delivery needs.
2. Develop and implement funding strategies that result in SANBAG using all State and Federal funds available and receiving additional State and Federal funds in the form of Obligation Authority, apportionments, and new grants.
3. Complete the 2016 update to the Ten-Year Delivery Plan and update the bonding strategy necessary to implement projects according to the plan.
4. Develop and amend the Federal Transportation Improvement Program (FTIP) for projects within San Bernardino County as required by law.
5. Develop and amend the State Transportation Improvement Program (STIP) as required by the California Transportation Commission (CTC).
6. Provide support to local jurisdictions in the area of FTIP development, allocation and obligation processes, and fund management strategies that have impact to SANBAG's public funds.
7. Evaluate public fund revenue when revenue assumptions change, and make allocation planning recommendations for consideration in the SANBAG budget.

8. Manage Measure I reimbursement programs

   a. For the arterial portion of the Measure I Valley Major Street Program, plan annual allocations in accordance with submitted Capital Project Needs Analyses, review and approve invoice submittals, and document information in SANBAG's arterial program database.
   b. For Project Advancement Agreements, review consultant/contractor invoices, annually identify invoices eligible for reimbursement based on invoice chronology, and document information in SANBAG's project advancement database.
   c. For Measure I Mountain/Desert Major Local Highway and Project Development/Traffic Management Systems Programs, convene subarea meetings to discuss proposed project allocations, recommend allocations to the Board, process funding agreements with local jurisdictions, and review and approve invoice submittals for payment.
9. Administer distribution and expenditure of Local Transportation Fund and State Transit Assistance Fund revenues, including updating the manual and processes for administration of these funds and development of automated fund management processes.
10. Provide timely local pass-through distribution to jurisdictions.

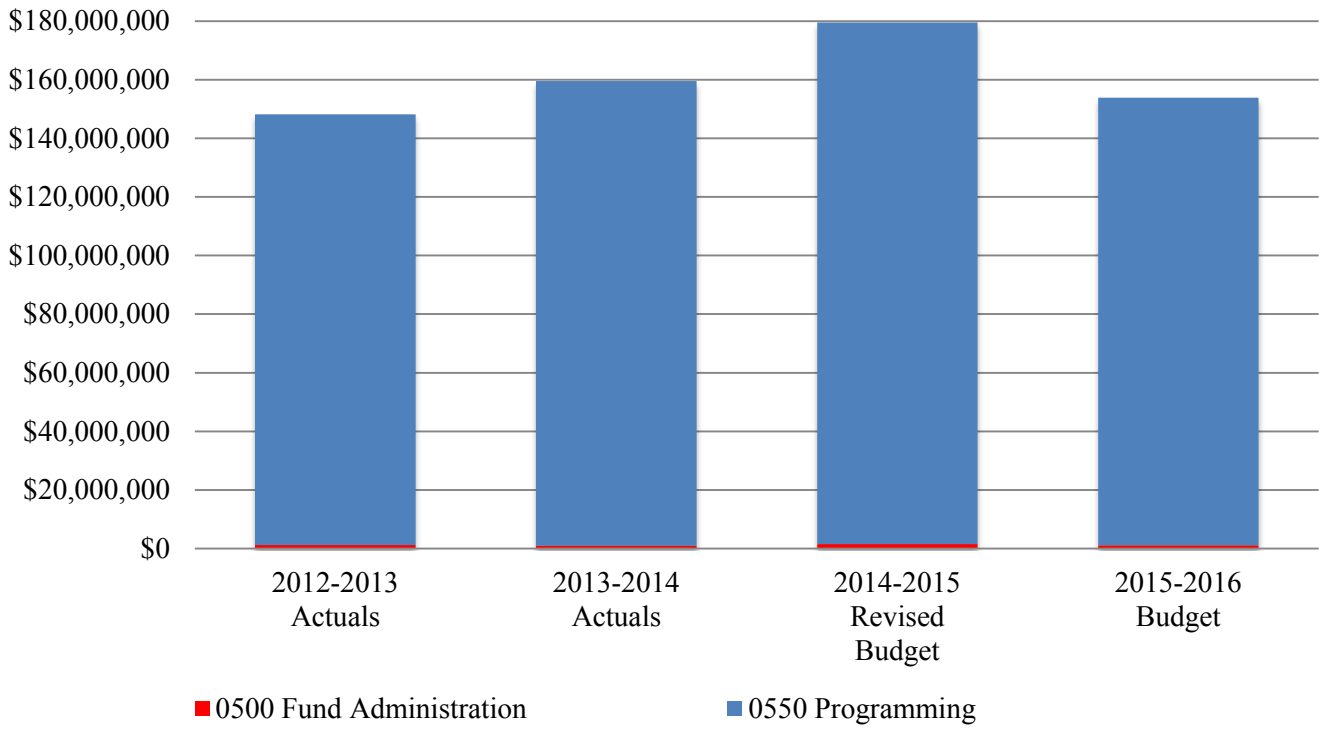
Performance/Workload Indicators

	2012-2013 Actual	2013-2014 Actual	2014-2015 Revised Budget	2015-2016 Budget
State and Federal Funds Delivery	208%	105%	100%	100%
FTIP Amendments	14	14	11	11
Additional state funds received	$0	$5,000,000	$10,000,000	N/A
Additional federal funds received	$2,851,893	$366,977	$5,000,000	N/A
Programming changes processed	319	272	300	200
Ten-Year Delivery Plan Update	N/A	3/5/2014	N/A	3/2/2016
Measure I Valley Major Street/Arterial*	$4,176,710	$2,297,670	$8,292,988	$8,623,528
Measure I Mtn/Desert Reimbursements	$1,671,966	$5,430,053	$13,211,028	$10,594,056
Project Advancement-Valley Interchanges*	$4,215,200	$2,037,574	N/A	N/A
Project Advancement-Valley Arterials*	$11,952,470	$15,665,520	$11,361,899	$10,560,651
Measure I Valley Local Pass-Through	$21,563,763	$22,877,173	$22,041,100	$23,547,000
Measure I Mountain/Desert Pass-Through	$17,325,415	$17,367,076	$17,990,600	$17,340,400
Local Transportation Fund Pass-Through	$51,540,949	$67,284,948	$63,196,177	$63,300,000
State Transit Assistance Fund Pass-Through	$5,511,547	$8,087,570	$23,678,391	$15,450,000
Project Advancement Agreements	24	22	17	17
Arterial Program Jurisdiction Master Agreements	16	16	16	16
Advance Expenditure Agreements	3	4	4	4
Development Share Loan Agreements	N/A	1	2	2

* Amounts represent annual allocation, not expenditure

Fund Administration and Programming
Program Summary

	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Tasks				
0500 Fund Administration	1,207,707	963,739	1,517,837	1,095,350
0550 Programming	147,010,141	158,603,753	178,117,900	152,835,442
Total Tasks	148,217,848	159,567,492	179,635,737	153,930,792



Fund Administration & Programming

Task 0500 Fund Administration

Purpose

Facilitate and oversee the timely and effective use of funding provided by a variety of Federal and State revenue sources, such as the Moving Ahead for Progress in the 21st Century Act (MAP-21), the State Transportation Improvement Program (STIP), and the State Proposition 1B Bond programs. Funds administered under this task include Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), Active Transportation Program (ATP), Regional Improvement Program (RIP), various State Proposition 1B Bond programs, Federal Transit Administration (FTA) programs, Local Transportation Funds (LTF) and State Transit Assistance Funds (STAF) made available by the Transportation Development Act (TDA), Low Carbon Transit Operations Program (LCTOP), and various federal appropriations.

Accomplishments

Accomplishments include obtaining additional State and Federal funding revenues through strategic fund management and timely delivery of existing committed funds. SANBAG manages use of the above funding categories within San Bernardino County and provides local agencies and transit operators with information on these programs as well, including fund availability through State and Federal transportation programs and transportation program guidelines, requirements, policies, and schedules. SANBAG is responsible for conducting the project selection, prioritization, and allocation of funds to projects to be funded through State and Federal fund sources such as RIP, STP, CMAQ, and other programs listed above. SANBAG has developed program management procedures to maximize State and Federal funding levels and guard against loss of State and Federal funds administered by SANBAG because of failure to achieve timely obligation, as well as a policy to monitor that long-term distribution of State and Federal funds is equitable among subareas of the County. In addition, SANBAG acts as a liaison between local agencies and transit operators and the California Department of Transportation (CALTRANS), the California Transportation Commission (CTC), the County Auditor/Controller, and federal agencies to assist local implementation of projects funded by State and Federal sources.

Work Elements

1. Allocate State and Federal funds to maximize delivery of high priority transportation projects within San Bernardino County, and integrate use of these funds with local and private funds in a way that maximizes project delivery, complies with Measure I Strategic Plan Policy, and minimizes administrative burdens.
2. Identify opportunities to leverage funding from programs identified above in addition to the typical transportation funds allocated and programmed by SANBAG.
3. Identify eligible candidate projects for various competitive grant programs and identify responsible agencies to submit and implement projects if selected.
4. Prepare or assist in the preparation of complete project applications and claims, approvals, disbursements, and certifications and assist in meeting other program requirements.
5. Oversee SANBAG consultant on preparation of an update of the SANBAG TDA Fund Application Manual and development and implementation of a TDA database for tracking allocations and disbursements, incorporating recommendations from the current and past TDA Triennial Performance Audits.
7. Develop program-level annual delivery plans to ensure member agencies deliver projects as planned to maximize funding opportunities and guard against loss. Monitor and track obligation and implementation progress of projects funded with State and Federal funds to protect SANBAG's fiscal allocations pursuant to timely use of funds deadlines. For TDA this includes tracking monthly Board of Equalization (BOE) receipts versus estimates, quarterly interest earnings, and monthly cash balances.
8. Implement and maintain SANBAG's program/project-level database to support program management activities that ensure the region's delivery goals are met or exceeded on an annual basis, long-term projects can be adequately funded, and equity is maintained within the different subareas of the county.

Fund Administration & Programming

Task 0500 Fund Administration

9. Provide expertise to local agencies as requested for facilitation and implementation of local projects using State and Federal funds by participating on Project Development Teams, providing travel demand modeling support to local project sponsors, providing technical document reviews, and acting as a liaison with State and Federal agencies.
10. Coordinate with SANBAG auditor for audit of LTF and STAF funds, and monitor contract auditor work and final product for TDA claimants. Submit TDA audits to the State by the December 31 deadline.
11. Coordinate activities listed above with member agencies and transit operators through the Transportation Technical Advisory Committee (TTAC), Public and Specialized Transportation Advisory and Coordination Council (PASTACC), and other interagency forums and participate in Statewide TDA Advisory Committee meetings.

Budgetary changes include a reduction of auditing and accounting. These activities are now budgeted in (Task 0400) Financial Management.

Product

An objective, efficient, and timely process to allocate available transportation-related funding to the projects that provide the greatest transportation benefit relative to their cost and to ensure that all transportation funds allocated to projects within San Bernardino County are used in a timely manner without risk of loss.

Contract Information

a. Existing Contracts
   i. 15-1001099, Transportation Development Act Services and Updates, Amount Budgeted $242,800.
   ii. 15-1001098, Transportation Development Act Triennial Performance Audits, Amount Budgeted $15,000.

b. New Contracts
   i. RFP, On-call Air Quality Analysis, Amount Budgeted $10,000, Total Estimated Contract Amount $50,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2015/2016 budget includes Board approved Fiscal Year 2014/2015 appropriations in the estimated amount of $145,000.

Manager

Andrea Zureick, Director of Fund Administration and Programming

Fund Administration & Programming

Task 0500 Fund Administration

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	255,588	249,861	255,588	225,806
Regular Part-Time Employees	5,066	10,897	8,140	6,600
Overtime	196	590	-	-
Fringe Allocation-General	233,918	250,695	244,674	227,037
Professional Services	13,749	-	20,000	-
Consulting Services	5,110	-	120,000	252,800
Program Management Fees	375	-	-	-
Auditing & Accounting	366,675	171,431	416,000	15,000
Legal Fees	-	-	2,000	-
Training/Membership	-	200	2,500	2,500
Postage	33	20	940	200
Travel Expense - Employee	242	2,699	8,200	6,200
Travel Expense-Mileage-Employee	234	189	2,700	700
Advertising	-	-	200	200
Printing - External	-	-	840	500
Printing - Internal	-	-	600	600
Communications	9	-	-	-
Office Expense	-	-	200	200
Meeting Expense	-	-	250	250
Office Equip/Software-Inventorial	-	-	120	-
Indirect Allocation-General	326,512	277,157	434,885	356,757
Total Expenditures	1,207,707	963,739	1,517,837	1,095,350

Funding Sources	
Local Transportation Fund - Admin	462,154
Local Transportation Fund - Planning	43,629
Planning, Programming & Monitoring	589,567
Total Funding Sources	1,095,350

Fund Administration and Programming

Task 0550 Programming

Purpose

Facilitate and oversee the programming of transportation projects through funding provided by a variety of Federal and State revenue sources and Measure I to allow delivery of transportation projects on schedule and to demonstrate compliance with applicable State, Federal, and local fiscal constraint and air quality conformity requirements.

Accomplishments

As the County Transportation Commission and the administrator of Measure I, SANBAG is responsible for the allocation and programming of over $350 million per year in funding from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), California Transportation Commission (CTC), and State and local sales taxes. In cooperation with other County Transportation Commissions, the CTC, the California Department of Transportation (CALTRANS), the Southern California Association of Governments (SCAG), and the County Auditor/Controller, SANBAG staff programs and, in some cases, disburses these funds based on the Board of Director's approved priorities and strategies as communicated through the Ten-Year Delivery Plan, program apportionments, and project-specific allocations.

Work Elements

1. Identify candidate projects for inclusion into the 2017 Federal Transportation Improvement Program (FTIP) from the SANBAG Nexus Study and Measure I 2010-2040 Strategic Plan, the Ten-Year Delivery Plan, the Regional Transportation Plan (RTP), local agencies, and CALTRANS. Prepare and provide standard application formats and procedures for proponents of candidate FTIP projects. Review local candidate project submittals for accuracy, proper detail and eligibility for respective programs, enter candidate projects into the regional database, and upload completed project information to SCAG. Prepare the required Financial Plan for San Bernardino County project submittals. Work with SCAG, CALTRANS District 8, and CALTRANS Headquarters to ensure that candidate FTIP projects meet eligibility requirements, including fiscal constraint. Prepare timely implementation reports on projects identified in the FTIP as Transportation Control Measures for air quality conformity purposes. Participate in the FTIP public process as needed, such as testifying for projects on behalf of local agencies during FTIP hearings.
2. Prepare recommendations for project funding from the 2016 State Transportation Improvement Programs (STIP) to be considered by the SANBAG Board of Directors. Meet and confer with CTC staff and Commissioners to advocate for STIP funding of key projects through the Regional and Interregional Programs as appropriate. Assist in coordination of inter-county projects during the development of STIP candidate project recommendations. Assist in development of legislative support for candidate projects.
3. Prepare and administer amendments to the FTIP and STIP including reviewing amendment requests for eligibility and completeness; transmitting amendment requests as appropriate to the SANBAG Board for approval; preparing and transmitting FTIP amendment requests to SCAG and STIP amendment requests to CALTRANS District 8; preparing a financial report for each amendment; and tracking amendment requests through the amendment process.
4. Represent San Bernardino countywide programming interests at statewide meetings such as the Regional Transportation Planning Agencies' meeting, CTC meetings, Southern California's Programming/Planning group meeting, Transportation Conformity Working Group meetings, and the California Federal Programming Group meetings.
5. Determine the distribution of FTA formula and FHWA Congestion Mitigation and Air Quality funds committed to transit projects.

Fund Administration and Programming

Task 0550 Programming

6. Provide assistance to operators in the preparation of annual Section 5311 and Section 5307 Programs of Projects (POP) and grant applications, and provide concurrence with the use of Section 5307 and Section 5337 apportioned to the San Bernardino Valley by the Southern California Regional Rail Authority.
7. Review and prioritize FTA Section 5310 grant applications for allocation by the SANBAG Board of Directors.
8. Allocate and disburse Local Transportation Funds (LTF) to transit operators and local agencies for public transportation, local streets and roads projects, and projects that are provided for use by pedestrians and bicycles in accordance with the Transportation Development Act (TDA) Statutes and the California Code of Regulations.
9. Allocate and disburse State Transit Assistance Funds (STAF) to transit operators for capital projects and eligible operating costs in accordance with the TDA Statutes and the California Code of Regulations.
10. Complete the 2016 update to the Measure I 2010-2040 Ten-Year Delivery Plan with current project priorities, schedules, and scopes, including the bonding strategy necessary to advance projects in accordance with the plan.
11. Distribute requests for Capital Project Needs Analyses to Valley subarea jurisdictions and SANBAG program managers and compile the responses into a comprehensive assessment of funding needs for each fiscal year. Facilitate Mountain/Desert subarea meetings when requests are received for project Major Local Highway (MLH) or Project Development/Traffic Management Systems (PDTMS) allocations, and present Mountain/Desert subarea representatives' allocation recommendations to the Mountain/Desert Policy Committee and Board for approval.
12. Conduct cash-flow analyses of needs versus available revenues and develop alternatives for the allocation of Measure I funds, together with the use of State and Federal funds.
13. Reimburse jurisdictions for Measure I Project Advancement Agreements, Measure I Valley Major Street/Arterial Sub-Program, and Measure I Mountain/Desert MLH Program and PDTMS Program expenditures based on invoices received, and maintain documentation per approved funding agreements.
14. Maintain an appropriate relationship between development contributions and public share contributions according to Measure I Strategic Plan policies.
15. Distribute Measure I Local Pass Through funds to jurisdictions based on the formula specified by Ordinance to the Valley and Mountain/Desert cities and the County of San Bernardino.
16. Provide assistance in responding to inquiries from Board members, local agency staff, CALTRANS, the press, and the public about the programming status of various transportation projects.

Budgetary changes include an increase in salaries and benefits to account for the increased effort required for the updates to the STIP, FTIP and Ten-Year Delivery Plan. This is not an increase in staffing level, but was accounted for in different tasks in prior year.

Product

Programming documents and disbursements that support the delivery of State, federal, and locally funded projects in San Bernardino County.

Contract Information

a. Existing Contracts
   - i. Various, Jurisdiction Master Agreements, Amount Budgeted $10,000,000.
   - ii. Various, Project Advancement Agreements, Amount Budgeted $10,560,651.
   - iii. 00-1000662, Apple Valley Yucca Loma Bridge MLH, Amount Budgeted $3,719,300.
   - iv. 15-1001116, Apple Valley Yucca Loma Road Widening MLH, Amount Budgeted $3,597,480 .
   - v. 15-1001119, Barstow First Avenue Bridge over BNSF MLH, Amount Budgeted $500,000.

Task 0550 Programming

vi. 15-1001118, Barstow First Avenue Bridge over Mojave River MLH, Amount Budgeted $1,000,000.
vii. 00-1000933, Los Angeles Metro High Desert Corridor PDTMS, Amount Budgeted $455,011.
viii. 00-1000927, Needles Connector Project MLH, Amount Budgeted $86,034.
ix. 00-1000847, San Bernardino County Yates Road MLH, Amount Budgeted $142,593.
x. 15-1001157, San Bernardino County Baker Boulevard MLH, Amount Budgeted $144,218.
xi. C14175, Twentynine Palms Encelia Drive Signal MLH, Amount Budgeted $200,000.
xii. C14176, Twentynine Palms Lear Avenue Signal MLH, Amount Budgeted $250,000.
xiii. 15-1001115, Victorville Green Tree Boulevard MLH, Amount Budgeted $1,040,465.
xiv. 00-1000897, Yucca Valley, SR-62/Dumosa Avenue Signal MLH, Amount Budgeted $200,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2015/2016 budget for Jurisdiction Master Agreements includes Board approved Fiscal Year 2014/2015 appropriations in the estimated amount of $10,000,000.

The proposed Fiscal Year 2015/2016 budget for MLH and PDTMS allocations includes Board approved Fiscal Year 2014/2015 appropriations in the estimated amount of $11,161,255.

The proposed Fiscal Year 2015/2016 budget for LTF payments includes Board approved Fiscal Year 2014/2015 appropriations in the amount of $5,720,000.

The proposed Fiscal Year 2015/2016 budget for STAF payments includes Board approved Fiscal Year 2014/2015 appropriations in the amount of $15,450,000.

Manager

Andrea Zureick, Director of Fund Administration and Programming

Fund Administration & Programming

Task 0550 Programming

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Regular Full-Time Employees	198,918	263,356	298,646	359,594
Regular Part-Time Employees	-	8,660	23,300	8,800
Overtime	94	120	700	-
Fringe Allocation-General	181,999	263,734	305,135	359,886
Professional Services	-	-	9,800	-
Consulting Services	-	-	50,000	-
Program Management Fees	1,057	-	-	-
Legal Fees	4,118	135	5,044	-
Training/Membership	-	695	3,100	1,500
Postage	-	58	1,075	300
Travel Expense - Employee	663	1,215	2,400	1,600
Travel Expense - Non-Employee	-	-	500	-
Travel Expense-Mileage-Employee	65	532	2,700	1,200
Travel Expense-Mileage-Non-Employee	-	-	500	-
Advertising	-	-	500	-
Printing - External	-	2,140	-	2,500
Printing - Internal	-	-	1,300	600
Pass-Thru Payments	125,576,759	130,944,409	126,906,268	119,637,400
Project Advancements Payments	17,109,011	18,996,482	11,361,899	10,560,651
Major Street Payments	2,014,049	2,641,109	18,494,146	10,000,000
Major Local Highway Payments	1,663,655	5,404,012	19,558,341	10,880,090
Project Develop Traffic Mgmt Sys Pmt	8,311	26,042	555,080	455,012
Office Expense	-	-	200	200
Meeting Expense	-	-	649	600
Office Equip/Software-Inventorial	-	-	126	-
Indirect Allocation-General	251,442	290,054	536,491	565,509
Total Expenditures	147,010,141	158,842,753	178,117,900	152,835,442

Funding Sources	
Local Transportation Fund - Pass Through	63,300,000
Local Transportation Fund - Planning	79,953
MSI Colorado River Fund-Local Street	156,800
MSI Colorado River Fund-Major Local High	95,693
MSI Morongo Basin Fund-Local Street	1,476,900
MSI Morongo Basin Fund-Major Local Hwy	669,316
MSI Mountain Fund-Local Street	1,236,300
MSI Mountain Fund-Major Local Highway	19,316
MSI Mtn./Desert Admin	75,828
MSI North Desert Fund-Local Street	3,309,900
MSI North Desert Fund-Major Local Hwy	1,655,050
MSI Valley Admin	143,922
MSI Valley Fund-Arterials	10,000,000
MSI Valley Fund-Freeway Projects	115,467
MSI Valley Fund-Fwy Interchange	139,274
MSI Valley Fund-Grade Separations	52,138

Task 0550 Programming

Funding Sources - continued

MSI Valley Fund-Local Street	23,547,000
MSI Valley Fund-Metrolink/Rail Service	120,590
MSI Valley Fund-Project Adv Agreements	10,560,651
MSI Victor Valley Fund-Local Street	11,160,500
MSI Victor Valley Fund-Major Local Hwy	7,281,185
MSI Victor Valley Fund-Traffic Mgmt Sys	455,012
Planning, Programming & Monitoring	439,845
State Transit Assistance Fund - Pass	15,450,000
Victor Valley Major Local Hwy Bond Fund	1,294,802
Total Funding Sources	152,835,442

Northbound 215 to westbound SR 210 connector just prior to opening to the public in 2014.

This project was part of the I-215 project widening project in San Bernardino, receiving more than $120 million in American Recovery & Reinvestment Act (ARRA) funding – the third largest award of transportation-related ARRA funding in the country.

Debt Service

Debt Service Program Budget

Description

This program accounts for the debt service principal, interest and fiscal charges attributed to the outstanding bonded indebtedness of SANBAG. The Fiscal Year 2015/2016 budget includes the 2012A and 2014A Sales Tax Revenue Bond debt service expenditures.

Goals and Objectives

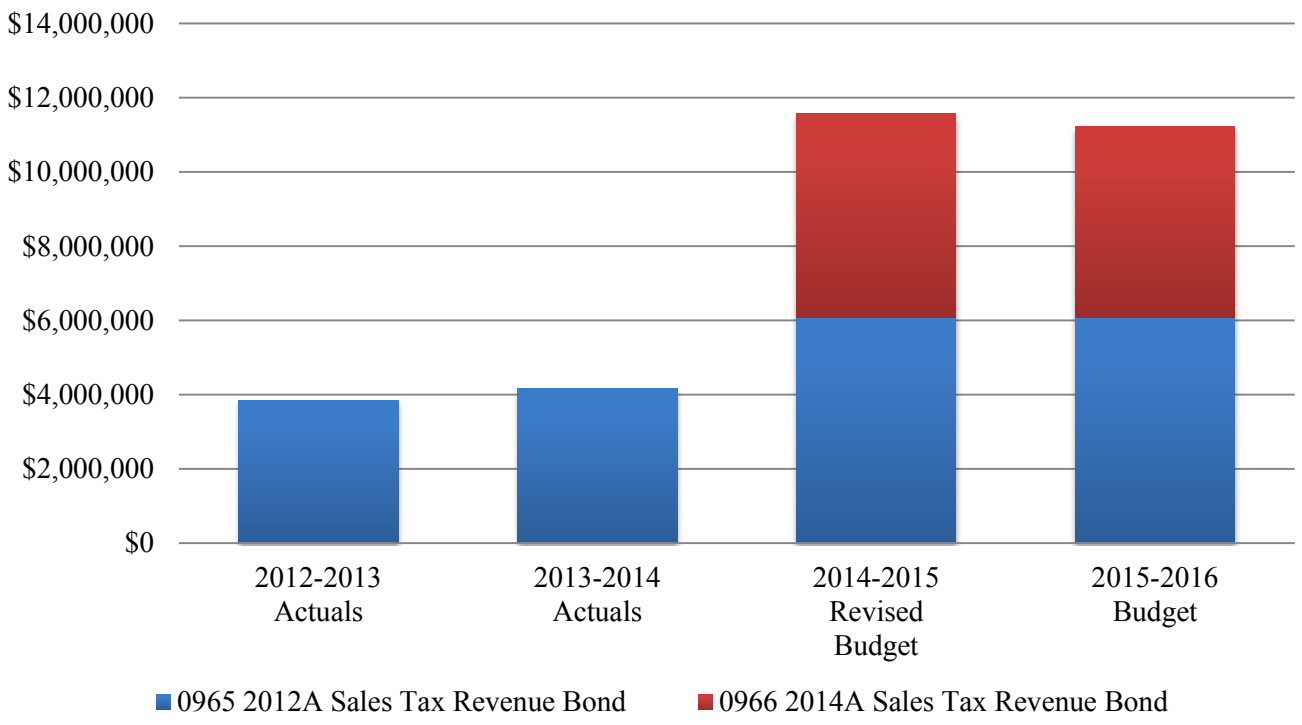
1. Record and account for all trustee activity; including interest earnings and debt service costs.
2. Manage outstanding debt ensuring compliance with applicable law and regulations
   a. Meet continuing disclosure requirements of the debt program.
   b. Prepare arbitrage calculation as required.

Performance/Workload Indicators

	2012-2013 Actual	2013-2014 Actual	2014-2015 Revised Budget	2015-2016 Budget
Debt Service:				
Principal	$ -	$ -	$1,910,000	$1,990,000
Interest	$3,851,087	$8,320,340	$9,672,682	$9,222,051
Arbitrage Calculation	N/A	N/A	YES	YES
Debt continuing disclosure requirements	YES	YES	YES	YES

Debt Service
Program Summary

	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Tasks				
0965 2012A Sales Tax Revenue Bond	3,853,458	4,165,663	6,076,840	6,080,438
0966 2014A Sales Tax Revenue Bond	-	-	5,505,842	5,138,613
Total Tasks	3,853,458	4,165,663	11,582,682	11,219,051



Debt Service

Task 0965 2012A Sales Tax Revenue Bond

Purpose

Account for the proceeds held by the Bond Trustee, The Bank of New York Trust Company N.A., for the Debt Service on the 2012A Sales Tax Revenue Bond.

Accomplishments

SANBAG monitored the activities of the trustee in the investment and disbursement of bond proceeds. This activity relates to the 2012A Sales Tax Revenue Bond issuance.

Work Elements

This task accounts for the debt service of the 2012A Sales Tax Revenue Bond.

The task contains the accounting of the principal, interest and fiscal charges of the debt service fund. This task is for accounting purposes only.

Product

Fiscal Accounting.

Manager

William Stawarski, Chief Financial Officer

Debt Service

Task 0965 2012A Sales Tax Revenue Bond

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Bond Principal	-	-	1,910,000	1,990,000
Bond Interest	3,851,087	4,163,338	4,163,340	4,086,938
Fiscal Agent Fees	2,371	2,325	3,500	3,500
Total Expenditures	3,853,458	4,165,663	6,076,840	6,080,438

Funding Sources	
MSI Cajon Pass Fund	2,286,243
MSI Valley Fund-Grade Separations	2,486,900
MSI Victor Valley Fund-Major Local Hwy	1,307,295
Total Funding Sources	6,080,438

Debt Service

Task 0966 2014A Sales Tax Revenue Bond

Purpose

Account for the proceeds held by the Bond Trustee, The Bank of New York Trust Company N.A., for the Debt Service on the 2014A Sales Tax Revenue Bond.

Accomplishments

SANBAG monitored the activities of the trustee in the investment and disbursement of bond proceeds. This activity relates to the 2014A Sales Tax Revenue Bond issuance.

Work Elements

This task accounts for the debt service of the 2014A Sales Tax Revenue Bond.

The task contains the accounting of the principal, interest and fiscal charges of the debt service fund. This task is for accounting purposes only.

Product

Fiscal Accounting.

Manager

William Stawarski, Chief Financial Officer

Debt Service

Task 0966 2014A Sales Tax Revenue Bond

Expenditures	2012-2013 Actuals	2013-2014 Actuals	2014-2015 Revised Budget	2015-2016 Budget
Bond Interest	-	-	5,502,342	5,135,113
Fiscal Agent Fees	-	-	3,500	3,500
Total Expenditures	-	-	5,505,842	5,138,613

Funding Sources	
MSI Cajon Pass Fund	856,606
MSI Valley Fund-Fwy Interchange	1,027,723
MSI Valley Fund-Grade Separations	1,841,165
MSI Valley Fund-Metrolink/Rail Service	1,156,188
MSI Victor Valley Fund-Major Local Hwy	256,931
Total Funding Sources	5,138,613

SUPPLEMENTAL

INFORMATION SECTION

San Bernardino Associated Governments
Indirect Cost Allocations
Fiscal Year 2015/2016

The indirect cost allocation program allocates costs to the various tasks that do not benefit directly. The following tasks are included in the indirect allocation:

1. Executive Administration and Support – accounts for services to the Board of Directors and management staff.
2. General Counsel – accounts for legal representation.
3. Financial Management – accounts for strong fiscal stewardship in administrating SANBAG funds.
4. Management Services - accounts for costs attributed to information technology, records management, and the computer network.
5. Human Resources - accounts for costs associated with personnel activity.
6. Building Operation – accounts for management and maintenance of the Santa Fe Depot.

Fund 7130, Indirect Cost Allocation Fund-General, allocates costs to various tasks based on salary and fringe benefit dollar amounts.

Fund 7120, Indirect Cost Allocation Fund-Project, allocates costs to indirect fund for project management based on 20% project management hours and 80% salary and fringe benefit dollar amounts in order to provide an equitable allocation to capital project type tasks. The majority of the labor in these tasks is contract labor and may include very little employee labor. Therefore a portion of the indirect cost allocation is based on project management hours.

The Fiscal Year 2015/2016 budget for indirect cost allocation is $4,890,878 in comparison to $4,733,465 in Fiscal Year 2014/2015. This represents a $157,413 increase from the previous Fiscal Year. The majority of the increase is attributed to the following:

a. Professional services - new third party administrator $30,000, risk manager services $50,000, and Laserfiche automation $50,000.
b. Increase in consulting services for creation of records retention policy $50,000.

SAN BERNARDINO ASSOCIATED GOVERNMENTS
Fiscal Year 2015/2016 BUDGET for INDIRECT
GENERAL GOVERNMENT

	0200	0350	0400	0450	0470	0805	TOTAL
Salaries	374,939	128,211	428,061	80,566	66,645	-	1,078,422
Overtime	12,500	-	12,500	-	-	-	25,000
Fringe	378,489	125,250	430,385	78,705	65,105	-	1,077,934
Professional Services	-	15,830	385,000	281,550	250	408	683,038
Consulting Services	50,000	10,000	130,000	-	-	-	180,000
County Fees	-	-	100,000	-	-	-	100,000
Auditing & Accounting	-	-	271,000	-	-	-	271,000
Legal Fees	-	58,000	-	-	15,000	-	73,000
Utilities	-	-	-	-	-	65,000	65,000
Maintenance-Buildings	-	-	-	-	-	315,000	315,000
Maintenance-Motor Vehicles	-	-	-	1,500	-	-	1,500
Rentals-Office Equipment	40,000	-	-	-	-	-	40,000
General Liability Insurance	-	-	111,000	-	-	-	111,000
Umbrella Liability Insurance	-	-	60,000	-	-	-	60,000
Property Insurance	-	-	45,000	-	-	-	45,000
Crime Insurance	-	-	15,000	-	-	-	15,000
Public Officials Liability Insurance	-	-	180,000	-	-	-	180,000
Automotive Insurance	-	-	1,800	-	-	-	1,800
Dues & Subscriptions	2,000	-	1,000	-	1,634	-	4,634
Training/Membership	3,100	3,995	21,000	10,000	19,450	-	57,545
Postage	11,000	200	-	500	200	-	11,900
Travel Expense - Employee	4,000	4,000	1,000	2,000	5,500	-	16,500
Travel Expense-Mileage-Employee	400	200	750	200	200	-	1,750
Advertising	-	500	1,000	-	10,000	-	11,500
Printing - External	-	-	9,000	-	-	-	9,000
Printing - Internal	15,000	-	-	100	1,000	-	16,100
Contributions/Sponsorships	-	-	-	-	5,000	-	5,000
Communications	-	-	-	39,340	-	-	39,340
Record/Equipment Storage	35,000	-	-	-	-	-	35,000
Other Service Charges	-	-	-	-	-	5,000	5,000
Office Expense	35,000	500	-	1,500	1,500	6,350	54,850
Meeting Expense	4,800	200	2,000	200	12,500	-	19,700
Office Equipment/Software-Inventorial	-	-	-	83,883	-	35,000	118,883
Computer Hardware & Software	-	-	-	161,482	-	-	161,482
Total	966,228	346,886	2,205,496	741,526	203,984	426,758	4,890,878

Index:
0200 Executive Administration and Support
0350 General Counsel
0400 Financial Management
0450 Management Services
0470 Human Resources
0805 Building Operation

NOTE: Prior year budget was $4,733,465.

Funds/Funding Sources

General Fund

General Fund
- General Assessment Dues
- MSI Valley Admin
- MSI Mtn./Desert Admin
- Local Transportation Fund-Admin
- Local Transportation Fund-Planning
- Local Transportation Article 3-Bicycle/Pedestrian
- Local Transportation Fund-Rail
- State Transit Assistance Fund-Rail
- Rail Assets
- Property Assessed Clean Energy (PACE)
- Greenhouse Gas
- Joint Solar Power
- General Fund-Local/Other
- Amtrak
- Congestion Management

Special Revenue Funds

Federal Highway Fund:
- Surface Transportation Program
- Congestion Mitigation & Air Quality
- Transportation Enhancement Activities
- Project National & Regional Significance
- Demonstration High Priority Program
- Interstate Maintenance Discretionary
- Active Transportation Program - Federal

Federal Transit Administration Fund:
- Federal Transit Administration 5307
- Federal Transit Administration 5307 - CMAQ
- Federal Transit Administration 5309

State Highway Fund:
- Regional Improvement Program
- Planning, Programming & Monitoring
- Active Transportation Program-State
- SCAQMD/Mobile Source Review Commission
- CALTRANS Local Reimbursement

Proposition 1B Fund:
- Corridor Mobility Improvement Account
- Public Utilities Commission
- Trade Corridor Improvement Fund
- State Local Partnership Program
- Public Trans Modern Improve & Svc Enhance
- Transit Sys Safety Sec Disaster Recovery

Greenhouse Gas Reduction Fund:
- Low Carbon Transit Operations Program

SAFE:
- SAFE-Vehicle Registration Fees
- SAFE Reimbursement

Freeway Service Patrol:
- Freeway Service Patrol

Local Transportation Fund:
- Local Transportation Fund-Pass Through

State Transit Assistance Fund:
- State Transit Assistance Fund-Pass Through

Measure I 1990-2010 Fund:
- MSI 1990-Valley Fund-Major Projects
- MSI 1990-Valley Fund-Commuter Rail
- MSI Valley Fund-S & D
- MSI 1990-Valley Fund-TMEE

Measure I 2010-2040 Fund:
- MSI Valley Fund-Freeway Projects
- MSI Valley Fund-Freeway Interchange
- MSI Valley Fund-Major Streets:
  - Grade Separations
  - Arterials
  - Project Advancement Agreements
- MSI Valley Fund-Local Street
- MSI Valley Fund-Metrolink/Rail Service
- MSI Valley Fund-Express Bus/Rapid Trans
- MSI Valley Fund-Senior/Disabled
- MSI Valley Fund-Traffic Mgmt Sys
- MSI Victor Valley-Major Local Highway
- MSI Victor Valley-Local Street
- MSI Victor Valley-Senior & Disabled
- MSI Victor Valley-Project Development/Traffic
- MSI North Desert-Major Local Highway
- MSI North Desert-Local Street
- MSI North Desert-Senior & Disabled
- MSI North Desert-Project Development/Traffic
- MSI Colorado River-Major Local Highway
- MSI Colorado River-Local Street
- MSI Colorado River-Senior & Disabled
- MSI Colorado River-Project Development/Traffic
- MSI Morongo Basin-Major Local Highway
- MSI Morongo Basin-Local Street
- MSI Morongo Basin-Senior & Disabled
- MSI Morongo Basin-Project Development/Traffic
- MSI Mountain-Major Local Highway
- MSI Mountain-Local Street
- MSI Mountain-Senior & Disabled
- MSI Mountain-Project Development/Traffic
- MSI Cajon Pass

Capital Projects Funds

- Local Projects Fund
- Transit Center Project Fund
- SB Passenger Rail Project Fund
- Redlands Passenger Rail Project Fund
- San Gabriel Subdivision Line Project Fund
- Valley Freeway Interchange Bond Fund
- Valley Major Street Bond Fund
- Valley Metrolink/Rail Bond Fund
- Victor Valley Major Local Hwy Bond Fund
- Cajon Pass Bond Fund

San Bernardino Associated Governments
Task Listing
Fiscal Year 2015/2016

Task	Title	Mgr
General Government Program		
0100	Board of Directors	WS
0200	Executive Administration and Support	VW
0350	General Counsel	ET
0400	Financial Management	WS
0450	Management Services	DB
0470	Human Resources	DB
0501	Intergovernmental Relations	DB
0503	Legislation	WJS
0605	Public Affairs	WJS
0805	Building Operation	DB
Environment and Energy Conservation Program		
0101	Environment	DB
0111	Energy Conservation	DB
Commuter and Motorist Assistance Program		
0406	Traveler Services	DB
0702	Call Box System	DB
0704	Freeway Service Patrol/State	DB
Regional and Sub-Regional Planning Program		
0110	Regional Planning	SS
0203	Congestion Management	SS
0404	Subregional Planning	SS
0941	Mtn./Desert Planning & Project Development	AZ
Transit and Passenger Rail Program		
0309	General Transit	AZ
0310	Transit Operations	AZ
0311	Transit Capital	MA
0322	San Bernardino Transit Center	MA
0323	Downtown San Bernardino Passenger Rail	MA
0324	Redlands Passenger Rail	MA
0325	San Gabriel Subdivision Line Improvements	MA
0352	General Commuter Rail	MA
0377	Commuter Rail Operating	MA
0379	Commuter Rail Capital	MA
0383	Vanpool Program	MA
Major Project Delivery Program		
0815	Measure I Program Management	GC
0820	Freeway Projects	GC
0830	Interchange Projects	GC
0840	Grade Separation Projects	GC
0860	Arterial Projects	GC
Fund Administration and Programming Program		
0500	Fund Administration	AZ
0550	Programming	AZ
Debt Service Program		
0965	2012A Sales Tax Revenue Bond	WS
0966	2014A Sales Tax Revenue Bond	WS

San Bernardino Associated Governments
Sub-Task Listing
Fiscal Year 2015/2016

Sub-Task	Title	Mgr
	Environment	
0102	Air Quality Activities	DB
0495	Greenhouse Gas	SS
	Energy Conservation	
0708	Property Assessed Clean Energy (PACE)	DB
	Subregional Planning	SS
0213	High Desert Corridor Studies	SS
0401	Metrolink Station Accessibility Improve	SS
0402	Safe Routes to School Plan	SS
0403	Points of Interest Pedestrian Plan	SS
	Transit & Passenger Rail	MA
0301	Project Initiation	MA
0302	Permits & Environmental Studies	MA
0303	Plans Specifications & Estimates	MA
0304	Right of Way	MA
0305	Construction	MA
	Fund Administration	
0373	Federal/State Fund Administration	AZ
0502	TDA Administration	AZ
	Programming	
0500	Transportation Improvement Program	AZ
0501	Federal Transit Act Programming	AZ
0506	LTF Apportionment	AZ
0507	STAF Apportionment	AZ
0515	MSI Valley Apportionment & Allocation	AZ
0516	MSI Mt/Desert Apportionment & Allocation	AZ
0609	Strategic Planning/Delivery Planning	AZ
0610	Measure I Project Advancement	AZ
0918	Measure I Local Pass Through	AZ
	Freeway Projects	
0817	SR-60 Sound Wall	GC
0820	SR-210 Final Design	GC
0822	SR-210 Right of Way Acquisition	GC
0824	SR-210 Construction	GC
0825	I-10 Corridor Project Development	GC
0830	I-215 San/Riv Project Development	GC
0834	I-215 Final Design	GC
0836	I-215 Right of Way Acquisition	GC
0838	I-215 Construction	GC
0839	I-215 Bi-County HOV Gap Closure Project	GC
0850	Alternative Project Financing	GC
0852	I-15 Corridor Improvement	GC
0854	I-10 EB Truck Climb/Live Oak/County	GC
0862	I-10 Westbound Lane Addition-Yucaipa	GC
0887	SR-210 Lane Addition	GC
0891	US395 Widen SR-18/Chamberlaine/Adelanto	GC

Sub-Task	Title	Mgr
	Interchange Projects	
0803	SR-210 Baseline Road Interchange	GC
0826	I-10/Cherry& I-10/Citrus Ave. Interchange	GC
0840	I-215 Barton Road Interchange	GC
0841	I-10 Riverside Avenue Interchange	GC
0842	I-10 Tippecanoe Avenue Interchange	GC
0851	I-10/Monte Vista Avenue Interchange	GC
0853	I-215 University Pkwy/State St. Interchange	GC
0880	I-15/I-215 Devore Road Interchange	GC
0883	SR-210 Pepper Avenue Interchange	GC
0888	I-15 La Mesa Rd/Nisqualli Rd Interchange	GC
0890	I-15 Ranchero Road Interchange	GC
0892	I-15 Baseline Road Interchange	GC
0893	SR-60 Central Avenue Interchange	GC
0894	SR-60 Archibald Avenue Interchange	GC
0895	I-10/Alabama Street Interchange	GC
0896	I-10 Pepper Avenue Interchange	GC
0897	I-10 Cedar Avenue Interchange	GC
0898	I-10 Mount Vernon Avenue Interchange	GC
0899	I-10 University Street Interchange	GC
	Grade Separation Projects	
0869	Glen Helen Parkway Grade Separation	GC
0870	Hunts Lane Grade Separation	GC
0871	State St./University Pkwy. Grade Separation	GC
0874	Palm Avenue Grade Separation	GC
0876	South Milliken Avenue Grade Separation	GC
0877	Vineyard Avenue Grade Separation	GC
0879	Colton Crossing Grade Separation	GC
0881	Lenwood Road Grade Separation	GC
0882	North Milliken Avenue Grade Separation	GC
0884	Laurel Avenue Grade Separation	GC
0885	9th Street Rail Improvements	GC
0886	Colton Quiet Zone Project	GC
	Arterial Projects	
0701	Valley Signal Coordination	GC

SANBAG Acronym List

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ACTA	Alameda Corridor Transportation Authority
ADA	Americans with Disabilities Act
AE	Advance Expenditure
AEA	Advance Expenditure Agreement
AED	Automated External Defibrillator
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
AREMA	American Railway Engineering and Maintenance of Way Association
ARRA	American Recovery and Reinvestment Act
ATAC	Aviation Technical Advisory Committee
ATMIS	Advanced Transportation Management Information Systems
ATP	Active Transportation Program
AT&SF	Atchison Topeka & Santa Fe Railway
AVL	Automatic Vehicle Location
AVR	Average Vehicle Ridership
BAT	Barstow Area Transit
BNSF	Burlington Northern Santa Fe Railroad
BOARD	Board of Directors
BOE	Board of Equalization
BRT	Bus Rapid Transit
BV	Barstow/to Victor Valley
CAC	Call Answering Center
CAD/AVL	Computer Aided Dispatch and Automatic Vehicle Location
CALACT	California Association for Coordinated Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEC	California Energy Commission
CEHD	Community Economic and Human Development Committee
CEO	Chief Executive Officer
CEQA	California Environmental Quality Act
CFSP	Construction Freeway Service Patrol
CHP	California Highway Patrol
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CM/CG	Construction Management/General Contractor
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COA	Comprehensive Operational Analysis
COG	Council of Governments
COZEEP	Construction Zone Enhancement Enforcement Program
CPNA	Capital Projects Needs Analysis
CPA	Certified Public Accountant
CPR	Cardiopulmonary Resuscitation
CPUC	California Public Utilities Commisson
CSAC	California State Association of Counties
CTA	California Transit Association

SANBAG Acronym List (*Continued*)

CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTO	Contract Task Order
CTOP	Contract Task Order Pending
CTP	Countywide Transportation Plan
CTSA	Consolidated Transportation Services Agency
CTSGP-CTAF	California Transit Security Grant Program – California Transit Assistance Funds
DIF	Development Impact Fee
DMO	Data Management Office
DMU	Diesel Multiple Unit
DOE	Department of Energy
DOT	Department of Transportation
DSBPRP	Downtown San Bernardino Passenger Rail Project
E&D	Elderly and Disabled
ED	Environmental Document
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EMF	Eastern Maintenance Facility
EPA	Environmental Protection Agency
ETC	Employee Transportation Coordinator
EV	Electric Vehicle
EVTDM	East Valley Travel Demand Model
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GHG	Greenhouse Gas
GIS	Geographic Information System
GPS	Global Positioning System
HERO	Home Energy Retrofit Opportunity
HMMP	Hydrologic Monitoring and Mitigation Plan
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HPP	High Priority Projects
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
IEOC	Inland Empire Orange County
IFB	Invitation for Bid
IMD	Interstate Maintenance Discretionary
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP	Interregional Transportation Improvement Program
ITOC	Independent Taxpayer Oversight Committee
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
JPA	Joint Powers Authority
LACMTA	Los Angeles County Metropolitan Transportation Authority

SANBAG Acronym List (*Continued*)

LAUS	Los Angeles Union Station
LLP	Longer Life Pavement
LOC	Local
LONP	Letter of No Prejudice
LPA	Locally Preferred Alternative
LNG	Liquefied Natural Gas
LRTP	Long Range Transit Plan
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MAP-21	Moving Ahead for Progress in the 21st Century Act
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
McGMAP	Multi-County Goods Movement Action Plan
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MDLS	Mountain/Desert Local Street
MDMLH	Mountain/Desert Major Local Highway
MDSDT	Mountain/Desert Senior and Disabled Transit
MIS	Major Investment Study
MLH	Major Local Highway
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTA	Los Angeles County Metropolitan Transportation Authority
MTP	Metropolitan Transportation Plan
MTT	Mobility Travel Training Program
NAT	Needles Area Transit
NBSSR	Noise Barrier Scope Summary Report
NEPA	National Environmental Protection Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA	Project Advancement
PAA	Project Advancement Agreement
PACE	Property Assessed Clean Energy
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PCS	Project Control System
PDT	Project Development Team
PDTF	Planning and Development Technical Forum
PDTMS	Project Development/Traffic Management Systems
PeMS	Performance Measurement System
PEAR	Preliminary Environmental Analysis Report
PEIR	Program Environmental Impact Report
PNR	Park 'N' Ride
PNRS	Projects of National and Regional Significance
POP	Program of Projects
PPM	Planning, Programming and Monitoring Funds
PS&E	Plans, Specifications & Estimates
PSR	Project Study Report
PSR-PDS	Project Study Report-Project Development Support
PTA	Public Transportation Account

SANBAG Acronym List (*Continued*)

PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
PUC	Public Utilities Commission
QA/QC	Quality Assurance/Quality Control
RCAA	Redlands Corridor Alternatives Analysis
RCSP	Redlands Corridor Strategic Plan
RCTC	Riverside County Transportation Commission
RFM	Redlands First Mile
RFP	Request for Proposal
RFQ	Request for Qualification
RHNA	Regional Housing Needs Assessment
RIP	Regional Improvement Program
ROW	Right of Way
RPRP	Redlands Passenger Rail Project
RSA	Regional Statistical Area
RTAC	Regional Transportation Agencies' Coalition
RTAP	Rural Transit Assistance Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
SAFE	Service Authority for Freeway Emergencies
SANDAG	San Diego Association of Governments
SB	Senate Bill
SBTAM	San Bernardino County Transportation Analysis Model
SBTC	San Bernardino Transit Center
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCNFGC	Southern California National Freight Gateway Collaboration
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SIP	State Implementation Plan
SLP	State-Local Partnership
SLPP	State and Local Partnership Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
SSTAC	Social Service Technical Advisory Council
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SUV	Sports Utility Vehicle
TA	Transportation Alternatives
TAC	Technical Advisory Committee
TAG	Transportation Assistance Program
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TCI	Transit Capital Improvement
TCIF	Trade Corridor Improvement Fund

SANBAG Acronym List (*Continued*)

TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TE	Transportation Enhancement
TE/TA	Transportation Enhancement/Transportation Alternatives
TIA	Traffic Impact Analysis
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIGER	Transportation Investment Generating Economic Recovery
TIP	Transportation Improvement Program
TLSP	Traffic Light Synchronization Program
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOD	Transit Oriented Development
TPA	Transportation Planning Agency
TREP	Trip Reimbursement and Escort Program
TSM	Transportation Systems Management
TSSSDRA	Transit System Safety Security Disaster Recovery Account
TTAC	Transportation Technical Advisory Committee
TTY	Text Telephone
TVM	Ticket Vending Machines
ULEV	Ultra Low Emission Vehicle
USFWS	United States Fish and Wildlife Service
UPRR	Union Pacific Railroad
USDOT	United States Department of Transportation
UZAs	Urbanized Areas
VA	Value Analysis
VCTC	Ventura County Transportation Commission
VEB	Valley Express Bus
VF	Valley Freeway
VFI	Valley Freeway Interchange
VHD	Vehicle Hours of Delay
VLS	Valley Local Street
VMPR	Valley Metrolink/Passenger Rail
VMS	Valley Major Street
VMT	Vehicle-Miles of Travel
VS	Valley Subarea
VSDT	Valley Senior and Disabled Transit
VTMS	Valley Traffic Management Systems
VTrans	Valley Transportation Services
VTS	Valley Transportation System
VVMLH	Victor Valley Major Local Streets
VVLS	Victor Valley Local Streets
VVPDTMS	Victor Valley Projects Development Traffic Management System
VVATS	Victor Valley Area Transportation Study
VVSDT	Victor Valley Senior and Disabled Transit
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments
ZEV	Zero Emission Vehicle

Glossary of Budget Terms

The following explanations of terms are presented to aid in understanding the narrative discussions and illustrations included in this budget document and the terminology generally used in governmental accounting, auditing, financial reporting and budgeting.

Accrual Basis

Method of accounting that recognizes the financial effect of transactions, events, and inter-fund activities when they occur, regardless of the timing of related cash flows.

Annual Budget

A budget that is applicable to a single Fiscal Year. ***Refer to Budget***.

Audit

A systematic collection of the sufficient, competent evidential matter needed to attest to the fairness of management's assertions in the financial statements or to evaluate whether management has efficiently and effectively carried out its responsibilities. The auditor obtains this evidential matter through inspection, observation, inquiries and confirmations with third parties. ***Refer to Financial Audit***.

Basis of Accounting

A term used to refer to when revenues, expenditures, expenses, and transfers and the related assets and liabilities are recognized in the accounts and reported in the financial statements. Specifically, it relates to the timing of the measurements made, regardless of the nature of the measurement, on either the cash or the accrual method.

Bond

Most often, a written promise to pay a specified sum of money (called the face value or principal amount), at a specified date or dates in the future, called the maturity date(s), together with periodic interest at a specified rate.

Budget

A plan of financial operation embodying an estimate of a proposed expenditure for a given period and the proposed means of financing that expenditure. Used without any modifier, the term usually indicates a financial plan for a single Fiscal Year. The term "budget" is used in two senses in practice. Sometimes it designates the financial plan presented to the appropriating governing body for adoption, and sometimes, the plan finally approved by the body. ***Refer to Annual Budget***.

Budgetary Control

The control or management of a government or enterprise in accordance with an approved budget to keep expenditures within the limitations of available appropriations and available revenues.

Budget Document

The instrument used by the budget-making authority to present a comprehensive financial program to the appropriating governing body.

Debt

An obligation resulting from the borrowing of money or from the purchase of goods and services. Debts of governments include bonds, time warrants and notes.

Debt Coverage Ratios

Comparative statistics illustrating the relation between the issuer's outstanding debt and such factors as its tax base, income or population. These ratios often are used as part of the process of determining the credit rating of an issue, especially with general obligation bonds.

Encumbrance
Commitments related to unperformed contracts for goods and services.

Expenditures
Decreases in net financial resources not properly classified as other financing uses. Expenditures include current operating expenses requiring the present or future use of net current assets, debt service, capital outlays, intergovernmental grants, entitlements and share revenues.

Financial Advisor
In the context of bond issuances, a consultant who advises the issuer on any of a variety of matters related to the issuance. The financial advisor sometimes also is referred to as the fiscal consultant.

Financial Audit
Audits designed to provide independent assurance of the fair presentation of financial information.

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

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

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

Generally Accepted Accounting Principles (GAAP)
Conventions, rules, and procedures that serve as the norm for the fair presentation of financial statements.

Generally Accepted Auditing Standards (GAAS)
Rules and procedures that govern the conduct of a financial audit.

Generally Accepted Government Auditing Standards (GAGAS)
Standards for the conduct and reporting of both financial and performance audits in the public sector promulgated by the Government Accountability Office through its publication Government Auditing Standards, commonly known as the "Yellow Book."

Independent Auditor
Auditors who are independent, both in fact and appearance, of the entities they audit. Both GAAS and GAGAS set specific criteria that must be met for an audit to be considered independent.

Internal Service Fund
Proprietary fund that may be used to report any activity that provides goods or services to other funds, departments, or agencies of the government, or other governments, on a cost-reimbursement basis.

Joint Venture
A legal entity or other organization that results from a contractual arrangement and that is owned, operated, or governed by two or more participants as a separate and specific activity subject to joint control, in which the participants retain 1) an ongoing financial interest or 2) an ongoing financial responsibility.

Loan Receivable

An asset account reflecting amounts loaned to organizations external to the Agency, including notes taken as security for such loans.

Modified Accrual Basis

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

Operating Transfers

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

Other Financing Sources

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

Other Financing Uses

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

Overhead/Indirect

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

Principal

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

Program

Group activities, operations or organizational units directed to attaining specific purposes or objectives.

Program Budget

A budget wherein expenditures are based primarily on programs of work and secondarily on character and object class.

Purchase Order

A document authorizing the delivery of specified merchandise or the rendering of certain services and the making of a charge for them.

Reserved Fund Balance

Portion of a governmental fund's net assets that is not available for appropriation.

Trustee

A fiduciary holding property on behalf of another.

The historic Santa Fe Depot in San Bernardino is home to SANBAG offices on the second floor. Following many years of abandonment in the 1990s, the building experienced severe deterioration. Thanks to a historic preservation grant, the building was restored in 2004, at which time SANBAG moved into the building.