Governments SANBAG Working Together

2014
2015

Proposed ANNUAL BUDGET

SAN BERNARDINO ASSOCIATED GOVERNMENTS

1170 West Third Street, Second Floor
San Bernardino, CA 92410

www.sanbag.ca.gov 909.884.8276

SAN BERNARDINO ASSOCIATED GOVERNMENTS
is proud to be a recipient of the

Government Finance Officers Association "Distinguished Budget Presentation Award"

For Fiscal Year 2013/2014

GOVERNMENT FINANCE OFFICERS ASSOCIATION

Distinguished Budget Presentation Award

PRESENTED TO

San Bernardino Associated Governments

California

For the Fiscal Year Beginning

July 1, 2013

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, 2013. 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

TABLE OF CONTENTS

INTRODUCTORY SECTION

Executive Director's Budget Message 1
List of Principal Officials 3
SANBAG and the Community It Serves 5
State and Federal Transportation Fund Allocation Responsibilities 7

GANN APPROPRIATIONS LIMIT

GANN Limitation Calculation 15

BUDGET OVERVIEW SECTION

Budget Process 17
Financial Overview 19
Debt Summary 21
Indirect Cost Allocation 23
Organizational Chart 25
Staffing Overview 26
Table of Regular Positions 28
Salaries and Benefit Schedule at Budgeted Rates 29
Staff Utilization Report 30
Hourly Staff Utilization Illustration by Program 32
Budget Summary 33
Major Project Delivery Program Measure I 2010-2040 Cash Flow Plan Projection 37
Revenue Overview 38
Estimated Revenue Detail 43
Estimated Revenue Illustration 44
General Assessment Dues 45
Program Overview 46
Budgeted Expenditure Illustration 47

PROGRAM EXPENDITURE DETAIL SECTION

General – Council of Governments Support 49
0104 Intergovernmental Relations 52
0490 Council of Governments New Initiatives 55
0492 Joint Solar Power Purchase Agreement 57
0495 Greenhouse Gas 59
0503 Legislation 61
0601 County Transportation Commission-General 64
0605 Publications and Public Outreach 66
0708 Property Assessed Clean Energy (PACE) 68
0805 Building Operations & Maintenance 70
0942 Financial Management 72

Air Quality & Traveler Services 75
0102 Air Quality Activities 77
0406 Traveler Services 80
0702 Call Box System 83
0704 Freeway Service Patrol/State 86
0706 Intelligent Transportation Systems 89

TABLE OF CONTENTS

Regional & Subregional Planning 91
0110 Regional Transportation Planning 94
0203 Congestion Management 97
0213 High Desert Corridor Studies 99
0404 Subregional Planning 101
0941 Mtn./Desert Planning & Project Development 105

Transit & Passenger Rail 107
0309 General Transit 110
0310 Transit Operating 113
0311 Transit Capital 115
0322 San Bernardino Transit Center 118
0323 Downtown San Bernardino Passenger Rail 120
0324 Redlands Passenger Rail 123
0325 San Gabriel Subdivision Line Improvements 126
0352 General Commuter Rail 129
0377 Commuter Rail Operating 132
0379 Commuter Rail Capital 135

Major Projects Delivery 137
0701 Valley Signal Coordination Program 140
0803 State Route 210 Baseline Road Interchange 142
0815 Measure I Program Management 144
0817 State Route 60 Sound Wall 147
0820 State Route 210 Final Design 149
0822 State Route 210 Right of Way Acquisition 151
0824 State Route 210 Construction 153
0825 I-10 Corridor Project Development 156
0826 I-10 Cherry Avenue/Citrus Avenue Interchanges 158
0830 I-215 San Bern/Riverside Project Development 161
0834 I-215 Final Design 163
0836 I-215 Right of Way Acquisition 165
0838 I-215 Construction 167
0839 I-215 Bi-County HOV Gap Closure Project 170
0840 I-215 Barton Road Interchange 172
0841 I-10 Riverside Avenue Interchange 174
0842 I-10 Tippecanoe Avenue Interchange 176
0845 I-215 Mt. Vernon Ave./Washington St. Interchange 179
0850 Alternative Project Financing 181
0851 I-10/Monte Vista Avenue Interchange 183
0852 I-15 Corridor Improvement 185
0853 I-215 University Pkwy/State Street Interchange 187
0854 I-10 Eastbound Truck Climb/Live Oak/County Line 189
0862 I-10 Westbound Lane Addition - Yucaipa/Redlands 191
0869 Glen Helen Parkway Grade Separation 193
0870 Hunts Lane Grade Separation 195
0871 State Street/University Parkway Grade Separation 197
0874 Palm Avenue Grade Separation 199
0876 South Milliken Avenue Grade Separation 201
0877 Vineyard Avenue Grade Separation 203
0879 Colton Crossing BNSF/UPRR Grade Separation 205
0880 I-15/I-215 Devore Road Interchange 207

TABLE OF CONTENTS

0881 Lenwood Road Grade Separation....209
0882 North Milliken Avenue Grade Separation....212
0883 State Route 210 Pepper Avenue Interchange....214
0884 Laurel Avenue Grade Separation....216
0885 9th Street Rail Improvements....218
0886 Colton Quiet Zone....220
0887 State Route 210 Lane Addition....222
0888 I-15 La Mesa Road/Nisqualli Road Interchange....224
0890 I-15 Ranchero Road Interchange....226
0891 US 395 Widen SR-18/Chamberlaine/City Adelanto....228
0892 I-15 Baseline Road Interchange....230
0893 State Route 60 Central Avenue Interchange....232
0894 State Route 60 Archibald Avenue Interchange....234
0895 I-10/Alabama Street Interchange....236
0896 I-10 Pepper Avenue Interchange....238
0897 I-10 Cedar Avenue Interchange....240
0898 I-10 Mount Vernon Avenue Interchange....242
0899 I-10 University Street Interchange....244

Transportation Fund Administration & Programming....247
0373 Federal/State Fund Administration....250
0500 Transportation Improvement Program....253
0501 Federal/Transit Act Programming....256
0502 TDA Administration....258
0504 Measure I Administration....261
0506 Local Transportation Fund....264
0507 State Transit Assistance Fund....266
0515 MSI Valley Apportionment & Allocation....268
0516 MSI Mtn./Desert Apportionment & Allocation....270
0609 Strategic Planning/Delivery Planning....272
0610 Measure I 2010-2040 Project Advancements....274
0918 Measure I Local Pass Through....276

Debt Service....279
0965 2012A Sales Tax Revenue Bond....281
0966 2014A Sales Tax Revenue Bond....283

SUPPLEMENTAL INFORMATION SECTION

Funding Sources....285
Task Listing....286
Task Modifications....287
Acronym List....288
Glossary of Budget Terms....293

INTRODUCTORY SECTION

San Bernardino Associated Governments

1170 W. 3rd Street, 2nd Fl, San Bernardino, CA 92410
Phone: (909) 884-8276 Fax: (909) 885-4407
Web: www.sanbag.ca.gov

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

Date: **June 4, 2014**

To: **SANBAG Board of Directors**

From: **Raymond Wolfe, Executive Director**

Subject: **SANBAG Fiscal Year 2014/2015 Budget**

This memorandum serves as the formal transmittal notice for the San Bernardino Associated Governments (SANBAG) Fiscal Year 2014/2015 budget. In addition to outlining the budget needs for the various programs and initiatives, it provides a roadmap defining necessary steps to deliver key transit and highway projects, addresses operations needs as applicable, and defines important council of government initiatives that collectively spell the success of our organization. The Ten-Year Delivery Plan provides the guiding principles on which this budget is based.

Previous transmittals were lengthy, providing detail on the various programs that were repeated later in the document in more specificity. This one will be dramatically shorter and confined. Specific accomplishments, goals and objectives are detailed within the "Program Expenditure Detail Section." We have continued the practice of identifying Requests for Proposals (RFP), Requests for Quotes (RFQ), and Invitations for Bids (IFB) in the task listings to allow easy correlation between activities undertaken and the approved budget.

As we look forward to another exciting and successful year, it is important to reflect on the accomplishments of the past year. San Bernardino Associated Governments celebrated the completion of the $723 million widening of I-215 through the heart of the City of San Bernardino. We awarded two transit construction contracts, one for a $60 million extension of Metrolink service from the current terminus at the Santa Fe Depot/SANBAG offices to a new transit center at Rialto Avenue and E Street in San Bernardino. The second $12.6 million contract is for the Omnitrans San Bernardino Transit Center at Rialto Avenue and E Street. These two projects are essential elements which when complete will provide transit connectivity between traditional bus service, the newly minted bus rapid transit (BRT) line on E Street, and Metrolink rail service, propelling large segments of the eastern metro valley area of the County into a new era of travel options. We advanced five grade separation projects to construction, effectively using our share of Trade Corridor Improvement Funds (TCIF). We were successful in securing our share and more in federal funds this past year and have developed strategies that will keep this momentum.

Economic forecasts predict slow but steady growth. Measure I continues to provide the lion's share of funding for projects. The federal surface transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21), which maintained funding levels from the prior authorization expires in December of this year. We are working with our regional partners and federal legislators on the next authorization. Certainly, funding mechanisms will dominate and likely control the direction of the next authorization. Factors including the slow economic recovery, high unemployment, rising fuel costs, and more efficient vehicles in the fleet combine to largely negate state and federal fuel excise taxes as major funding sources for transportation projects. New sources of revenue at both the state and federal levels must be addressed for them to continue as viable funding partners.

SANBAG estimated revenues for the Fiscal Year 2014/2015 budget are $448,675,392 in comparison to revised estimated revenues of $631,157,582 for Fiscal Year 2013/2014. The decrease is due to issuance of bonds in Fiscal Year 2013/2014 and decrease of federal and state funds for Fiscal Year 2014/2015. The budget anticipates a 1.9% increase in Measure I sales tax revenue for Fiscal Year 2014/2015 based upon prior and current year collection trends. Increases are also anticipated in the Local Transportation Fund (LTF) sales tax and restricted funds that are dictated by grant activity. The ***Estimated Revenues Detail pg.43*** indicates the projected changes for each funding source. The estimated revenues on this schedule do not include undesignated fund balances. Further discussion of the revenue sources can be found in the ***Revenue Overview pg.38*** section of this budget. The ***Budget Process pg.17*** section provides information on the evaluation of resources.

The total budget requested for Fiscal Year 2014/2015 is $617,734,235. 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 2014/2015. 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 2014/2015 budget of $292,497,212. $120 million of sales tax revenue bond proceeds is anticipated to finance various interchange grade separation and passenger rail projects identified in the Measure I 2010-2040 Strategic and Ten-Year Delivery plans. The Transit and Passenger Rail Program follows closely with a rail capital expenditure of $118,308,891. The majority of the Transit and Rail Program budget includes construction money for the Downtown San Bernardino Passenger Rail Project.

I truly believe that this will be an exciting a rewarding year for SANBAG. We have made major strides in streamlining internal processes, and will continue to do so through this year. Our team is working closely with you to deliver key projects and initiatives aimed at enhancing the quality of life for our residents, improving the business climate across the County, and generally making San Bernardino County a better place. Our mission remains the same; delivering on commitments made to the voting public who entrusted SANBAG with the monumental task of improving transportation throughout the County by the passage and renewal of Measure I.

Sincerely,

Raymond W. Wolfe
Executive Director

List of Principal Officials

Board of Directors

Name	Jurisdiction	Title
Bill Jahn	City of Big Bear Lake	Board President
L. Dennis Michael	City of Rancho Cucamonga	Board Vice-President
		Chair - General Policy Committee
Cari Thomas	City of Adelanto	
Curt Emick	Town of Apple Valley	
Julie McIntyre	City of Barstow	
Dennis Yates	City of Chino	
Ed Graham	City of Chino Hills	
Frank Navarro	City of Colton	
Michael Tahan	City of Fontana	Vice-Chair - Metro Valley Study Session
Walt Stanckiewitz	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 and Transit Committee
Edward Paget	City of Needles	Chair - Mountain/Desert Committee
Alan Wapner	City of Ontario	
Pete Aguilar	City of Redlands	
Deborah Robertson	City of Rialto	
R. Carey Davis	City of San Bernardino	
Jim Harris	City of Twentynine Palms	
Ray Musser	City of Upland	
Ryan McEachron	City of Victorville	Vice-Chair - Mountain/Desert Committee
Dick Riddell	City of Yucaipa	Chair - Metro Valley Study Session
George Huntington	Town of Yucca Valley	
Robert A. Lovingood	County of San Bernardino	
Janice Rutherford	County of San Bernardino	
James Ramos	County of San Bernardino	Vice-Chair - Commuter Rail &Transit Committee
Gary Ovitt	County of San Bernardino	
Josie Gonzales	County of San Bernardino	

List of Principal Officials

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 2.08 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. 2.08 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 2013 and is expected to continue through 2014. The unemployment rate continued to fall, dropping 10.8% to 8.7% since last year. Home values continued their ascent back from the bottom of the Great Recession with the average value of an existing home climbing 23.6% 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 4.3% 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. The region is still recovering from the losses experienced during the Great Recession and economic activity has not yet returned to pre-recession levels, but growth continues across most economic indicators. This 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. State and Federal funds allocated by the Board do not flow through 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. It is anticipated that a continuing resolution will be used to maintain federal funding after the expiration on MAP-21 on September 30, 2014.

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.

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 $50 million.

Listed below are projects that will receive STP funding in Fiscal Year 2014/2015 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
I-15 Phase 2 Widening	Caltrans	3,637,000
I-15 / I-215 I/C Improvements – Devore I/C	SANBAG	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	1,507,000
Lenwood Grade Separation	SANBAG	9,287,000
I-10 and Cedar Avenue	County of San Bernardino	4,200,000
TOTAL		$111,048,000

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.

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 $57 million; approximately $13 million in the Mojave Desert Air Basin and $44 million in the South Coast Air Basin within San Bernardino County.

Listed below is the list of projects will receive CMAQ funding in Fiscal Year 2014/2015 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
On-going Transit Needs	SANBAG	8,507,000
Downtown San Bernardino Passenger Rail	SANBAG	10,306,000
TOTAL		$22,516,000

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 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. The first project selection under this new program will occur in August 2014 and November 2014 at the State and regional levels, respectively.

Federal Transit Administration (FTA) Formula Funds – Congress annually appropriates formula funds to urban and rural areas and to the State 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) in 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 $40 million over the two-year term of MAP-21 for projects in the urban areas and Section 5311 is estimated to provide $3 million over the two-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 the California Transportation Commission; however, the distribution process under MAP-21 is still under consideration. Grant awards are made to non-profit corporations and under certain circumstances to 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. 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. The San Bernardino Valley is expected to receive $14 million in Section 5337 and $3.4 million in Section 5339 funds over the two-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. Other provisions of the legislation provided increased transit funding and relief to

the State general fund. This change is viewed favorably by the transportation community because it provides separation between State transportation revenues and the State general fund.

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.

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. The project widening US 395 through Adelanto is scheduled to receive a RIP allocation for the right-of-way phase in Fiscal Year 2014/2015. SANBAG is also permitted to allocate up to 5% for Planning, Programming, and Monitoring Activities. In Fiscal Year 2014/2015, SANBAG will allocate $1.2 million for activities related to Alternative Project Financing and to support staff programming activities, as approved by the Board in the 2014 STIP programming.

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 14/15, although work will be on-going on Caltrans' I-15 Widening project between Mojave Drive in Victorville and Stoddard Wells Road in Barstow and the State Route 58 (SR-58) Realignment and Widening project near Hinkley.

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:

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 bases of 50% population and 50% centerline miles between the Valley and Mountain Desert regions.

Below is the list of SLPP formula-funded projects that was funded through this 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, LaHonda 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** **Operator and Population Allocations**	
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 2014/2015 is $80,484,541.

As the LTF administering agency, SANBAG anticipates the receipt of $950,000 in Fiscal Year 2014/2015 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 $2,247,601, for planning and programming activities during the fiscal year. As part of the Metrolink commuter rail program, SANBAG will receive an allocation for operating expenses. The LTF allocations are reported as revenue sources in the *Financial Section* of this report and flow through the SANBAG budget. 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. 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 released the last call in March 2013, with a total value of $3.8 million.

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 2014/2015, 73% of the remaining balances, or $54,563,467, 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 $20,595,712, 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 2014/2015**	
Area	**Apportionment**
County Auditor Administration	32,000
SANBAG Administration	950,000
SANBAG Planning	2,247,601
SCAG Planning	561,900
Article 3 - Pedestrian Bicycle	1,533,861
Valley Transit	54,563,467
Mountain/Desert Transit and Streets	20,595,712
TOTAL	$80,484,541

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 2014/2015 is $10,201,622. These funds are distributed to the Valley and Mountain/Desert areas on a population basis with $7,406,093 available to the Valley in Fiscal Year 2014/2015 and $2,795,529 available to the Mountain/Desert. Additionally, $1.5 million is available in Fiscal Year 2014/2015 for rail operations.

GANN

APPROPRIATIONS LIMIT

NOT UPDATED, PENDING INFORMATION FROM THE STATE DEPARTMENT OF FINANCE.

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. 13-084 on June 5, 2013, establishing appropriation for SANBAG at $1,003,154,656.

The calculation for the FY 2014/2015 appropriations limit is as follows:

FY 2013/2014 Appropriations Limit		$946,247,341
FY 2014/2015 adjustment:		
Change in California per capita personal income	=	5.120%
Change in Population, San Bernardino County	=	0.85%
Per Capita Cost of Living converted to a ratio:		
$\frac{5.120 + 100}{100}$	=	1.0512
Population converted to a ratio:		
$\frac{.85 + 100}{100}$	=	1.0085
Calculation of factor for FY 2014/2015: 1.0512 x 1.0085 = 1.06014		
$946,247,341 x 1.06014 = $1,003,154,656		
FY 2014/2015 Appropriations Limit		$1,003,154,656

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

The I-10/Riverside Avenue Interchange in Rialto, CA, was designed to replicate the famous Rialto Bridge in Venice, Italy. The City of Rialto selected the unique design to commemorate the city's Centennial Celebration in 2011.

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.23.*** 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. 38***.

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 projects or old projects 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 Accounting and Procurement 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 same funding source, or changes between tasks within the same program and funding source.
   ii. Reallocation of budgeted salary costs and revenues from one program to another within the same funding source.
   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.
   iii. The re-appropriation of monies/expenditures (excluding SANBAG staff salary costs) from one program or funding source 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 2014/2015 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 2014/2015 include prior year Board approved appropriations to be expended in Fiscal Year 2013/2014.

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 $101,592 for Fiscal Year 2014/2015 budget. This was approved by the General Policy Committee on January 15, 2014 and by the Board in February 2014.

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 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. The Fiscal Year 2013/2014 budget includes a $105.4 million sales tax revenue bond to fund grade separations and interchange projects identified in the Measure I 2010-2014 expenditure and ten year delivery plans. The following is the outstanding balances for the 2012A and 2014A sales tax revenue bonds:

Debt Service Schedule

Year	Principal	Interest	Total
2015	1,910,000	9,665,680	11,575,680
2016	1,990,000	10,107,737	12,097,737
2017	4,135,000	10,008,237	14,143,237
2018	3,305,000	9,842,837	13,147,837
2019	3,870,000	9,699,287	13,569,287
2020-2024	24,640,000	45,473,688	70,113,688
2025-2029	35,800,000	38,418,938	74,218,938
2030-2034	50,660,000	28,133,113	78,793,113
2035-2039	69,735,000	14,156,137	83,891,137
2040	16,660,000	781,944	17,441,944
Total	212,705,000	176,287,598	388,992,598

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 2014/2015 budget.

San Bernardino Associated Governments
Indirect Cost Allocations
Fiscal Year 2014/2015

The indirect cost allocation program allocates costs to the various tasks that do not benefit directly. There are three major components of the indirect cost allocation program:

1. Human Resources - accounts for costs associated with personnel activity. The indirect costs are allocated to various tasks based on salary and fringe benefit dollar amounts.

2. Management Services - accounts for costs attributed to information technology and the computer network. The indirect costs are allocated to various tasks based on the following:
   a. 20% - based on project management hours.
   b. 80% - based on salary and fringe benefit dollar amounts.

3. Project Management – accounts for certain staff and building costs. The indirect costs are allocated to various tasks based on the following:
   a. 20% - based on project management hours.
   b. 80% - based on salary and fringe benefit dollar amounts.

4. General - accounts for the remaining indirect costs not included in the other categories. The indirect costs are allocated to various tasks based on salary and fringe benefit dollar amounts.

Management Services and Project Management indirect cost are allocated based on both project management hours and 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 2014/2015 budget for indirect cost allocation is $4,733,465 in comparison to $4,206,939 in Fiscal Year 2013/2014. This represents a $526,526 increase from the previous Fiscal Year. The majority of the increase is attributed to the following:

a. Increase of salaries for two possible positions for an increased procurement function. A final determination of need will be based on a review of current practices and proposed realignment of responsibilities.
b. Changing a current contract position to full time Procurement Analyst.
c. $100,000 increase in computer hardware & software for imaging software program.
d. $100,000 increase in consulting services for study of procurement function.

Contract Information

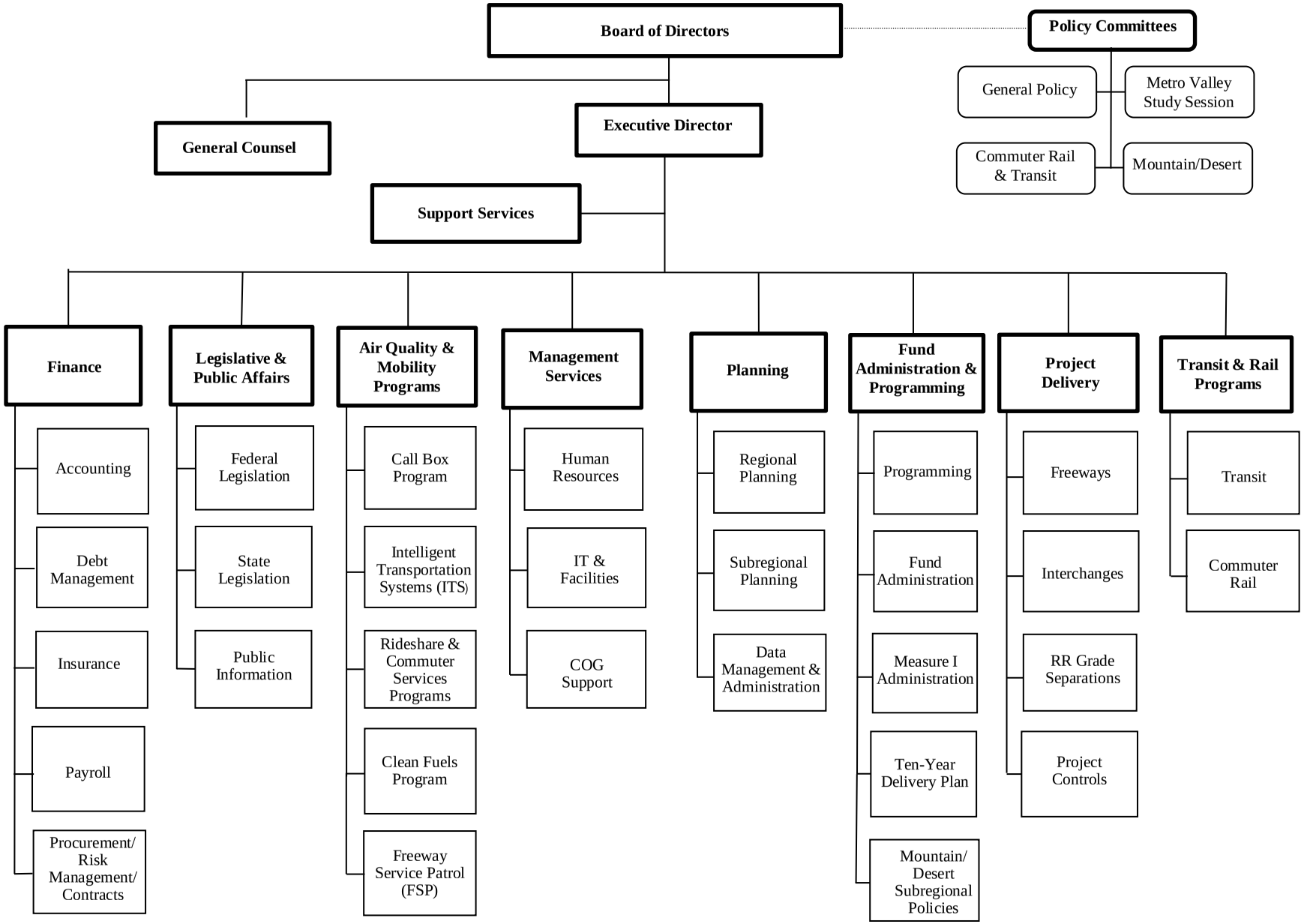
a. Existing Contracts
   i. 1000668, Auditing Services, Amount Budgeted $130,000.
   ii. 1000755, Insurance Services, Amount Budgeted $38,000.

b. New Contracts
   i. RFP, Imaging Software Program to Store Scanned Documents, Amount Budgeted $100,000, Total Estimated Contract Amount $100,000.
   ii. RFP, Procurement Study, Amount Budgeted $100,000, Total Estimated Contract Amount $100,000.
   iii. RFP, Insurance Certificate Tracking, Amount Budgeted $12,000, Total Estimated Contract Amount $60,000.
   iv. RFP, Disadvantaged Business Enterprise Services, Amount Budgeted $5,000, Total Estimated Contract Amount $100,000.

San Bernardino Associated Governments
Indirect Cost Allocations
Fiscal Year 2014/2015

	2011/2012 Actual	2012/2013 Actual	2013/2014 Revised Budget	2014/2015 Budget
Expenditures				
Regular Full-Time Employees	871,923	979,499	783,550	1,165,192
Regular Part-Time Employees	63,276	267	40,000	49,262
Overtime	34,326	51,616	41,250	26,250
Fringe Allocation-General	887,877	942,968	873,100	1,140,567
Professional Services	474,627	303,520	329,800	441,800
Consulting Services	-	-	-	100,000
County Fees	21,643	77,366	250,000	80,000
Auditing & Accounting	65,550	86,600	130,000	115,000
Legal Fees	52,653	17,212	298,500	215,000
Information Technology Services	16,861	63,518	5,000	-
Utilities	55,083	56,459	60,000	70,000
Maintenance-Buildings	291,682	286,918	315,000	315,000
Maintenance-Motor Vehicles	1,295	2,342	1,900	1,500
Maintenance-Office Equipment	1,273	1,576	3,100	1,600
Rentals-Buildings	6,525	-	-	-
Rentals-Office Equipment	35,950	40,035	62,053	45,000
General Liability Insurance	72,360	86,697	105,350	110,000
Umbrella Liability Insurance	47,260	48,331	57,300	60,000
Property Insurance	40,166	42,510	46,090	42,500
Crime Insurance	12,282	13,764	14,775	15,000
Public Officials Liability Insurance	97,013	138,535	177,800	180,000
Automotive Insurance	1,446	1,487	1,705	1,800
Dues & Subscriptions	781	2,729	2,625	4,315
Training/Membership	12,094	11,582	27,600	38,000
Postage	17,427	6,640	18,900	14,200
Travel Expense - Employee	9,735	2,223	15,500	10,000
Travel Expense - Non-Employee	-	-	5,200	-
Travel Expense-Mileage-Employee	276	707	1,200	1,400
Travel Expense-Other-Metrolink Tickets	6,874	-	200	200
Advertising	34,208	22,692	15,750	10,000
Printing - External	1,709	5,170	5,000	5,000
Printing - Internal	34,362	17,234	36,600	26,100
Contributions/Subsidies	-	-	-	5,000
Communications	97,878	40,050	81,631	58,445
Record/Equipment Storage	14,040	14,110	17,000	16,500
Other Service Charges	297	441	550	500
Office Expense	66,300	52,723	74,556	41,200
Meeting Expense	9,155	7,227	13,700	16,000
Office Furniture & Equipment	35,738	36,398	25,000	20,000
Office Equip/Software-Inventorial	105,351	117,128	159,379	54,192
Computer Hardware & Software	28,975	-	110,275	236,942
Total Expenditures	3,626,268	3,578,274	4,206,939	4,733,465

San Bernardino Associated Governments
Organization Chart



NOTE: During Fiscal Year 2013/2014, Public Information was transferred to Legislative Affairs. Mountain/Desert Subregional Policies was transferred to Fund Administration & Programming in FY 2012/2013.

Staffing Overview

This section of the SANBAG budget provides information relative to human resources requirements for Fiscal Year 2014/2015. SANBAG is a very small organization relative to its budget. Relying on a small staff to carry out a SANBAG's varied work program makes the recruitment and retention of quality employees critical. This budget provides funding for a total of 53.5 regular employees, one temporary employee and two student interns ***Table of Regular Positions pg. 28***. This is an increase of two regular positions from the prior year.

Staff Organization Structure

SANBAG has eight 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.25.***

Staffing

The SANBAG workforce proposed in this budget is composed of the Executive Director, General Counsel, eight senior management positions, thirty professional/administrative positions, and thirteen and one half support positions. This budget also proposes two additional positions. One new position will be for Fund Administration and Programming and the two other new positions will be for Procurement and Risk Management.

There is also need for a second additional position to better strengthen our Procurement and Risk Management functions. The level that this position should occupy has not yet been decided. A recommendation on that position is not included in this budget and is pending completion of a classification and compensation study. Part of that study will assist us in deciding whether Procurement and Risk Management should continue to be organized and managed as it is today or whether a different management structure should be considered given the significance of contracting to SANBAG's work. When that study is complete, a recommendation will be brought to the Board of Directors along with an appropriate budget amendment for consideration.

The additional position for Fund Administration and Programming is proposed as a Senior Transportation Programming Analyst that has the necessary experience to work with Project Delivery and Transit and Rail on developing funding and reimbursement plans and helping to coordinate the intricate relationship between the actual funding needs for design and construction activities and the complexities involved with meeting federal and state requirements for the obtaining and using transportation funds.

The additional position for Procurement and Risk Management is proposed as a Procurement Analyst to assist with the day to day functions required in managing all of SANBAG's contracts for compliance with state, federal and SANBAG policies. This position will replace a temporary procurement analyst as it has been determined that this support will be necessary on a regular basis for the proper functioning of procurements at SANBAG. The in-house standalone Procurement and Risk Management function is new at SANBAG and great strides have been made in establishing a program that employs best practices. The additional position will help us sustain this progress.

In addition to regular employees, temporary workers are occasionally used based on their particular skill level and availability in accordance with agency needs. There is no expectation that temporary employees will be elevated to regular positions or that their employment will be extended beyond the particular project for which they are hired. Temporary employees receive an hourly wage, with no benefits. In the past year, SANBAG has used temporary employees to perform tasks in the areas of data management, finance, and air quality and mobility. This budget proposes one temporary employee to assist the Finance Department with general accounting tasks

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

Contractors - SANBAG makes also 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. 29*** contained in this budget illustrates the total estimated costs for salaries and benefits during the Fiscal Year 2014/2015 budget, as estimated in May 2014. The total salary and benefit cost in the adopted budget is $8,179,261 which represents 1.32% of the total budgeted new expenditures. There are no salary or benefit adjustments included in this budget. A classification and compensation study will soon be concluding. It has been five years since this type of study was conducted at SANBAG and there have been several changes to our organization in that time. The study will make recommendations on overall salary structure, salary ranges for specific employment classes and overall benefits. From the results of the study, recommendations will be formulated along with related budget amendments and brought to the Board of Directors for consideration.

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.32*** 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.30*** 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 2014/2015

Support Group	**FY 11/12**	**FY 12/13**	**FY 13/14**	**FY 14/15**
Accountant	1	1.5	1.5	1.5
Accounting Assistant	2	1	1	1
Accounting Assistant, Senior	0	1	1	1
Administrative Assistant	1	2	2	2
Administrative Assistant, Senior	4	4	4	4
Assistant to the Clerk of the Board	1	1	1	1
Office Assistant	1	1	1	1
Receptionist	1	1	1	1
Transportation Programming Technician	1	1	1	1
Total Support Group	**12**	**13.5**	**13.5**	**13.5**
Administrative/Professional Group				
Accounting Manager	1	1	0	0
Air Quality/Mobility Specialist	2	2	2	2
Chief of Accounting & Procurement	0	0	1	1
Chief of Alternative Project Financing	1	1	1	1
Chief of Air Quality & Mobility Programs	1	1	1	1
Chief of Planning	1	1	1	1
Chief of Fund Administration & Programming	0	0	1	1
Chief of Transit and Rail Programs	0	1	1	1
Clerk of the Board/Administrative Supervisor	1	1	1	1
Construction Manager	1	1	1	1
GIS Analyst	0	0	1	1
GIS Administrator	1	1	1	1
Human Resources/Information Services Administrator	1	1	1	1
Legislative Analyst	1	1	1	1
Management Services Analyst	0	0	1	1
Management Services Specialist	1	1	0	0
Procurement Analyst	0	0	0	2
Procurement/Risk Management/Contract Administrator	1	1	1	1
Project Delivery Manager	2	2	2	2
Programming/Project Controls Manager	1	1	0	0
Public Information Analyst	0	1	1	1
Public Information Officer	1	1	1	1
Public Information Specialist	1	0	0	0
Transit Analyst	2	2	2	2
Transit Specialist	1	1	1	1
Transportation Planning Analyst	1	2	2	2
Transportation Programming Analyst	1	1	2	2
Transportation Programming Analyst, Senior	1	1	0	1
Transportation Planning Specialist	2	1	1	1
Total Administrative/Professional Group	**26**	**27**	**28**	**31**
Senior Management Group				
Chief Financial Officer	1	1	1	1
Director of Air Quality & Mobility Programs	1	0	0	0
Director of Fund Administration & Programming	1	1	1	1
Director of Legislative 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	**47**	**49.5**	**50.5**	**53.5**

San Bernardino Associated Governments
Salaries and Benefits Schedule at Budgeted Rates
For Fiscal Year 2014/2015

	Salaries	Retirement	Deferred Comp.	Worker's Comp.	Medicare	Medical Retire Trust	UI*	Flexible Benefits	Auto Allowance	Contracted County Supp.**	Total
Support Group	**$1,014,899**	**$360,424**	**$46,159**	**$31,318**	**$14,172**	**$1,598**	**$5,500**	**$176,763**	**$0**	**$18,334**	**$1,669,168**
Accounting and Procurement (7.5)											
Assistant to the Clerk of the Board											
Office Assistant/Receptionist (2)											
Administrative Assistants (8)											
Adminstrative/Professional Group	**$2,396,243**	**$977,431**	**$174,540**	**$76,780**	**$34,746**	**$2,416**	**$7,425**	**$287,783**	**$8,400**	**$43,887**	**$4,009,651**
Chief of Accounting and Procurement											
Contract/Procurement/Risk Manager											
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 Specialist											
Planning/Programming Positions (7)											
Public Information Positions (2)											
Transit Positions (4)											
Senior Management Group	**$1,533,605**	**$580,572**	**$115,020**	**$49,140**	**$22,237**	**$5,113**	**$2,475**	**$97,015**	**$74,400**	**$20,866**	**$2,500,442**
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	**$4,944,747**	**$1,918,426**	**$335,719**	**$157,238**	**$71,155**	**$9,127**	**$15,400**	**$561,561**	**$82,800**	**$83,087**	**$8,179,261**

* Unemployment Insurance

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

Employer Provided Benefits:		**Mandatory Benefits:**	
Retirement	$1,918,426	**Workers' Compensation**	$157,238
Deferred Compensation	335,719	**Medicare**	71,155
Flexible Benefit Plan	561,561	**Unemployment Insurance**	15,400
Contracted County Supplemental Benefits	83,087		
Auto Allowance	82,800		
Medical Retirement Trust	9,127		
Total	**$2,990,721**	**Total**	**$243,793**

San Bernardino Associated Governments
STAFF UTILIZATION REPORT
Fiscal Year 2014/2015

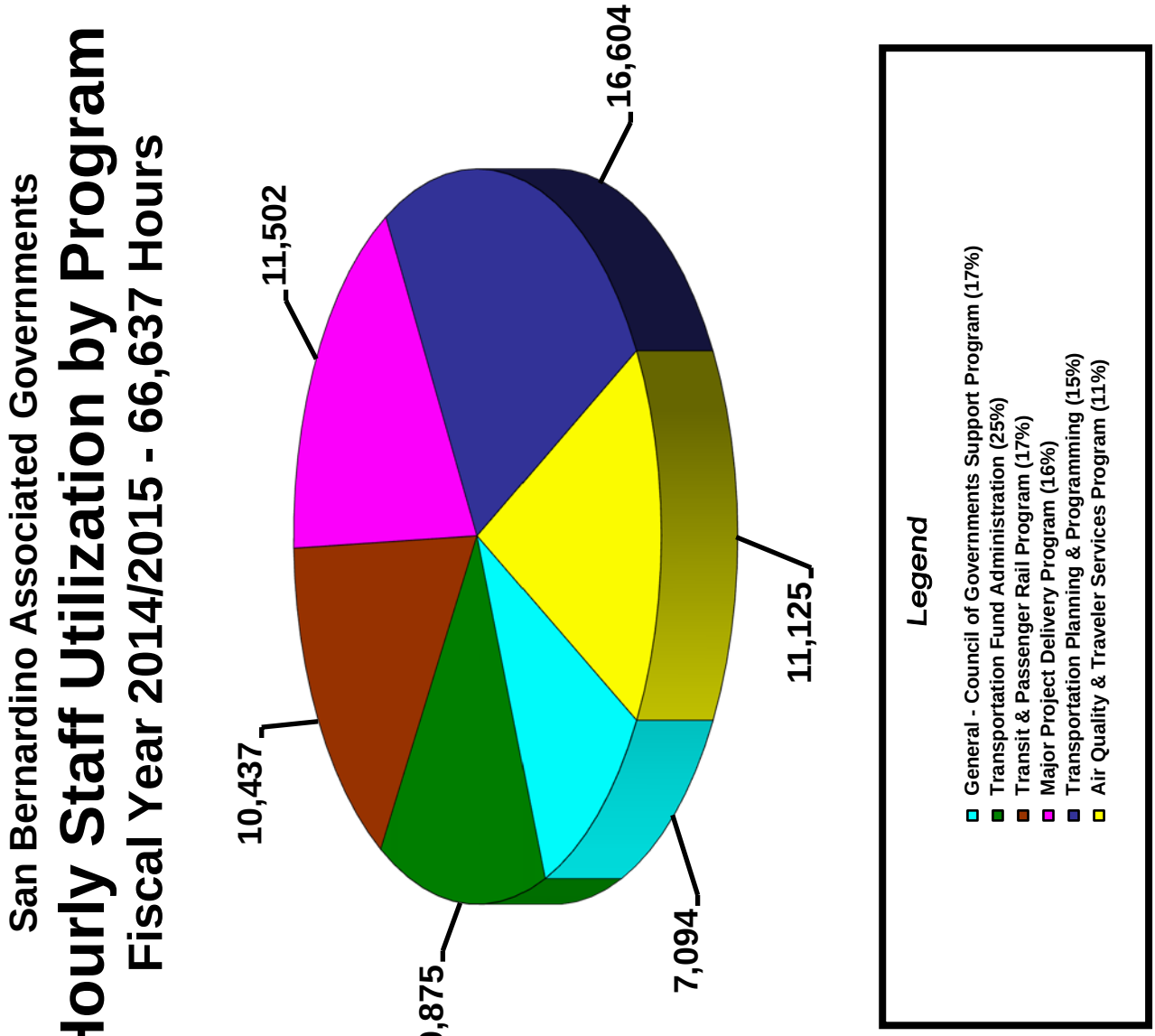
		Director of Transit & Rail	Director of Management Services	Director of Project Delivery	SANBAG Counsel	Director of Planning	Chief Financial Officer	Director of Legislative & Public Affairs	Executive Director	Director of Fund Administration & Programming	OTHER STAFF *	TOTAL
AIR QUALITY & TRAVELER SERVICES PROGRAM												
0102	Air Quality Activities	-	85	-	-	-	-	-	-	-	1,652	**1,737**
0406	Rideshare Management	-	70	-	-	-	-	-	-	-	1,450	**1,520**
0702	Call Box System	-	80	-	-	-	-	-	-	-	1,545	**1,625**
0704	Freeway Service Patrol/State	-	100	-	60	-	-	-	-	-	1,882	**2,042**
0706	Intelligent Transportation Systems	-	20	-	-	-	-	-	-	-	150	**170**
TOTAL AIR QUALITY & TRAVELER SERVICES PROGRAM		**-**	**355**	**-**	**60**	**-**	**-**	**-**	**-**	**-**	**6,679**	**7,094**
REGIONAL AND SUB-REGIONAL PLANNING												
0110	Regional Planning	-	-	-	-	640	-	-	-	40	2,436	**3,116**
0203	Congestion Management	-	-	-	-	200	-	-	-	-	290	**490**
0213	High Desert Corridor Studies	-	-	-	-	-	-	-	-	-	-	-
0404	Subregional Planning	-	-	-	-	640	-	-	-	-	4,679	**5,319**
0941	Mt/Desert Planning and Project Development	-	-	-	-	80	-	-	-	120	750	**950**
TOTAL REGIONAL AND SUB-REGIONAL PLANNING		**-**	**-**	**-**	**-**	**1,560**	**-**	**-**	**-**	**160**	**8,155**	**9,875**
TRANSIT & PASSENGER RAIL PROGRAM												
0309	General Transit	90	-	-	40	-	-	40	-	-	1,655	**1,825**
0310	Transit Operations	-	-	-	-	-	-	-	-	-	-	-
0311	Transit Capital	224	-	-	-	-	-	-	-	-	1,145	**1,369**
0322	San Bernardino Transit Center	498	-	-	-	-	-	-	-	-	1,372	**1,870**
0323	Downtown San Bernardino Passenger Rail	328	-	-	-	-	-	-	-	-	951	**1,279**
0324	Redlands Passenger Rail	328	-	-	-	-	-	-	-	-	592	**920**
0325	San Gabriel Subdivision Line Improvements	26	-	-	-	-	-	-	-	-	458	**484**
0352	General Commuter Rail	221	-	-	400	-	-	80	-	-	1,934	**2,635**
0377	Commuter Rail Operating Expenses	39	-	-	-	-	-	-	-	-	403	**442**
0379	Commuter Rail Capital Expenses	46	-	-	-	-	-	-	-	-	632	**678**
TOTAL TRANSIT & PASSENGER RAIL PROGRAM		**1,800**	**-**	**-**	**440**	**-**	**-**	**120**	**-**	**-**	**9,142**	**11,502**
TRANSPORTATION FUND ADMINISTRATION												
0373	Federal/State Fund Administration	-	-	-	-	-	-	-	-	380	5,137	**5,517**
0500	Transportation Improvement Program	-	-	-	-	-	-	-	-	120	2,590	**2,710**
0501	Federal/Transit Act Programming	-	-	-	-	-	-	-	-	80	729	**809**
0502	TDA Administration	-	-	-	-	-	260	-	-	100	1,665	**2,025**
0504	Measure I Admin - Valley	-	75	-	160	-	390	-	-	40	638	**1,303**
0506	Local Transportation Fund	-	-	-	-	-	-	-	-	-	-	-
0507	State Transit Assistance Fund	-	-	-	-	-	-	-	-	-	-	-
0515	Measure I Valley Apportionment and Allocation	-	-	-	-	-	-	-	-	80	820	**900**
0516	Measure I Mountain/Desert Apportionment and Allocation	-	-	-	-	-	-	-	-	80	385	**465**
0609	Strategic Planning/Delivery Planning	-	-	-	-	40	-	-	-	580	1,965	**2,585**
0610	Measure I 2010-2040 Project Advancement	-	-	-	-	-	-	-	-	20	270	**290**
0918	Measure I Local Pass-Through	-	-	-	-	-	-	-	-	-	-	-
TOTAL TRANSPORTATION FUND ADMINISTRATION		**-**	**75**	**-**	**160**	**40**	**650**	**-**	**-**	**1,480**	**14,199**	**16,604**
GEN-COUNCIL OF GOVERNMENTS SUPPORT PROGRAM												
0104	Intergovernmental Relations	-	270	-	-	-	-	300	-	-	1,770	**2,340**
0490	Council of Governments New Initiatives	-	-	-	-	-	-	-	-	-	-	-
0492	Joint Solar Power Purchase	-	40	-	20	-	-	-	-	-	145	**205**
0495	Greenhouse Gas	-	-	-	40	-	-	-	-	-	80	**120**
0503	Legislation	-	-	-	-	-	-	750	-	-	1,840	**2,590**
0601	County Transportation Commission – General	-	-	-	200	-	-	-	-	80	680	**960**
0605	Publications & Public Outreach	-	20	-	-	-	-	590	-	-	3,163	**3,773**
0708	Property Assessed Clean Energy Program	-	200	-	20	-	-	-	-	-	235	**455**
0805	Building Operations & Maintenance	-	10	-	-	-	-	-	-	-	204	**214**
0942	Financial Management	-	-	-	-	-	260	-	-	-	208	**468**
TOTAL GEN-COUNCIL OF GOVTS. SUPPORT PROGRAM		**-**	**540**	**-**	**280**	**-**	**260**	**1,640**	**-**	**80**	**8,325**	**11,125**

*** OTHER STAFF comprised of (53) FULL-TIME PROFESSIONAL STAFF; (3) PART-TIME.**

San Bernardino Associated Governments
STAFF UTILIZATION REPORT
Fiscal Year 2014/2015

		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
MAJOR PROJECT DELIVERY PROGRAM												
0701	Valley Signal Coordination Program	-	-	-	-	-	-	-	-	-	20	**20**
0803	State Route 210 Baseline Road Interchange	-	-	-	-	-	-	-	-	-	-	-
0815	Measure I Program Management	-	-	1,600	590	120	-	-	300	-	7,467	**10,077**
0817	State Route 60 Sound Wall	-	-	-	-	-	-	-	-	-	-	-
0820	State Route 210 Final Design	-	-	-	-	-	-	-	-	-	-	-
0822	State Route 210 Right of Way Acquisition	-	-	-	-	-	-	-	-	-	-	-
0824	State Route 210 Construction	-	-	-	-	-	-	-	-	-	-	-
0825	I-10 Corridor Project Development	-	-	-	-	-	-	-	-	-	-	-
8026	I-10 Cherry Avenue/Citrus Avenue Interchange	-	-	-	-	-	-	-	-	-	-	-
0830	I-215 San Bern/Riverside Project Development	-	-	-	-	-	-	-	-	-	-	-
0834	I-215 Final Design	-	-	-	-	-	-	-	-	-	-	-
0836	I-215 Right of Way Acquisition	-	-	-	-	-	-	-	-	-	-	-
0838	I-215 Construction	-	-	-	-	-	-	-	-	-	-	-
0839	I-215 Bi-County HOV Gap Closure Project	-	-	-	-	-	-	-	-	-	-	-
0840	I-215 Barton Road Interchange	-	-	-	-	-	-	-	-	-	-	-
0841	I-10 Riverside Avenue Interchange	-	-	-	-	-	-	-	-	-	-	-
0842	I-10 Tippecanoe Avenue Interchange	-	-	-	-	-	-	-	-	-	-	-
0845	I-215 Mount Vernon Ave./Washington St. Interchange	-	-	-	-	-	-	-	-	-	-	-
0850	Alternative Project Financing	-	-	80	-	40	-	-	-	-	60	**180**
0851	I-10/Monte Vista Avenue Interchange	-	-	-	-	-	-	-	-	-	-	-
0852	I-15 Corridor Improvement	-	-	-	-	-	-	-	-	-	-	-
0853	I-215 University Parkway/State Street Interchange	-	-	-	-	-	-	-	-	-	-	-
0854	I-10 Eastbound Truck Climbing/Live Oak to County Line	-	-	-	-	-	-	-	-	-	-	-
0862	I-10 Westbound Lane Addition-Yucaipa/Redlands	-	-	-	-	-	-	-	-	-	-	-
0869	Glen Helen Parkway Grade Separation	-	-	-	-	-	-	-	-	-	-	-
0870	Hunts Lane Grade Separation	-	-	-	-	-	-	-	-	-	-	-
0871	State Street/University Parkway Grade Separation	-	-	-	-	-	-	-	-	-	-	-
0874	Palm Avenue Grade Separation	-	-	-	-	-	-	-	-	-	-	-
0876	South Milliken Avenue Grade Separation	-	-	-	-	-	-	-	-	-	-	-
0877	Vineyard Avenue Grade Separation	-	-	-	-	-	-	-	-	-	-	-
0879	Colton Crossing BNSF/UPRR Grade Separation	-	-	-	-	-	-	-	-	-	-	-
0880	I-15/I-215 Devore Road Interchange	-	-	-	-	-	-	-	-	-	-	-
0881	Lenwood Road Grade Separation	-	-	-	-	-	-	-	-	-	-	-
0882	North Milliken Avenue Grade Separation	-	-	-	-	-	-	-	-	-	-	-
0883	State Route 210 Pepper Avenue Interchange	-	-	-	-	-	-	-	-	-	-	-
0884	Laurel Avenue Grade Separation	-	-	-	-	-	-	-	-	-	-	-
0885	9th Street Rail Improvement Project	-	-	-	-	-	-	-	-	-	-	-
0886	Colton Quiet Zone	-	-	-	-	-	-	-	-	-	-	-
0887	State Route 210 Lane Addition	-	-	-	-	-	-	-	-	-	-	-
0888	I-15 La Mesa Road/Nisqualli Road Interchange	-	-	-	-	-	-	-	-	-	-	-
0890	I-15 Ranchero Road Interchange	-	-	-	-	-	-	-	-	-	160	**160**
0891	US 395 Widening SR 18 and Chamberlaine Way/City of Adelanto	-	-	-	-	-	-	-	-	-	-	-
0892	I-15 Baseline Road Interchange	-	-	-	-	-	-	-	-	-	-	-
0893	State Route 60 Central Avenue Interchange	-	-	-	-	-	-	-	-	-	-	-
0894	State Route 60 Archibald Avenue Interchange	-	-	-	-	-	-	-	-	-	-	-
0895	I-10 Alabama Street Interchange	-	-	-	-	-	-	-	-	-	-	-
0896	I-10 Pepper Avenue Interchange	-	-	-	-	-	-	-	-	-	-	-
0897	I-10 Cedar Avenue Interchange	-	-	-	-	-	-	-	-	-	-	-
0898	I-10 Mount Vernon Avenue Interchange	-	-	-	-	-	-	-	-	-	-	-
0899	I-10 University Street Interchange	-	-	-	-	-	-	-	-	-	-	-
TOTAL MAJOR PROJECT DELIVERY PROGRAM		-	-	**1,680**	**590**	**160**	-	-	**300**	-	**7,707**	**10,437**
FRINGE & INDIRECT												
FRINGE	Fringe	**280**	**440**	**400**	**320**	**320**	**360**	**320**	**320**	**360**	14,340	**17,460**
INDIRECT	Indirect	-	**710**	-	**230**	-	**810**	-	**1,460**	-	28,401	**31,611**
TOTAL FRINGE & INDIRECT		**280**	**1,150**	**400**	**550**	**320**	**1,170**	**320**	**1,780**	**360**	**42,741**	**49,071**
GRAND TOTALS		**2,080**	**2,120**	**2,080**	**2,080**	**2,080**	**2,080**	**2,080**	**2,080**	**2,080**	**96,948**	**115,708**

*** OTHER STAFF comprised of (53) FULL-TIME PROFESSIONAL STAFF; (3) PART-TIME.**


San Bernardino Associated Governments
Hourly Staff Utilization by Program
Fiscal Year 2014/2015 - 66,637 Hours
10,437
11,502
16,604
11,125
7,094
9,875
Legend
General - Council of Governments Support Program (17%)
Transportation Fund Administration (25%)
Transit & Passenger Rail Program (17%)
Major Project Delivery Program (16%)
Transportation Planning & Programming (15%)
Air Quality & Traveler Services Program (11%)

San Bernardino Associated Governments
Budget Summary
Fiscal Year 2014/2015

	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	Senior / Disabled Transit	Project Development / Traffic Mangement Systems	LTF/STAF	Capital Projects Bond Fund	Grants / Other Revenue *	Grant / Revenue Type	Total
REVENUES															
Sales Tax-Measure I 1990-2010	-	-	-	-	-	-	-	-	-	-	-	-	-		-
Sales Tax-Measure I 2010-2040	23,188,700	31,959,600	16,000,700	22,041,200	19,837,100	2,204,100	18,262,600	6,614,200	1,322,700	529,100	-	-	-		141,960,000
Local Transportation Fund	-	-	-	-	-	-	-	-	-	-	79,890,641	-	-		79,890,641
State Transit Assistance Fund	-	-	-	-	-	-	-	-	-	-	11,701,622	-	-		11,701,622
2014 Bond Revenue Proceeds	-	-	-	-	-	-	-	-	-	-	-	-	-		-
Other Grants and Revenues	-	269,110	66,940	50,040	40,990	20,990	-	21,650	2,300	2,485	1,212,960	38,910	213,396,754		215,123,129
Total Revenues	23,188,700	32,228,710	16,067,640	22,091,240	19,878,090	2,225,090	18,262,600	6,635,850	1,325,000	531,585	92,805,223	38,910	213,396,754		448,675,392
EXPENDITURES															
General/Council of Governments Support															
0104 Intergovernmental Relations	184,372	45,476	45,401	44,800	-	-	29,400	-	-	-	-	-	158,654	GADUES, PACE	508,103
0490 Council of Governments New Initiatives	-	-	-	-	-	-	-	-	-	-	-	-	422,275	GADUES	422,275
0492 Joint Solar Power Purchase	-	-	-	-	-	-	-	-	-	-	-	-	647,237	PACE, JSP	647,237
0495 Greenhouse Gas	-	-	-	-	-	103,416	-	-	-	-	20,209	-	24,425	GHG	148,050
0503 Legislation	7,950	342,085	95,579	95,405	-	-	34,050	-	-	-	-	-	-		575,069
0601 County Transp. Commission-General	113,200	75,316	-	-	-	-	18,000	-	-	-	100,024	-	25,000	SAFE	331,540
0605 Publications & Public Outreach	5,870	382,052	153,616	152,675	58,254	-	43,836	-	-	-	-	-	-		796,303
0708 Property Assessed Clean Energy Program	-	-	-	-	-	-	-	-	-	-	-	-	1,828,244	PACE	1,828,244
0805 Building Operations & Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	37,763	RAR, LOC	37,763
0942 Financial Management	225,574	-	-	-	-	-	14,750	-	-	-	-	-	-		240,324
Total General/Council of Governments Support	536,966	844,929	294,596	292,880	58,254	103,416	140,036	-	-	-	120,233	-	3,143,598		5,534,908
Air Quality & Traveler Services															
0102 Air Quality Activities	-	-	-	-	-	330,167	-	-	-	-	3,175	-	200,000	PACE	533,342
0406 Traveler Services	-	-	-	-	-	398,848	-	-	-	11,000	-	-	1,811,664	CMAQ	2,221,512
0702 Call Box System	-	-	-	-	-	-	-	-	-	-	-	-	1,451,691	SAFE, LOC	1,451,691
0704 Freeway Service Patrol/State	-	-	-	-	-	466,972	-	-	-	-	-	-	2,282,321	FSP, SAFE, LOC	2,749,293
0706 Intelligent Transportation Systems	-	-	-	-	-	64,260	-	-	-	-	-	-	-		64,260
Total Air Quality & Traveler Services	-	-	-	-	-	1,260,247	-	-	-	11,000	3,175	-	5,745,676		7,020,098
Regional and Sub-Regional Planning															
0110 Regional Planning	-	-	-	-	-	266,478	-	-	-	-	276,578	-	-		543,056
0203 Congestion Management	-	-	-	-	-	198,726	-	-	-	22,428	50,000	-	40,160	LOC	311,314
0213 High Desert Corridor Studies	-	-	-	-	-	-	-	-	-	-	10,000	-	-		10,000
0404 Subregional Planning	-	-	-	-	-	1,268,188	1,080	-	-	40,698	435,489	-	1,250,000	LOC	2,995,455
0941 Mountain/Desert Planning & Project Development	-	-	-	-	-	-	167,895	-	-	-	-	-	-		167,895
Total Regional and Sub-Regional Planning	-	-	-	-	-	1,733,392	168,975	-	-	63,126	772,067	-	1,290,160		4,027,720
Transit & Passenger Rail															
0309 General Transit	-	-	-	-	-	-	-	-	-	-	442,238	-	-		442,238
0310 Transit Operators	-	-	-	-	7,504,109	-	-	-	1,322,839	5,080	-	-	-		8,832,028
0311 Transit Capital	-	-	-	-	-	-	-	-	-	-	752,508	-	2,881,489	LOC, PTMISEA	3,633,997
0322 San Bernardino Transit Center	-	-	-	-	-	-	-	-	-	-	392,155	-	14,152,056	LOC, TSSSDRP	14,544,211
0323 Downtown San Bernardino Passenger Rail	-	-	-	-	9,275,000	-	-	-	-	-	14,797,836	10,900,000	13,400,000	SLPP, FTA, TSSSDRP	48,372,836
0324 Redlands Passenger Rail	-	-	-	-	2,437,742	-	-	-	-	-	-	14,732,534	4,550,000	LOC, PTMISEA	21,720,276
0325 San Gabriel Subdivision Line Improvements	-	-	-	-	-	-	-	-	-	-	368,760	-	4,038,982	LOC, PTMISEA, TSSSDRP	4,407,742
0352 General Commuter Rail	-	-	-	-	53,365	-	-	-	-	-	2,029,251	-	-		2,082,616
0377 Commuter Rail Operating Expense	-	-	-	-	-	-	-	-	-	-	11,932,560	-	1,289,170	RAR	13,221,730
0379 Commuter Rail Capital Expense	-	-	-	-	-	-	-	-	-	-	1,051,217	-	-		1,051,217
Total Transit & Passenger Rail	-	-	-	-	19,270,216	-	-	-	1,322,839	5,080	31,766,525	25,632,534	40,311,697		118,308,891

San Bernardino Associated Governments
Budget Summary
Fiscal Year 2014/2015

	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	Senior / Disabled Transit	Project Development / Traffic Mangement Systems	LTF/STAF	Capital Bonds	Grants / Other Revenue *	Grant / Revenue Type	Total
EXPENDITURES															
Major Project Delivery															
0701 Valley Signal Coordination Program	-	-	-	-	-	380,383	-	-	-	-	2,799	-	-		383,182
0803 State Route 210 Baseline Road Interchange	-	-	449,407	-	-	-	-	-	-	-	-	-	336,247	LOC	785,654
0815 Measure I Program Management	-	1,900,105	2,019,035	1,785,212	-	-	-	-	-	-	-	-	-		5,704,352
0817 State Route 60 Sound Wall	-	5,405	-	-	-	-	-	-	-	-	-	-	-		5,405
0820 State Route 210 Final Design	-	20,000	-	-	-	-	-	-	-	-	-	-	-		20,000
0822 State Route 210 Right of Way Acquisition	-	1,005,405	-	-	-	-	-	-	-	-	-	-	-		1,005,405
0824 State Route 210 Construction	-	132,835	-	-	-	1,175,000	-	-	-	-	-	-	1,000,662	STP, RIP	2,308,497
0825 I-10 Corridor Project Development	-	6,036,212	-	-	-	-	-	-	-	-	-	-	1,000,000	RIP	7,036,212
0826 I-10 Cherry Avenue/Citrus Avenue Interchange	-	-	1,495,430	-	-	-	-	-	-	-	-	4,964,877	17,141,038	LOC, STP, IMD, TCIF	23,601,345
0830 I-215 San Bern/Riverside Project Development	-	5,405	-	-	-	-	-	-	-	-	-	-	-		5,405
0834 I-215 Final Design	-	25,405	-	-	-	-	-	-	-	-	-	-	-		25,405
0836 I-215 Right of Way Acquisition	-	105,405	-	-	-	-	-	-	-	-	-	-	-		105,405
0838 I-215 Construction	-	6,586,874	-	-	-	1,000,000	-	-	-	-	-	-	5,900,000	TEA, PNRS, RIP	13,486,874
0839 I-215 Bi-County HOV Gap Closure Project	-	21,392,576	-	-	-	-	-	-	-	-	-	-	-		21,392,576
0840 I-215 Barton Road Interchange	-	4,502,630	-	-	-	-	-	-	-	-	-	-	12,664,619	STP, RIP	17,167,249
0841 I-10 Riverside Avenue Interchange	-	11,711	-	-	-	-	-	-	-	-	-	-	302,000	LOC	313,711
0842 I-10 Tippecanoe Avenue Interchange	-	-	3,049,922	-	-	-	-	-	-	-	-	-	21,551,598	LOC, STP, DEMO, CMIA, TCIF	24,601,520
0845 I-215 Mount Vernon Ave./Washington St. Interchange	-	5,947,492	-	-	-	-	-	-	-	-	-	-	-		5,947,492
0850 Alternative Project Financing	-	1,564,649	289,433	-	-	-	-	-	-	53,354	-	-	300,000	PPM	2,207,436
0851 I-10/Monte Vista Avenue Interchange	-	-	426,485	-	-	-	-	-	-	-	-	-	81,621	LOC	508,106
0852 I-15 Corridor Improvement	-	3,395,264	-	-	-	-	-	-	-	-	-	-	-		3,395,264
0853 I-215 University Parkway/State Street Interchange	-	-	286,485	-	-	-	-	-	-	-	-	-	71,621	LOC	358,106
0854 I-10 Eastbound Truck Climbing/Live Oak to County Line	-	575,133	-	-	-	-	-	-	-	-	-	-	-		575,133
0862 I-10 Westbound Lane Addition-Yucaipa/Redlands	-	47,311	-	-	-	-	-	-	-	-	-	-	100,000	STP, SHOOP, CMIA	147,311
0869 Glen Helen Parkway Grade Separation	-	-	-	-	-	-	-	-	-	-	-	3,721,621	-		3,721,621
0870 Hunts Lane Grade Separation	-	-	-	-	-	-	-	-	-	-	-	258,932	2,774,000	LOC, PNRS,	3,032,932
0871 State Street/University Parkway Grade Separation	-	-	-	-	-	-	-	-	-	-	-	6,905	-		6,905
0874 Palm Avenue Grade Separation	-	-	-	-	-	-	-	-	-	-	-	1,656,615	10,671,044	LOC, PNRS, DEMO, TCIF	12,327,659
0876 South Milliken Avenue Grade Separation	-	-	-	-	-	-	-	-	-	-	-	5,741,485	232,821	LOC	5,974,306
0877 Vineyard Avenue Grade Separation	-	-	-	-	-	-	-	-	-	-	-	8,063,242	14,811	LOC	8,078,053
0879 Colton Crossing BNSF/UPRR Grade Separation	-	-	-	-	-	-	-	-	-	-	-	37,011	-		37,011
0880 I-15/I-215 Devore Road Interchange	-	-	7,575,125	-	-	-	-	-	-	-	-	10,146,604	-		17,721,729
0881 Lenwood Road Grade Separation	-	-	-	-	-	-	-	2,613,721	-	-	-	-	16,841,607	LOC, STP, DEMO, TCIF	19,455,328
0882 North Milliken Avenue Grade Separation	-	-	-	-	-	-	-	-	-	-	-	5,405	5,513,000	RIP	5,518,405
0883 State Route 210 Pepper Avenue Interchange	-	2,556,983	-	-	-	-	-	-	-	-	-	-	-		2,556,983
0884 Laurel Avenue Grade Separation	-	-	-	-	-	-	-	-	-	-	-	4,395,253	16,528,606	LOC, TCIF	20,923,859
0885 9th Street Rail Improvement Project	-	3,032,432	-	-	-	-	-	-	-	-	-	-	-		3,032,432
0886 Colton Quiet Zone	-	51,621	-	-	-	-	-	-	-	-	-	-	-		51,621
0887 State Route 210 Lane Addition	-	1,276,198	-	-	-	-	-	-	-	-	-	-	-		1,276,198
0888 I-15 La Mesa Road/Nisqualli Road Interchange	-	-	-	-	-	-	-	-	-	-	-	120,000	10,811	LOC	130,811
0890 I-15 Ranchero Road Interchange	-	-	-	-	-	-	-	-	-	-	-	1,680,526	12,466,026	LOC, IMD, RIP, CMIA	14,146,552
0891 US 395 Widening SR 18 and Chamberlaine Way/City of Adelanto	-	-	-	-	-	-	-	-	-	-	-	167,159	3,855,000	STP, RIP	4,022,159
0892 I-15 Baseline Road Interchange	-	-	56,203	-	-	-	-	-	-	-	-	-	30,000,000	LOC	30,056,203
0893 State Route 60 Central Avenue Interchange	-	-	179,939	-	-	-	-	-	-	-	-	-	202,330	LOC	382,269
0894 State Route 60 Archibald Avenue Interchange	-	-	235,269	-	-	-	-	-	-	-	-	-	110,269	LOC	345,538
0895 I-10 Alabama Street Interchange	-	-	331,485	-	-	-	-	-	-	-	-	-	50,000	LOC	381,485
0896 I-10 Pepper Avenue Interchange	-	-	404,006	-	-	-	-	-	-	-	-	-	160,692	LOC	564,698
0897 I-10 Cedar Avenue Interchange	-	-	6,504,101	-	-	-	-	-	-	-	-	-	301,519	LOC	6,805,620
0898 I-10 Mount Vernon Avenue Interchange	-	-	280,000	-	-	-	-	-	-	-	-	-	70,000	LOC	350,000
0899 I-10 University Street Interchange	-	-	473,512	-	-	-	-	-	-	-	-	-	36,278	LOC	509,790
Total Major Project Delivery	-	60,177,051	24,055,837	1,785,212	-	2,555,383	-	2,613,721	-	53,354	2,799	40,965,635	160,288,220		292,497,212

San Bernardino Associated Governments
Budget Summary
Fiscal Year 2014/2015

	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	Senior / Disabled Transit	Project Development / Traffic Mangement Systems	LTF/STAF	Capital Bonds	Grants / Other Revenue *	Grant / Revenue Type	Total
EXPENDITURES															
Transportation Fund Administration															
0373 Federal/State Fund Administration	-	-	-	-	-	-	-	-	-	-	36,050	-	609,155	PPM	645,205
0500 Transportation Improvement Program	-	-	-	-	-	-	-	-	-	-	221,880	-	156,868	PPM	378,748
0501 Federal Transit Act Programming	-	-	-	-	-	-	-	-	-	-	800	-	133,977	PPM	134,777
0502 TDA Administration	-	-	-	-	-	-	-	-	-	-	872,632	-	-		872,632
0504 Measure I Administration	445,097	-	-	-	-	-	137,355	-	-	-	-	-	-		582,452
0506 Local Transportation Fund	-	-	-	-	-	-	-	-	-	-	63,196,177	-	-		63,196,177
0507 State Transit Assistance Fund	-	-	-	-	-	-	-	-	-	-	23,678,391	-	-		23,678,391
0515 MSI Valley Apportionment & Allocation	130,200	-	-	18,494,146	-	-	-	-	-	-	-	-	-		18,624,346
0516 MSI Mtn./Desert Apportionment & Allocation	-	-	-	-	-	-	72,381	7,346,547	-	555,080	-	10,756,329	-		18,730,337
0609 Strategic Planning/Delivery	13,700	123,063	122,772	122,432	-	11,214	97,676	-	-	-	-	-	-		490,857
0610 Measure I 2010-2040 Project Advance.	35,203	-	-	11,361,899	-	-	-	-	-	-	-	-	-		11,397,102
0918 Measure I Local Pass Thru	22,041,100	-	-	-	-	-	17,990,600	-	-	-	-	-	-		40,031,700
Total Transportation Fund Administration	22,665,300	123,063	122,772	29,978,477	-	11,214	18,298,012	7,346,547	-	555,080	88,005,930	10,756,329	900,000		178,762,724
Debt Service Program															
0965 2012A Sales Tax Revenue Bond	-	-	2,284,895	2,485,425	-	-	-	1,306,520	-	-	-	-	-		6,076,840
0966 2014A Sales Tax Revenue Bond	-	-	2,018,989	1,972,745	1,238,816	-	-	275,292	-	-	-	-	-		5,505,842
Total Debt Service Program	-	-	4,303,884	4,458,170	1,238,816	-	-	1,581,812	-	-	-	-	-		11,582,682
Total Expenditures	23,202,266	61,145,043	28,777,089	36,514,739	20,567,286	5,663,652	18,607,023	11,542,080	1,322,839	687,640	120,670,729	77,354,498	211,679,351		617,734,235
RECAP															
Estimated Beginning Fund Balance	13,566	93,017,725	22,144,045	25,904,616	29,563,604	13,390,383	344,423	17,849,412	1,206,172	1,222,836	107,818,649	87,622,704	22,863,051		422,961,186
Total Revenues	23,188,700	32,228,710	16,067,640	22,091,240	19,878,090	2,225,090	18,262,600	6,635,850	1,325,000	531,585	92,805,223	38,910	213,396,754		448,675,392
Total Expenditures	23,202,266	61,145,043	28,777,089	36,514,739	20,567,286	5,663,652	18,607,023	11,542,080	1,322,839	687,640	120,670,729	77,354,498	211,679,351		617,734,235
Excess of Revenues Over (Under) Expenditures	(13,566)	(28,916,333)	(12,709,449)	(14,423,499)	(689,196)	(3,438,562)	(344,423)	(4,906,230)	2,161	(156,055)	(27,865,506)	(77,315,588)	1,717,403		(169,058,843)
Estimated Prior Year Budgeted Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-		-
Transfers In (Out)	-	-	-	-	-	-	-	-	-	-	-	-	-		-
20% Reserve	-	(6,391,920)	(2,424,520)	(4,417,060)	(2,204,120)	(440,820)	-	(1,322,840)	-	-	-	-	-		(17,201,280)
Estimated Ending Fund Balance	-	57,709,472	7,010,076	7,064,057	26,670,288	9,511,001	-	11,620,342	1,208,333	1,066,781	79,953,143	10,307,116	24,580,454		236,701,063

Grant/Revenue Type Legend

CMAQ - Congestion Mitigation Air Quality
CMIA - Corridor Mobility Improvement Account
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
GHG - Greenhouse Gas
PPM - Planning, Programming & Monitoring
PACE - Property Assessed Clean Energy
PNRS - Projects of National & Regional Significance
TCIF - Trade Corridor Improvement Fund
RAR - Rail Asset Revenue
RIP - Regional Improvement Program
TEA - Transportation Enhancement Activities
JSP - Joint Solar Power
SAFE - Service Authority for Freeway Emergencies
SHOPP - State Highway Operation & Protection Program
STP - Surface Transportation Program
TCRP - Traffic Congestion Relief Program
PTMISEA - Public Transportation Modernization, Improvement and Service Enhancement Account
TSSSDRP - Transit System Safety Security Disaster Recovery Program

San Bernardino Associated Governments
Measure I Recap
Fiscal Year 2014/2015

	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	-	21,310,453	-	-	39,896	6,585,958	-	-	-	-	27,936,307
MeasureI 2010-2040	13,566	93,017,725	22,144,045	25,904,616	29,563,604	13,390,383	344,423	17,849,412	1,206,172	1,222,836	204,656,782
Total	13,566	114,328,178	22,144,045	25,904,616	29,603,500	19,976,341	344,423	17,849,412	1,206,172	1,222,836	232,593,089
Total Revenues:											
MeasureI 1990-2010	-	-	-	-	-	-	-	-	-	-	-
MeasureI 2010-2040	23,188,700	31,959,600	16,000,700	22,041,200	19,837,100	2,204,100	18,262,600	6,614,200	1,322,700	529,100	141,960,000
Total	23,188,700	31,959,600	16,000,700	22,041,200	19,837,100	2,204,100	18,262,600	6,614,200	1,322,700	529,100	141,960,000
Total Expenditures:											
MeasureI 1990-2010	-	10,608,377	-	-	-	2,278,416	-	-	-	-	12,886,793
MeasureI 2010-2040	23,202,266	61,145,043	28,777,089	36,514,739	20,567,286	5,663,652	18,607,023	11,542,080	1,322,839	687,640	208,029,657
Total	23,202,266	71,753,420	28,777,089	36,514,739	20,567,286	7,942,068	18,607,023	11,542,080	1,322,839	687,640	220,916,450
Excess of Revenues Over (Under) Expenditures:											
MeasureI 1990-2010	-	(10,581,487)	-	-	5,250	(2,268,096)	-	-	-	-	(12,844,333)
MeasureI 2010-2040	(13,566)	(28,916,333)	(12,714,699)	(14,423,499)	(683,946)	(3,438,562)	(344,423)	(4,906,230)	2,161	(156,055)	(65,595,152)
Total	(13,566)	(39,497,820)	(12,714,699)	(14,423,499)	(678,696)	(5,706,658)	(344,423)	(4,906,230)	2,161	(156,055)	(78,439,485)
20% Reserve:											
MeasureI 1990-2010	-	-	-	-	-	-	-	-	-	-	-
MeasureI 2010-2040	-	(6,391,920)	(2,424,520)	(4,417,060)	(2,204,120)	(440,820)	-	(1,322,840)	-	-	(17,201,280)
Total	-	(6,391,920)	(2,424,520)	(4,417,060)	(2,204,120)	(440,820)	-	(1,322,840)	-	-	(17,201,280)
Estimated EndingFund Balance:											
MeasureI 1990-2010	-	-	-	-	-	-	-	-	-	-	-
MeasureI 2010-2040	-	57,709,472	7,004,826	7,064,057	26,675,538	9,511,001	-	11,034,510	1,208,333	1,066,781	121,274,518
Total	-	57,709,472	7,004,826	7,064,057	26,675,538	9,511,001	-	11,034,510	1,208,333	1,066,781	121,274,518

Major Project Delivery Program
Measure I 2010 - 2040
Cash Flow Plan Projection
Dollars in Millions

Fiscal Year 2012/2013 Baseline Plan
March 2013

	Fiscal Year				
	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017
Projected Revenue					
Measure I Revenue/Interest 2010-2040 (a)	71.5	74.0	77.0	80.2	83.7
Federal (b)	62.1	46.4	37.8	25.1	49.0
State (c)	163.1	98.8	96.3	62.9	30.3
Misc - Local Funds	52.0	41.7	20.6	7.9	11.4
Bond Proceeds	-	105.4	-	27.0	-
Total Projected Revenue	348.7	366.3	231.7	203.1	174.4
Program Expenditures					
Cajon Pass	7.3	23.4	147.0	123.0	7.7
Freeway	111.5	106.0	92.0	53.8	94.0
Interchange	121.0	135.6	24.8	9.0	27.0
Major Streets:					
Grade Separations	68.5	87.8	39.0	29.1	3.1
Arterial Streets	7.2	7.5	7.8	8.1	8.4
PAAs	11.4	9.5	7.8	8.1	8.4
Debt Service	3.8	8.3	11.6	12.8	13.2
Total Program Expenditure	330.7	378.1	330.0	243.9	161.8
Revenue Over (Under) Expenditures	18.0	(11.8)	(98.3)	(40.8)	12.6
Yearly Beginning Balance	157.0	175.0	163.2	64.9	24.1
Yearly Ending Balance	175.0	163.2	64.9	24.1	36.7

Plan Assumptions:

(a) Major project's Measure I 2010-2040 projected revenue includes projection for Cajon Pass, Valley Freeway, Interchange and Major Street projects.

(b) Federal includes CMAQ, DEMO, STP, TEA, ARRA, PNRS, IMD

(c) State includes RIP, IIP, LLP, TCRP, CMIA, ITIP, STIP, TCIF

Revenue Overview

The revenue for Fiscal Year 2014/2015 is projected at $448,675,392. Detail of Anticipated revenues is presented in this section of the budget on a table entitled ***Estimated Revenue Detail pg.43***.

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.33*** 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 $142.0 million for Fiscal Year 2014/2015 in comparison to $139.4 million for Fiscal Year 2013/2014.

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 and planning, in the amounts of $950,000 and $2,247,601 respectively. Refer to program budgets ***Air Quality & Traveler Services pg.75, Regional and Subregional Planning pg.91, Transit & Passenger Rail pg.107, Transportation Fund Administration & Programming pg.247, and General-Council of Governments pg.49*** for details. Columns on the ***Budget Summary pg.33*** schedule define the expenditures that will be supported by this funding. The LTF sales tax revenue for Fiscal Year 2014/2015 is estimated to be $79.9 million. This represents a $9.2 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 2014/2015 are estimated to be $11.7 million. Refer to program budget ***Transit & Passenger Rail pg.107*** for details. Columns on the ***Budget Summary pg.33*** 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 1,200 call boxes on State freeways and highways within San Bernardino County. Approximately 14,000 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 ***Air Quality & Traveler Services Program pg.75*** 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 $101,592. Out of that amount, $28,654 is utilized to support intergovernmental relations. The balance is set aside for other council of governments (COG) new initiatives. Funds budgeted for COG activities are reserved in a restricted task until they are allocated by Board action. Detail for the estimated dues is presented on a table entitled ***SANBAG General Assessment Dues Estimated Calculation pg.45*** in the *Financial Section.*

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 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 2014/2015 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 Transit Administration, Section 5307 and 5309; Traffic Congestion Relief Program; Regional Improvement Program; State Highway Operational and Protection Program; Planning, Programming, and Monitoring; Corridor Mobility Improvement Account; Trade Corridor Improvement Fund; State Local Partnership Program; Public Transportation Modernization, Improvement and Service Enhancement Account; 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.33*** contained in the ***Program Overview pg.46*** 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. Narratives on some of the federal and state revenue are as follows:

Surface Transportation Program – The Surface Transportation Program (STP) provides flexible federal funding that may be used for projects on any federal-aid highway, bridge projects on any public road, transit capital projects, and intercity and intra-city bus terminals and facilities. The SANBAG Board of Directors has historically allocated the majority of STP funds to other agencies that administer the identified local projects or to regional projects administered by SANBAG. As a result, the STP dollars in the SANBAG budget reflects only a portion of the funds that SANBAG administers. The total amount of STP funds allocated by the SANBAG Board of Directors is outlined in the ***State and Federal Transportation Fund Allocation Responsibilities pg.7*** section of this budget document. SANBAG is the recipient of STP funds for the implementation of Measure I Major Projects.

Congestion Mitigation and Air Quality - With the development of the Congestion Mitigation/Air Quality (CMAQ) funding program, the federal government has recognized that air quality problems and highway congestion are linked. The CMAQ program provides funding to areas of the country that have serious air quality challenges such as the South Coast and Mojave Desert Air Basins of Southern California. CMAQ funds must be spent on projects that help reduce ozone, carbon monoxide or particulate pollution and include construction of high occupancy vehicle (HOV) lanes on freeways, public transit bus purchases, rail transit capital improvements, and regional projects or programs that serve to reduce congestion and improve air quality.

The SANBAG Board of Directors has historically allocated the majority of CMAQ funds to other agencies that administer the identified local projects or to regional projects administered by SANBAG. As a result, the CMAQ dollars in the SANBAG budget reflect only a portion of the funds that SANBAG administers. The total amount of CMAQ funds allocated by the SANBAG Board of Directors is outlined in the ***State and Federal Transportation Fund Allocation Responsibilities pg.7*** section of this budget document. SANBAG is the recipient of CMAQ funds for construction of HOV lanes, regional trip reduction strategies, and regional signal coordination programs.

Transportation Enhancement Program - The Transportation Enhancement (TE) Program provides federal funding for projects that enhance the quality of life in and around the transportation system. On July 6, 2012, President Obama signed into law the Moving Ahead for Progress in the 21st Century Act (MAP-21), federal transportation authorization bill that includes $105 billion for Fiscal Years 2012/2013 and 2013/2014. MAP-21 consolidated many of the programs that existed under the previous federal transportation authorization bill Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Specifically, the Transportation Alternatives Program (TAP) as introduced, which consolidated the TE program with others, such as Recreational Trails and Safe Routes to School. These projects must have a direct relationship to the transportation system and must be 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. The SANBAG Board of Directors has historically allocated the majority of TE, now TAP, funds to other agencies that administer the identified local projects or to regional projects administered by SANBAG. As a result, the TAP dollars in the SANBAG budget reflects only a portion of the funds that SANBAG administers. The total amount of TAP funds allocated by the SANBAG Board of Directors is outlined in the ***State and Federal Transportation Fund Allocation Responsibilities pg.7*** section of this budget document.

Congressional Authorizations - The United States Congress authorizes federal funding for a large number of transportation programs and facilities identified as Projects of National and Regional Significance (PNRS), Federal Demonstration High Priority Projects (DEMO), and Transit Projects. The total amount of authorized funds is outlined in the ***State and Federal Transportation Fund Allocation Responsibilities pg.7*** section of this budget document. In this fiscal year SANBAG is the recipient or administrator of DEMO funds for various projects.

Traffic Congestion Relief Program – The Traffic Congestion Relief Program (TCRP) was signed into law by then-Governor Gray Davis in July 2000 under Assembly Bill 2928. This program authorized State funds for complete or partial funding of a number of projects statewide that were intended to relieve congestion, provide safe and efficient movement of goods, and to provide connections between various modes of travel. The recent State fiscal crisis has caused delay to many of these projects. SANBAG is the recipient of TCRP funds for Measure I Major Projects and various interchange and grade separation projects.

Planning, Programming and Monitoring – SB 45 changed many of the rules which govern the development and monitoring of the Regional Transportation Improvement Program (RTIP). The RTIP is the primary means of implementing the regional policies and objectives of the Regional Transportation Plan (RTP) through a precise list of projects and funding to be accomplished within the County. Enactment of SB 45 allowed local policy makers to establish the transportation priorities for inclusion in the State Transportation Improvement Program (STIP). As part of that process, SANBAG receives RIP funds to provide for planning, programming and monitoring responsibilities as authorized in SB 45.

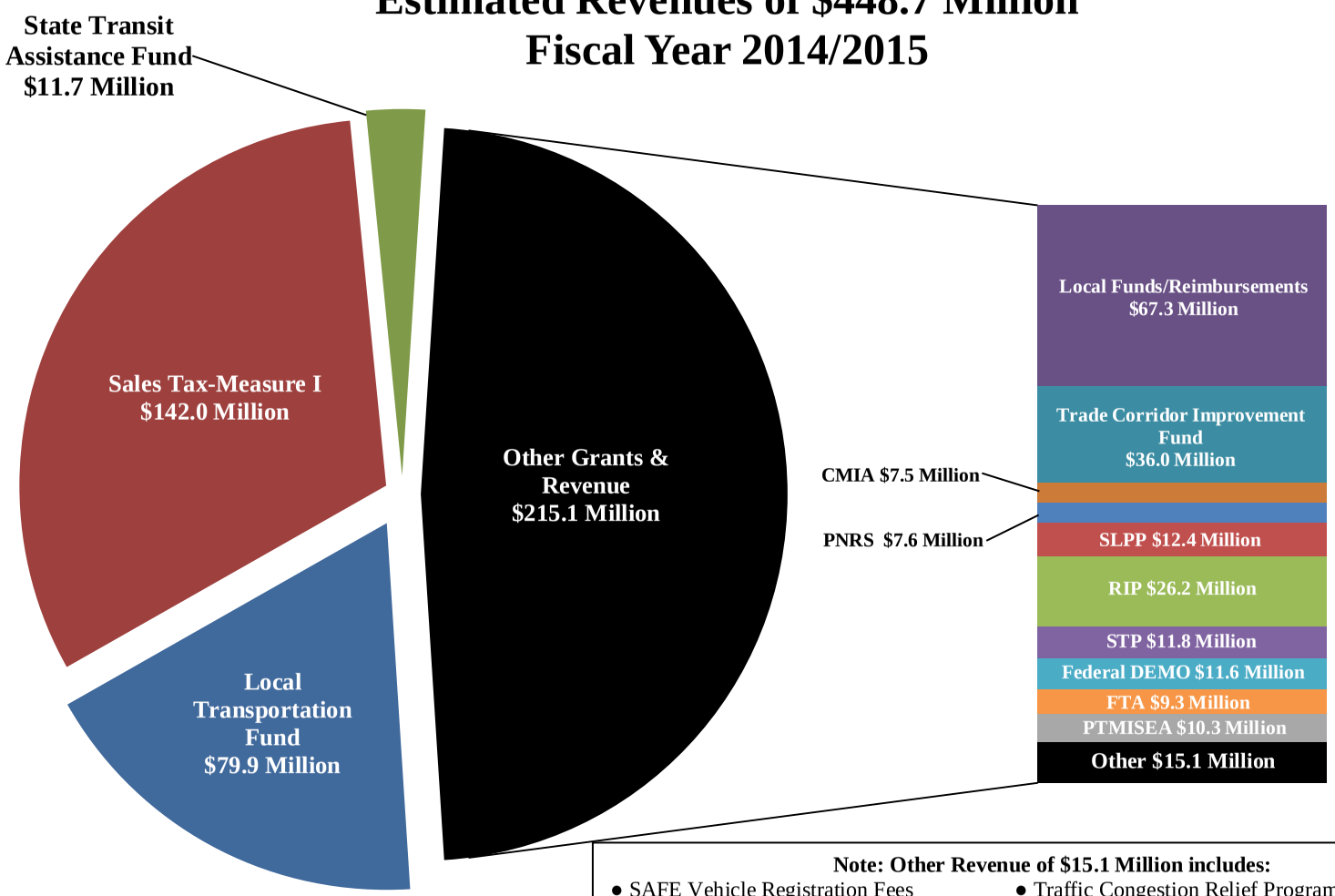
State Transportation Improvement Program - In 1997 the State Legislature and Governor enacted Senate Bill (SB) 45, fundamentally changing how California funds transportation projects in the STIP. SB 45 divided the STIP into two distinct categories: the Regional Improvement Program (RIP), funded from 75% of the funds available, and the Interregional Improvement Program (IIP), funded from the remaining 25% of STIP funds available. SANBAG nominates a program of projects for the regional share and Caltrans nominates a program of projects for the interregional share. These programs must be approved and allocated by the California Transportation Commission. SANBAG is the recipient of RIP and IIP funds for Measure I Major Projects and various interchange and grade separation projects.

Proposition 1B Transportation Bond Program – Proposition 1B approved by the voters on November 7, 2006 provides funds for the Trade Corridor Improvement Fund (TCIF) and the Corridor Mobility Improvement Account (CMIA). TCIF and CMIA are available to the California Transportation Commission upon appropriation in the annual Budget Bill by the Legislature. TCIF provides funding for infrastructure improvements along federally designated "Trade Corridors of National Significance" in the State or along other corridors within the State that have a high volume of freight movement. CMIA allocates funds for performance improvements on the State highway system or major access routes to the State highway system. SANBAG is the recipient of TCIF and CMIA funds for Measure I Major Projects and various interchange and grade separation projects.

Estimated Revenue Detail

	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Measure I Sales Tax				
Administration	1,322,766	1,384,827	1,394,000	1,419,600
Cajon Pass	3,618,545	3,800,539	3,825,200	3,878,100
Valley:				
Freeway	29,693,822	31,267,456	31,513,800	31,959,600
Interchange	11,263,174	11,860,070	11,953,500	12,122,600
Major Street	20,478,498	21,563,763	21,733,600	22,041,200
Metrolink/Rail	8,191,399	8,625,505	8,693,400	8,816,500
Express Bus/Bus Rapid Transit	2,047,850	2,156,376	2,173,400	2,204,100
Senior/Disabled Transit	8,191,399	8,625,505	8,693,400	8,816,500
Traffic Management	2,047,849	2,156,376	2,173,400	2,204,100
Local Distribution	20,478,498	21,563,763	21,733,700	22,041,100
Mountain/Desert:				
Major Local Highway	6,235,700	6,369,638	6,378,200	6,614,200
Senior/Disabled Transit	1,247,139	1,273,928	1,275,600	1,322,700
Traffic Management	498,854	509,571	510,200	529,100
Local Distribution	16,961,088	17,325,415	17,348,600	17,990,600
Total Measure I	132,276,581	138,482,732	139,400,000	141,960,000
Local Transportation Fund				
Administration	450,000	851,487	850,000	950,000
Planning	1,908,943	2,347,201	2,437,952	2,247,601
Rail	8,116,523	16,186,698	27,440,294	-
Pass-Through	61,557,873	55,717,755	39,946,994	76,693,040
Total Local Transportation Fund	72,033,339	75,103,141	70,675,240	79,890,641
State Transit Assistance Fund				
Rail	1,577,100	10,256,581	9,986,808	1,500,000
Pass-Through	11,650,810	3,466,589	3,051,788	10,201,622
Total State Transit Assistance Fund	13,227,910	13,723,170	13,038,596	11,701,622
Other Grants and Revenue				
Congestion Mitigation and Air Quality	14,942,407	12,265,436	15,815,216	1,811,664
Federal Demonstration Funds	809,687	2,564,815	10,720,646	11,575,402
Federal Transit Administration	-	-	8,300,000	9,292,000
Traffic Congestion Relief Program	2,169,638	3,072,499	4,492,118	100,000
Proposition 1B Traffic Light Synchronization	52,795	230,565	-	-
Corridor Mobility Improvement Account	12,187,965	20,838,251	19,453,264	7,471,168
Public Trans Modern, Improve & Svc Enhance Acct	-	-	6,570,069	10,346,201
Transportation Enhancement Activities	-	478,188	8,327,691	120,000
Interstate Maintenance Discretionary	-	15,548,506	3,874,367	1,359,941
American Recovery and Reinvestment Act	33,980,000	27,984,155	772,573	-
Regional Improvement Program	20,492,259	14,595,004	43,061,625	26,228,008
Trade Corridor Improvement Fund	2,826,414	26,363,870	52,243,563	36,035,658
Transit System Safety Security Disaster Recovery Program	1,459,313	-	4,695,542	3,195,542
Surface Transportation Program	5,698,461	14,646,719	14,918,918	11,839,955
State Highway Operational & Protection Program	135,025	394,708	81,200	25,000
State Local Partnership Program	-	41,844,014	13,596,916	12,349,500
Department of Energy	3,704,253	3,715,777	772,573	-
California Energy Commission	8,277,200	5,402,586	-	-
Project National & Regional Significance	1,308,286	5,748,920	21,588,096	7,562,760
Planning, Programming and Monitoring	1,200,000	1,200,000	1,200,000	1,200,000
Service Authority for Freeway Emergencies	1,672,945	1,715,425	1,718,450	1,675,810
Freeway Service Patrol/State	1,165,379	1,183,145	1,380,272	1,422,231
Public Utilities Commission	597,414	5,402,586	4,000,000	2,300,160
Rail Asset	646,873	389,401	2,723,362	200,000
Local Funds/Reimbursements	28,681,371	36,005,492	52,457,952	67,269,444
Sales Tax Revenue Bond Proceeds	91,880,000	-	120,000,000	-
Other Revenue	6,343,088	3,272,984	1,063,735	1,742,685
Total Other Grants and Revenue	240,230,773	244,863,046	408,043,746	215,123,129
Total Estimated Revenues	457,768,603	472,172,089	631,157,582	448,675,392

SAN BERNARDINO ASSOCIATED GOVERNMENTS
Estimated Revenues of $448.7 Million
Fiscal Year 2014/2015



Note: Other Revenue of $15.1 Million includes:

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

San Bernardino Associated Governments
General Assessment Dues Calculation
Fiscal Year 2014/2015

Jurisdiction	Pop. 2013	% of Total Pop.	Assessed Value Before RDA 2013	% of Total Value	Avg. % Pop. & Value	FY 2014 Amount	FY 2015 Amount	Var.
Adelanto	31,289	1.507%	$1,603,356,281	0.953%	1.230%	1,228	1,248	$20
Apple Valley	70,436	3.392%	$4,597,049,549	2.732%	3.062%	3,057	3,111	$54
Barstow	23,168	1.116%	$1,143,477,603	0.680%	0.898%	896	912	$16
Big Bear Lake	5,111	0.246%	$2,907,898,409	1.728%	0.987%	986	1,003	$17
Chino	79,873	3.847%	$9,031,540,820	5.367%	4.607%	4,600	4,680	$80
Chino Hills	76,033	3.662%	$9,342,977,351	5.552%	4.607%	4,600	4,681	$81
Colton	52,956	2.551%	$2,604,772,769	1.548%	2.049%	2,046	2,082	$36
Fontana	200,974	9.680%	$13,988,591,860	8.313%	8.996%	8,982	9,140	$158
Grand Terrace	12,270	0.591%	$788,646,210	0.469%	0.530%	529	538	$9
Hesperia	91,400	4.402%	$4,476,716,804	2.660%	3.531%	3,526	3,587	$61
Highland	53,926	2.597%	$2,804,253,650	1.667%	2.132%	2,128	2,166	$38
Loma Linda	23,476	1.131%	$1,613,828,503	0.959%	1.045%	1,043	1,062	$19
Montclair	37,311	1.797%	$2,607,637,679	1.550%	1.673%	1,671	1,700	$29
Needles	4,912	0.237%	$307,925,120	0.183%	0.210%	209	213	$4
Ontario	166,866	8.037%	$19,026,103,136	11.307%	9.672%	9,656	9,826	$170
Rancho Cucamonga	171,058	8.239%	$20,217,392,342	12.015%	10.127%	10,110	10,288	$178
Redlands	69,813	3.362%	$7,540,589,520	4.481%	3.922%	3,916	3,984	$68
Rialto	101,275	4.878%	$5,913,634,023	3.514%	4.196%	4,189	4,263	$74
San Bernardino	212,639	10.241%	$10,695,188,747	6.356%	8.299%	8,285	8,431	$146
Twentynine Palms	26,084	1.256%	$801,936,290	0.477%	0.866%	865	880	$15
Upland	74,907	3.608%	$7,277,753,115	4.325%	3.966%	3,960	4,030	$70
Victorville	120,368	5.797%	$6,887,547,509	4.093%	4.945%	4,937	5,024	$87
Yucaipa	52,549	2.531%	$3,437,356,872	2.043%	2.287%	2,283	2,323	$40
Yucca Valley	21,030	1.013%	$1,338,865,521	0.796%	0.904%	903	919	$16
County	296,550	14.283%	$27,315,128,427	16.233%	15.258%	15,233	15,501	$268
	2,076,274	**100.000%**	**168,270,168,110**	**100.00%**	**100.00%**	**99,838**	**101,592**	**$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, 2013/2014.

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

) Assessed valuation of jurisdiction includes properties within redevelopment areas.

Program Overview

The Fiscal Year 2014/2015 SANBAG budget is organized into seven distinct program areas with budget requirements of $617,734,235. Within these seven program areas, ninety six specific tasks are budgeted. The table below lists the seven programs contained in the SANBAG budget which direct the financial and human resource expenditures of the agency for the Fiscal Year 2014/2015 budget year. The Fiscal Year 2014/2015 budget request includes prior year Board approved appropriations to be expended in Fiscal Year 2014/2015.

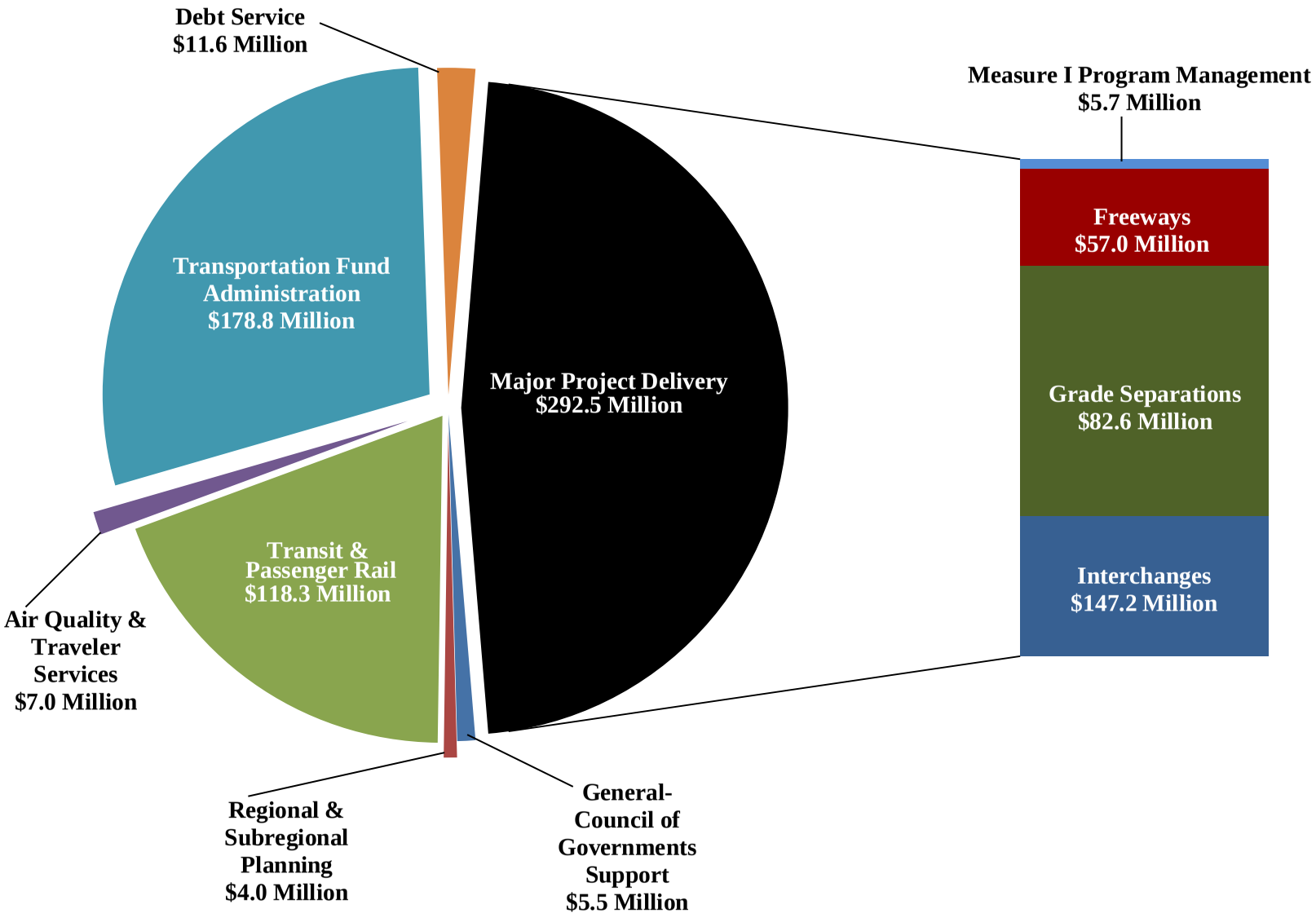
SANBAG
Budget Summary by Program Expenditures

	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
General-Council of Governments Support	2,743,874	2,121,711	4,259,482	5,534,908
Air Quality & Traveler Services	16,494,228	8,441,667	6,733,942	7,020,098
Regional & Subregional Planning	1,219,127	1,723,172	2,290,132	4,027,720
Transit & Passenger Rail	38,272,424	48,494,944	146,860,368	118,308,891
Major Projects Delivery	167,225,948	235,589,276	376,790,469	292,497,212
Transportation Fund Administration & Programming	137,921,247	156,008,215	221,796,332	178,762,724
Debt Service	-	2,371	8,320,340	11,582,682
Total Expenditures	363,876,848	452,381,356	767,051,065	617,734,235

It should be noted that 95.5% of the total expenditures will fall into the Major Projects Delivery, Transit and Passenger Rail, and Transportation Fund Administration & 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 seven programs is included in this section of the budget document on the table entitled ***Task Listing Fiscal Year 2014/2015 pg.286.*** Please refer to each Program Section for Fiscal Year 2014/2015 for detailed information on funding sources and expenditures.

SAN BERNARDINO ASSOCIATED GOVERNMENTS
Budgeted Expenditures of $617.7 Million
Fiscal Year 2014/2015



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.

PROGRAM EXPENDITURE

DETAIL SECTION

General - Council of Governments Support

General - Council of Governments Support Program Budget

Description

The General – Council of Governments Support Program provide general services and support to all of SANBAG through agency financial management, legislative affairs and public affairs, intergovernmental relations, and Council of Governments activities.

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

The Legislative and Public Affairs program functions as the liaison between SANBAG and our elected and appointed officials; local, regional, state and federal stakeholders and agencies; community representatives; the media; and the public. Legislative and Public Affairs is responsible for all of SANBAG's external communications and provides overall coordination for all aspects of legislative and public affairs.

The Council of Governments task provides the support and overall coordination for the broad range of Council of Governments Activities such as work on the Countywide Vision; regional energy and environmental programs; and efforts that increase regional cooperation and coordination.

Goals and Objectives

Financial Management

1. Implement electronic records management for procurement and financial records.
2. Modify financial software system to accommodate new fund structure recommended by Budget Ad Hoc Committee.
3. Secure unmodified opinion from independent auditor.
4. Continue to receive Certificate of Achievement for Excellence in Financial Reporting and Distinguished Budget Presentation Award.

Legislative Affairs

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.

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. Identify and implement new communication strategies to engage more media opportunities for SANBAG programs and services.

General - Council of Governments Support Program Budget

Council of Governments

1. Reduce greenhouse gas emissions, reduce energy consumption and help create jobs by assisting 7,000 property owners with the Home Energy Retrofit Opportunity (HERO) Program.
2. Reduce utility costs for government agencies through the installation of solar photo voltaic panels on government property.
3. Provide a forum for all cities, towns and the County to come together for their mutual benefit and the common good through regular meetings, special workshops and the City/County Conference.
4. Continue to facilitate the partnerships necessary to address the recently adopted Countywide Vision.

Performance/Workload Indicators

	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Realized yield on operating investments	1.0%	1.2%	1.3%	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	YES	N/A	YES	N/A
Capital budget cash flow bond needs analysis	YES	N/A	YES	N/A
Long-term/short-term bond issuance	YES	N/A	YES	N/A
Form Property Assessed Clean Energy Program with at least 20 agencies	N/A	N/A	22	25
City/County Conference	YES	YES	YES	YES
Properties installing efficiency projects	N/A	N/A	1,500	7,000
Photo voltaic sites installed	N/A	N/A	30	48
Countywide Vision Element Presentations to Board of Directors and Community	N/A	10	12	12
State and Federal Advocates achieve an overall rating of “Very Good” or “Excellent”	N/A	N/A	YES	YES
Grow social media and online presence	N/A	N/A	700+ Twitter followers	850
Proposition 22 funding levels maintained	N/A	YES	YES	YES
Conduct series of regional forums	N/A	N/A	3	3
Programs and projects are able to proceed without major delays due to state or federal actions	N/A	YES	YES	YES
Build awareness of SANBAG programs and services, Measure I and transit opportunities	N/A	N/A	YES	YES

General - Council of Governments Support
Program Summary

		2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Tasks					
0104	Intergovernmental Relations	234,417	422,305	562,570	508,103
0490	Council of Governments New Initiatives	196,276	5,090	118,150	422,275
0492	Joint Solar Power Purchase Agreement	-	59,776	735,244	647,237
0495	Greenhouse Gas	-	385,601	295,656	148,050
0503	Legislation	480,199	516,439	543,793	575,069
0601	County Transportation Commission-General	472,633	223,479	269,020	331,540
0605	Publications and Public Outreach	381,948	320,975	490,298	796,303
0708	Property Assessed Clean Energy (PACE)	-	35,719	51,686	1,828,244
0805	Building Operations & Maintenance	20,874	40,297	29,272	37,763
0942	Financial Management	957,527	112,030	1,163,793	240,324
Total Tasks		2,743,874	2,121,711	4,259,482	5,534,908

General – Council of Governments Support

Task 0104 Intergovernmental Relations

Purpose

To represent SANBAG's interests in a broad range of local, regional, State and Federal governmental settings and to promote and encourage regional collaboration among agencies in San Bernardino County through our role as the Council of Governments.

Accomplishments

SANBAG has collaborated on a range of regional issues with its regional transportation partners across Southern California. Together, the Southern California region has effectively promoted regional transportation interests, such as goods movement policy, and Design Build and Public-Private Partnership initiatives.

Additionally, SANBAG is actively engaged in the Self-Help Counties Coalition, Regionwide Transportation Commission, Chief Executive Officers (CEO)'s, and Mobility 21 to promote state and national policies benefitting mobility in Southern California.

SANBAG also continues to work with the League of California Cities Legislative Task Force and California State Association of Counties on issues of mutual concern.

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 putting on with 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

This work element groups intergovernmental policy development and regional and statewide organizational activities into one work element. This task also covers the coordination of the Countywide Vision and regional programs.

1. Participation in the Self-Help Counties Coalition, Mobility 21, Regionwide CEO's, and the Southern California Consensus Group.

2. Participation in League of California Cities, Inland & Desert/Mountain Divisions.

3. Support of SANBAG's City/County Managers Technical Advisory Committee meetings and the League of California Cities San Bernardino County managers group.

4. Sponsorship, planning and logistics for the annual City/County Conference.

5. Coordination of the Countywide Vision implementation such as the Business Friendly County initiative and the "Cradle to Career" education initiative.

6. Coordination with local agencies and civic groups on regional programs on issues of importance to the various regions in the County.

7. Includes $6,000 sponsorship of the American Public Transportation Association reception in Washington D.C. and a $5,000 sponsorship for preparation of the annual Community Indicators Report under contributions/subsidies.

General – Council of Governments Support

Task 0104 Intergovernmental Relations

Product

1. Monthly meeting of the City/County Managers Technical Advisory Committee.
2. Annual City/County Conference.
3. Three regional programs.
4. Business friendly best practices inventory.
5. Regional Education Forum.

Manager

Duane Baker, Director of Management Services

General - Council of Governments Support

Task 0104 Intergovernmental Relations

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	52,899	96,173	129,872	61,428
Regular Part-Time Employees	-	-	-	2,200
Overtime	997	3,129	1,250	19,424
Fringe Allocation-General	52,804	90,813	132,381	77,401
Professional Services	290	5,589	3,240	60,000
Maintenance-Motor Vehicles	-	-	200	200
Dues & Subscriptions	-	-	500	500
Training/Membership	18,195	66,640	50,000	51,000
Postage	80	78	200	200
Travel Expense - Employee	3,362	1,820	4,000	5,000
Travel Expense - Non-Employee	-	-	1,500	1,000
Travel Expense-Mileage-Employee	292	400	500	500
Travel Expense-Mileage-Non-Employee	-	-	1,000	500
Travel Expense-Other-Metrolink Tickets	24	-	-	200
Printing - External	-	-	100	100
Printing - Internal	-	-	100	100
Contributions/Subsidies	21,360	20,000	10,700	11,000
Record/Equipment Storage	164	-	300	-
Office Expense	-	-	100	100
Meeting Expense	753	12,200	46,760	80,000
Indirect Allocation-General	83,198	125,463	179,867	137,250
Total Expenditures	234,417	422,305	562,570	508,103

Funding Sources	
General Assessment Dues	28,654
MSI Valley Admin	184,372
MSI Mtn./Desert Admin	29,400
Property Assessed Clean Energy Fund	130,000
MSI Valley Fund-Freeway Projects	45,476
MSI Valley Fund-Fwy Interchange	45,401
MSI Valley Fund-Grade Separations	44,800
Total Funding Sources	508,103

General – Council of Governments Support

Task 0490 Council of Governments New Initiatives

Purpose

Serve as a depository for SANBAG membership dues which have been reserved for new initiatives related to Council of Governments activities approved by the Board of Directors.

Accomplishments

This Task was created in Fiscal Year 1999/2000 to develop a reserve of funds which could be allocated to new initiatives approved by the Board. Activities carried out under this task have included exploration of e-Government strategies, analysis of the impacts of electrical power industry on local governments, support of foreclosure prevention efforts by the Inland Empire Economic Recovery Corporation, coordination of a Regional Green House Gas Inventory and Reduction Plan, and implementing a county-wide visioning plan.

Work Elements

SANBAG has collected general membership dues since its inception. The dues are assessed according to a formula based 50% on population and 50% on assessed valuation of each member jurisdiction. The general membership assessment is collected to fund the activities of SANBAG when acting in its role as Council of Governments.

The Fiscal Year 1999/2000 budget included an increase in the Council of Governments' membership dues from $28,654 to $37,252. This dues augmentation was part of a Board approved strategy to increase the SANBAG general assessment by 30% annually in Fiscal Years 1999/2000, 2000/2001, and 2001/2002. In April 2002, the SANBAG Board approved an annual increase in the general dues assessment, calculated upon the countywide average percentage of the increase in population and the countywide increase in assessed valuation, utilizing prior year data.

Prior to Fiscal Year 1999/2000, the SANBAG dues were unchanged since 1978. During that period the dues were actually $9,546 less than the original dues assessment of $38,200 established in 1976.

In Fiscal Year 2014/2015, $28,654 of the general assessment dues has been budgeted in (Task 0104), Intergovernmental Relations, as established by the Board of Directors. The remaining amount of dues collected is budgeted in this Task. The Board also authorized this Task to be available to support new Council of Governments activities as approved by the Board.

1. Includes $422,275 of fund balance and current local funds from general assessment dues held until such time as expenditures of the funds are approved for activities related to SANBAG's Council of Governments role under contributions/subsidies.

Product

Deliver Council of Governments projects as directed by the Board of Directors.

Manager

Duane Baker, Director of Management Services

General - Council of Governments Support

Task 0490 Council of Governments New Initiatives

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	13,097	1,544	-	-
Overtime	-	58	-	-
Fringe Allocation-General	12,832	1,465	-	-
Professional Services	149,749	-	-	-
Legal Fees	380	-	-	-
Contributions/Subsidies	-	-	118,150	422,275
Indirect Allocation-General	20,218	2,024	-	-
Total Expenditures	196,276	5,090	118,150	422,275
Funding Sources				
General Assessment Dues				422,275
Total Funding Sources				422,275

General – Council of Governments Support

Task 0492 Joint Solar Power Purchase

Purpose

Provide an opportunity for local governments to reduce greenhouse gas emissions, improve air quality and reduce utility costs by collectively entering into a Joint Solar Power Purchase. This would allow the region to aggregate and capitalize the costs for installing photovoltaic cells to generate electricity.

Accomplishments

Held an educational forum for local governments on the proposed joint solar procurement, twenty-two agencies identified 82 potential solar sites that were evaluated for their feasibility physically and financially. After this analysis, 48 sites in 19 different agencies were selected to continue on to final analysis and consideration for construction.

Work Elements

Complete an analysis of potential solar power sites among government agencies in San Bernardino County.

1. Prepare necessary legal documents and agreements among participating agencies.

2. Prepare detailed final analysis of sites and prepare bid documents.

3. Send out an Invitation for Bid for firms to finance and install solar sites.

4. Prepare all legal documents and resolutions necessary to enter into Joint Power Purchase Agreements or construction agreements for the solar installations.

Product

The result of this task will be the installation of solar power sites throughout the County to generate clean electricity. This will result in the offset of greenhouse gas emissions and the reduction of utility bills for public agencies.

Contract Information

a. Existing Contracts
   i. 1000744, Solar Power Site Assessment Services Phase 2 estimated at $613,200 to be funded by participating agencies.

Local Funding Source Detail

SANBAG is expecting to receive $613,200 from participating agencies to fund Phase 2 of this task.

Manager

Duane Baker, Director of Management Services

General - Council of Governments Support

Task 0492 Joint Solar Power Purchase

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	-	4,008	10,154	9,235
Fringe Allocation-General	-	3,665	10,251	8,840
Professional Services	-	47,040	700,560	613,200
Postage	-	-	100	100
Travel Expense-Mileage-Employee	-	-	100	100
Printing - Internal	-	-	100	100
Office Expense	-	-	-	100
Meeting Expense	-	-	50	100
Indirect Allocation-General	-	5,063	13,929	15,462
Total Expenditures	-	59,776	735,244	647,237

Funding Sources	
Property Assessed Clean Energy Fund	34,037
Joint Solar Power	613,200
Total Funding Sources	647,237

General – Council of Governments Support

Task 0495 Greenhouse Gas

Purpose

Facilitate the reduction of greenhouse gas (GHG) emissions through county-wide development of strategies for the reduction of GHGs. The Regional GHG Inventory and Reduction Plan, completed in Fiscal Year 2013/2014, provides information that can be used by each of the twenty one participating jurisdiction as the basis for implementation of both internal and external GHG reduction measures. An accompanying Program Environmental Impact Report (PEIR) was also prepared. The Plan will also facilitate improvements in energy efficiency and will reduce operating costs.

Accomplishments

In August 2009, the SANBAG Board of Directors authorized staff to seek participation and cost sharing from cities in the preparation of a Regional Greenhouse Gas Inventory and Reduction plan and a related Environmental Impact Report in an effort to assist the cities to save money and meet the requirements of AB 32 and SB 375. The regional plan builds upon the County of San Bernardino's Greenhouse Gas Inventory and Reduction Plan. The Board also authorized the expenditure of $225,000, to help fund this work. In January 2010, the SANBAG Board approved a contract with ICF Jones & Stokes to prepare the Inventory and Plan.

A Notice of Preparation for the Environmental Impact Report (EIR) was issued in November 2012. The draft GHG inventory and reduction plan was released for public review in June 2013. The draft Environmental Impact Report (EIR) was completed in October 2013, followed by a public comment period and certification of the EIR in March 2014. Each individual jurisdiction now has the option to adopt its portion of the Plan as its local Climate Action Plan. SANBAG obtained a grant from SCAG to develop a set of climate action plan implementation tools that will enable expeditious implementation of GHG reduction measures included in the regional GHG reduction plan. This work was initiated in Fiscal Year 2014/2015.

Work Elements

1. Assist the twenty-one participating cities with implementation of the regional GHG reduction plan adopted by the SANBAG Board in March 2014.
2. Assist the twenty-one participating cities with monitoring of the accomplishments and benefits, as appropriate.

Product

A set of climate action plan implementation tools that will assist the participating jurisdictions with the establishment and monitoring of city-level climate action plans, at the option of each individual city.

Contract Information

a. Existing Contracts
   - i. 1000706, Regional Greenhouse Gas Inventory/Reduction, Amount Budgeted $30,000.
   - ii. 1000779, Legal Services, Regional GHG Plan and EIR, Amount Budgeted $10,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $40,000.

Manager

Steven Smith, Director of Planning

General - Council of Governments Support

Task 0495 Greenhouse Gas

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	-	3,690	16,164	6,093
Fringe Allocation-General	-	3,374	16,320	5,832
Consulting Services	-	345,196	200,000	74,425
Legal Fees	-	27,180	39,500	50,000
Advertising	-	1,499	1,500	1,500
Indirect Allocation-General	-	4,662	22,172	10,200
Total Expenditures	-	385,601	295,656	148,050

Funding Sources	
Local Transportation Fund - Planning	20,209
Greenhouse Gas Fund	24,425
MSI 1990-Valley Fund-TMEE	103,416
Total Funding Sources	148,050

General – Council of Governments Support

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. Protected funding for SANBAG programs and projects from cutbacks due to federal budget shortfalls.

2. Ensured that SANBAG's highest priority routes were substantially included in the initial release of the Draft Primary Freight Network.

3. Partnered with our transit agencies to ensure that Federal Transit Administration funds would not be further withheld due to legal challenges regarding the state's implementation of pension reform.

4. Supported the efforts to advance streamlining provisions included in the Moving Ahead for Progress in the 21st Century Act (MAP-21).

5. Worked to ensure that the implementation of MAP-21 reflected SANBAG's priorities and traditional roles and responsibilities for funding and project selection, as well as minimized project delays and potential funding losses through the implementation of expanded federal Buy America provisions.

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. Advanced SANBAG's Goods Movement priorities through representation by the Executive Director on the California Freight Advisory Committee.

3. Represented SANBAG's interests as potential efforts to reform the California Environmental Quality Act (CEQA) were considered.

4. Ensured that discussions related to new investments in transportation, as well as the implementation of MAP-21, appropriately captured the funding roles and responsibilities historically in place in our region. In addition, advocated for project selection authority to remain with county transportation commissions.

5. Partnered to help negotiate a path forward on federal transit funding delays resulting from pension reform.

6. Promoted the expansion and extension of alternative project delivery authority for local agencies.

General – Council of Governments Support

Task 0503 Legislation

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.

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 2014/2015, SANBAG will continue to actively advocate for transportation funding at the State and Federal level, 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. 1000561, Federal Advocacy Services, Amount Budgeted $115,000.
   ii. 1000182, State Advocacy Services, Amount Budgeted $16,000.

b. New Contracts
   i. RFP, State Advocacy Services, Amount Budgeted $54,000, Total Estimated Contract Amount $432,000.

Prior Year Budgeted Commitments

The Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $131,000.

Manager

Wendy Strack, Director of Legislative and Public Affairs

General - Council of Governments Support

Task 0503 Legislation

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	69,821	96,027	88,342	78,935
Regular Part-Time Employees	-	-	-	4,620
Overtime	1,413	1,578	1,250	1,250
Fringe Allocation-General	69,790	89,261	86,452	76,761
Professional Services	198,163	181,689	179,000	190,000
Legal Fees	665	-	-	-
Dues & Subscriptions	1,250	3,184	7,500	13,950
Training/Membership	10,220	524	5,000	8,000
Postage	123	38	350	350
Travel Expense - Employee	6,723	12,804	24,000	24,000
Travel Expense - Non-Employee	7,652	4,296	21,000	21,000
Travel Expense-Mileage-Employee	967	880	3,000	3,000
Travel Expense-Mileage-Non-Employee	159	90	300	300
Printing - External	-	251	2,000	2,000
Printing - Internal	-	-	1,000	2,000
Record/Equipment Storage	164	-	200	200
Office Expense	-	-	500	500
Meeting Expense	3,126	2,497	5,000	10,000
Indirect Allocation-General	109,962	123,319	118,899	138,203
Total Expenditures	480,199	516,439	543,793	575,069

Funding Sources	
MSI Valley Admin	7,950
MSI Mtn./Desert Admin	34,050
MSI Valley Fund-Freeway Projects	272,085
MSI Valley Fund-Fwy Interchange	95,579
MSI Valley Fund-Grade Separations	95,405
MSI 1990-Valley Fund-Major Projects	70,000
Total Funding Sources	575,069

General – Council of Governments Support

Task 0601 County Transportation Commission – General

Purpose

Carry out basic statutory Commission tasks, relate to other organizations in California's transportation planning and programming processes, and respond to short-term transportation issues needing immediate attention.

Accomplishments

SANBAG has successfully performed its role as the statutorily designated County Transportation Commission responsible for transportation programming and planning activities for more than thirty five years.

Activities included in this task fulfill County Transportation Commission responsibilities and functions identified in the California Public Utilities Code. These include transportation funding, programming, planning, and policy related activities. Many of the County Transportation Commission activities are addressed in separate tasks, because of the magnitude of those work efforts. This task provides for Commission activities not otherwise contained in separate tasks, including support for activities of the Board and Policy Committees related to SANBAG's Commission function. Accomplishments as part of SANBAG's Transportation Commission activities from this past year are reflected elsewhere in the budget document.

Work Elements

1. Provide technical assistance and coordination for local agencies and California Department of Transportation (CALTRANS) relative to general transportation planning and programming activities.

2. Perform various countywide transportation planning activities or analyses, including provision of information to the decision-making process of the SANBAG Board of Directors.

3. Support participation of Board Members and staff at meetings associated with SANBAG's functions as a County Transportation Commission, including the Administrative and Plans and Programs Policy Committees of SANBAG, as well as meetings of the California Transportation Commission (CTC), Regional Transportation Planning Agencies (RTPA), Regional Transportation Agencies Coalition (RTAC), and CALTRANS/Regional Coordination meetings.

Contract Information

The annual SANBAG $25,000 membership dues are included in this task for the Southern California Association of Governments.

Product

Memos, letters, and agenda items documenting SANBAG's activities as a Transportation Commission.

Manager

Steven Smith, Director of Planning

General - Council of Governments Support

Task 0601 County Transportation Commission - General

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	98,900	41,849	34,056	46,977
Overtime	4,230	-	750	1,250
Fringe Allocation-General	101,040	38,272	33,626	46,168
Professional Services	-	-	5,000	5,000
Attendance Fees	57,500	43,800	81,000	81,000
Legal Fees	3,515	-	2,000	2,000
Training/Membership	25,460	25,185	28,000	28,000
Travel Expense - Employee	270	5,349	5,000	5,000
Travel Expense - Non-Employee	214	247	500	500
Travel Expense-Mileage-Employee	197	-	500	500
Travel Expense-Mileage-Non-Employee	13,748	14,159	18,000	18,000
Record/Equipment Storage	-	-	2,000	2,000
Office Expense	118	-	400	400
Meeting Expense	8,242	1,744	14,000	14,000
Indirect Allocation-General	159,200	52,874	44,188	80,745
Total Expenditures	472,633	223,479	269,020	331,540

Funding Sources	
MSI Valley Admin	113,200
MSI Mtn./Desert Admin	18,000
Local Transportation Fund - Planning	100,024
SAFE-Vehicle Registration Fees	25,000
MSI Valley Fund-Freeway Projects	75,316
Total Funding Sources	331,540

General – Council of Governments Support

Task 0605 Publications and Public Outreach

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 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 2013/2014, 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 175 to over 700 in the last 12 months.
3. Revamped the SANBAG website to reflect a more contemporary look and interface, easing navigation through our web content.
4. Improved communication opportunities including converting the "Street Smart" newsletter to an online, mobile device friendly format, establishing a Board of Directors Extranet page, and introducing a kiosk at the Depot with information about project delivery and transit opportunities.
5. Worked with the media to ensure accurate, consistent, and timely messages were communicated.
6. Promoted SANBAG programs and projects through newspaper, radio, and television opportunities.

Work Elements

This task provides for SANBAG's active outreach to the general public, as well as with public and private sector organizations concerned with improving transportation and economic development throughout San Bernardino County. The activities in this task include periodic publication of SANBAG information notices, development of program brochures, hosting of community meetings for various regional projects, management of a variety of public events to commemorate project and program accomplishments, and management of a media information program relative to all SANBAG activities.

Product

Products of this work element include notices, press releases, brochures, presentations, publications, fact sheets, event related materials, Street Smart and project-specific newsletters, the City-County Conference, the annual General Assembly, graphic design, photography, speech-writing, and media outreach.

In Fiscal Year 2014/2015, 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, Graphic Design Services, Amount Budgeted $90,000, Total Estimated Contract Amount $90,000.

Manager

Wendy Strack, Director of Legislative and Public Affairs

General - Council of Governments Support

Task 0605 Publications and Public Outreach

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	94,141	85,933	105,574	154,063
Regular Part-Time Employees	-	-	-	4,620
Overtime	3,711	271	1,250	1,250
Fringe Allocation-General	95,868	78,835	108,172	148,682
Professional Services	323	-	30,000	130,000
Consulting Services	20,000	19,850	50,000	-
Maintenance-Office Equipment	-	-	1,000	1,000
Dues & Subscriptions	384	237	2,500	2,500
Training/Membership	418	3,725	6,135	3,000
Postage	88	13	3,000	1,000
Travel Expense - Employee	329	3,298	2,000	5,000
Travel Expense-Mileage-Employee	1,603	1,381	2,050	2,150
Advertising	9	3,799	9,000	-
Public Information Activities	10,962	6,445	8,266	57,250
Printing - External	2,090	-	5,000	5,000
Other Service Charges	-	-	100	100
Office Expense	-	17	1,838	1,500
Meeting Expense	969	341	3,178	5,200
Office Equip/Software-Inventorial	-	7,914	10,000	10,000
Indirect Allocation-General	151,052	108,915	141,235	263,988
Total Expenditures	381,948	320,975	490,298	796,303

Funding Sources	
MSI Valley Admin	5,870
MSI Mtn./Desert Admin	43,836
MSI Valley Fund-Freeway Projects	382,052
MSI Valley Fund-Fwy Interchange	153,616
MSI Valley Fund-Grade Separations	152,675
MSI Valley Fund-Metrolink/Rail Service	58,254
Total Funding Sources	796,303

General – Council of Governments Support

Task 0708 Property Assessed Clean Energy

Purpose

Reduce overall energy consumption, air pollution, greenhouse gas emissions, and water use by encouraging property owners to install energy efficient and water conservation improvements. This will be done a regional Property Assessed Clean Energy (PACE) district that can attract private investment to provide low cost loans. Property owners will pay back the loans through an annual assessment on their property tax bill over a period of up to twenty years.

Accomplishments

In Fiscal Year 2012/2013 the SANBAG Board of Directors approved the formation of a PACE Program (that will be marketed as the Home Energy Retrofit Opportunity (HERO) Program). The County and 23 cities have agreed to be a part of the program. The HERO Program became available to the public in October 2013. It is anticipated that 3,000 property owners will have taken advantage of the HERO Program by June 2014 and will have created $51 million in economic activity.

Work Elements

Open the HERO Program to property owners in San Bernardino County. This will include the following elements:

1. Hold workshops for the contracting community to encourage their participation.

2. Launch the HERO Program for commercial properties.

3. Oversee property owner applications and funding of approved property improvements.

Product

The result in this task will be increased economic activity in the region through private investment funding energy efficiency and water conservation projects and the related payments to contractors and material suppliers. Energy and water consumption will also be reduced which will reduce greenhouse gas emissions and air pollution.

Contract Information

a. Existing Contracts
   - i. 1000735, Legal services related to the formation and ongoing operation of the HERO Program.
   - ii. 1000775, Financial Advisor and Program Manager for the HERO Program.
   - iii. 1000776, Special Tax Consultant and Assessment Engineer for the HERO Program.
   - iv. 1000862, Placement Agent services for the HERO Program.

Manager

Duane Baker, Director of Management Services

General - Council of Governments Support

Task 0708 Property Assessed Clean Energy

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	-	10,700	15,182	25,414
Overtime	-	155	-	-
Fringe Allocation-General	-	9,927	13,328	24,329
Professional Services	-	660	-	1,070,000
Legal Fees	-	169	-	-
Postage	-	394	100	500
Travel Expense-Mileage-Employee	-	-	-	100
Other Service Charges	-	-	4,000	665,000
Office Expense	-	-	250	250
Meeting Expense	-	-	-	100
Indirect Allocation-General	-	13,715	18,826	42,551
Total Expenditures	-	35,719	51,686	1,828,244

Funding Sources	
Property Assessed Clean Energy Fund	1,828,244
Total Funding Sources	1,828,244

General – Council of Governments Support

Task 0805 Building Operations & Maintenance

Purpose

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

Accomplishments

SANBAG oversees the day to day operations of the Depot which is co-owned by SANBAG and the City of San Bernardino. SANBAG has engaged the services of a property manager to assist in managing and marketing the facility. There are currently four tenants in the building including the San Bernardino Historical Society and Railroad Society museum, Metrolink crew offices, the Iron Horse Cafe, and Southern California Association of Governments (SCAG)'s local office and teleconferencing location. The revenue from these leases helps offset 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. Review budgets quarterly and adjust as necessary.

3. Ongoing oversight of the property management account.

4. Coordinate activities related to the Metrolink extension that will impact the Depot.

Product

Active management of the facility.

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 from AMTRAK for the rail station host program.

Manager

Duane Baker, Director of Management Services

General - Council of Governments Support

Task 0805 Building Operations & Maintenance

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	2,878	5,986	5,581	7,617
Fringe Allocation-General	2,820	5,475	5,635	7,292
Professional Services	4,800	4,800	4,800	4,800
Legal Fees	380	-	-	-
Maintenance-Buildings	5,553	16,473	5,600	5,300
Indirect Allocation-General	4,443	7,563	7,656	12,754
Total Expenditures	20,874	40,297	29,272	37,763

Funding Sources	
Rail Assets	32,963
Amtrak	4,800
Total Funding Sources	37,763

General – Council of Governments Support

Task 0942 Financial Management

Purpose

Provide administrative support for SANBAG's Financial Management Program.

Accomplishments

SANBAG has successfully managed all activities relating to bonded indebtedness, investments and cash flow requirements since the inception of the Measure I Program.

Work Elements

Conduct administrative functions necessary to perform Financial Management tasks. This task provides for two consulting service contracts for financial and investment advisory services including revenue forecasting, cash management, investments, bond issuance, cash flow schedules and debt management.

1. Financial advisory services will include continuing review of strategic plan and cash flows, taking into account:
   a. The short and long-term needs of SANBAG.
   b. Financing options and alternative debt structures.
   c. Financing timetables.
   d. Revenue forecasts.

2. Investment advisory services will include the following:
   a. Advice on portfolio performance.
   b. Advice on current investment strategies, cash management and cash flow projections.
   c. Monthly preparation of investment report and review.
   d. Review investment policies, practices, procedures and portfolio status.
   e. Observations and recommendations regarding the adequacy of investment controls.

3. As necessary, review financing timetables and structure new money bond issue including rating agency presentations and official statements.

Product

This activity pursues a conservative Debt Service Management strategy.

Contract Information

a. Existing Contracts
   i. 1000061, Financial advisory services, Amount Budgeted $40,000.
   ii. C13068, Investment advisory services, Amount Budgeted $85,000.

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

Manager

William Stawarski, Chief Financial Officer

General - Council of Governments Support

Task 0942 Financial Management

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	24,042	11,901	33,653	30,517
Overtime	-	58	-	-
Fringe Allocation-General	23,555	10,937	33,976	29,214
Professional Services	6,073	9,970	40,000	40,000
Investment Management Fees	73,959	62,771	85,000	85,000
Financial/Legal Bonding Fees	782,696	-	918,000	-
Legal Fees	5,083	1,283	2,500	-
Postage	366	-	-	-
Travel Expense - Employee	1,050	-	-	-
Printing - External	3,592	-	4,500	4,500
Bank Charges	(1)	-	-	-
Indirect Allocation-General	37,113	15,110	46,164	51,093
Total Expenditures	957,527	112,030	1,163,793	240,324

Funding Sources	
MSI Valley Admin	225,574
MSI Mtn./Desert Admin	14,750
Total Funding Sources	240,324

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.

Air Quality & Traveler Services

Air Quality and Traveler Services Program Budget

Description

The Air Quality and Traveler Services 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, the clean fuels program, and regional alternative energy and conservation programs.

Accomplishments

1. Completed a major grant that replaced diesel trucks with 202 natural gas powered trucks and three fueling and maintenance facilities to support them.
2. Installed the first satellite emergency call boxes in remote areas of the County that don't have cellular coverage.
3. Expanded the number of eligible tow companies providing service through Freeway Service Patrol.
4. 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.
5. Improve air quality by seeking private partners and federal and state grants to convert diesel fleets to cleaner burning fuels.
6. Help improve air quality by working with agencies on best practices for electric vehicle adoption by residents through model ordinances and policies.
7. Improve air quality through joint programs across the region that reduces the consumption of electricity by public agencies.

Performance/Workload Indicators

	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Annual Rideshare Participants	8,066	8,304	9,000	9,000
Park and Ride Lots	19	21	22	23
Motorists assisted by Freeway Service Patrol	35,894	30,347	36,000	36,000
Calls to 511	360,171	351,161	330,000	345,000
Visits to IE511.org	341,716	399,730	360,000	400,000
Electric Vehicle Workshops held	N/A	NO	YES	YES

Air Quality and Traveler Services
Program Summary

		2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Tasks					
0102	Air Quality Activities	12,082,272	4,157,700	1,129,934	533,342
0406	Traveler Services	1,752,794	1,797,805	2,218,910	2,221,512
0702	Call Box System	921,042	791,957	1,142,713	1,451,691
0704	Freeway Service Patrol/State	1,727,487	1,689,376	2,159,840	2,749,293
0706	Intelligent Transportation Systems	10,633	4,829	82,545	64,260
Total Tasks		16,494,228	8,441,667	6,733,942	7,020,098

Air Quality & Traveler Services

Task 0102 Air Quality Activities

Purpose

Improve air quality and mobility in San Bernardino County, by providing policy and technical input through regional forums, related to air pollution reduction strategies. Research and implement alternative and clean fuel technologies, vehicle conversion and infrastructure deployment to assist the region in meeting greenhouse gas reduction goals and State and Federal clean air requirements.

Accomplishments

SANBAG has played a role in the deployment and funding of alternative fuel vehicle fleets and the fueling infrastructure needed to encourage adoption of these types of vehicles.

In 2009, SANBAG partnered with commercial transportation and logistics provider, Ryder Systems, Inc. to implement the first large-scale natural gas truck deployment in a commercial truck rental and leasing operation. Through this program Ryder deployed 202 heavy-duty natural gas powered trucks and built public access natural gas refueling stations in the City of Orange and the City of Fontana. The project includes upgrading three natural gas maintenance shops, along with the training of personnel and customers. Project funding, approximately $36 million, was provided by the California Energy Commission (CEC), the Department of Energy (DOE) and Ryder Systems, Inc. The project was completed in December 2013.

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. Represent SANBAG with State and national alternative fuel committees, and participate in other public and private committees and organizations with shared interest in achieving air quality implementation program objectives, including SCAQMD, CARB, DOE, utilities, and economic development agencies.
5. 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.
6. 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.
7. Assist San Bernardino County recipients of local, State and Federal funding in the construction of clean fuels infrastructure and the conversion of vehicles to alternative fuels.
8. As funding opportunities arise, assist the High Desert stakeholders in funding vehicle conversions in the Barstow, Morongo Basin, and the Victor Valley areas.
9. 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.
10. Work with local agencies and Edison in implementing an Energy Leader Program to help each agency decrease everyone's consumption.

Air Quality & Traveler Services

Task 0102 Air Quality Activities

11. Includes $150,000 for local match requirements under contributions/subsidies for possible California Energy Commission EV charging infrastructure grants.

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. Adopt Energy Leader Partnership Agreement with Southern California Edison and related energy conservation work plan.

Contract Information

a. Existing Contracts
   i. 1000263, Consultant assistance in managing the Department of Energy Project, Amount Budgeted $60,000.

Manager

Duane Baker, Director of Management Services

Air Quality & Traveler Services

Task 0102 Air Quality Activities

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	48,420	79,575	69,875	66,183
Overtime	80	1,242	625	625
Fringe Allocation-General	47,517	73,908	71,177	63,955
Professional Services	11,891,181	3,748,105	799,573	130,000
Consulting Services	7,802	-	-	-
Program Management Fees	-	145,532	47,000	-
Attendance Fees	300	300	-	-
Legal Fees	713	-	-	-
Maintenance-Motor Vehicles	-	-	450	450
Training/Membership	8,062	1,398	8,250	2,000
Postage	20	267	350	350
Travel Expense - Employee	1,404	363	5,000	5,000
Travel Expense-Mileage-Employee	1,905	1,714	550	550
Printing - External	-	3,114	1,000	1,000
Printing - Internal	-	-	300	300
Contributions/Subsidies	-	-	25,000	150,000
Office Expense	-	-	325	325
Meeting Expense	-	72	750	750
Indirect Allocation-General	74,869	102,108	96,709	111,854
Indirect Allocation-Project Management	-	-	3,000	-
Total Expenditures	12,082,272	4,157,700	1,129,934	533,342

Funding Sources	
Local Transportation Fund - Planning	3,175
Property Assessed Clean Energy Fund	200,000
MSI Valley Fund-Traffic Mgmt Sys	330,167
Total Funding Sources	533,342

Air Quality & Traveler Services

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

SANBAG has been directly involved in assisting county commuters through the implementation of a variety of trip reduction programs since the 1970's. SANBAG began providing direct incentives to commuters in Fiscal Year 1993/1994 and began its countywide reward program in 1997. Since Fiscal Year 2002/2003, SANBAG has provided all local and regional services through a contract with the Riverside County Transportation Commission (RCTC).

Accomplishments include the creation of a regional database of commuter information; a regional guaranteed ride home program; and the coordination of 511, a telephone, web (www.IE511.org), and now smart phone application-based service providing transportation solutions, including real-time traffic information, ridesharing options, and bus and rail trip planning. The IE511 system has been operational since April of 2010 with more than 300,000 visits per year. The smartphone application launched in early-2012 with more than 20,000 downloads to date.

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, six leased PNRs have been added to the County's network of nineteen 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 ride sharing 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. Provide assistance and information to businesses on how best to utilize ridesharing resources and increase participation with employees. Work to recruit additional employers to participate in ride share programs.

5. 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.

6. Solicit public/private interest to lease parking for PNR spaces. Assist agencies in the development and construction of permanent PNR lots.

7. 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.

Air Quality & Traveler Services

Task 0406 Traveler Services

Product

1. Add at least two new PNR lots to the current network.

2. Implement promotional marketing campaigns during the year. Sponsor regional networking meetings and other workshops/events with employer representatives throughout the year to increase vanpool and rideshare participants.

3. 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.

4. 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. 1000834, Park N Ride Lot lease, Amount Budgeted $10,800.
   - ii. 1000832, Park N Ride Lot lease, Amount Budgeted $3,060.
   - iii. 1000835, Park N Ride Lot lease, Amount Budgeted $9,240.
   - iv. 1000833, Park N Ride Lot lease, Amount Budgeted $10,300.
   - v. 1000831, Park N Ride Lot lease, Amount Budgeted $2,940.
   - vi. 1000929, Park N Ride Lot lease, Amount Budgeted $6,000.

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 Lease, Amount Budgeted $12,000, Total Estimated Contract Amount $12,000.

Manager

Duane Baker, Director of Management Services

Air Quality & Traveler Services

Task 0406 Traveler Services

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	58,109	56,199	57,371	54,646
Overtime	127	276	-	-
Fringe Allocation-General	57,056	51,647	57,921	52,313
Professional Services	1,522,738	1,589,607	1,986,820	1,988,460
Consulting Services	22,170	25,818	28,000	24,500
Legal Fees	618	-	-	-
Maintenance-Motor Vehicles	-	-	200	200
Training/Membership	575	161	2,000	2,000
Postage	-	-	100	100
Travel Expense - Employee	170	99	2,000	2,000
Travel Expense-Mileage-Employee	1,329	2,579	3,200	3,200
Printing - External	-	28	2,000	2,000
Printing - Internal	-	-	100	100
Office Expense	6	-	250	250
Meeting Expense	-	39	250	250
Indirect Allocation-General	89,898	71,353	78,698	91,493
Total Expenditures	1,752,794	1,797,805	2,218,910	2,221,512

Funding Sources	
Congestion Mitigation & Air Quality	1,811,664
MSI Valley Fund-Traffic Mgmt Sys	398,848
MSI Victor Valley Fund-Traffic Mgmt Sys	10,700
MSI North Desert Fund-Traffic Mgmt Sys	300
Total Funding Sources	2,221,512

Air Quality & Traveler Services

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.

Accomplishments

The San Bernardino Service Authority for Freeway Emergencies (SAFE) has administered the San Bernardino County Call Box Program since 1987. The current system consists of approximately 1,200 call boxes along 1,800 centerline highway miles and has provided service to more than 1.6 million motorists. The large majority of calls are handled by a private Call Answering Center (CAC). Any calls that involve an emergency such as fire, accident, medical assistance or an officer needing assistance are transferred to the California Highway Patrol (CHP) immediately. In recent years, the 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 were remote and/or in areas where the terrain is severe, previously limiting or not permitting digital call box placement. The satellite option has allowed call boxes to be placed in areas where there has never been a call box available to motorists before. 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 Call 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. Consider further development of the satellite call box system. Continue contracts to implement the program, as described more fully below.

1. Manage day-to-day operations and maintenance of the Call Box Program.
2. Oversee work performed by consultants and other agencies for the Motorist Aid Call Box System, including the following contracts and/or purchase orders:
   a. Contract(s) with maintenance and installation contractor.
   b. Contract with the CHP for liaison work.
   c. Contract with a CAC contractor for dispatch services.
   d. Contract with RCTC and Orange County Transportation Authority (OCTA) to reimburse SANBAG for CAC services.
   e. Contract with one or more wireless providers.
   f. Purchase orders/contracts with consultants for call box management.
   g. Contract with knockdown recovery services consultant.
   h. Purchase order with a warehouse for excess call box inventory.
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)/CHP with traffic mitigation projects.

Task 0702 Call Box System

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.

Product

Operate an efficient Call Box Program providing maximum benefit to the public. Products include the installation of new call boxes where appropriate, the repair or installation of call boxes which have been damaged/knocked down, and other upgrades/improvements. Oversee and monitor the 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. Add 20 satellite Call Boxes on State Routes in remote areas.

Contract Information

a. Existing Contracts
   i. 1000737, for Call Box Liaison support with CHP Sacramento, Amount Budgeted $4,000.
   ii. 1000553, for Call Box Call Answering Services, Amount Budgeted $148,000.
   iii. 1000132, for Call Box cellular services, Amount Budgeted $100,000.
   iv. 1000829, for Call Box maintenance services, Amount Budgeted $826,400.

b. New Contracts
   i. Call box knockdown recovery services, Amount Budgeted $35,000, Total Estimated Contract Amount $100,000.

Local Funding Source Detail

   i. Riverside and Orange County Transportation Commissions - $80,000.
   ii. County of San Bernardino - $400.

Manager

Duane Baker, Director of Management Services

Air Quality & Traveler Services

Task 0702 Call Box System

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	65,882	49,425	58,086	53,099
Overtime	70	142	625	625
Fringe Allocation-General	64,615	45,329	59,275	51,429
Professional Services	131,950	136,707	211,000	213,000
Consulting Services	3,210	806	50,000	104,000
Legal Fees	4,750	1,688	-	-
Mountain Avenue Callbox	345	344	400	400
Maintenance-Motor Vehicles	-	-	120	120
Maintenance-Call Boxes	450,155	407,601	572,000	826,400
Training/Membership	-	-	150	150
Postage	221	53	100	100
Travel Expense - Employee	1,998	8	4,150	4,150
Travel Expense-Mileage-Employee	315	354	620	620
Advertising	791	-	-	-
Printing - External	325	89	500	500
Printing - Internal	-	-	150	150
Communications	92,939	85,166	98,000	100,000
Record/Equipment Storage	1,668	1,620	5,000	5,000
Office Expense	-	-	1,500	1,500
Meeting Expense	-	-	500	500
Indirect Allocation-General	101,809	62,625	80,537	89,948
Total Expenditures	921,042	791,957	1,142,713	1,451,691

Funding Sources	
SAFE-Vehicle Registration Fees	1,371,291
SAFE Reimbursement	80,400
Total Funding Sources	1,451,691

Air Quality & Traveler Services

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

Four FSP Beats began operation in January 2006, two additional Beats began in January 2007, and then two more Beats began operations in March 2007 for a total of eight Beats. Approximately 35,000 motorists are assisted each year as a result of FSP along the eight beat segments. Since implementation, SANBAG has introduced a variety of technologies to improve program efficiencies, including: a computerized system of data collection, an automated customer survey system, and Automatic Vehicle Locators (AVL) which were installed in each primary FSP tow truck**.** In 2012, staff **c**oordinated the transfer of all FSP radio equipment from the California Highway Patrol (CHP) Inland Communication Center to the new Traffic Management Center (TMC) in Fontana. In addition, the analog radio system between the FSP tow trucks and CHP was converted to a digital radio system that greatly improved communications and safety concerns between the FSP tow drivers and California Highway Patrol which 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 by January 1, 2013.

Work Elements

The eight FSP Beats operating along 67 centerline miles of highway in the Valley area will continue through the multiple contracts identified in the Contract Information section below. Additional contracts for technical, communications, and CHP support will also be executed. A Memorandum of Understanding (MOU) was executed with California Department of Transportation (CALTRANS) for Construction FSP in March 2014. Staff will participate on local and statewide FSP committees, and will pursue other demonstration projects, as well as permanent sources of FSP funding which could expand the program for the future.

1. Agreements in place include a Memorandum of Understanding (MOU) with the CHP and Caltrans for FSP operations, an MOU with the CHP for overtime/staff support, eight agreements with tow vendors, and agreement(s) with management consultant(s), wireless providers and an AVL provider. In March 2014, an MOU between Caltrans and SANBAG was executed for Construction FSP.
2. Explore further technology to enhance program efficiency, in addition to those mentioned above.
3. Prepare quarterly reports and invoices to the State for funding reimbursement.
4. Coordinate the program with the Riverside County Transportation Commission, 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.
5. Enhance data collection methods by providing a wireless connection feature which will allow for automatic sync of data to be transferred to the FSP server while the FSP driver entering the data is out in the field.
6. Continue to evaluate the current eight beat areas of the FSP Program and to seek other possible service areas.
7. Freeway Service Patrol/State 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.

Air Quality & Traveler Services

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. Implement wireless data transfer from drivers in the field to the FSP server.

2. Conduct periodic driver meetings to reinforce safety, customer service and FSP policies.

3. Purchase and install a new FSP Server.

4. Research new AVL system to eventually be installed in all Primary and Back-Up FSP tow trucks.

Contract Information

a. Existing Contracts
   - i. C14009, FSP tow services along Beat 1, Amount Budgeted $187,060.
   - ii. 1000056, FSP tow services along Beat 2, Amount Budgeted $16,632.
   - iii. 1000786, FSP tow services along Beat 3, Amount Budgeted $184,500.
   - iv. 1000191, FSP tow services along Beat 4, Amount Budgeted $92,250.
   - v. 1000040, FSP tow services along Beat 5, Amount Budgeted $16,422.
   - vi. 1000555, FSP tow services along Beat 6, Amount Budgeted $198,534.
   - vii. 1000556, FSP tow services along Beat 7, Amount Budgeted $193,185.
   - viii. 1000192, FSP tow services along Beat 8, Amount Budgeted $184,500.
   - ix. 1000787, FSP daily oversight and supervision plus additional ½ of a full-time CHP Officer, Amount Budgeted $130,000.
   - x. 1000671, FSP digital radio services, Amount Budgeted $4,500.

b. New Contracts
   - i. RFP, Freeway Service Patrol Beat's 2, 4 and 5, Amount Budgeted $520,800, Total Estimated Contract Amount $2,900,000.
   - ii. RFP, Freeway Service Patrol Beat's 6 and 7, Amount Budgeted $209,000, Total Estimated Contract Amount $1,906,000.

Manager

Duane Baker, Director of Management Services

Air Quality & Traveler Services

Task 0704 Freeway Service Patrol/State

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	61,388	51,492	58,421	70,369
Overtime	159	1,408	1,250	1,250
Fringe Allocation-General	60,300	48,378	60,244	68,561
Professional Services	1,424,623	1,471,661	1,734,171	2,343,603
Consulting Services	20,592	16,492	24,000	24,000
Legal Fees	4,202	-	-	-
Maintenance-Motor Vehicles	-	-	400	400
Training/Membership	-	-	300	300
Postage	279	205	1,000	1,000
Travel Expense - Employee	1,072	896	2,500	3,000
Travel Expense-Mileage-Employee	893	788	1,100	2,000
Printing - External	18,856	9,510	30,700	34,000
Printing - Internal	-	-	400	500
Contributions/Subsidies	-	-	100,000	-
Communications	40,008	21,549	61,800	79,200
Office Expense	-	-	700	700
Meeting Expense	105	162	1,000	500
Indirect Allocation-General	95,009	66,837	81,854	119,910
Total Expenditures	1,727,487	1,689,376	2,159,840	2,749,293

Funding Sources	
CALTRANS Local Reimbursement	600,000
SAFE-Vehicle Registration Fees	260,090
Freeway Service Patrol	1,422,231
MSI Valley Fund-Traffic Mgmt Sys	466,972
Total Funding Sources	2,749,293

Air Quality & Traveler Services

Task 0706 Intelligent Transportation Systems

Purpose

To develop and implement Intelligent Transportation Systems (ITS) within San Bernardino County and within the region, for the safe and efficient movement of people and goods, resulting in improvements in air quality, congestion and mobility.

Accomplishments

Over the years, SANBAG completed the Inland Empire ITS Strategic Plan in 1997, developed the Inland Empire Architecture Plan in Fiscal Year 2002/2003, updated that plan in Fiscal Year 2004/2005, worked with Caltrans to implement detection on urban and rural highways, and has been a key player and contributed funding towards the California Department of Transportation (CALTRANS)/California Highway Patrol (CHP) Inland Empire Transportation Management Center (TMC) which has finished construction. In Fiscal Year 2009/2010, SANBAG worked with CALTRANS to install six highway detectors along the eastern portion of State Route 210, to fill out the detection in the urban area/valley of the County. In addition, with completion of the TMC, the Freeway Service Patrol (FSP) and Call Box equipment utilized by the CHP was consolidated and successfully transferred over to the new facility.

Work Elements

Staff will continue to participate and develop ITS strategies within the County, work with CALTRANS, other governmental agencies, and the private sector to expand the detection/monitoring network, especially in the more rural areas of the county, which will enhance and benefit other SANBAG projects such as the Freeway Service Patrol Program, the Inland Empire 511 system, and provide important data to the SANBAG Planning Department. A purchase order and/or contracts with technical consultants may be executed for additional assistance for the above activities.

1. Research and identify potential funding sources for projects and programs, assist local jurisdictions in preparing grant applications for funding.

2. Work closely with CALTRANS, the CHP and the Riverside County Transportation Commission for the continued operation of the TMC.

3. Represent San Bernardino County on Southern California, State and Federal ITS Committees.

4. Work with Southern California stakeholders to implement projects in the Inland Empire as well as the Regional ITS Architecture Plans and the Inland Empire ITS Strategic Plan.

5. Assist local jurisdictions in seeking Federal funding, as annual calls for projects are released.

6. Work to integrate new traffic data for cameras and vehicle detectors into the 511 system.

Product

Occasional monitoring and data analysis, as needed. Updates on project status including, but not limited to, the Inland Empire TMC and 511 traveler information system.

Manager

Duane Baker, Director of Management Services

Air Quality & Traveler Services

Task 0706 Intelligent Transportation Systems

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	2,941	1,519	12,641	8,112
Overtime	64	-	-	-
Fringe Allocation-General	2,944	1,390	12,763	7,766
Consulting Services	-	-	35,000	30,000
Legal Fees	48	-	-	-
Maintenance-Motor Vehicles	-	-	120	120
Training/Membership	-	-	1,000	1,000
Postage	-	-	100	100
Travel Expense - Employee	-	-	2,850	2,850
Travel Expense-Mileage-Employee	-	-	180	180
Printing - External	-	-	100	100
Printing - Internal	-	-	100	100
Office Expense	-	-	100	100
Meeting Expense	-	-	250	250
Indirect Allocation-General	4,638	1,920	17,341	13,582
Total Expenditures	10,633	4,829	82,545	64,260

Funding Sources	
MSI Valley Fund-Traffic Mgmt Sys	64,260
Total Funding Sources	64,260

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 2012/2013 was initiation of the Countywide Transportation Plan (CTP). The CTP is being developed in preparation for 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 2013/2014 will include the update of growth forecasts to 2040, identification of transportation projects and alternatives, and determination of financial needs for capital, maintainance, and operating costs. Implementation of the RTP/SCS will be a major theme for Fiscal Year 2013/2014, including continued delivery of Measure I projects, as well as increased emphasis on delivery of active transportation projects and pursuit of freight initiatives, as emphasized in the federal Moving Ahead for Progress in the 21st Century Act (MAP-21) legislation.

Fiscal Year 2013/2014 will also include completion of a major update of SANBAG's Congestion Management Program, to fulfill the agency's obligations as the Congestion Management Agency for the County. Fiscal Year 2012/2013 included an initiative to facilitate delivery of the top ten interchanges on the SANBAG priority list, and implementation of that initiative will continue with our local jurisdiction partners, including examination of interchange phasing opportunities. The landmark Regional Greenhouse Gas Inventory and Reduction Plan will be completed with the twenty-one participating cities, and SANBAG will be available to assist jurisdictions in their implementation phase. The Planning Workgroup will also be supporting 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 design and implementation of an improved process for development of the 2016 RTP/SCS, including development of the growth forecasts.

3. Continue development of the new Countywide Transportation Plan, with particular emphasis on growth forecasts and determination of financial needs for capital, maintainance, and operating costs.

4. Complete Valley Freeway Interchange Program phasing analysis and provide recommendations to the SANBAG Board.

5. Complete Regional Greenhouse Gas Inventory and Reduction Plan and assist twenty-two jurisdictions in its implemetation, as appropriate.

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 the major update to the Congestion Management Program (CMP) to be consistent with requirements for the State CMP and national congestion management process.

Regional & Subregional Planning Program Budget

Performance/Workload Indicators

	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 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 RTI/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

		2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Tasks					
0110	Regional Planning	338,004	486,849	372,939	543,056
0203	Congestion Management	84,362	73,843	165,872	311,314
0213	High Desert Corridor Studies	6,101	8,584	3,858	10,000
0404	Subregional Planning	587,472	1,019,718	1,534,521	2,995,455
0941	Mtn./Desert Planning & Project Development	203,188	134,178	212,942	167,895
Total Tasks		1,219,127	1,723,172	2,290,132	4,027,720

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 will represent 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. The 2012 RTP/SCS required not only extensive input on transportation projects and funding, but rigorous analysis of land use plans in conjunction with local jurisdictions. 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.

Work Elements

1. Provide technical input and policy recommendations for incorporation into the next RTP/SCS and mobile source emission reduction elements of the State Implementation Plan for the South Coast Air Basin. SCAG began the groundwork for the 2016 RTP/SCS in Fiscal Year 2012/2013 and Fiscal Year 2013/2014, and the draft RTP/SCS will be formulated primarily in Fiscal Year 2014/2015. 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.

Regional & Subregional Planning

Task 0110 Regional Planning

4. Continue preparation of an updated growth distribution for San Bernardino County for use in the county-wide transportation plan and 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 (TAC), 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 Comprehensive Regional Freight Study, regional open space/conservation studies, and Regional Express Travel Choices 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 industry conferences relevant to specific work elements such as GIS, air quality conformity, goods movement, inter-modal accessibility, or planning conferences. The budget assumes $5,000 in contributions/subsidies for conference participation/support.

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 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	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	98,295	131,049	107,483	146,756
Fringe Allocation-General	96,302	119,846	108,515	140,490
Legal Fees	950	-	600	600
Training/Membership	100	25	-	-
Travel Expense - Employee	337	1,216	2,500	3,000
Travel Expense-Mileage-Employee	256	188	500	500
Travel Expense-Other-Metrolink Tickets	376	550	500	500
Contributions/Subsidies	-	68,400	5,000	5,000
Office Expense	-	-	200	200
Meeting Expense	224	-	200	300
Indirect Allocation-General	141,165	165,574	147,441	245,710
Total Expenditures	338,004	486,849	372,939	543,056

Funding Sources	
Local Transportation Fund - Planning	276,578
MSI Valley Fund-Traffic Mgmt Sys	266,478
Total Funding Sources	543,056

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, with a minor update on the remainder of the CMP in early-2014. 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. Model improvements for the CMP, San Bernardino County Transportation Analysis Model (SBTAM), (Task 0404) Subregional Planning 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. These data will be more robust and reliable indicator 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. These 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.

Contract Information

a. New Contracts
   i. RFP, Consulting Services for CMP Monorting System, Amount Budgeted $200,000, Total Estimated Contract Amount $200,000.

Manager

Steven Smith, Director of Planning

Regional & Subregional Planning

Task 0203 Congestion Management

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	23,610	23,236	48,257	29,909
Regular Part-Time Employees	660	-	-	-
Fringe Allocation-General	23,131	21,250	48,719	28,631
Consulting Services	-	-	-	200,000
Legal Fees	-	-	500	500
Travel Expense - Employee	-	-	500	500
Travel Expense-Mileage-Employee	-	-	1,000	1,000
Printing - Internal	-	-	500	500
Meeting Expense	-	-	200	200
Indirect Allocation-General	36,961	29,358	66,196	50,074
Total Expenditures	84,362	73,843	165,872	311,314

Funding Sources	
Local Transportation Fund - Planning	50,000
Congestion Management Program	40,160
MSI Valley Fund-Traffic Mgmt Sys	198,726
MSI Victor Valley Fund-Traffic Mgmt Sys	22,428
Total Funding Sources	311,314

Regional & Subregional Planning

Task 0213 High Desert Corridor Studies

Purpose

Identify a regionally significant Right of Way alignment for a transportation corridor bounded by State Route 14 in the communities of Lancaster and Palmdale and State Route 18 east of Apple Valley. Support efforts for regional cooperation and possible public private partnerships to realize construction of this corridor.

Accomplishments

The Project Approval and Environmental Document for the segment from State Route 395 to east Apple Valley was initiated in 2003 by the City of Victorville and Town of Apple Valley, which are co-lead agencies. In 2010, Los Angeles County Metropolitan Transportation Authority (LACMTA) provided funds to California Department of Transportation (CALTRANS) to begin environmental studies for the entire project area from State Route 14 to State Route 18. The segment from Interstate 15 west to State Route 14 will be the focus of a project feasibility study on the possibility of making the project a Public/Private Partnership. The High Desert Corridor Joint Powers Authority and the Los Angeles County Metropolitan Transportation Authority are coordinating the project feasibility study for that segment.

Work Elements

The Counties of San Bernardino and Los Angeles initiated formation of the High Desert Corridor Joint Powers Authority and are pursuing an independent effort in cooperation with LACMTA to develop the segment between the Antelope Valley and Interstate 15 through a public/private partnership. SANBAG is assisting with technical representation.

1. Report to governing bodies of the SANBAG jurisdictions regarding progress and major issues addressed in the study.

2. Work with CALTRANS, LACMTA and the High Desert Corridor Joint Powers Authority on the planning and development of a transportation corridor serving the two growing subregions.

3. Work with CALTRANS and LACMTA to include a rail corridor as part of the environmental studies.

Product

Public workshops on the progress of project's environmental review. Draft environmental reports are expected to be circulated in Fiscal Year 2014/2015.

Manager

Steven Smith, Director of Planning

Regional & Subregional Planning

Task 0213 High Desert Corridor Studies

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	1,704	2,675	993	-
Fringe Allocation-General	1,669	2,446	1,003	-
Professional Services	-	-	-	10,000
Travel Expense-Mileage-Employee	98	84	500	-
Indirect Allocation-General	2,630	3,380	1,362	-
Total Expenditures	6,101	8,584	3,858	10,000

Funding Sources	
Local Transportation Fund - Planning	10,000
Total Funding Sources	10,000

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 (Task 0110) Regional Planning. 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 2013/2014 transportation alternatives and financial scenarios were defined for the CTP. In addition, a Freight Strategy working paper was developed to guide SANBAG input to regional, statewide, and national freight issues. 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 2013/2014. The Regional Greenhouse Gas Reduction Plan and Environmental Impact Report (EIR) were completed and approved by the SANBAG Board. SANBAG also executed a Sustainability MOU with SCAG that outlines multiple initiatives relating to Greenhouse Gas (GHG)s, habitat conservation, and integrated land use and transportation planning. 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. Continue work on the San Bernardino Countywide Multi-modal Transportation Plan (CTP). A draft Plan will be completed in Fiscal Year 2014/2015 to better position SANBAG and its partner agencies for the 2016 Regional Transportation Plan. The CTP will integrate highway and transit infrastructure needs with land use, air quality, and long term financial strategies. Together with work on the countywide vision, the Plan will seek to elevate San Bernardino County's stature as an economic engine of Southern California, which can in turn finance the types of communities and lifestyle enhancements that will attract and retain businesses and residents within San Bernardino County.
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 implementing 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: Development of Greenhouse Gas Implementation Tools; San Bernardino County Habitat Conservation Framework; and Complete Streets and Safe Routes to School Implementation Strategy. 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.

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.

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. Maintain the GIS based collision records and analysis system, including a service and support program.

15. Collect and compile data, and distribute data as appropriate to other agencies and organizations.

16. 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

Long-Range Countywide Transportation Plan for San Bernardino County; 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, Regional Greenhouse Gas Reduction Plan and related activities.

Regional & Subregional Planning

Task 0404 Subregional Planning

Contract Information

a. Existing Contracts
   i. C14113, Countywide Habitat Preservation/Conservation Framework, Amount Budgeted $50,000.

b. New Contracts
   i. RFP, Consulting services to support analysis, modeling, and documentation for the Countywide Transportation Plan, Amount Budgeted $200,000, Total Estimated Contract Amount $200,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget inclues Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $50,000.

Manager

Steven Smith, Director of Planning

Regional & Subregional Planning

Task 0404 Subregional Planning

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	93,200	200,216	259,959	242,581
Regular Part-Time Employees	33,575	39,375	-	-
Overtime	403	16	-	-
Fringe Allocation-General	121,340	183,115	262,456	232,224
Professional Services	-	5,460	10,000	10,000
Consulting Services	63,477	-	280,000	240,000
Program Management Fees	-	66,857	24,706	-
Legal Fees	523	-	2,000	2,000
Information Technology Services	18,144	31,661	34,000	34,000
Maintenance-Office Equipment	1,301	43	7,806	8,000
Training/Membership	5,140	284	3,000	3,000
Travel Expense - Employee	3,360	1,754	5,000	5,000
Travel Expense-Mileage-Employee	473	796	2,000	2,000
Advertising	-	400	1,132	1,000
Printing - Internal	-	231	568	500
Contributions/Subsidies	-	200,000	269,294	1,800,000
Communications	135	-	-	-
Record/Equipment Storage	4	-	-	-
Office Expense	-	376	1,000	500
Meeting Expense	68	191	500	500
Office Equip/Software-Inventorial	19,413	584	11,500	5,000
Computer Hardware & Software	9,552	9,391	1,000	3,000
Indirect Allocation-General	217,366	278,968	356,600	406,150
Indirect Allocation-Project Management	-	-	2,000	-
Total Expenditures	587,472	1,019,718	1,534,521	2,995,455

Funding Sources	
MSI Mtn./Desert Admin	1,080
Local Transportation Fund - Planning	435,489
SCAQMD/Mobile Source Review Comm.	1,250,000
MSI Valley Fund-Traffic Mgmt Sys	1,268,188
MSI Victor Valley Fund-Traffic Mgmt Sys	698
MSI Morongo Basin Fund-Traffic Mgmt Sys	40,000
Total Funding Sources	2,995,455

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

Provide support to the Mountain/Desert Policy Committee for detailed review and discussion of items of specific impact to that subregion. The task also includes additional staff support in the areas of planning and project development for projects in the Mountain/Desert subregion.

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. Provide support and coordination for regular meetings of the Mountain/Desert Policy Committee and Mountain/Desert Measure I Committee.

3. Respond to special requests for reports and materials related to program implementation in the Mountain/Desert subregion.

4. Assist Mountain/Desert representatives with identification of priority projects and strategies for implementing those projects.

5. Participate on project development teams for major transportation projects in the Mountain/Desert subregions.

Product

1. Policy direction and involvement in SANBAG programs affecting the Mountain/Desert subregion.

2. Planning and technical assistance in cooperation with Caltrans and local jurisdictions relative to project development in the Mountain/Desert subregions.

Manager

Andrea Zureick, Director of Fund Administration and Programming

Regional & Subregional Planning

Task 0941 Mountain/Desert Planning and Project Development

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	48,789	36,490	54,095	37,878
Overtime	2,962	972	1,250	1,250
Fringe Allocation-General	50,702	34,260	55,877	37,457
Program Management Fees	1,440	1,498	-	-
Attendance Fees	10,200	8,800	14,400	14,400
Legal Fees	1,948	-	-	-
Maintenance-Motor Vehicles	-	-	100	100
Postage	57	-	400	400
Travel Expense - Employee	721	-	900	900
Travel Expense-Mileage-Employee	1,691	483	2,500	2,500
Travel Expense-Mileage-Non-Employee	4,708	4,295	6,000	6,000
Printing - Internal	-	-	500	500
Office Expense	49	48	500	500
Meeting Expense	37	-	500	500
Indirect Allocation-General	79,886	47,332	75,920	65,510
Total Expenditures	203,188	134,178	212,942	167,895

Funding Sources	
MSI Mtn./Desert Admin	167,895
Total Funding Sources	167,895

Transit & Passenger Rail

Transit and Passenger Rail Program Budget

Description

Transit and Passenger 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 Commuter Rail tasks, SANBAG provides planning assistance and conducts its oversight responsibilities for Barstow Area Transit (BAT), Mountain Area Transit Authority (MARTA), Morongo Basin Transit Authority (MBTA), Omnitrans, Southern California Regional Rail Authority (SCRRA), Victor Valley Transit Authority (VVTA), and Valley Transportation Services (VTrans) the San Bernardino County Consolidated Transportation Services Agency (CTSA). The General Transit and General Commuter Rail tasks also include efforts associated with updates of the required Short Range Transit Plans. There is no expansion in SANBAG's General Transit and General Commuter Rail responsibilities in Fiscal Year 2014/2015.

The Transit Operating (Task 0310) includes the management and disbursement of Measure I Senior and Disabled funds to transit agencies as operating subsidies for Americans with Disabilities Act (ADA) access service. Additionally, the Transit Operating task includes 2% of Valley Measure I revenue, apportioned per the ordinance, to VTrans to facilitate its social transportation planning and coordination efforts.

The Transit Capital (Task 0311) supports efforts associated with minor transit capital projects to be delivered in Fiscal Year 2014/2015, such as the San Bernardino County Efficiency Study, Federal Transit Administration (FTA) Grantee initiative and the Desert Consolidation implementation between VVTA and BAT.

SANBAG's major transit capital project, 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 for the Metrolink commuter rail system and covers costs associated with SANBAG's railroad property management.

Commuter Rail Capital (Task 0379) includes minor rail capital projects currently underway, including SANBAG's Transit and Rail Short Range Transit Plan. Major rail capital projects will be mainlined 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 studies to provide rail access to the Ontario International Airport, review of Station Security of all the Metrolink station sites, grade crossing projects with local jurisdictions and a Metrolink Upland Station Land Use study.

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. Prepare a five-year Short Range Transit Plan for SANBAG covering the next three Fiscal Years inclusive of the current Fiscal Year.
2. Assist each operating agency in preparing five-year Short Range Transit Plans covering the next three Fiscal Years inclusive of the current Fiscal Year, which will be incorporated into SANBAG's Short Range Transit Plan.
3. Continue construction on the Downtown San Bernardino Passenger Rail Project.
4. Complete construction on the San Bernardino Transit Center.
5. Finalize the environmental document, begin final engineering efforts, and begin to procure rolling stock for the Redlands Passenger Rail Project.

6. 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.

7. 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.

8. Provide technical and financial assistance to the transit operators and CTSA within San Bernardino County.

9. Complete the County-wide Transit Efficiency Study and assist with implementing recommendations.

10. Complete financial audits for transit providers as well as the CTSA.

11. Develop a San Bernardino County Valley Vanpool program.

12. Continue development of a Transportation Development Act manual and module in coordination with SANBAG's Department of Fund Administration and department of Finance.

13. Complete the study to provide rail access to the Ontario International Airport.

14. Begin design of double-track between Control Points Lilac and Rancho on the Metrolink San Bernardino Line.

Performance/Workload Indicators

	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Short Range Transit Plan for each Transit Agency	N/A	NO	YES	YES
Downtown San Bernardino Passenger Rail Project	Final Design	Final Design	Construction	Construction
San Bernardino Transit Center	Planning	Design	Construction	Construction
Redlands Passenger Rail Project	Preliminary Engineering / Environmental Clearance	Preliminary Engineering / Environmental Clearance	Preliminary Engineering / Environmental Clearance	Final Design
Gold Line Extension	N/A	N/A	NO	Preliminary Engineering
Provide Operating Subsidies to Transit operators	YES	YES	YES	YES
County-wide Transit Efficiency Study	N/A	N/A	In progress	YES
Complete financial audits for transit providers	YES	YES	YES	YES
Develop a San Bernardino County Valley Vanpool Program	N/A	N/A	YES	YES
Updated Transportation Development Act (TDA) manual	N/A	N/A	In Progress	YES
Transportation Development Act Module	N/A	N/A	In Progress	YES
Ontario Airport Rail Access Study	N/A	N/A	In progress	YES
Metrolink San Bernardino Line Double Track	N/A	N/A	N/A	YES
SRTP for SANBAG	N/A	N/A	In progress	YES
Finalize policy and procedures for Rail Right of Way	N/A	N/A	In progress	YES

Transit and Passenger Rail
Program Summary

		2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Tasks					
0309	General Transit	6,571,468	985,855	893,649	442,238
0310	Transit Operating	6,706,833	8,068,783	9,495,667	8,832,028
0311	Transit Capital	590,851	4,726,587	5,382,616	3,633,997
0322	San Bernardino Transit Center	-	-	18,249,817	14,544,211
0323	Downtown San Bernardino Passenger Rail	-	-	77,491,997	48,372,836
0324	Redlands Passenger Rail	-	-	12,407,032	21,720,276
0325	San Gabriel Subdivision Line Improvements	-	-	3,634,035	4,407,742
0352	General Commuter Rail	263,676	521,164	1,760,807	2,082,616
0377	Commuter Rail Operating	10,322,849	8,364,463	13,008,947	13,221,730
0379	Commuter Rail Capital	13,816,747	25,828,092	4,535,801	1,051,217
Total Tasks		38,272,424	48,494,944	146,860,368	118,308,891

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, 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). Additionally, 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, state, and national transit conferences and training sessions; support the evaluation, development, implementation, and maintenance of the TransTrack operator performance reporting system; continued development of Long and Short Range Transit Plans for San Bernardino County transit operators; and lead in the planning and implementation of regional transit projects, including transit centers and projects to increase or improve transit service.

The subsequent transit related tasks provide a description of the technical process, which must be followed to insure the flow of federal, state, and local funds to support individual transit system operating and capital improvements. This task will be used to summarize the performance of the seven public transit systems, excluding commuter rail, in San Bernardino County during Fiscal Year 2014/2015.

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 16.1 million passengers during Fiscal Year 2012/2013. VVTA carried 2.2 million passengers, MBTA carried 381,000 passengers; BAT carried 210,000 passengers, MARTA carried 153,000 passengers, and NAT carried 39,000 passengers.

Annually, SANBAG is responsible for the implementation of Unmet Needs in the Vicor 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, Omnitrans and VVTA completed their Comprehensive Operational Analyses during Fiscal Year 2013/2014. SANBAG began the county-wide transit effeciency study which is scheduled to be completed within Fiscal Year 2014/2015.

Work Elements

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

This task will also include continued staff and consultant effort required to complete the development of various Short Range Transit Plans for San Bernardino County. The short range planning efforts will provide input to the

Transit & Passenger Rail

Task 0309 General Transit

Comprehensive Transportation Plan (CTP) and Congestion Management Program (CMP) development as well as tracking the feasibility of including transit corridors and other transit-related recommendations contained in the Regional Transportation Plan.

The task also includes legal services that may be required during the year for the transit programs, and 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. Complete the development of Long and Short Range Transit Plans both for SANBAG and the transit operators.

4. Share new industry and regulatory information with operators.

5. Reviewing and implementing cost saving measures to ensure sustainable transit service for all operators in the County.

6. Unmet needs process, as required by the Transportation Development Act (TDA).

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. The development of Short Range Transit Plans for the County.

Contract Information

a. Existing Contracts
   i. 1000321, Transit and Specialized Transportation Planning Services, Amount Budgeted $20,000.

b. New Contracts
   i. CTO, Transit and Specialized Transportation Planning Services, Amount Budgeted $150,000, Total Estimated Contract Amount $150,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $40,000.

Manager

Mitchell Alderman, Director of Transit and Rail Programs

Transit & Passenger Rail

Task 0309 General Transit

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	145,883	121,327	143,756	67,469
Overtime	360	743	625	625
Fringe Allocation-General	143,278	111,634	145,768	65,186
Professional Services	652,658	562,876	227,000	147,000
Consulting Services	8,563	1,436	-	-
Attendance Fees	1,157	1,275	3,300	1,500
Legal Fees	1,558,420	13,317	125,000	20,000
Utilities	214	1	-	-
Right of Way Capital	858,364	-	-	-
Dues & Subscriptions	349	13,669	15,656	17,000
Training/Membership	18,659	2,994	18,844	-
Postage	628	164	500	200
Travel Expense - Employee	2,798	350	5,000	5,000
Travel Expense-Mileage-Employee	1,992	901	1,000	1,000
Travel Expense-Mileage-Non-Employee	-	-	200	100
Travel Expense-Other-Metrolink Tickets	165	-	-	-
Advertising	81	791	5,000	2,000
Printing - External	-	-	500	250
Printing - Internal	-	-	150	150
Contributions/Subsidies	2,951,665	-	2,295	-
Office Expense	-	-	500	250
Meeting Expense	481	150	500	500
Indirect Allocation-General	225,752	154,228	198,055	114,008
Total Expenditures	6,571,468	985,855	893,649	442,238

Funding Sources	
Local Transportation Fund - Admin	194,412
Local Transportation Fund - Planning	227,826
State Transit Assistance Fund - Rail	20,000
Total Funding Sources	442,238

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).

Accomplishments

During prior Fiscal Years, the SANBAG Budget included individual tasks for each of the transit operators. These tasks had historically been used to account for individualized staff assistance for each of the transit operators. However, now that SANBAG is directly receiving all of the Senior and Disabled Transit funds for the County and SANBAG created a new Consolidated Services Transportation Agency, VTrans, general transit support and assistance related activities are consolidated under (Task 0310) General Transit. This task provides for the consolidation of transit operating funds that are provided to each of the transit operators. This structure mirrors the structure that has been used successfully under the Commuter Rail program.

The operating 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). The operating funds administered under this task are also used to provide subsidized fares for seniors.

Additionally, other fund sources within this task offer additional contributions to offset supplementary types of operating cost, such as the recently initiated San Bernardino Regional Vanpool Program – Victor Valley phase.

Work Elements

SANBAG and VVTA coordinated to secure a $1.49 million dollar Federal Transit Administration (FTA) Section 5309 discretionary grant to create and operate a successful vanpool program within the High Desert and Barstow areas. VVTA is the direct recipient of these funds and is operating and mangaging this Vanpool program. Fiscal Year 2014/2015 is the final year in which SANBAG will provide contribution to the program.

1. Finalize the SANBAG contribution on the Van Pool program for the High Desert including the Barstow Area.
2. Coordinate Measure I Senior and Disabled program funds for disbursement to the transit operators within each of the Measure I Subareas. Includes additional monies that offset other operating costs.

Product

Operating fund for Transit Operators.

Contract Information

a. Existing Contracts
   i. 1000431, Operation of a consolidated transportation services agency to provide for the coordination of transit services for seniors and persons of disability, Amount Budgeted $2,204,109.
   ii. 1000746, San Bernardino Regional Vanpool Program – Victor Valley Phase, Amount Budgeted $5,080.

Manager

Mitchell Alderman, Director of Transit and Rail Programs

Transit & Passenger Rail

Task 0310 Transit Operating

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	-	51,752	-	-
Overtime	-	42	-	-
Fringe Allocation-General	-	47,366	-	-
Contributions/Subsidies	6,706,833	7,904,184	9,495,667	8,832,028
Indirect Allocation-General	-	65,439	-	-
Total Expenditures	6,706,833	8,068,783	9,495,667	8,832,028

Funding Sources	
MSI Valley Fund-Senior/Disabled	7,504,109
MSI Victor Valley Fund-Senior/Disabled	759,340
MSI Victor Valley Fund-Traffic Mgmt Sys	4,013
MSI North Desert Fund-Senior/Disabled	359,120
MSI North Desert Fund-Traffic Mgmt Sys	1,067
MSI Colorado River Fund-Senior/Disabled	11,312
MSI Morongo Basin Fund-Senior/Disabled	107,509
MSI Mountain Fund-Senior/Disabled	85,558
Total Funding Sources	8,832,028

Transit & Passenger Rail

Task 0311 Transit Capital

Purpose

Evaluate the effectiveness and efficiency and 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 completed a Comprehensive Operational Analysis of Omnitrans which resulted in funding and cost projections through Fiscal Year 2019/2020. Based on these projections, it was determined that Omnitrans would realize an average annual operational funding deficit of $2.5 million dollars, totaling $12.8 million through Fiscal Year 2019/2020. An annual capital surplus of $1.4 million, totaling $10.5 million through Fiscal Year 2019/2020 was also identified. Based on these projections, the Omnitrans Board of Directors tasked Omnitrans staff with finding efficiencies to bridge the operating funding deficit, while maintaining existing service levels and incorporating the sbX BRT route.

Victor Valley Transit Authority (VVTA) completed a Comprehensive Operational Analysis (COA), which resulted in updating of service alignments and most importantly the implementation of Sunday service. The COA also included the expansion of BV Link (Barstow to Victor Valley) from three days to five days as well as continuing from Victor Valley to San Bernardino.

Valley Transportation Services (VTrans) continued to operate the Mobility Travel Training Program (MTT), which is a three-year project totaling $1.23 million dollars, which began in 2012. 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.

Work Elements

A Short Range Transit Plan (SRTP) will be created 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 VTrans. Additionally it will discuss service and future needs of all transit and rail in San Bernardino County. This SRTP is needed to submit as part of SANBAG's request to be a FTA Grantee.

With the successful implementation of the Vanpool Program – Victor Valley phase, SANBAG will analyze the potential for expanding the Vanpool program county wide in conjunction with the County-Wide Transit

SANBAG staff was asked to analyze the possibility of combining resources between the six transit operators and the CTSA. This County-Wide Efficiency Study would review Administration, Capital and Operational tasks which each transit operators administers now separately; and the potential of combing which would result in either cost savings or time efficiency. This also includes the possible expansion of the Victor Valley Vanpool program which would expand to the rest of the San Bernardino County. With this expansion the San Bernardino County could benefit from additional federal funds which can be used on transit under the Federal Transit Administration (FTA) Section 5307 guidelines.

During Fiscal Year 2013/2014 a "desert" consolidation study was completed by SANBAG staff to determine if consolidating Victor Valley Transit Authority (VVTA), City of Needles and City of Barstow transit services would result in operational and management efficiencies with resulting cost savings being realized. The analysis determined both VVTA and City of Barstow would benefit from consolidation into one new transit agency which included an annual $100,000 savings for each of the member agencies. VVTA and City of Barstow agreed that

that consolidating transit service would be beneficial to all parties so work has begun to implement the consolidation. The VVTA/City of Barstow transit consolidation will be completed during the last quarter of Fiscal Year 2014/2015.

The City of Needles Transit Maintenance Facility is inadequate as it resides on a dirt lot behind a business. During Fiscal Year 2014/2015, SANBAG staff will assist in the acquisition and construction of this new maintenance facility.

Product

1. Complete all closeout items and the construction of the sbX BRT Maintenance Facility.

2. Review and Analyze the possible expansion of the Vanpool program to extend across the entire San Bernardino County.

3. Complete VVTA and City of Barstow consolidation to create a new joint powers agency.

4. Analyze and assist with the City of Needles for the NAT (Needles Area Transit) Maintenance Facility.

5. A final Short Range Transit Plan for the SANBAG Transit and Rail Department which will include all operators SRTP's.

6. Submit SANBAG's request to the Federal Transit Administration (FTA) to become FTA Grantee's.

Contract Information

a. Existing Contracts
   i. 1000133, Allocation of Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) Funds for Purchase of three Paratransit Vehicles, Amount Budgeted $70,069. Funded with PTMISEA.
   ii. 1000363, Legal Services for E Street sbX Right of Way Acquisition, Amount Budgeted $360,532. Funded with Local Projects Fund Reimbursement from Omnitrans.
   iii. 1000940, San Bernardino County Transit Efficiency Study, Amount Budgeted $320,105. Fund with State Transit Assistance Funds

b. New Contracts
   i. CTO, Consulting Services – Maintenance Facility Study, Amount Budgeted $100,000, Total Estimated Contract Amount $100,000.
   ii. CTO, Consulting Services – Desert Consolidation, Amount Budgeted $50,000 Total Estimated Contract Amount $50,000.
   iii. CTO, Consulting Services – Federal Transit Administration Grantee Study, Amount Budgeted $90,000, Total Estimated Contract Amount $90,000.

Local Funding Source Detail

i. Omnitrans - $378,719.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $760,601.

Manager

Mitchell Alderman, Director of Transit and Rail Programs

Transit & Passenger Rail

Task 0311 Transit Capital

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	5,339	20,795	7,868	57,989
Overtime	101	-	-	-
Fringe Allocation-General	5,330	19,017	7,944	55,512
Professional Services	-	240,909	5,000	-
Consulting Services	570,378	1,875,359	10,373	560,105
Legal Fees	1,306	745,296	1,000,000	360,532
Construction Capital	-	10,274	-	-
Right of Way Capital	-	666,731	2,000,000	-
Postage	-	141	250	-
Travel Expense - Employee	-	-	250	-
Contributions/Subsidies	-	1,121,792	2,340,138	70,069
Pass-Thru Payments	-	-	-	2,432,701
Indirect Allocation-General	8,398	26,273	10,793	97,089
Total Expenditures	590,851	4,726,587	5,382,616	3,633,997

Funding Sources	
Local Transportation Fund - Planning	129,819
Local Transportation Fund - Rail	14,566
State Transit Assistance Fund - Rail	608,123
Public Trans Modern,Improve&Svc Enhance	2,502,770
Local Projects Fund	378,719
Total Funding Sources	3,633,997

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 completed in March 2015. 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

The SBTC will be in construction during Fiscal Year 2014/2015. Construction is expected to last approximately 12 months and will be open and operational by the end of Fiscal Year 2014/2015.

Product

1. Complete construction of San Bernardino Transit Center.

Contract Information

a. Existing Contracts
   - i. 1000584, Construction Management Services for the Omnitrans Bus Facility, Amount Budgeted $519,387. Funded with Transit Center Project Fund Reimbursement from Omnitrans.
   - ii. 1000612, Architectural and Engineering Services for the San Bernardino Transit Center Omnitrans Bus Facility, Amount Budgeted $353,000. Funded with Transit Center Project Fund Reimbursement from Omnitrans.
   - iii. C14002, Construction of the San Bernardino Transit Center, Amount Budgeted $13,254,669. Funded through Cooperative agreements R14070 and C12117.

Local Funding Source Detail

- i. Omnitrans - $4,360,056.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $14,038,270.

Manager

Mitchell Alderman, Director of Transit and Rail Programs

Transit & Passenger Rail

Task 0322 San Bernardino Transit Center

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	-	-	70,631	107,985
Fringe Allocation-General	-	-	71,306	103,374
Professional Services	-	-	2,375,062	519,387
Consulting Services	-	-	-	353,000
Construction Capital	-	-	11,742,021	13,279,669
Right of Way Capital	-	-	3,887,936	-
Postage	-	-	250	-
Travel Expense-Mileage-Employee	-	-	250	-
Advertising	-	-	2,400	-
Indirect Allocation-General	-	-	99,961	180,796
Total Expenditures	-	-	18,249,817	14,544,211

Funding Sources	
Local Transportation Fund - Rail	392,155
Federal Transit Administration 5307-TE	992,000
Federal Transit Administration 5309	8,300,000
Transit Sys Safety Sec Disaster Recovery	500,000
Transit Center Project Fund	4,360,056
Total Funding Sources	14,544,211

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 waiting area of 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 2014/2015. Construction is expected to last approximately 26 months and will be open and operational by the 1st 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.

Contract Information

a. Existing Contracts
   - i. 1000248, Engineering and Design Services for DSBPRP and RPRP, Amount Budgeted $3,775,000. Funded with Measure I Valley Rail and Bond Proceeds.
   - ii. 1000583, Construction Management Services DSBPRP, Amount Budgeted $4,000,000. Funded with Local Transportation Fund – Rail.
   - iii. C14001, Construction of DSBPRP, Amount Budgeted $32,000,000. Funded with Local Transportation Service, State Local Partnership Program, Transit System Safety Security Disaster Recovery, Measure I Valley Senior & Disabled and Bond Proceeds.
   - iv. 1000571, Legal Services for DSBPRP and RPRP, Amount Budgeted $847,831. Funded with Local Transportation Fund – Rail and Bond Proceeds.
   - v. 1000716, Memorandum of Understanding for Design and Construction Support for the Eastern Maintenance Facility and the Downtown San Bernardino Passenger Rail Project, Amount Budgeted $645,816. Funded with State Transit Assistance Fund – Rail.
   - vi. R14038, Sub-Recipient Agreement with Omnitrans for DSBPRP in the amount of $22,306,000 ($12,000,000 Section 5307 and $10,306,000 CMAQ).

Task 0323 Downtown San Bernardino Passenger Rail

b. New Contracts

i. CTO/Contract, Art Construction Services for DSBPRP, Amount Budgeted $50,000, Total estimated contract amount $50,000.

ii. Agreement, Professional Services with BNSF, Amount Budgeted $1,000,000, Total Estimated Contract Amount $1,000,000.

iii. CTO/RFP, Environmental, Monitoring & Mitigation for DSBPRP, Amount Budgeted $357,000, Total Estimated Contract Amount $357,000.

iv. Purchase Agreement, of BNSF Short-way for DSBPRP, Amount Budgeted $3,000,000, Total Estimated Contract Amount $3,000,000.

v. CTO/RFP, Way finding for DSBPRP and SBTC, Amount Budgeted $25,000, Total Estimated Contract Amount $25,000.

vi. Utility Agreement, Downtown San Bernardino Passenger Rail Service Project – Utilities, Amount Budgeted $500,000, Total Estimated Contract Amount $500,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $35,000,000.

Manager

Mitchell Alderman, Director of Transit and Rail Program

Transit & Passenger Rail

Task 0323 Downtown San Bernardino Passenger Rail

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	-	-	-	73,574
Fringe Allocation-General	-	-	-	70,432
Professional Services	-	-	3,306,196	4,432,000
Consulting Services	-	-	4,846,560	3,675,000
Legal Fees	-	-	1,593,862	597,831
Construction Capital	-	-	60,993,229	32,500,000
Right of Way Capital	-	-	5,283,500	2,255,000
Advertising	-	-	10,700	-
Contributions/Subsidies	-	-	1,457,950	1,645,816
Land	-	-	-	3,000,000
Indirect Allocation-General	-	-	-	123,183
Total Expenditures	-	-	77,491,997	48,372,836

Funding Sources	
Local Transportation Fund - Rail	10,040,020
State Transit Assistance Fund - Rail	4,757,816
State Local Partnership Program	10,900,000
Transit Sys Safety Sec Disaster Recovery	2,500,000
MSI Valley Fund-Metrolink/Rail Service	3,675,000
MSI Valley Fund-Senior/Disabled	5,600,000
Valley Metrolink/Rail Bond Fund	10,900,000
Total Funding Sources	48,372,836

Transit & Passenger Rail

Task 0324 Redlands Passenger Rail

Purpose

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

Accomplishments

SANBAG completed preliminary design and the draft environmental document for the Redlands Passenger Rail Project (RPRP). This design includes improvements to the existing Redlands Subdivision track spanning from the future 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, and six stations (including the SBTC). Designs to rehabilitate grade crossings at Alabama Street, Colton Avenue, and Mountain View Avenue were initiated that coincide with city street improvements being completed by the City of Redlands and the Inland Valley Development Agency.

Work Elements

Efforts to implement the RPRP include commencement of final design, certification of the environmental document, initial efforts to acquire rolling stock and determining cost effective operator, hiring a program management consultant, and providing assistance to the cities of Redlands and San Bernardino to implement a programmatic environmental document for Transit Oriented Development around the proposed RPRP stations. In addition, grade crossing rehabilitation and improvements at Alabama Street, Colton Avenue, and Mountain View Avenue will be designed and constructed in conjunction with city street improvements being completed by the City of Redlands and the Inland Valley Development Agency. Rehabilitation of three additional grade crossings will also be designed and constructed.

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. Certification of the RPRP Environmental Document meeting State and Federal requirements.
2. Final design of the RPRP.
3. Recommendations for cost effective rolling stock and initial procurement of the recommended vehicles.
4. Recommendations for cost effective operator.
5. Development of a programmatic environmental document for TOD at proposed stations.
6. Reconstructed and reconfigured grade crossings.

Contract Information

a. Existing Contracts
   - i. 1000248, Engineering and Design Services for Downtown San Bernardino Passenger Rail Project (DSBPRP) and RPRP, Amount Budgeted $3,775,000. Funded with Measure I Valley Rail and Bond Proceeds.
   - ii. 1000571, Legal Services for DSBPRP and RPRP, Amount Budgeted $847,831. Funded with Local Transportation Fund – Rail and Bond Proceeds.
   - iii. 1000923, Cooperative Agreement Alabama St. at Redlands Blvd. and Colton Av. At Redlands Blvd. intersection improvements, Amount Budgeted $1,800,000. Funded with Bond Proceeds.

Task 0324 Redlands Passenger Rail

b. New Contracts

i. CTO/RFP, Grade Crossing Rehabilitation Improvements; Design, Amount Budgeted $1,650,000, Total Estimated Contract Amount $1,650,000.

ii. CTO/IFB, Grade Crossing Rehabilitation Improvements; Construction, Amount Budgeted $5,800,000, Total Estimated Contract Amount $5,800,000.

iii. CTO/RFP, Redlands Passenger Rail Project – Final Design, Amount Budgeted $7,000,000, Total Estimated Contract Amount $7,000,000.

iv. CTO, Land Use Program Environmental Impact Report for RPRP, Amount Budgeted $650,000, Total Estimated Contract Amount $650,000.

v. CTO, RPRP Operator Selection, Amount Budgeted $150,000, Total Estimated Contract Amount $150,000.

vi. CTO, Program Management Consultant for RPRP, Amount Budgeted $250,000, Total Estimated Contract Amount $250,000.

vii. Acquisition, RPRP Right of Way acquisition, Amount Budgeted $500,000, Total Estimated Contract Amount $500,000.

viii. RFP, RPRP Right of Way Demolition, Amount Budgeted $150,000, Total Estimated Contract Amount $500,000.

ix. IFB, Vehicle Procurement for RPRP, Amount Budgeted $3,000,000, Total Estimated Contract Amount $3,000,000.

x. CTO, Vehicle Selection for RPRP, Amount Budgeted $150,000, Total Estimated Contract Amount $150,000.

Local Funding Source Detail

i. Inland Valley Development Agency - $1,550,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $9,650,000.

Manager

Mitchell Alderman, Director of Transit and Rail Program

Transit & Passenger Rail

Task 0324 Redlands Passenger Rail

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	-	-	-	60,656
Fringe Allocation-General	-	-	-	58,066
Professional Services	-	-	-	250,000
Consulting Services	-	-	6,500,000	9,750,000
Legal Fees	-	-	-	250,000
Construction Capital	-	-	5,907,032	5,950,000
Right of Way Capital	-	-	-	500,000
Contributions/Subsidies	-	-	-	1,800,000
Motor Vehicles	-	-	-	3,000,000
Indirect Allocation-General	-	-	-	101,554
Total Expenditures	-	-	12,407,032	21,720,276

Funding Sources	
Public Trans Modern,Improve&Svc Enhance	3,000,000
MSI Valley Fund-Metrolink/Rail Service	2,437,742
Redlands Passenger Rail Project Fund	1,550,000
Valley Metrolink/Rail Bond Fund	14,732,534
Total Funding Sources	21,720,276

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 Subdivision serving Metrolink's San Bernardino Line.

Accomplishments

SANBAG initiated a study of alternatives to provide rail access to the Ontario International Airport. This study analyzes several alignments and mode options, including the extension of the Gold Line light rail, to connect the airport to nearby commuter rail stations. Also in partnership with Los Angeles County Metropolitan Transportation Authority (LACMTA), SANBAG started efforts to analyze and complete preliminary engineering of improvements to the San Gabriel Subdivision, better known as the Metrolink San Bernardino Line. This study analyzes sections of rail alignment in both Los Angeles and San Bernardino Counties that could be double tracked to improve and expand Metrolink service. Safety enhancements along the line were also identified.

Work Elements

Using the San Gabriel Subdivision Enhancement Study as a basis, SANBAG will begin preliminary design and environmental clearance on double track between Control Point (CP) Lilac and CP Rancho to increase line capacity. In addition, a study to review the security at each station along the line will be implemented 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 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. The City of Rialto will also complete property acquisition at their Metrolink Station and begin construction to expand parking at this station.

Initiate Upland Metrolink Station Constraints analysis to determine possible transit oriented development opportunities as well as increased accessibility for both bus and rail service. The Upland Metrolink station is located in a central urban environment and there is potential for site specific development on property currently owned by SANBAG. This study will examine the feasibility of adding additional station platforms and access by Omnitrans bus service as well as the development potential of the SANBAG owned property.

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 Southern California Regional Rail Authority (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 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 improvement quality commuter train operations and expansion as well as the safe operation of freight trains.

1. Initial efforts to complete preliminary engineering and environmental clearance of the CP Lilac to CP Rancho.
2. Safety enhancements at Sierra Avenue and Juniper Avenue grade crossings.
3. City of Rialto to start construction of Metrolink Station parking improvements.
4. Complete a constraints analysis at the Upland Metrolink Station.

Transit & Passenger Rail

Task 0325 San Gabriel Subdivision Line Improvements

Contract Information

a. Existing Contracts
   i. 1000865, Ontario Airport Access Study, Amount Budgeted $50,000. Funded with State Transit Assistance Funds.
   ii. 1000945, Cost Sharing on Metrolink, Amount Budgeted $25,000. Funded with State Transit Assistance Funds.
   iii. 1000878, Rialto Metrolink Parking Expansion, Amount Budgeted $800,000. Funded with Local Transportation Fund.

b. New Contracts
   i. CTO/IFB, City of Fontana Grade Crossing Project (Sierra), Amount Budgeted $1,000,000, Total Estimated Contract Amount $1,000,000.
   ii. CTO/IFB, City of Fontana Grade Crossing Project (Juniper), Amount Budgeted $1,000,000, Total Estimated Contract Amount $1,000,000.
   iii. CTO, Rail Security Station Study, Amount Budgeted $200,000, Total Estimated Contract Amount $200,000.
   iv. CTO, Lilac/Rancho Double Track Preliminary Engineering and Environmental, Amount Budgeted $1,800,000, Total Estimated Contract Amount $1,800,000.
   v. CTO, Upland Metrolink Station Constraints Analysis, Amount Budgeted $250,000, Total Estimated Contract Amount $250,000.

Local Funding Source Detail

i. City of Fontana - $2,024,100.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $2,725,000.

Manager

Mitchell Alderman, Director of Transit and Rail Program

Transit & Passenger Rail

Task 0325 San Gabriel Subdivision Line Improvements

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	-	-	-	22,784
Fringe Allocation-General	-	-	-	21,812
Professional Services	-	-	1,634,035	-
Consulting Services	-	-	-	2,300,000
Construction Capital	-	-	2,000,000	2,000,000
Contributions/Subsidies	-	-	-	25,000
Indirect Allocation-General	-	-	-	38,146
Total Expenditures	-	-	3,634,035	4,407,742

Funding Sources	
Local Transportation Fund - Planning	25,491
Local Transportation Fund - Rail	250,000
State Transit Assistance Fund - Rail	93,269
Public Trans Modern,Improve&Svc Enhance	1,800,000
Transit Sys Safety Sec Disaster Recovery	214,882
SG Subdivision Line Project Fund	2,024,100
Total Funding Sources	4,407,742

Transit & Passenger Rail

Task 0352 General Commuter Rail

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. Represent the San Bernardino County commuter rail interests at the regional, State, and national levels.

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.

During Fiscal Year 2013/2014, 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.

Work Elements

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 and policy committee meetings, and the American Public Transportation Association Annual Rail (APTA) Conference.

3. Attend the American Railway Engineering and Maintenance of Way Association (AREMA) meetings and Annual AREMA Conference.

4. Provide staff support to the SANBAG Commuter Rail and Transit Committee.

5. Coordinate with professional services contractor on commuter rail issues.

6. Continue support and coordination the California High Speed Authority Project.

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.

Transit & Passenger Rail

Task 0352 General Commuter Rail

Contract Information

a. Existing Contracts
   i. 1000731, Legal Services – Assistant to Legal Counsel, Amount Budgeted $50,000.
   ii. 1000940, Consulting Services – General Support Services, Amount Budgeted $30,000.
   iii. 1000939, Consulting Services – Project Management, General Support Services, Amount Budgeted $1,500,000.

Manager

Mitchell Alderman, Director of Transit and Rail Programs

Transit & Passenger Rail

Task 0352 General Commuter Rail

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	61,997	145,010	159,238	124,429
Overtime	659	728	625	625
Fringe Allocation-General	61,386	133,279	161,398	119,713
Professional Services	1,493	9,250	1,029,163	1,530,000
Attendance Fees	4,243	3,825	9,900	3,000
Legal Fees	22,776	28,316	125,000	50,000
Dues & Subscriptions	-	316	5,000	6,000
Training/Membership	4,126	4,603	4,000	4,000
Postage	335	39	250	125
Travel Expense - Employee	5,835	8,641	18,300	10,000
Travel Expense - Non-Employee	2,326	774	5,000	2,500
Travel Expense-Mileage-Employee	211	225	1,000	500
Travel Expense-Mileage-Non-Employee	987	932	1,000	500
Travel Expense-Other-Metrolink Tickets	47	342	600	1,000
Advertising	92	223	20,000	20,000
Printing - External	-	-	150	150
Record/Equipment Storage	-	-	600	150
Office Expense	158	83	250	250
Meeting Expense	283	447	500	300
Indirect Allocation-General	96,721	184,132	218,833	209,374
Total Expenditures	263,676	521,164	1,760,807	2,082,616

Funding Sources	
Local Transportation Fund - Planning	529,251
State Transit Assistance Fund - Rail	1,500,000
MSI Valley Fund-Metrolink/Rail Service	53,365
Total Funding Sources	2,082,616

Transit & Passenger Rail

Task 0377 Commuter Rail Operating

Purpose

To assist in reducing congestion, air pollution, and energy consumption by providing reliable and safe commuter rail service within and between San Bernardino County and Los Angeles, Orange, and Riverside Counties.

Accomplishments

To the extent feasible, service levels have been increased to meet the growing demand. With the current limitations of operating agreements with the Burlington Northern Santa Fe Railway and the Union Pacific Railroad, no additional weekday service can be added to the Inland Empire Orange County (IEOC) or Riverside lines. 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.

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. The Metrolink schedule will be modified slightly in Fiscal Year 2014/2015 to optimize operations and provide better on time performance. This task also includes the reimbursement of other agencies' expenses for maintenance of railroad ROW owned by SANBAG but not maintained by SCRRA. It also includes funding for the San Bernardino and IEOC line's weekend marketing efforts sponsored by SANBAG.

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.

1. Obtain Board approval for filing Local Transportation Fund (LTF) claim for passenger rail operating assistance.

2. Process quarterly disbursements to SCRRA.

3. Monitor maintenance of railroad ROW, including determining work location, schedule, field verification of work performed, and processing payments.

4. Work with SCRRA staff to improve financial/accounting practices and monitoring.

5. Property Management of all rail ROW.

Product

Provisions for high-quality commuter rail passenger service and maintenance of railroad ROW owned by SANBAG.

Transit & Passenger Rail

Task 0377 Commuter Rail Operating

Contract Information

a. Existing Contracts
   i. 1000472, On-call Railroad Right of Way Property Management, Amount Budgeted $1,072,000.
   ii. 1000145, Maintenance on Active Right of Way, Amount Budgeted $147,300.
   iii. 1000731, Legal Services – Railroad Right of Way, Amount Budgeted $120,000.

b. New Contracts
   i. CTO, Professional Services - Santa Fe Depot Improvements, Amount Budgeted $25,000, Total Estimated Contract Amount $25,000.
   ii. CTO, Professional Services - SANBAG Depot Preliminary Title Reports and Ownership MOU, Amount Budgeted $25,000, Total Estimated Contract Amount $25,000.

Manager

Mitchell Alderman, Director of Transit and Rail Programs

Transit & Passenger Rail

Task 0377 Commuter Rail Operating

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	2,144	3,443	-	12,989
Fringe Allocation-General	2,100	3,148	-	12,434
Professional Services	30,573	520	-	50,000
Legal Fees	2,375	56,519	-	120,000
Uilities	195	-	-	-
Rail Maintenance of Way	677,624	610,696	921,200	1,072,000
Postage	6	6	-	-
Travel Expense-Mileage-Employee	28	-	-	-
Contributions/Subsidies	9,604,495	7,685,781	12,087,747	11,932,560
Indirect Allocation-General	3,309	4,350	-	21,747
Total Expenditures	10,322,849	8,364,463	13,008,947	13,221,730

Funding Sources	
Local Transportation Fund - Rail	10,552,217
State Transit Assistance Fund - Rail	1,380,343
Rail Assets	1,289,170
Total Funding Sources	13,221,730

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 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 meet emission requirements.

Work Elements

1. A Short Range Transit Plan (SRTP) will be created 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 it will discuss service and future needs of all transit and rail in San Bernardino County. This SRTP is needed to submit as part of SANBAG's request to be Federal Transit Administration (FTA) Grantee.

Financing required for SCRRA new capital projects has become increasingly difficult to obtain. The implementation of PTC together with budget short-falls 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:

1. Funding for the implementation of PTC.
2. Funding for the SCRRA annual rehabilitation and renovation program (capital maintenance) for infrastructure, locomotives, and rolling stock.
3. Establishment of a rolling stock replacement fund.

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 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 is planning to allocate some monies for current SANBAG rail projects.

Product

1. Short Range Transit Plan for the Transit and Rail Department.
2. Fund SCRRA capital maintenance projects and PTC.

Contract Information

a. Existing Contracts
   i. CTO, SANBAG Short Range Transit Plan, Amount Budgeted $150,000, Total Estimated Contract Amount $225,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $950,000.

Manager

Mitchell Alderman, Director of Transit and Rail Program

Transit & Passenger Rail

Task 0379 Commuter Rail Capital

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	58,648	89,169	129,566	27,872
Overtime	123	314	-	-
Fringe Allocation-General	57,580	81,833	130,811	26,681
Professional Services	622,010	1,358,156	-	-
Consulting Services	12,348,305	6,222,852	-	150,000
Legal Fees	18,684	743,219	-	-
Rail Maintenance of Way	97,153	117,300	-	-
Construction Capital	-	8,529,835	2,750,000	-
Right of Way Capital	-	7,241,260	-	-
Postage	230	-	-	-
Travel Expense - Employee	393	1,542	-	-
Travel Expense-Mileage-Employee	936	8	-	-
Advertising	386	1,897	-	-
Printing - External	758	-	-	-
Printing - Internal	20	-	-	-
Contributions/Subsidies	495,062	1,327,650	1,347,690	800,000
Computer Hardware & Software	25,735	-	-	-
Indirect Allocation-General	90,723	113,057	177,734	46,664
Total Expenditures	13,816,747	25,828,092	4,535,801	1,051,217

Funding Sources	
Local Transportation Fund - Planning	14,253
Local Transportation Fund - Rail	800,000
State Transit Assistance Fund - Rail	236,964
Total Funding Sources	1,051,217

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 2014/2015 budget of $292,497,212 is for the funding of the preparation, management, and construction of major projects through the Fiscal Year.

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 meetings 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 7 Freeway/Highway Projects, 19 Interchange Projects, 8 Railroad Grade Separation Projects, and 5 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

	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Project Approval/Environmental Document	8	1	2	2
Start Construction	5	10	8	2
Open to Traffic	2	4	7	7
Project Control System	YES	YES	YES	YES

Major Projects Delivery
Program Summary

		2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Tasks					
0701	Valley Signal Coordination Program	3,370,637	394,451	1,569,708	383,182
0803	State Route 210 Baseline Road Interchange	-	38,601	856,652	785,654
0815	Measure I Program Management	3,442,789	4,124,768	5,812,984	5,704,352
0817	State Route 60 Sound Wall	645,101	50,766	-	5,405
0820	State Route 210 Final Design	41,471	9,044	48,706	20,000
0822	State Route 210 Right of Way Acquisition	1,270,700	(1,546,048)	925,949	1,005,405
0824	State Route 210 Construction	6,857,117	4,099,278	11,478,224	2,308,497
0825	I-10 Corridor Project Development	1,103,066	4,323,799	5,415,319	7,036,212
0826	I-10 Cherry Avenue/Citrus Ave. Interchange	6,673,389	38,844,119	59,866,302	23,601,345
0830	I-215 San Bern/Riverside Project Develop	-	-	225,000	5,405
0834	I-215 Final Design	64,882	27,229	46,037	25,405
0836	I-215 Right of Way Acquisition	494,831	310,708	107,536	105,405
0838	I-215 Construction	47,783,351	47,051,420	33,359,210	13,486,874
0839	I-215 Bi-County HOV Gap Closure Project	2,129,712	11,869,182	16,498,209	21,392,576
0840	I-215 Barton Road Interchange	627,741	743,225	24,080,749	17,167,249
0841	I-10 Riverside Avenue Interchange	12,204,106	634,559	841,542	313,711
0842	I-10 Tippecanoe Avenue Interchange	3,355,275	10,505,879	23,319,174	24,601,520
0845	I-215 Mount Vernon Avenue/Washington Street Interchange	227,105	553,799	961,556	5,947,492
0850	Alternative Project Financing	556,201	2,043,966	3,974,844	2,207,436
0851	I-10/Monte Vista Avenue Interchange	-	-	-	508,106
0852	I-15 Corridor Improvement	-	-	-	3,395,264
0853	I-215 University Pkwy/State St. Interchange	-	-	-	358,106
0854	I-10 EB Truck Climb/Live Oak to County Line	-	-	-	575,133
0862	I-10 WB Lane Addition-Yucaipa/Redlands	11,155,424	5,977,977	2,085,135	147,311
0869	Glen Helen Parkway Grade Separation	2,920,573	2,314,369	3,586,296	3,721,621
0870	Hunts Lane Grade Separation	2,858,301	8,777,139	9,480,197	3,032,932
0871	State St./University Pkwy Grade Separation	5,514	11,862	19,036	6,905
0874	Palm Avenue Grade Separation	1,594,179	6,691,765	12,121,660	12,327,659
0876	South Milliken Avenue Grade Separation	1,982,087	4,321,515	10,904,309	5,974,306
0877	Vineyard Avenue Grade Separation	704,059	1,187,272	12,661,338	8,078,053
0879	Colton Crossing BNSF/UPRR Grade Separation	2,910,413	18,247,709	19,188,085	37,011
0880	I-15/I-215 Devore Road Interchange	16,258,845	6,258,942	23,294,967	17,721,729
0881	Lenwood Road Grade Separation	1,208,942	2,450,222	8,385,346	19,455,328
0882	North Milliken Avenue Grade Separation	19,043,904	10,586,342	15,182,312	5,518,405
0883	State Route 210 Pepper Avenue Interchange	519,095	630,715	2,208,282	2,556,983
0884	Laurel Avenue Grade Separation	1,974,108	10,252,221	17,693,283	20,923,859
0885	9th Street Rail Improvement Project	2,014	203,343	3,081,456	3,032,432
0886	Colton Quiet Zone	185,121	98,937	2,413,394	51,621
0887	State Route 210 Lane Addition	62,263	1,249,337	862,631	1,276,198

Major Projects Delivery
Program Summary

		2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Tasks					
0888	I-15 La Mesa Rd./Nisqualli Rd. Interchange	12,860,885	21,787,893	7,096,057	130,811
0890	I-15 Ranchero Road Interchange	132,747	10,403,513	24,129,897	14,146,552
0891	US 395 Widening SR 18 and Chamberlaine Way/City of Adelanto	-	-	-	4,022,159
0892	I-15 Baseline Road Interchange	-	33,252	11,617,322	30,056,203
0893	State Route 60 Central Avenue Interchange	-	-	122,000	382,269
0894	State Route 60 Archibald Ave. Interchange	-	-	100,000	345,538
0895	I-10 Alabama Street Interchange	-	-	-	381,485
0896	I-10 Pepper Avenue Interchange	-	26,206	869,765	564,698
0897	I-10 Cedar Avenue Interchange	-	-	100,000	6,805,620
0898	I-10 Mount Vernon Avenue Interchange	-	-	100,000	350,000
0899	I-10 University Street Interchange	-	-	100,000	509,790
Total Tasks		167,225,948	235,589,276	376,790,469	292,497,212

Major Projects Delivery

Task 0701 Valley Signal Coordination Program

Purpose

Improve the flow of traffic on the San Bernardino Valley arterial streets by coordinating the traffic signals.

Accomplishments

In September 2000, the SANBAG Board of Directors adopted the San Bernardino Valley Coordinated Traffic Signal System Plan. When the Plan is fully implemented, a comprehensive system of coordinated traffic signals is estimated to result in a ten to fifteen percent reduction in travel times, and an associated reduction in fuel consumption, mobile source emissions, and rear-end collisions. As described by the Plan and with the participation of all Valley cities, the County of San Bernardino, and California Department of Transportation (CALTRANS) District 8, a phased improvement program was adopted to upgrade and coordinate nearly 1,200 traffic signals on regionally significant arterial segments to achieve inter-jurisdictional traffic signal coordination throughout the Valley area.

Construction of Tiers 1 and 2 of the program were completed in September 2008. Construction of Tiers 3 and 4 of the program were completed in June 2012, the SANBAG's responsibility for follow-up monitoring and maintenance for Tier 1 and 2 was completed in June 2011. In July 2011, SANBAG Board of Directors adopted a Memorandum of Understanding between all Valley jurisdictions to address maintenance responsibilities for all Tiers. A three year on-call specialized timing and maintenance contract for all Tiers was awarded in November 2011. A one year full monitoring and maintenance contract for Tiers 3 and 4 were awarded in March 2013. This will be followed by two years of on-call specialized timing and maintenance, completing the planned transition for maintenance and monitoring back to the local jurisdictions.

Work Elements

1. Continue the on-call specialty maintenance for Tiers 1 and 2 through November 2014.

2. Start two year on-call specialty maintenance for Tiers 3 and 4.

3. Conduct an After Study Report of travel times on Tiers 3 and 4 corridors for comparison to the Before Study Report to measure and document improvements provided by the implementation of the San Bernardino Valley Signal Coordination Program.

Product

Implementation of the San Bernardino Valley Coordinated Traffic Signal System Plan as adopted by the SANBAG Board of Directors in September 2000.

Contract Information

a. Existing Contracts
   i. 1000089, Project Management, Amount Budgeted $20,000.
   ii. 1000557, Traffic Signal Timing, Amount Budgeted $350,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $148,871.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0701 Valley Signal Coordination Program

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	15,872	3,315	5,116	771
Regular Part-Time Employees	-	1,236	-	-
Fringe Allocation-General	15,551	3,032	5,165	738
Professional Services	-	-	-	350,000
Consulting Services	1,229,295	316,270	1,468,396	-
Program Management Fees	147,741	60,542	65,000	20,000
Legal Fees	855	-	1,150	500
Construction Capital	1,923,366	-	-	-
Postage	100	42	500	300
Travel Expense - Employee	19	-	500	100
Travel Expense-Mileage-Employee	214	47	300	-
Travel Expense-Mileage-Non-Employee	-	-	-	100
Advertising	1,122	-	500	200
Printing - External	-	-	1,000	500
Communications	-	-	10,000	6,962
Meeting Expense	76	-	450	100
Indirect Allocation-General	24,502	5,004	7,017	1,290
Indirect Allocation-Project Management	11,925	4,963	4,614	1,621
Total Expenditures	3,370,637	394,451	1,569,708	383,182

Funding Sources	
Local Transportation Fund - Planning	2,799
MSI Valley Fund-Traffic Mgmt Sys	380,383
Total Funding Sources	383,182

Major Projects Delivery

Task 0803 State Route 210 Baseline Road Interchange

Purpose

Improve the interchange to relieve existing congestion and to meet future traffic demands.

Accomplishments

This project is identified as number five in the Measure I Valley interchange Program. The cooperative agreement with the City of Highland to prepare the Project Approval and Environmental Document (PA&ED) was approved February 2013. The project is within the boundaries of (Task 0887) State Route 210 (SR-210) Lane Addition Project. The projects will be developed together to optimize coordination and reduce costs. PA&ED contract awarded in March 2013. The cooperative agreement with California Department of Transportation (CALTRANS) for oversight services was approved September 2013.

Work Elements

1. Oversee the SANBAG consultant in the preparation of the PA&ED.

2. Coordinate with CALTRANS and the City of Highland staff for all phases of work.

3. Manage the contracts, budgets, and schedules.

Product

Improved SR-210 Baseline Road Interchange in the City of Highland.

Contract Information

a. Existing Contracts
   - i. 1000044, Consulting Services for Environmental Document Support, Amount Budgeted $14,070.
   - ii. 1000089, Project Management, Amount Budgeted $84,000.
   - iii. 1000631, Project Approval and Environmental Document Preparation Services, Amount Budgeted $525,321.
   - iv. 1000957, Project Report and Environmental Document, Amount Budgeted $154,755.

Local Funding Source Detail

i. City of Highland - $336,247.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $457,385.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0803 State Route 210 Baseline Road Interchange

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	-	-	6,688	-
Fringe Allocation-General	-	-	6,752	-
Professional Services	-	-	-	14,070
Consulting Services	-	-	701,910	680,076
Program Management Fees	-	37,061	125,000	84,000
Legal Fees	-	-	-	100
Postage	-	-	550	200
Travel Expense-Mileage-Employee	-	-	200	-
Advertising	-	-	500	100
Printing - External	-	-	2,500	100
Meeting Expense	-	-	200	200
Indirect Allocation-General	-	-	9,174	-
Indirect Allocation-Project Management	-	1,540	3,178	6,808
Total Expenditures	-	38,601	856,652	785,654

Funding Sources	
MSI Valley Fund-Fwy Interchange	449,407
Local Projects Fund	336,247
Total Funding Sources	785,654

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 2014/2015 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.

7. Fund the activities of the Board of Directors Metro Valley Study Session including Board Members stipends and mileage costs, as well as program costs that are not related to a specific project. These program costs include salaries, postage, printing, communications, travel, and training.

Major Projects Delivery

Task 0815 Measure I Program Management

Product

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

Contract Information

a. Existing Contracts
   i. 1000044, Environmental Support, Amount Budgeted $20,001.
   ii. 1000089, Program and Project Management, Amount Budgeted $2,400,000.
   iii. 1000241, Right of Way Legal Services, Amount Budgeted $5,000.
   iv. 1000310, Policy Review, Amount Budgeted $53,336.
   v. 1000558, Right of Way Advisory Services, Amount Budgeted $105,000.
   vi. 1000731, In House Consultant Legal Services, Amount Budgeted $20,000.
   vii. 1000778, Legal Services, Amount Budgeted $15,000.

b. Existing Contracts
   i. RFP, Auditing Consultant Services, Amount Budgeted $100,000, Total Estimated Contract Amount $500,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 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	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	189,708	291,944	685,497	599,654
Overtime	968	1,067	1,250	1,250
Fringe Allocation-General	186,810	267,962	693,339	575,245
Professional Services	784,116	425,032	381,694	809,257
Consulting Services	6,196	425	247,300	-
Program Management Fees	1,775,513	2,513,642	2,400,000	2,400,000
Attendance Fees	16,400	16,300	32,850	14,000
Legal Fees	17,565	57,095	127,000	50,000
Dues & Subscriptions	-	-	8,000	900
Training/Membership	1,068	290	3,150	3,000
Postage	645	78	3,000	600
Travel Expense - Employee	4,714	1,706	12,000	6,000
Travel Expense - Non-Employee	-	-	3,000	3,000
Travel Expense-Mileage-Employee	-	71	1,000	-
Travel Expense-Mileage-Non-Employee	2,368	2,847	10,000	15,000
Advertising	-	-	-	600
Printing - External	1,230	350	5,000	3,000
Communications	195	246	5,500	2,100
Record/Equipment Storage	925	1,000	2,000	3,030
Office Expense	158	134	905	600
Meeting Expense	2,180	948	4,350	1,500
Office Furniture & Equipment	-	8,846	10,000	15,000
Office Equip/Software-Inventorial	2,050	-	-	-
Computer Hardware & Software	(14,167)	-	25,000	-
Indirect Allocation-General	294,342	370,204	942,047	1,006,078
Indirect Allocation-Project Management	169,806	164,581	209,103	194,538
Total Expenditures	3,442,789	4,124,768	5,812,984	5,704,352

Funding Sources	
MSI Valley Fund-Freeway Projects	1,898,972
MSI Valley Fund-Fwy Interchange	1,820,701
MSI Valley Fund-Grade Separations	1,785,212
MSI Cajon Pass Fund	198,334
MSI 1990-Valley Fund-Major Projects	1,133
Total Funding Sources	5,704,352

Major Projects Delivery

Task 0817 State Route 60 Sound Wall

Purpose

Mitigate the State Route 60 (SR-60) Freeway noise between Pipeline Avenue and Ramona Avenue in the City of Chino.

Accomplishments

In 1997, SANBAG and California Department of Transportation (CALTRANS) completed a widening project on SR-60 between the Los Angeles County line and the SR-60/Interstate 15 (1-15) Separation. The project added one mixed flow lane and one High Occupancy Vehicle Lane in each direction. Following completion of the project, at the request of a resident, additional noise studies were conducted along the route leading to a Noise Barrier Scope Summary Report (NBSSR) being approved by (CALTRANS) in October 2001. The NBSSR identified the need for a sixteen foot high sound wall on westbound SR-60, between Pipeline Avenue and Ramona Avenue in the City of Chino. In October 2012, the Board authorized advertising the construction contract and on January 4, 2012 the contract was awarded. The construction of the sound wall was completed in June 2012. A one year plant establishment period is was completed in June 2013. Construction management services during construction were provided through existing on-call contracts.

Work Elements

1. Closeout the construction phase.

2. Manage contracts, budgets, and schedules.

Contract Information

a. Existing Contracts
   i. 1000089, Program and Project Management, Amount Budgeted $5,000.

Product

Construct 900 foot long sound wall along the SR-60 Freeway in the City of Chino including landscape planting and plant establishment.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0817 State Route 60 Sound Wall

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	1,470	115	-	-
Fringe Allocation-General	1,440	105	-	-
Professional Services	3,376	-	-	-
Consulting Services	2,960	5,350	-	-
Program Management Fees	149,812	14,617	-	5,000
Legal Fees	95	-	-	-
Construction Capital	466,931	29,111	-	-
Postage	24	-	-	-
Printing - External	588	-	-	-
Indirect Allocation-General	2,269	145	-	-
Indirect Allocation-Project Management	16,137	1,324	-	405
Total Expenditures	645,101	50,766	-	5,405

Funding Sources	
MSI 1990-Valley Fund-Major Projects	5,405
Total Funding Sources	5,405

Major Projects Delivery

Task 0820 State Route 210 Final Design

Purpose

Complete the final design of the State Route 210 (SR-210) freeway, a new transportation corridor to enhance the east-west mobility in the San Bernardino County Valley.

Accomplishments

Final design has been completed for the SR-210 freeway.

Work Elements

1. Provide design support for close-out and as-builts for the SR-210/Interstate 215 (I-215) direct connector project and the SR-210 landscape projects.

2. Manage the contracts, budget, and schedule.

3. Completion of final as-built drawings for SR-210/Interstate 215 (I-215) direct connector project.

Product

Completion of all final design to allow the SR-210 Freeway improvements to be constructed.

Contract Information

a. Existing Contracts
   i. 1000071, Design Services, Amount Budgeted $20,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0820 State Route 210 Final Design

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Professional Services	20,399	-	-	-
Consulting Services	21,072	9,044	48,706	-
Construction Capital	-	-	-	20,000
Total Expenditures	41,471	9,044	48,706	20,000

Funding Sources	
MSI 1990-Valley Fund-Major Projects	20,000
Total Funding Sources	20,000

Major Projects Delivery

Task 0822 State Route 210 Right of Way Acquisition

Purpose

Complete the Right of Way (ROW) acquisition and utility relocations required to allow the construction of the State Route 210 (SR-210) freeway, a new transportation corridor to enhance the east-west mobility in the San Bernardino County Valley.

Accomplishments

The required ROW acquisition for the SR-210 Freeway has been completed and the final utility relocations for Segment 11 is complete as part of the SR-210/Interstate 215 (I-215) Direct Connector project (Task 0824).

A lawsuit was filed in regards to flood control basins that receive water from SR-210 storm drain improvements remain outstanding. Defense of the lawsuit filed by the County of San Bernardino in regards to the "Cactus" flood control basins continues. The Colonies lawsuit was settled in March 2013. The trial date for Cactus Basin lawsuit has been scheduled. The defense team will continue reviewing documentation, conducting depositions and developing the defense strategy. Direction to the defense team is provided by the SANBAG Legal Ad Hoc Committee. Most of the defense cost is being reimbursed by SANBAG's insurance carrier. The budget amount for the defense will be dependent on the outcome of the various motions.

Work Elements

1. Continue development of the defense for the lawsuit.

2. Monitor the reimbursement of defense expenses.

3. Manage the contract and budget.

Product

Complete the ROW acquisition and utility relocations required for the SR-210 Freeway and settle all outstanding claims.

Contract Information

a. Existing Contracts
   i. 1000089, Program and Project Management, Amount Budgeted $5,000.
   ii. 1000100, Legal Services, Amount Budgeted $1,000,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0822 State Route 210 Right of Way Acquisition

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	3,896	16,651	-	-
Fringe Allocation-General	3,817	15,227	-	-
Program Management Fees	23,680	11,439	14,000	5,000
Legal Fees	1,232,032	(1,611,215)	911,499	1,000,000
Postage	-	-	100	-
Travel Expense-Mileage-Employee	-	-	100	-
Printing - External	-	68	250	-
Meeting Expense	-	220	-	-
Indirect Allocation-General	6,015	21,037	-	-
Indirect Allocation-Project Management	1,260	525	-	405
Total Expenditures	1,270,700	(1,546,048)	925,949	1,005,405

Funding Sources	
MSI 1990-Valley Fund-Major Projects	1,005,405
Total Funding Sources	1,005,405

Major Projects Delivery

Task 0824 State Route 210 Construction

Purpose

Complete the construction of the State Route 210 (SR-210) freeway, a new transportation corridor to enhance the east-west mobility in the San Bernardino County Valley, including the Interstate 215 (I-215) north to west and east to south high speed connectors.

Accomplishments

Between August 2001 and July 2007, various segments of SR-210 were opened from the Los Angeles County Line to I-215. The northbound I-215 to westbound SR-210 connector was open in January 2012. The high speed SR-210/I-215connector project was completed in December 2012.

This Task also includes activities and cost related to environmental mitigation and monitoring for the State Street Storm Drain and regulatory permits for Segment 11. In January 2011, the terms of federal permits mitigation were completed and accepted by the United States Fish and Wildlife Service and the United States Army Corps of Engineers. Coordination with California Department of Fish and Wildlife for environmental mitigation and monitoring acceptance of the State Street Storm Drain will continue in this Fiscal Year.

This task also includes landscape construction and establishment activities for Segments 1, 2, 3, 4, 8, 9, 10 and 11. Landscape design was completed by CALTRANS. Plant establishment contracts and construction management services for Segments 1, 2, 3 and 4 were completed in 2011. In June 2010, a landscaping construction management contract was awarded for the Segments 8 through 11 landscape projects. In March 2011, a construction contract was issued for the Segment 8 landscape project. Landscape installation was completed in May 2012, and this segment is currently in the one year plant establishment period. A four year extended plant maintenance contract will be awarded in April 2013, for Segment 8. In November 2011, a construction contract was issued for the Segment 9 landscape project. Landscape installation was completed in October 2012, and this segment is currently in the one year plant establishment period. A four year extended plant maintenance contract will be awarded in September 2013, for Segment 9. In December 2011, a construction contract was issued for the Segment 10 landscape project. Landscape installation was completed in October 2012, and this segment is currently in the one year plant establishment period. A four year extended plant maintenance contract was awarded in September 2013, for Segment 10. The Segment 11 landscape construction was bid in mid-2013 with construction anticipated to be complete by fall-2014, followed by a one year plant establishment.

Work Elements

1. Continue public information activities.
2. Continue coordination with CALTRANS and the cities regarding construction staging provisions, and any construction impacts to local traffic.
3. Continue coordination with California Department of Fish and Wildlife for acceptance of the State Street Storm Drain Hydrologic Monitoring and Mitigation Plan (HMMP).
4. Coordinate with the construction of the CALTRANS managed SR-210/I-215 connector project.
5. Commence construction of Segment 11 landscape improvements.
6. Administer and manage the remaining landscape construction, landscape maintenance and construction management contracts.

Major Projects Delivery

Task 0824 State Route 210 Construction

Product

Complete construction of the SR-210 Freeway improvements and commence plant establishment.

Contract Information

a. Existing Contracts
   i. 1000089, Program Management, Amount Budgeted $109,000.
   ii. 1000166, Construction Zone Enhancement Enforcement Program (COZEEP), Amount Budgeted $10,000.
   iii. 1000319, Construction Management Services, Amount Budgeted $600,000.
   iv. 1000736, Labor Compliance Services, Amount Budgeted $2,000.
   v. 1000844, Construction Services, Amount Budgeted $1,000,662.
   vi. 1000910, Extended Plant Maintenance, Amount Budgeted $275,000.
   vii. C13089, Extended Plant Maintenance, Amount Budgeted $200,000.

b. New Contracts
   i. IFB, Establish Existing Planting Services, Amount Budgeted $100,000, Total Estimated Contract Amount $525,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $1,282,662.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0824 State Route 210 Construction

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	5,794	5,654	-	-
Fringe Allocation-General	5,676	5,171	-	-
Professional Services	50,457	5,038	16,000	14,000
Consulting Services	684,228	708,239	498,000	360,000
Program Management Fees	137,838	125,515	69,000	109,000
Legal Fees	2,423	270	500	-
Landscaping Care	114,789	-	-	-
Rentals-Buildings	-	-	42,000	-
Construction Capital	5,832,807	3,231,538	10,441,990	1,815,662
Right of Way Capital	-	-	400,000	-
Postage	109	10	200	-
Advertising	1,422	-	500	-
Printing - External	2,179	1,591	1,500	1,000
Indirect Allocation-General	8,944	7,144	-	-
Indirect Allocation-Project Management	10,452	9,109	8,534	8,835
Total Expenditures	6,857,117	4,099,278	11,478,224	2,308,497

Funding Sources	
Surface Transportation Program	412,273
Regional Improvement Program	588,389
MSI 1990-Valley Fund-Major Projects	132,835
MSI 1990-Valley Fund-TMEE	1,175,000
Total Funding Sources	2,308,497

Major Projects Delivery

Task 0825 Interstate 10 Corridor Project Development

Purpose

Mitigate traffic congestion 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 over thirty three miles.

Accomplishments

In late 2006, California Department of Transportation (CALTRANS) approved the Project Study Report for the I-10 High Occupancy vehicle (HOV) Lane project. The SANBAG Board approved a consultant contract to proceed with the Project Approval and Environmental Document (PA&ED) phase in July 2007. The consultant made significant progress including the preparation and completion of many of the environmental technical studies and the preliminary engineering geometric plans. In 2008, the Board approved the screening of various San Bernardino mainline corridors, including I-10, for preliminary toll feasibility. Favorable results of the screening led to the approval by the Board for Initial Level 1 Toll Feasibility Studies for this and other corridors. Once these initial study results were reported, informing the members of the Board that the installation of toll lanes along the I-10 mainline may be feasible and desired, the Board directed staff to add an Express Lane (High Occupancy Toll) alternative to the I-10 Corridor project and to proceed with procurement for Level 2 Traffic and Revenue studies and Financial Feasibility Analysis, including further study of alternative financing and alternative delivery methods. In August 2011, the original PA&ED contract was amended to include the Express Lane alternative in addition to the High Occupancy Vehicle (HOV) alternative and two new consultant contracts were initiated for the Level 2 Traffic and Revenue studies and Financial Feasibility Analysis. This extensive, coordinated effort continued forward to complete the preliminary engineering work and Level 2 Toll Feasibility Studies, including an Equity Study and extensive Public Outreach effort, for the Express Lane alternative which provided favorable feasibility results that were presented at the October 2013 Board Workshop. These positive results indicated that the Express Lane alternative was feasible to be implemented and, upon review, the Board directed the PA&ED work to continue forward in December 2013 considering the Express Lane alternative in addition to the HOV alternative. The preliminary engineering and environmental studies continue forward and are currently in progress.

Work Elements

1. Continue preliminary engineering work, environmental analysis, and preparation of technical studies in order to obtain environmental clearance.
2. Manage the contract, budget and schedule to obtain the PA&ED deliverables.

Product

Construction of additional freeway lanes and other ancillary improvements.

Contract Information

a. Existing Contracts
   - i. 1000089, Project Management, Amount Budgeted $200,000.
   - ii. 1000004, Project Consulting Services, Amount Budgeted $150,000.
   - iii. 1000044, Environmental Consulting Services, Amount Budgeted $150,000.
   - iv. 1000052, Environmental and Preliminary Design Services, Amount Budgeted $6,000,000.
   - v. 1000403, Environmental Oversight Services, Amount Budgeted $20,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $158,400.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0825 Interstate 10 Corridor Project Development

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	8,901	44,035	-	-
Fringe Allocation-General	8,721	40,271	-	-
Professional Services	68,280	182,188	250,000	300,000
Consulting Services	997,945	3,968,456	5,000,000	6,520,000
Program Management Fees	4,624	33,135	150,000	200,000
Legal Fees	855	-	1,000	-
Postage	-	-	150	-
Printing - External	-	-	1,000	-
Meeting Expense	-	78	100	-
Indirect Allocation-General	13,741	55,637	-	-
Indirect Allocation-Project Management	-	-	13,069	16,212
Total Expenditures	1,103,066	4,323,799	5,415,319	7,036,212

Funding Sources	
Regional Improvement Program	1,000,000
MSI Valley Fund-Freeway Projects	6,036,212
Total Funding Sources	7,036,212

Major Projects Delivery

Task 0826 Interstate 10 Cherry Avenue/Citrus Avenue Interchanges

Purpose

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.

Accomplishments

SANBAG has partnered over the last several years with the City of Fontana and the County of San Bernardino to complete project development work and construction for the I-10/Citrus Avenue and the I-10/Cherry Avenue interchanges. Final Project Approvals and Environmental Documents (PA/ED) were led by the City and County and achieved in November 2008 and February 2009, respectively. In coordination with the County of San Bernardino and the City of Fontana, SANBAG has managed the final engineering design phase for both projects since early-2008. The design team has finalized the design plans and the Right of Way (ROW) certification, allowing the projects to enter the construction phase. In February 2011, SANBAG, the County of San Bernardino and the City of Fontana entered into a funding agreement for the construction phase. The procurement of a construction management firm for both projects was completed in August 2011. In February 2012, the Citrus Avenue construction contract was awarded, followed by the Cherry Avenue contract in October 2012. The improvements are being jointly funded by SANBAG, the City of Fontana and the County of San Bernardino.

Work Elements

1. Complete the remaining ROW negotiations and utility relocation work for both Citrus Avenue and Cherry Avenue Interchange projects.

2. Continue with construction of the Citrus Avenue and Cherry Avenue Interchange projects to include plant establishment.

3. Continue Environmental monitoring work for both interchange construction projects.

4. Manage the contracts, budgets, and schedules.

Product

Construction of the Cherry Avenue and Citrus Avenue Interchange projects and plant establishment.

Contract Information

a. Existing Contracts
   - i. 1000004, Project Management Support, Amount Budgeted $45,000.
   - ii. 1000044, Environmental Support Services, Amount Budgeted $50,000.
   - iii. 1000051, Engineering Support Services, Amount Budgeted $449,750.
   - iv. 1000089, Project Management, Amount Budgeted $180,000.
   - v. 1000287, Cherry Avenue Right of Way Support Services, Amount Budgeted $1,300,000.
   - vi. 1000296, Citrus Avenue Right of Way Support Services, Amount Budgeted $2,300,000.
   - vii. 1000405, Cherry Avenue Construction Support Services, Amount Budgeted $25,926.
   - viii. 1000406, Citrus Avenue Construction Support Services, Amount Budgeted $50,000.
   - ix. 1000445, Construction Management Services, Amount Budgeted $2,250,000.
   - x. 1000605, Citrus Avenue Construction Services, Amount Budgeted $200,600.
   - xi. 1000736, Labor Compliance, Amount Budgeted $2,000.
   - xii. 1000740, Cherry Avenue Construction Services, Amount Budgeted $16,452,202.

Major Projects Delivery

Task 0826 Interstate 10 Cherry Avenue/Citrus Avenue Interchanges

Local Funding Source Detail

i. County of San Bernardino - $5,227,576.
ii. City of Fontana - $2,752,545.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $2,167,027.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0826 Interstate 10 Cherry Avenue/Citrus Avenue Interchanges

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	18,011	11,018	-	-
Fringe Allocation-General	17,645	10,076	-	-
Professional Services	79,163	64,542	94,238	72,000
Consulting Services	1,185,105	3,638,389	4,827,762	2,655,000
Program Management Fees	79,791	193,945	350,000	205,000
Legal Fees	2,803	-	1,000	-
Construction Capital	3,956,346	30,146,296	50,972,813	17,019,728
Right of Way Capital	1,298,642	4,749,167	3,593,078	3,630,000
Postage	45	18	150	-
Advertising	-	464	250	-
Printing - External	4,273	7,883	1,442	3,000
Indirect Allocation-General	27,802	13,921	-	-
Indirect Allocation-Project Management	3,762	8,398	25,569	16,617
Total Expenditures	6,673,389	38,844,119	59,866,302	23,601,345

Funding Sources	
Surface Transportation Program	277,660
Interstate Maintenance Discretionary	339,941
Trade Corridor Improvement Fund	8,543,316
MSI Valley Fund-Fwy Interchange	1,495,430
Local Projects Fund	7,980,121
Valley Fwy Interchange Bond Fund	4,964,877
Total Funding Sources	23,601,345

Major Projects Delivery

Task 0830 Interstate 215 San Bern/Riverside Project Development

Purpose

To bring the freeway up to standards, improve efficiency, safety, and operations of traffic on Interstate 215 (I-215) between the State Route 60 (SR-60)/ State Route 91 (SR-91)/I-215 interchange in Riverside and Orange Show Road in San Bernardino.

Accomplishments

Work on this task started in May 2003, in collaboration with the Riverside County Transportation Commission (RCTC), and a number of draft engineering and environmental studies were prepared. However, in 2009, it was determined that development of the I-215 ultimate widening project as initially scoped was not feasible, primarily due to excessive costs and lack of funding. It was recognized that some innovative means would need to be employed to deliver all the projects within revenue projections. One innovative means was to deliver a separate project along I-215 between Orange Show Road and the SR-60/SR-91/I-215 Interchange in the near term that would address current traffic needs, followed with the ultimate improvements later in time. The ultimate improvements are referred to as the I-215 Bi-County Ultimate Widening improvements and project development is budgeted under this task. The ultimate project is currently on hold. The separate, near term I-215 improvement project is referred to as the I-215 Bi-County High Occupancy Vehicle Gap Closure Project and is budgeted under Task 0839.

Work Elements

1. Continue coordination with stakeholders (California Department of Transportation (CALTRANS), RCTC, Cities).

2. Procure the services of a consultant to prepare a Project Study Report (PSR).

3. Manage the contracts, budgets, and schedules.

Product

The construction of one mixed flow lane in each direction on I-215 between the SR-60/SR-91/I-215 interchange in Riverside and Orange Show Road in San Bernardino.

Contract Information

a. Existing Contracts
   i. 1000089, Project Management, Amount Budgeted $5,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0830 Interstate 215 San Bern/Riverside Project Development

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Consulting Services	-	-	205,000	-
Program Management Fees	-	-	20,000	5,000
Indirect Allocation-Project Management	-	-	-	405
Total Expenditures	-	-	225,000	5,405

Funding Sources	
MSI Valley Fund-Freeway Projects	5,405
Total Funding Sources	5,405

Major Projects Delivery

Task 0834 Interstate 215 Final Design

Purpose

To complete design related tasks for the Interstate 215 (I-215) reconstruction/widening project from Orange Show Road to the State Route 210 (SR-210)/I-215 Interchange in the City of San Bernardino.

Accomplishments

Since 1988, SANBAG consultants and project management staff coordinated with California Department of Transportation (CALTRANS) and the City of San Bernardino in the completion of the design for I-215 between Orange Show Road to the State Route 210 (SR-210)/I-215 Interchange in the City of San Bernardino. The design contract with AECOM was amended to provide construction design support services. Design support for Segment 3 (Orange Show Road to Rialto Avenue) was completed in 2010. Design support Services for Segment 1 and 2 (Rialto Avenue to Massachusetts Avenue) and Segment 5 (Massachusetts Avenue to University Parkway) are ongoing. Construction design support services will continue in this Fiscal Year.

Work Elements

1. Provide necessary design support during the construction and close out of Segments 1, 2, and 5 Construction of project is covered under Task 0838.

2. Manage the design consultant contract and budget.

3. Manage design support to assist in finalizing any outstanding interagency agreements, final permits, agency clearances, and funding approvals.

4. Completion of project as-built drawings.

Product

Completion of all final design to allow the I-215 Freeway improvements to be constructed and closed out.

Contract Information

a. Existing Contracts
   i. 1000089, Project Management, Amount Budgeted $5,000.
   ii. 1000065, Construction Management, Amount Budgeted $20,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0834 Interstate 215 Final Design

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	814	585	-	-
Fringe Allocation-General	797	535	-	-
Consulting Services	62,015	25,371	38,001	20,000
Program Management Fees	-	-	5,000	5,000
Legal Fees	-	-	1,000	-
Postage	-	-	100	-
Printing - External	-	-	1,500	-
Indirect Allocation-General	1,256	739	-	-
Indirect Allocation-Project Management	-	-	436	405
Total Expenditures	64,882	27,229	46,037	25,405

Funding Sources	
MSI 1990-Valley Fund-Major Projects	25,405
Total Funding Sources	25,405

Major Projects Delivery

Task 0836 Interstate 215 Right of Way Acquisition

Purpose

Acquire Right of Way (ROW) and relocate utilities to allow construction of the Interstate 215 (I-215) reconstruction/widening project from Orange Show Road to the State Route 210 (SR-210)/I-215 Interchange in the City of San Bernardino.

Accomplishments

Work completed includes obtaining ROW certification on all the I-215 projects and relocating most utilities. Easements have been obtained from Burlington Northern Santa Fe Railroad for all work in their ROW. SANBAG has worked with California Department of Transportation (CALTRANS) to establish a funding scenario for all the property acquisitions and utility relocations on Segments 1, 2, 3, and 5 using a mixture of Federal, State, and local funding, and to monitor ROW capital costs. CALTRANS is the lead agency for the ROW work and SANBAG is the funding agency. Settlements have been reached with all property owners.

Work Elements

1. Finish utility relocations.

2. Monitor capital and support costs and adjust funding as required.

3. Close-out activities including issuing final reports and any required funding adjustments.

4. Finalize any outstanding ROW, utility relocation and funding issues associated with Segments 1, 2, and 3.

Product

Complete ROW acquisition, relocations, and demolitions for properties and utility relocations required for the Interstate 215 (I-215) corridor improvements in the City of San Bernardino.

Contract Information

a. Existing Contracts
   i. 1000089, Project Management, Amount Budgeted $5,000.
   ii. 1000102, ROW Services, Amount Budgeted $100,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0836 Interstate 215 Right of Way Acquisition

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	236	-	-	-
Fringe Allocation-General	231	-	-	-
Professional Services	-	-	500	-
Program Management Fees	-	-	5,000	5,000
Legal Fees	-	338	1,000	-
Right of Way Capital	493,999	310,371	100,000	100,000
Postage	-	-	100	-
Printing - External	-	-	500	-
Indirect Allocation-General	364	-	-	-
Indirect Allocation-Project Management	-	-	436	405
Total Expenditures	494,831	310,708	107,536	105,405

Funding Sources	
MSI 1990-Valley Fund-Major Projects	105,405
Total Funding Sources	105,405

Major Projects Delivery

Task 0838 Interstate 215 Construction

Purpose

Improve safety and reduce traffic congestion on the Interstate 215 (I-215) between the Interstate 10 (I-10) freeway interchange and State Route 210 (SR-210) in the City of San Bernardino.

Accomplishments

Construction on the 5th Street Bridge was completed in 2009; construction work by California Department of Transportation (CALTRANS) on the first mainline section, Segment 3 (Orange Show Road to Rialto Avenue), was completed in 2010. SANBAG awarded the Segment 1 & 2 (Rialto Avenue to Massachusetts Bridge) construction contract in 2009; CALTRANS awarded the Segment 5 construction contract in conjunction with the SR-210 Segment 11 Connectors project in 2010. All lanes were opened to traffic in January 2014.

Work Elements

1. Administer and manage on-going professional services contracts and construction contract for Segments 1 and 2.

2. Coordinate utility relocation activities with CALTRANS, City of San Bernardino and other local agencies.

3. Coordinate with California Highway Patrol on the Construction Zone Enhancement Enforcement Program (COZEEP).

4. Continue public information activities and coordination with the City of San Bernardino regarding construction staging provisions and any construction impacts to local traffic.

5. Coordinate with Burlington Northern Santa Fe Railroad (BNSF) for the construction of bridges in BNSF Right of Way.

6. Coordinate with the construction of CALTRANS managed Segment 5/SR-210 Connectors project.

7. Monitor the expenditures and progress of the CALTRANS managed segments.

8. Coordinate a landscape construction and maintenance cooperative agreement with CALTRANS for Segments 1 to 5 of the I-215 corridor improvements.

9. Montior ongoing design of landscaping.

10. Advertise and award landscape construction contracts for first segments of the corridor.

11. Finish construction on Segments 1 and 2 and begin close-out activities for this project.

Product

An additional General Purpose Lane and a High Occupancy Vehicle Lane in both directions between Orange Show Road and SR-210; elimination of the existing on and off ramps that merge to or diverge from the fast lane; addition of auxiliary lanes and other ancillary improvements.

Major Projects Delivery

Task 0838 Interstate 215 Construction

Contract Information

The seven cooperative agreements with CALTRANS, the five construction and maintenance agreements, the four professional services contracts and the construction contract will remain in effect for the duration of the Fiscal Year. This task also includes a funding agreement with Inland Valley Development Agency (IVDA), with SANBAG providing $36,500,000 in Measure I funds in exchange for IVDA Federal funds. This exchange will continue over the life of the I-215 project. A new cooperative agreement is anticipated with Caltrans for landscape construction and maintenance is anticipated in this Fiscal Year. At least one new construction contract for landscaping is anticipated in Fiscal Year 2014/2015.

a. Existing Contracts
   - i. 1000020, Construction Survey, Amount Budgeted $50,000.
   - ii. 1000033, Laboratory and Material Testing Services, Amount Budgeted $50,000.
   - iii. 1000046, Public Outreach Services, Amount Budgeted $25,000.
   - iv. 1000089, Program Management, Amount Budgeted $70,000.
   - v. 1000154, Construction Management Services, Amount Budgeted $500,000.
   - vi. 1000163, Construction Services, Amount Budgeted $6,500,000.00.
   - vii. 1000166, Construction Zone Enhancement Enforcement Program (COZEEP), Amount Budgeted $10,000.
   - viii. 1000184, Engineering Construction Support Services, Amount Budgeted $300,000.
   - ix. 1000190, Construction Services, Amount Budgeted $2,000,000.
   - x. 1000602, Landscape Design Services, Amount Budgeted $1,000,000.

b. New Contracts
   - i. RFP, Landscape Construction Management, Amount Budgeted $500,000, Total Estimated Contract Amount $500,000.
   - ii. IFB, Landscape Construction Segment 3, Amount Budgeted $2,500,000, Total Estimated Contract Amount $2,500,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0838 Interstate 215 Construction

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	43,573	27,459	-	-
Overtime	226	-	-	-
Fringe Allocation-General	42,910	25,112	-	-
Professional Services	375,839	452,656	100,000	10,000
Consulting Services	6,826,716	6,447,247	7,235,448	2,400,000
Program Management Fees	245,224	181,734	139,550	70,000
Legal Fees	3,705	-	500	-
Rentals-Buildings	73,221	75,509	77,100	-
Construction Capital	39,746,615	39,644,511	25,697,645	11,000,000
Postage	-	-	100	200
Public Information Activities	204,185	152,325	99,154	-
Printing - External	-	1,302	1,000	1,000
Contributions/Subsidies	139,116	-	-	-
Indirect Allocation-General	67,610	34,693	-	-
Indirect Allocation-Project Management	14,411	8,870	8,713	5,674
Total Expenditures	47,783,351	47,051,420	33,359,210	13,486,874

Funding Sources	
Transportation Enhancement Activities	120,000
Project National & Regional Significance	3,200,000
Regional Improvement Program	2,580,000
MSI 1990-Valley Fund-Major Projects	6,586,874
MSI 1990-Valley Fund-TMEE	1,000,000
Total Funding Sources	13,486,874

Major Projects Delivery

Task 0839 Interstate 215 Bi-County HOV Gap Closure Project

Purpose

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 moving between the two counties.

Accomplishments

In February 2012, SANBAG entered into a construction cooperative agreement with California Department of Transportation (CALTRANS) for the construction phase of the project. CALTRANS awarded the construction contract in December 2012 and construction activities began in February 2013. Construction activities are well under way with roadway construction expected to be completed in January 2015. Plant establishment period for highway planting is expected to commence in early-2015. In Fiscal Year 2014/2015, utility relocation work is also expected to occur.

Work Elements

1. Monitor the progress and expenditures for construction.
2. Coordinate with CALTRANS staff during construction.
3. Process construction invoices.
4. Process Utility/Right of Way invoices.
5. Enter into a landscape design and construction cooperative agreement with CALTRANS.
6. Manage the contracts, budgets, and schedules.

Product

Construction of a High Occupancy Vehicle (HOV) lane in each direction of I-215 between the SR-60/I-215/ SR-91 Junction in Riverside County and the I-215/Orange Show Road Interchange in the City of San Bernardino. Replacement of the Newport Bridge meeting vertical clearance requirements to accommodate high profile vehicles traveling along I-215.

Contract Information

All current contracts and agreements will continue to be in effect for the Fiscal Year. A landscape design and landscape construction cooperative agreements with CALTRANS are planned for the Fiscal Year 2013/2014.

a. Existing Contracts
   - i. 1000089, Project Management, Amount Budgeted $75,000.
   - ii. 1000241, Right of Way Support Services, Amount Budgeted $5,000.
   - iii. 1000603, Right of Way Legal Services, Amount Budgeted $25,000.
   - iv. 1000626, Construction Services, Amount Budgeted $20,770,671.
   - v. 1000652, Right of Way Administrative Contracts, Amount Budgeted $174,000.
   - vi. 1000720, Right of Way Utility Relocation, Amount Budgeted $30,000.
   - vii. 1000915, Construction Freeway Service Patrol, Amount Budgeted $90,000.
   - viii. 1000963, Right of Way Utility Relocation, Amount Budgeted $130,875.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $1,990,653.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0839 Interstate 215 Bi-County HOV Gap Closure Project

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	11,728	10,535	-	-
Fringe Allocation-General	11,490	9,635	-	-
Professional Services	47,254	-	42,904	95,000
Consulting Services	976,853	182,010	-	-
Program Management Fees	190,510	109,592	58,000	75,000
Legal Fees	8,744	3,150	43,000	61,000
Construction Capital	-	9,544,196	12,635,945	20,770,671
Utilities Capital	-	-	522,524	-
Right of Way Capital	851,110	1,988,486	3,188,830	384,826
Postage	245	77	100	-
Printing - External	-	-	250	-
Meeting Expense	-	19	100	-
Indirect Allocation-General	18,104	13,311	-	-
Indirect Allocation-Project Management	13,675	8,170	6,556	6,079
Total Expenditures	2,129,712	11,869,182	16,498,209	21,392,576

Funding Sources	
MSI Valley Fund-Freeway Projects	21,392,576
Total Funding Sources	21,392,576

Major Projects Delivery

Task 0840 Interstate 215 Barton Road Interchange

Purpose

Improve traffic operations, meet current and future traffic demand, and accommodate the future ultimate widening of Interstate 215 (I-215) at the I-215 Barton Road Interchange.

Accomplishments

The Project Study Report (PSR) for the project was completed in April 2007. The Project Report and Environmental Document were approved February 2014. Plans, Specifications, and Estimates (PS&E) and the Right of Way (ROW) phases of the project commenced.

Work Elements

1. Oversee the SANBAG consultant involved in the acquisition of real property and utility relocation coordination.

2. California Department of Transportation (CALTRANS) is preparing final design plans, specifications and estimates. SANBAG will coordinate activities associated with the PS&E.

3. Execute a Preliminary Engineering Cooperative Agreement Amendment with CALTRANS to include a Construction Management/General Contractor (CM/CG) delivery method.

4. Coordinate with CALTRANS and City of Grand Terrace staff for all phases of work.

5. Manage the contracts, budgets, and schedules.

Product

Completion of the improved interchange reconstruction.

Contract Information

a. Existing Contracts
   - i. 1000044, Environmental Oversight Services, Amount Budgeted $29,000.
   - ii. 1000089, Project Management, Amount Budgeted $190,000.
   - iii. 1000075, Consultant Services for Preliminary Engineering and Project Report Preparation, Amount Budgeted $5,000.
   - iv. 1000109, Consultant Services for Environmental Document preparation, Amount Budgeted $5,000.
   - v. 1000603, On-call Legal Support Services Consultant, Amount Budgeted $25,000.
   - vi. 1000665, Cooperative Agreement with Caltrans for PSE and Right of Way services, Amount Budgeted $976,866.
   - vii. 1000710, Right of Way Certification Consultant Services, Amount Budgeted $853,000.
   - viii. 1000986, Right of Way Acquisition Agreements, Amount Budgeted $15,066,782.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $13,342,245.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0840 Interstate 215 Barton Road Interchange

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	822	3,378	-	-
Fringe Allocation-General	806	3,089	-	-
Professional Services	177,567	-	1,416,500	882,000
Consulting Services	365,790	643,774	3,524,693	986,866
Program Management Fees	76,588	83,643	211,000	190,000
Legal Fees	380	443	3,000	26,000
Right of Way Capital	-	-	18,915,000	15,066,782
Postage	29	-	200	200
Indirect Allocation-General	1,269	4,268	-	-
Indirect Allocation-Project Management	4,490	4,631	10,356	15,401
Total Expenditures	627,741	743,225	24,080,749	17,167,249

Funding Sources	
Surface Transportation Program	500,000
Regional Improvement Program	12,164,619
MSI Valley Fund-Freeway Projects	4,502,630
Total Funding Sources	17,167,249

Major Projects Delivery

Task 0841 Interstate 10 Riverside Avenue Interchange

Purpose

Mitigate the existing congestion and provide the capacity for projected future traffic volumes at the Interstate 10 (I-10) Riverside Avenue Interchange.

Accomplishments

A Project Study Report and a Project Report were completed in 1997 and 1999, respectively. The project received initial environmental approvals in 1998. Design activities started in 2001, and were approximately 50% complete when California Department of Transportation (CALTRANS) asked for a Supplemental Environmental Document because of a three year lapse since approval of the last Environmental Document (ED) and the presence of an endangered species, the Delhi Sands Flower Loving Fly. In December 2005, SANBAG, at the request of the City of Rialto, took over project management responsibilities. The final Plans, Specifications and Estimates package and Right of Way certification was completed in March 2009. A construction management contract was awarded to Berg & Associates in September 2008. An Escrow Agreement was established with the City of Rialto in March 2009. In January 2010, SANBAG awarded a construction contract to C.C. Myers Inc., and construction of the interchange was completed in December 2011. In June 2011, the Board approved a Landscape Construction Cooperative Agreement with the City of Rialto. In December 2011, the Board authorized the advertisement of the landscape construction contract. On February 23, 2012, bids were opened and in March 2012, the Board awarded the landscape construction contract.

Work Elements

1. Administer landscape construction and construction management teams.
2. Award four year extended landscape maintenance contract.
3. Manage the contracts, budgets and schedules.
4. Coordinate landscape work activities with CALTRANS and the City of Rialto.

Product

Completion of interchange improvements.

Contract Information

a. Existing Contracts
   - i. 1000089, Project Management, Amount Budgeted $10,000.
   - ii. 1000632, Landscape Construction, Amount Budgeted $50,000.
   - iii. 1000736, Labor Compliance, Amount Budgeted $2,000.
   - iv. 1000867, Construction Management Services, Amounted Budgeted $50,000.

b. New Contracts
   - i. IFB, Establish Existing Planting, Amount Budgeted $200,000, Total Estimated Contract Amount $200,000.

Local Funding Source Detail

- i. City of Rialto - $302,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0841 Interstate 10 Riverside Avenue Interchange

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	22,566	3,593	-	-
Fringe Allocation-General	22,109	3,286	-	-
Professional Services	57,671	2,322	2,000	2,000
Consulting Services	1,646,307	114,740	107,000	50,000
Program Management Fees	51,894	88,125	40,000	10,000
Legal Fees	855	4,016	3,000	500
Construction Capital	10,363,428	406,657	684,807	250,000
Postage	51	6	250	200
Printing - External	1,480	-	900	-
Record/Equipment Storage	-	252	-	-
Meeting Expense	-	-	100	200
Indirect Allocation-General	34,835	4,540	-	-
Indirect Allocation-Project Management	2,912	7,022	3,485	811
Total Expenditures	12,204,106	634,559	841,542	313,711

Funding Sources	
MSI Valley Fund-Freeway Projects	11,711
Local Projects Fund	302,000
Total Funding Sources	313,711

Major Projects Delivery

Task 0842 Interstate 10 Tippecanoe Avenue Interchange

Purpose

Relieve existing congestion and accommodate future traffic demands at the Interstate 10 (I-10)/Tippecanoe Avenue Interchange.

Accomplishments

This project was split into two phases in March 2011, in an effort to deliver this project to construction in 2012. The Phase 1 project includes components that are located entirely within the existing State Right of Way (ROW), while the Phase 2 project includes improvements that require acquisition of ROW. In December 2011, SANBAG and California Department of Transportation (CALTRANS) entered into a construction cooperative agreement for the Phase 1 project. Also that month, the Phase 1 Plans, Specifications, and Estimates (PS&E) were approved by CALTRANS and in January 2012, Phase 1 received its ROW certification. A construction contract was awarded on May 2, 2012, for Phase 1. Phase 2 design and ROW phases of work were completed at the end of 2013 and beginning of 2014, respectively. A construction management contract was awarded in June 2013. State and Federal allocation and obligations for construction are expected allowing for the award of a construction contract early in the Fiscal Year.

Work Elements

1. Manage and close out the construction management and construction contracts for Phase 1.

2. Manage the plant establishment period for Phase 1.

3. Procure and administer the construction contracts for Phase 2.

4. Manage the contracts, budgets and schedules.

Product

Reconstruction of the interchange.

Contract Information

The existing ROW cooperative agreement with CALTRANS and the design services contract will remain in effect through the Fiscal Year. The Phase 2 construction cooperative agreement with CALTRANS and contracts with a construction management and contracting firm will be implemented.

a. Existing Contracts
   - i. 1000089, Final Design and Engineering Support Services, Amount Budgeted $250,000.
   - ii. 1000037, Final Design and Engineering Support Services, Amount Budgeted $100,000.
   - iii. 1000198, Right of Way Acquisition, Amount Budgeted $2,100,000.
   - iv. 1000241, Right of Way Professional Services, Amount Budgeted $15,500.
   - v. 1000603, Right of Way Legal Services, Amount Budgeted $5,000.
   - vi. 1000657, Construction Management Services Phase 1, Amount Budgeted $100,000.
   - vii. 1000721, Construction Services Phase 1, Amount Budgeted $560,000.
   - viii. 1000736, Labor Compliance Services, Amount Budgeted $1,000.
   - ix. 1000754, Construction Services Phase 1, Amount Budgeted $4,825.
   - x. 1000892, Construction Management Services, Amount Budgeted $1,967,575.
   - xi. C14051, Construction Services, Amount Budgeted $50,001.

Major Projects Delivery

Task 0842 Interstate 10 Tippecanoe Avenue Interchange

b. New Contracts

i. IFB, Construction Phase 2, Amount Budgeted $16,757,000, Total Estimated Contract Amount $18,000,000.

Local Funding Source Detail

i. City of Loma Linda - $994,913.
ii. City of San Bernardino - $994,913.
iii. Inland Valley Development Agency - $994,912.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $1,555,948.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0842 Interstate 10 Tippecanoe Avenue Interchange

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	17,244	24,333	-	-
Fringe Allocation-General	16,895	22,252	-	-
Professional Services	24,661	3,033	54,384	16,500
Consulting Services	1,583,119	1,866,028	5,599,188	2,322,400
Program Management Fees	189,369	275,460	200,000	250,000
Legal Fees	6,888	23,380	13,983	6,000
Construction Capital	-	6,669,067	11,714,695	17,367,523
Right of Way Capital	1,475,060	1,572,822	5,716,799	4,616,683
Postage	56	-	200	150
Printing - External	4,020	887	2,500	2,000
Indirect Allocation-General	26,620	30,743	-	-
Indirect Allocation-Project Management	11,344	17,875	17,425	20,264
Total Expenditures	3,355,275	10,505,879	23,319,174	24,601,520

Funding Sources	
Surface Transportation Program	121,032
Demonstration High Priority Program	9,474,802
Corridor Mobility Improvement Account	406,168
Trade Corridor Improvement Fund	8,564,858
MSI Valley Fund-Fwy Interchange	3,049,922
Local Projects Fund	2,984,738
Total Funding Sources	24,601,520

Major Projects Delivery

Task 0845 Interstate 215 Mount Vernon Avenue/Washington Street Interchange

Purpose

Improve traffic operations, meet current and future traffic demand, and accommodate the future ultimate widening of Interstate 215 (I-215) at Mount Vernon Avenue/Washington Street Interchange.

Accomplishments

This project was placed on hold on January 3, 2011 because of a reduction in funding for California Department of Transportation (CALTRANS) oversight activities. Work resumed in October 2011, and a draft Project Study Report-Project Development Support (PSR-PDS) was approved in February 2013. The PSR-PDS includes two build alternatives that were developed in close coordination with CALTRANS and the Cities of Colton and Grand Terrace. Project Approval & Environmental Document (PA&ED) procurement was completed and this phase of work has begun. At the onset of the PA&ED phase the stakeholders identified additional alternatives that they wanted to consider. The goal of these new alternatives was to minimize impacts to the existing retail while providing the needed circulation improvements. The study of these alternatives has impacted the schedule and the resources required for this project.

Work Elements

1. Oversee the work of the consultant involved in the preparation of the Preliminary Engineering and Environmental Document for the project.

2. Coordinate with CALTRANS staff during the PA&ED phase.

3. Manage the contracts, budgets, and schedules.

Product

Construction of an improved interchange on I-215 at Mount Vernon Avenue/Washington Street.

Contract Information

a. Existing Contracts
   - i. 1000089, Project Management, Amount Budgeted $88,149.
   - ii. 1000044, Consulting Services, Amount Budgeted $20,000.
   - iii. 1000075, Preliminary Design Services, Amount Budgeted $946.
   - iv. 1000109, Preliminary Design Services, Amount Budgeted $4,493.
   - v. 1000704, Preliminary Design Services, Amount Budgeted $1,458,764.

b. New Contracts
   - i. RFP, Right of Way Services, Amount Budgeted $4,338,000, Total Estimated Contract Amount $5,000,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0845 Interstate 215 Mount Vernon Avenue /Washington Street Interchange

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	893	1,661	-	-
Fringe Allocation-General	875	1,519	-	-
Professional Services	21,356	-	15,000	49,384
Consulting Services	156,146	521,021	890,000	1,464,203
Program Management Fees	43,905	25,959	50,000	88,149
Legal Fees	48	-	1,000	-
Right of Way Capital	-	-	-	4,338,461
Postage	156	-	200	150
Printing - External	-	-	1,000	-
Indirect Allocation-General	1,379	2,099	-	-
Indirect Allocation-Project Management	2,347	1,540	4,356	7,145
Total Expenditures	227,105	553,799	961,556	5,947,492

Funding Sources	
MSI Valley Fund-Freeway Projects	5,947,492
Total Funding Sources	5,947,492

Major Projects Delivery

Task 0850 Alternative Project Financing

Purpose

Examine opportunities for alternative financing, toll feasibility study, and delivery mechanisms to fund major highway projects in San Bernardino County.

Accomplishments

A workshop was held to present preliminary toll feasibility study conclusions for Interstate 10 (I-10), Interstate 15 (I-15), and State Route 210 (SR-210) Corridors in April 2011 with the SANBAG Board of Directors. The studies yielded results indicating that toll lanes are potentially viable on all three corridors. The Board directed staff to 1) study Express Lanes, also known as High Occupancy Toll (HOT) Lanes, as an alternative for the I-10 Corridor project, 2) conduct Level 2 Traffic and Revenue studies and Financial Toll Feasibility studies on I-10 and I-15 and 3) further study alternative financing and project delivery methods. In addition, the Board approved a consultant contract to complete a Project Study Report-Project Development Support (PSR-PDS) as the initial project development work for the I-15 Corridor.

The completed Level 2 studies determined that Express Lanes are a viable alternative on the I-10 and I-15 corridors. The results of the studies were presented at the October 2013 Board Workshop. In December 2013 the Board directed staff to continue studying Express Lanes as an alternative on both corridors.

Work Elements

1. Conduct supplemental Traffic and Revenue and Financial Toll Feasibility studies required to assist in future decisions for both the I-10 and I-15 corridors.
2. Complete the I-15 PSR-PDS.
3. Manage the contracts, budgets, and schedules.

Product

Required studies to substantiate the viability of express lanes on the I-10 and I-15 corridors.

Contract Information

The existing cooperative agreement with the State, the traffic and revenue contract, financial feasibility contract, I-15 PSR-PDS preliminary engineering and peer review environmental contract will remain in effect through the fiscal year. One new contract is anticipated for legal advisement on various alternative project delivery models such as Public Private Partnerships, Design Build Operate Maintain, and others.

a. Existing Contracts
   - i. 1000004, Consulting Services, Amount Budgeted $60,000.
   - ii. 1000044, Consulting Services, Amount Budgeted $50,000.
   - iii. 1000089, Program Management, Amount Budgeted $60,000.
   - iv. 1000537, Traffic and Revenue Consulting Services, Amount Budgeted $295,352.
   - v. 1000554, Financial Toll Feasibility Consulting Services, Amount Budgeted $131,020.
   - vi. 1000624, Preliminary Engineering Consulting Services, Amount Budgeted $278,535.
   - vii. 1000633, Preliminary Engineering Support Services, Amount Budgeted $80,093.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0850 Alternative Project Financing

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	18,025	34,199	50,322	13,515
Overtime	132	-	-	-
Fringe Allocation-General	17,789	31,275	29,920	12,938
Professional Services	26,387	39,815	265,000	301,020
Consulting Services	441,007	1,889,478	3,382,522	1,855,135
Program Management Fees	24,213	4,892	200,000	-
Legal Fees	285	-	2,500	1,000
Postage	301	-	250	500
Printing - External	-	-	2,000	500
Office Expense	34	-	-	-
Meeting Expense	-	1,099	500	200
Indirect Allocation-General	28,028	43,208	30,761	22,628
Indirect Allocation-Project Management	-	-	11,069	-
Total Expenditures	556,201	2,043,966	3,974,844	2,207,436

Funding Sources	
Planning, Programming & Monitoring	300,000
MSI Valley Fund-Freeway Projects	1,564,649
MSI Victor Valley Fund-Traffic Mgmt Sys	53,354
MSI Cajon Pass Fund	289,433
Total Funding Sources	2,207,436

Major Projects Delivery

Task 0851 Interstate 10 Monte Vista Avenue Interchange

Purpose

Relieve existing congestion and accommodate future traffic demands at the Interstate 10 Monte Vista Avenue Interchange in the City of Montclair.

Accomplishments

An analysis of the interchange to develop potential alternatives was completed. The final configuration of the interchange may be impacted by the Interstate 10 (I-10) Corridor project. The I-10 Corridor project has two alternatives, the High Occupancy Vehicle Alternative will have no impact to the current configuration of the interchange however, and the express lane alternative will widen the freeway resulting in the need to reconfigure components of the interchange. For this reason the interchange preliminary engineering and environmental studies are going to be prepared in conjunction with the I-10 Corridor project.

Work Elements

1. Preparation of preliminary engineering and environmental studies in conjunction with the I-10 Corridor project.

2. Manage the contracts, budgets, and schedules.

Product

Reconstructed interchange.

Contract Information

a. Existing Contracts
   i. 1000089, Project Management, Amount Budgeted $50,000.
   ii. 1000004, Project Consulting Services, Amount Budgeted $50,000.

b. New Contracts
   i. RFP, Environmental and Design Services, Amount Budgeted $250,000, Total Estimated Contract Amount $1,000,000.

Local Funding Source Detail

i. City of Montclair - $81,621.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0851 Interstate 10 Monte Vista Avenue Interchange

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Professional Services	-	-	-	50,000
Consulting Services	-	-	-	250,000
Program Management Fees	-	-	-	100,000
Construction Capital	-	-	-	100,000
Indirect Allocation-Project Management	-	-	-	8,106
Total Expenditures	-	-	-	508,106

Funding Sources	
MSI Valley Fund-Fwy Interchange	426,485
Local Projects Fund	81,621
Total Funding Sources	508,106

Major Projects Delivery

Task 0852 Interstate 15 Corridor Improvement

Purpose

To improve efficiency, safety, and operations of traffic on Interstate 15 by adding two express lanes in each direction from the north terminus of the Riverside County Transportation Commission's proposed express lane project at State Route 60 (SR-60) through to the United States 395 (US-395) in the High Desert.

Accomplishments

A Project Study Report, which defines the scope of the project, will be complete in summer-2014. Discussions are underway with California Department of Transportation (CALTRANS) to determine if the corridor should be split into two projects for the preliminary engineering and environmental phase. Procurement of a consultant for preliminary engineering and environmental studies was started in the Fiscal Year 2013/2014.

Work Elements

1. Coordinate with stakeholders (CALTRANS, Cities, County).

2. Prepare and execute a Project Approval & Environmental Document (PA&ED) cooperative agreement with CALTRANS.

3. Complete the procurement for PA&ED services and award contract for the same.

4. Commence the PA&ED phase.

5. Manage the contracts, budgets, and schedules.

Product

The construction of express lanes in each direction from the north terminus of the Riverside County Transportation Commission's proposed Express Lane Project at SR-60 to US-395 in the High Desert.

Contract Information

a. Existing Contracts
   i. 1000089, Project Management, Amount Budgeted $250,000.
   ii. 1000006, Project Coordinator Professional Services, Amount Budgeted $25,000.

b. New Contracts
   i. RFP, Project Approval & Environmental Document, Amount Budgeted $3,100,000, Total Estimated Contract $15,000,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0852 Interstate 15 Corridor Improvement

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Professional Services	-	-	-	125,000
Consulting Services	-	-	-	3,000,000
Program Management Fees	-	-	-	250,000
Indirect Allocation-Project Management	-	-	-	20,264
Total Expenditures	-	-	-	3,395,264

Funding Sources	
MSI Valley Fund-Freeway Projects	3,395,264
Total Funding Sources	3,395,264

Major Projects Delivery

Task 0853 Interstate 215 University Parkway/State Street Interchange

Purpose

Relieve existing congestion and accommodate future traffic demands at the Interstate 215 University Parkway/State Street Interchange, priority number five in the Measure I Valley Interchange Program, in the City of San Bernardino.

Accomplishments

The Project Study Report-Project Development Support (PSR-PDS) document is under development under the lead of the City of San Bernardino.

Work Elements

1. Prepare and execute a Memorandum of Understanding and Cooperative Agreement with the City of San Bernardino for all remaining phases of the project, identifying SANBAG as the lead.

2. Prepare and execute a Cooperative Agreement with California Department of Transportation (CALTRANS) for the Project Approval and Environmental Document (PA&ED) phase.

3. Seek authorization to advertise a Request for Proposals for PA&ED services, advertise the RFP, and award a contract for the same.

4. Manage the contracts, budgets, and schedules.

Product

Reconstruction of the Interstate 215 University Parkway/State Street Interchange in the City of San Bernardino.

Contract Information

a. Existing Contracts
   i. 1000089, Project Management, Amount Budgeted $100,000.

b. New Contracts
   i. RFP, PA&ED, Amount Budgeted $250,000, Total Estimated Contract $650,000.

Local Funding Source Detail

   i. City of San Bernardino - $71,621.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0853 Interstate 215 University Parkway/State Street Interchange

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Consulting Services	-	-	-	250,000
Program Management Fees	-	-	-	100,000
Indirect Allocation-Project Management	-	-	-	8,106
Total Expenditures	-	-	-	358,106

Funding Sources	
MSI Valley Fund-Fwy Interchange	286,485
Local Projects Fund	71,621
Total Funding Sources	358,106

Major Projects Delivery

Task 0854 Interstate 10 Eastbound Truck Climbing/Live Oak to County Line

Purpose

Extend the truck climbing lane on eastbound Interstate 10 from the Live Oak Canyon interchange past the Riverside County Line. This will reduce congestion due to slow moving trucks on the sustained incline through the area. This project will be done jointly with Riverside County Transportation Commission.

Accomplishments

Conceptual studies to evaluate the appropriate extent and configuration of the lane addition are nearing completion.

Work Elements

1. Development of a Project Initiation Document to capture the cost and scope of the project.

2. Procurement of consultant for completion of Project Approval/Environmental Document.

3. Development of a Project Report and Environmental Clearance Document.

4. Manage budget and contracts for preliminary engineering and environmental work.

Product

Construction of a truck climbing lane in the eastbound direction of Interstate 10 from the Live Oak Canyon Interchange past the Riverside County line.

Contract Information

a. Existing Contracts
   i. 1000089, Project Management, Amount Budgeted $50,000.

b. New Contracts
   i. RFP, Preliminary Engineering Services, Amount Budgeted $494,000, Total Estimated Contract Amount $2,500,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0854 Interstate 10 East Bound Truck Climbing/Live Oak to County Line

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Consulting Services	-	-	-	494,054
Program Management Fees	-	-	-	75,000
Indirect Allocation-Project Management	-	-	-	6,079
Total Expenditures	-	-	-	575,133

Funding Sources	
MSI Valley Fund-Freeway Projects	575,133
Total Funding Sources	575,133

Major Projects Delivery

Task 0862 Interstate 10 Westbound Lane Addition – Yucaipa/Redlands

Purpose

Improve safety and reduce traffic congestion from Live Oak Canyon Road in Yucaipa to Ford Street in Redlands on westbound Interstate 10 (I-10).

Accomplishments

Construction of this lane addition is the last phase of the Measure I 1990-2010 improvements on the east end of I-10 freeway. In September 2007, a contract was awarded for final design services to CH2M Hill, which includes the Plans, Specification, & Estimate package. A cooperative agreement, a Project Corridor Mobility Improvement Account baseline agreement, and a charter between California Department of Transportation (CALTRANS) and SANBAG were executed. In October 2009, a construction management contract was issued to Athalye Consulting Engineering Services. In March 2010, the Board approved advertising the project for construction. On October 28, 2010, bids were received and on December 1, 2010, the construction contract was awarded to Beador Construction Company, Inc. for a total of $18,678,910. Construction for the project started on March 7, 2011. Lanes have been opened to traffic. Construction was completed August 2013 with plant establishment to be finished August 2014.

Work Elements

1. Provide design support services during construction.
2. Administer and manage the construction and construction management contracts, budgets, and schedules.
3. Coordinate construction activities with CALTRANS oversight.
4. Work on construction close-out activities.
5. Complete one year plant establishment.

Product

Construction of an additional westbound general purpose lane from Live Oak Canyon Road in Yucaipa to Ford Street in Redlands on (I-10) freeway and ramp metering on the westbound Yucaipa Boulevard onramp.

Contract Information

a. Existing Contracts
   - i. 1000089, Project Management, Amount Budgeted $10,000.
   - ii. 1000016, Engineering Support Services, Amount Budgeted $10,000.
   - iii. 1000196, Construction Management Services, Amount Budgeted $50,000.
   - iv. 1000356, Construction Services, Amount Budgeted $75,000.
   - v. 1000736, Labor Compliance Services, Amount Budgeted $1,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0862 Interstate 10 Westbound Lane Addition - Yucaipa/Redlands

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	13,837	11,137	-	-
Fringe Allocation-General	13,556	10,185	-	-
Professional Services	2,285	9,270	2,257	1,000
Consulting Services	1,582,160	1,267,896	330,683	60,000
Program Management Fees	9,913	9,781	25,000	10,000
Legal Fees	333	878	1,000	-
Rentals-Buildings	42,986	42,986	-	-
Construction Capital	9,457,493	4,611,140	1,721,417	75,000
Right of Way Capital	10,886	111	-	-
Postage	77	-	100	-
Advertising	-	-	500	-
Printing - External	-	-	2,000	500
Indirect Allocation-General	21,359	14,071	-	-
Indirect Allocation-Project Management	540	525	2,178	811
Total Expenditures	11,155,424	5,977,977	2,085,135	147,311

Funding Sources	
Surface Transportation Program	50,000
State Highway Oper & Protection Program	25,000
Corridor Mobility Improvement Account	25,000
MSI 1990-Valley Fund-Major Projects	47,311
Total Funding Sources	147,311

Major Projects Delivery

Task 0869 Glen Helen Parkway Grade Separation

Purpose

Improve safety and reduce traffic congestion at the intersection of Glen Helen Parkway and the Burlington Northern Santa Fe (BNSF) and Union Pacific Railroad (UPRR) tracks.

Accomplishments

At its April 10, 2008 meeting, the California Transportation Commission programmed Trade Corridors Improvement Fund (TCIF) monies on the Glen Helen Parkway at UPRR/BNSF Grade Separation. The TCIF includes $7,172,000 for construction, with the balance to be provided from Measure I and Local Development shares. The County of San Bernardino is the lead agency for all phases of the project with SANBAG as a funding partner. The design phase is complete and a final construction bid package was advertised and awarded during Fiscal Year 2012/2013. The County also entered into a contract with a construction management consultant. Construction started in July 2013.

Work Elements

1. Completion of Right of Way (ROW) activities including final settlements with all property owners and final utility relocations.

2. Continue construction of the project.

3. Oversee the contracts, budgets and schedule, and manage the reimbursements.

Product

Construction of a grade separation on Glen Helen Parkway at the UPRR/BNSF rail grade crossings in unincorporated San Bernardino County.

Contract Information

a. Existing Contracts
   i. 1000089, Project Management, Amount Budgeted $20,000.
   ii. 1000685, Construction Services, Amount Budgeted $3,300,000.

b. New Contracts
   i. RFP, ROW acquisition services Cooperative Agreement with Accounts Payable component, Amount Budgeted $400,000, Total Estimated Contract Amount $400,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0869 Glen Helen Parkway Grade Separation

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	476	-	-	-
Fringe Allocation-General	466	-	-	-
Consulting Services	77,910	6,376	5,000	-
Program Management Fees	14,290	11,065	10,000	20,000
Legal Fees	903	-	1,000	-
Construction Capital	-	1,662,000	3,168,225	3,300,000
Right of Way Capital	2,824,715	634,320	400,000	400,000
Postage	-	-	200	-
Printing - External	-	-	1,000	-
Indirect Allocation-General	734	-	-	-
Indirect Allocation-Project Management	1,080	607	871	1,621
Total Expenditures	2,920,573	2,314,369	3,586,296	3,721,621

Funding Sources	
Valley Major Street Bond Fund	3,721,621
Total Funding Sources	3,721,621

Major Projects Delivery

Task 0870 Hunts Lane Grade Separation

Purpose

Improve safety and reduce traffic congestion at the intersection of Hunts Lane and the Union Pacific Railroad (UPRR) tracks in the Cities of Colton and San Bernardino.

Accomplishments

A construction contract was awarded in spring-2012 and construction started in June 2012.

Work Elements

1. Manage the contracts, schedules, and budgets for the project construction phase as construction is completed and close-out activities begin.

2. Final right of way close-out activities including close-out reports, finalizing settlement documents, and reconciliation of final funding requirements.

3. Continue coordination with utility companies for relocation of their facilities in support of the construction and completion of the project. Reconcile final invoices and payments for relocation work based on actual costs.

Product

Construction of the Hunts Lane/UPRR Grade Separation in the Cities of Colton and San Bernardino.

Contract Information

a. Existing Contracts
   - i. 1000089, Project Management, Amount Budgeted $30,000.
   - ii. 1000150, Engineering Support Services, Amount Budgeted $100,000.
   - iii. 1000422, Railroad Flagmen and Inspection Services, Amount Budgeted $50,000.
   - iv. 1000465, Construction Management Services, Amount Budgeted $340,000.
   - v. 1000603, Labor Compliance Amount Budgeted $5,000.
   - vi. 1000630, Construction Services, Amount Budgeted $2,384,000.
   - vii. 1000713, Administration for Right of Way, Amount Budgeted $20,000.
   - viii. 1000736, Labor Compliance Amount Budgeted $1,000.
   - ix. 1000200, Southern California Edison for Utility Relocation Services, Amount Budgeted $100,000.

Local Source Funding Detail

i. Union Pacific Railroad - $1,284,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0870 Hunts Lane Grade Separation

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	23,859	21,045	-	-
Fringe Allocation-General	23,375	19,246	-	-
Professional Services	473	202	1,105	1,000
Consulting Services	339,986	1,049,140	1,627,708	440,000
Program Management Fees	126,176	51,441	73,312	30,000
Legal Fees	218,334	318,888	81,688	5,000
Construction Capital	560,330	5,258,333	6,595,285	2,534,000
Utilities Capital	779,000	-	-	-
Right of Way Capital	733,987	2,029,652	1,091,903	20,000
Postage	207	25	162	500
Advertising	1,956	-	500	-
Printing - External	7,538	107	2,000	-
Indirect Allocation-General	36,831	26,589	-	-
Indirect Allocation-Project Management	6,249	2,473	6,534	2,432
Total Expenditures	2,858,301	8,777,139	9,480,197	3,032,932

Funding Sources	
Project National & Regional Significance	1,390,000
Traffic Congestion Relief Program	100,000
Local Projects Fund	1,284,000
Valley Major Street Bond Fund	258,932
Total Funding Sources	3,032,932

Major Projects Delivery

Task 0871 State Street/University Parkway Grade Separation

Purpose

Improve safety and reduce traffic congestion at the intersection of University Parkway/State Street and the Burlington Northern Santa Fe (BNSF) railroad tracks in the City and County of San Bernardino.

Accomplishments

Traffic Congestion Relief Program funds were allocated for design, Right of Way (ROW), and construction of the project; the design was completed in spring-2007 and required ROW was secured. A consultant services contract for full-service construction management was awarded and the construction contract was awarded in April 2007. The Contractor began work on May 21, 2007, and the contract was completed in summer-2009. The final Record of Survey was recorded in September 2010.

Work Elements

1. Completion of ROW activities including post project disposition of excess ROW and final transferring of properties from SANBAG to the County of San Bernardino and adjacent owners as required.

2. Final disposition of agreements and funding requirements.

Product

A railroad grade separation at State Street/University Parkway on the jurisdictional boundary of the City of San Bernardino and the San Bernardino County unincorporated community of Muscoy.

Contract Information

a. Existing Contracts
   i. 1000089, Project Management, Amount Budgeted $5,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0871 State Street/University Parkway Grade Separation

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Professional Services	-	-	11,150	-
Program Management Fees	-	-	5,000	5,000
Legal Fees	752	159	500	-
Right of Way Capital	4,762	11,675	1,350	1,000
Postage	-	-	100	500
Printing - External	-	28	500	-
Indirect Allocation-Project Management	-	-	436	405
Total Expenditures	5,514	11,862	19,036	6,905

Funding Sources	
Valley Major Street Bond Fund	6,905
Total Funding Sources	6,905

Major Projects Delivery

Task 0874 Palm Avenue Grade Separation

Purpose

Improve safety and reduce traffic congestion at the intersection of Palm Avenue and the Burlington Northern Santa Fe (BNSF) railroad tracks.

Accomplishments

In October 2008, SANBAG and the City of San Bernardino entered into a cooperative agreement for SANBAG to assume the lead for project development. In mid-2009, approximately $1.6 million from the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – Legacy for Users (SAFETEA-LU) was programmed for the project. In Fiscal Year 2009/2010, the Project Approval and Environmental Document (PA&ED) consultant contract was amended to include both final design and environmental work required to comply with Federal and California Department of Transportation (CALTRANS) Local Assistance requirements that came with the SAFETEA-LU allocation. The PA&ED phase was completed in July 2011. The project was Right of Way (ROW) certified and final design was completed in early-2013. Trade Corridor Improvement Funds were allocated in March 2013 and Federal funds were obligated in July 2013. The project was then advertised for construction with a contract award at the September 2013 Board meeting. Construction started in November 2013.

Work Elements

1. Continue construction phase of the project leading to substantial construction completion in spring-2015.
2. Manage final ROW activities including condemnation activities leading to final settlements on all properties. Upon completion of construction all ROW in SANBAG's name will then be quit claimed over to the City of San Bernardino.
3. Manage the contracts, budgets, and schedules.

Product

Construction of a grade separated railroad crossing over the BNSF rail line and Cajon Boulevard in the City of San Bernardino.

Contract Information

a. Existing Contracts
   - i. 1000008, Engineering Support Services, Amount Budgeted $200,000.
   - ii. 1000089, Project Management, Amount Budgeted $150,000.
   - iii. 1000461, Right of Way Acquisition and Support, Amount Budgeted $1,050,000.
   - iv. 1000603, Right of Way Legal Services, Amount Budgeted $100,000.
   - v. 1000745, Construction Management Services, Amount Budgeted $1,514,000.
   - vi. 1000903, Construction Contract, Amount Budgeted $8,400,000.
   - vii. 1000757, Flagging Rail Road Inspection, Amount Budgeted $900,000.

Local Funding Source Detail

- i. City of San Bernardino - $621,044.
- ii. BNSF Railway Company (BNSF) - $602,280.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0874 Palm Avenue Grade Separation

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	6,685	12,249	-	-
Fringe Allocation-General	6,550	11,202	-	-
Professional Services	-	22,613	88,100	100,000
Consulting Services	1,227,398	441,126	2,718,361	1,714,000
Program Management Fees	118,332	128,353	152,500	150,000
Legal Fees	20,859	156,221	111,800	-
Construction Capital	-	-	7,753,604	9,300,000
Right of Way Capital	198,845	5,897,622	1,270,276	1,050,000
Postage	71	28	250	500
Advertising	-	-	1,100	-
Printing - External	-	-	11,500	1,000
Indirect Allocation-General	10,320	15,476	-	-
Indirect Allocation-Project Management	5,120	6,876	14,169	12,159
Total Expenditures	1,594,179	6,691,765	12,121,660	12,327,659

Funding Sources	
Project National & Regional Significance	2,972,760
Demonstration High Priority Program	1,272,600
Trade Corridor Improvement Fund	2,902,200
Public Utilities Commission	2,300,160
Local Projects Fund	1,223,324
Valley Major Street Bond Fund	1,656,615
Total Funding Sources	12,327,659

Major Projects Delivery

Task 0876 South Milliken Avenue Grade Separation

Purpose

Improve safety and reduce traffic congestion at the intersection of South Milliken Avenue and the Union Pacific Railroad (UPRR) in the City of Ontario.

Accomplishments

April 2008, the California Transportation Commission programmed $8.03 million in Trade Corridors Improvement Funds (TCIF) for the UPPR and South Milliken Avenue Grade Separation project. The City of Ontario is leading all phases of the project with SANBAG oversight. The Environmental Document was approved June 2010. Plans, Specifications, and Estimates (PS&E) were completed June 2013. The acquisition of Right of Way (ROW) and utility relocation activities are nearing completion. A cooperative agreement with the City of Ontario for construction services was approved May 2013. Design and ROW packages were accepted by the California Transportation Commission in June 2013. The Construction Manager and Construction Contractor contract awards were approved in December 2013. Utility relocation started in January 2014 and will be completed summer-2015. Construction started January 2014.

Work Elements

1. Provide oversight services for all phases of work.
2. Participate in meetings and presentations with the City of Ontario.
3. Execute the construction cooperative agreement with the City of Ontario.
4. Manage budgets and approve Measure I reimbursements to the City of Ontario.

Product

Construction of an over-pass at the intersection of South Milliken Avenue and the UPRR grade crossing in the City of Ontario.

Contract Information

a. Existing Contracts
   - i. 1000089, Project Management, Amount Budgeted $100,000.
   - ii. 1000923, Plans, Specifications and Estimate, Amount Budgeted $10,000.
   - iii. 1000473, Right of Way, Amount Budgeted $1,056,000.
   - iv. 1000843, Construction Services, Amount Budgeted $4,800,000.

Local Funding Source Detail

i. City of Ontario - $232,821.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $4,010,764.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0876 South Milliken Avenue Grade Separation

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	161	5,825	-	-
Fringe Allocation-General	157	5,327	-	-
Consulting Services	1,929,193	738,402	468,000	10,000
Program Management Fees	14,469	55,901	80,386	100,000
Legal Fees	285	-	1,000	-
Construction Capital	-	-	9,551,545	4,800,000
Right of Way Capital	36,619	3,506,075	800,000	1,056,000
Postage	22	-	200	200
Printing - External	-	-	1,000	-
Indirect Allocation-General	248	7,360	-	-
Indirect Allocation-Project Management	932	2,624	2,178	8,106
Total Expenditures	1,982,087	4,321,515	10,904,309	5,974,306

Funding Sources	
Local Projects Fund	232,821
Valley Major Street Bond Fund	5,741,485
Total Funding Sources	5,974,306

Major Projects Delivery

Task 0877 Vineyard Avenue Grade Separation

Purpose

Improve safety and reduce traffic congestion at the intersection of Vineyard Avenue and the Union Pacific Railroad (UPRR) in the City of Ontario.

Accomplishments

April 2008, the California Transportation Commission programmed $6.88 million in Trade Corridors Improvement Funds (TCIF) on Vineyard Avenue Grade Separation project. The City of Ontario is leading all phases of the project with SANBAG oversight. The Environmental Document was approved June 2010. Plans, Specifications, and Estimates (PS&E) were completed June 2013. The acquisition of Right of Way (ROW) and utility relocation activities were completed June 2013. The CTC allocated the TCIF funds at the June 2013 meeting. The Construction Manager and Construction Contractor contract awards were approved in December 2013. Utility relocation started in August 2013 and will be completed summer-2014. Construction started January 2014.

Work Elements

1. Provide oversight services for all phases of work.

2. Participate in meetings and presentations with the City of Ontario.

3. Manage budgets and approve Measure I reimbursements to the City of Ontario.

Product

Construction of an under-pass at the intersection of Vineyard Avenue and the UPRR in the City of Ontario.

Contract Information

a. Existing Contracts
   - i. 1000089, Project Management, Amount Budgeted $50,000.
   - ii. 1000317, Plans, Specifications and Estimate, Amount Budgeted $12,000.
   - iii. 1000510, Plans, Specifications and Estimate, Amount Budgeted $12,000.
   - iv. 1000848, Construction Services, Amount Budgeted $8,000,000.

Local Funding Source Detail

i. City of Ontario - $14,811.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $8,074,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0877 Vineyard Avenue Grade Separation

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Consulting Services	694,324	857,075	520,000	12,000
Program Management Fees	9,068	39,523	32,153	50,000
Legal Fees	95	-	2,012	-
Construction Capital	-	-	11,910,695	8,000,000
Right of Way Capital	-	287,913	192,000	12,000
Postage	-	-	200	-
Printing - External	-	621	1,000	-
Indirect Allocation-Project Management	573	2,140	3,278	4,053
Total Expenditures	704,059	1,187,272	12,661,338	8,078,053

Funding Sources	
Local Projects Fund	14,811
Valley Major Street Bond Fund	8,063,242
Total Funding Sources	8,078,053

Major Projects Delivery

Task 0879 Colton Crossing BNSF/UPRR Grade Separation

Purpose

Improve the regional rail network mobility and operational efficiency by reducing delay at the intersection of the Burlington Northern Santa Fe (BNSF) mainlines and the Union Pacific Rail Road (UPRR) mainlines in the City of Colton.

Accomplishments

In 1999, California Department of Transportation (CALTRANS) in collaboration with SANBAG, the Riverside County Transportation Commission (RCTC), BNSF and UPRR prepared a Project Study Report (PSR) for the Colton Crossing Grade Separation project. A Supplemental PSR was approved in January 2006. A memorandum of understanding was executed in May 2010, between SANBAG, the City of Colton, UPRR, and BNSF stipulating the parties' agreement to implement the Colton Crossing project and a number of other rail improvement projects in the City of Colton and within the region. The California Transportation Commission (CTC) allocated State Transportation Improvement Program (STIP) funds in the amount of $3.7 million for preliminary engineering and environmental document development. $33.8 million of Transportation Investments Generating Economic Recovery (TIGER) funds were authorized for the project. Trade Corridor Improvement Funds (TCIF) was programmed for construction at a share of 70% of construction costs. The Environmental Document was approved in May 2011. Final design and Right of Way (ROW) were completed in June 2011. Construction activities started on October 2011, and were substantially completed December 2013. Final contract and construction activities will be completed August 2014.

Work Elements

1. Close-out activities and audits.

Product

Construction of a rail-to-rail grade separation at the intersection of the BNSF mainlines and the UPRR mainlines in the City of Colton.

Contract Information

a. Existing Contracts
   i. 1000089, Project Management Services, Amount Budgeted $10,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $10,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0879 Colton Crossing BNSF/UPRR Grade Separation

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	8,189	2,982	2,611	-
Fringe Allocation-General	8,023	2,727	2,636	-
Professional Services	-	-	17,000	25,000
Program Management Fees	38,330	17,354	100,389	10,000
Legal Fees	14,868	169	2,820	1,000
Construction Capital	2,826,414	18,219,691	19,050,134	-
Postage	248	99	200	200
Indirect Allocation-General	12,641	3,767	3,582	-
Indirect Allocation-Project Management	1,701	921	8,713	811
Total Expenditures	2,910,413	18,247,709	19,188,085	37,011

Funding Sources	
Valley Major Street Bond Fund	37,011
Total Funding Sources	37,011

Major Projects Delivery

Task 0880 Interstate 15/Interstate 215 Devore Road Interchange

Purpose

Mitigate the existing congestion at the Interstate 15 (I-15)/Interstate 215 (I-215) Devore Road Interchange and provide the capacity for projected future traffic volumes.

Accomplishments

The Project Study Report and Preliminary Environmental Analysis Report were completed in the Fiscal Year 2008/2009. Preliminary design activities and environmental studies are completed and the Project Approval and Environmental Document (PA&ED) approval milestone was achieved in February 2012.

This project has been selected as one of ten design-build projects for the California Department of Transportation (CALTRANS) as part of a pilot program. A cooperative agreement with CALTRANS has been executed defining roles and responsibilities through the preliminary engineering and environmental document phase and the design-build procurement. Another cooperative agreement has been executed with CALTRANS for right of way, and a third cooperative agreement for the funding and roles and responsibilities for the design-build phase of work. A contract with a design-build team was executed by CALTRANS in November 2012. Design work was started in December 2012 and construction work started in August 2013.

Work Elements

1. Manage the right of way phase for the project through consultant services including property acquisition, property management, utility relocations, and railroad coordination.
2. Support CALTRANS oversight of design and provide resources if required.
3. Support CALTRANS as-needed for updating permits, providing project controls support including oversight of the design-build schedule, construction support, and the administration of the design build contract.
4. Manage the contracts, budgets and schedules of consultants and monitor CALTRANS work efforts.

Product

Interchange improvements that include a lane addition in each direction on I-15 through the interchange, truck by-pass connectors, and reconnection of Cajon Boulevard.

Contract Information

a. Existing Contracts
   - i. 1000089, Project Management, Amount Budgeted $500,000.
   - ii. 1000603, Right of Way legal services, Amount Budgeted $55,000.
   - iii. 1000030, Engineering support services, Amount Budgeted $20,000.
   - iv. 1000044, Environmental support services, Amount Budgeted $5,000.
   - v. 1000467, Right of Way support services and acquisitions, Amount Budgeted $4,000,000.
   - vi. 1000628, Right of Way support services, Amount Budgeted $500,000.
   - vii. 1000629, Right of Way support services, Amount Budgeted $600,000.
   - viii. 1000851, Construction Services, Amount Budgeted $12,000,000.
   - ix. 4000671, Plans, Specifications and Estimate, Amount Budgeted $1,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $1,954,632.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0880 Interstate 15/Interstate 215 Devore Road Interchange

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	42,369	18,868	500	-
Fringe Allocation-General	41,510	17,255	600	-
Professional Services	-	55,496	2,983,300	1,130,000
Consulting Services	1,599,569	95,664	235,804	21,000
Program Management Fees	223,602	194,183	460,450	500,000
Legal Fees	33,775	37,115	30,000	30,000
Construction Capital	63,484	100,000	6,000,000	12,000,000
Right of Way Capital	14,177,774	5,708,601	13,571,000	4,000,000
Postage	106	13	100	200
Travel Expense - Employee	-	-	500	-
Travel Expense-Mileage-Employee	-	-	200	-
Printing - External	883	-	1,000	-
Meeting Expense	48	-	200	-
Indirect Allocation-General	65,404	23,839	600	-
Indirect Allocation-Project Management	10,322	7,908	10,713	40,529
Total Expenditures	16,258,845	6,258,942	23,294,967	17,721,729

Funding Sources	
MSI Cajon Pass Fund	7,575,125
Cajon Pass Bond Fund	10,146,604
Total Funding Sources	17,721,729

Major Projects Delivery

Task 0881 Lenwood Road Grade Separation

Purpose

Improve safety and reduce traffic congestion at the intersection of Lenwood Road and the Burlington Northern Santa Fe (BNSF) railroad tracks in the City of Barstow.

Accomplishments

In December 2009, SANBAG, the County of San Bernardino, and the City of Barstow entered into a cooperative agreement for SANBAG to assume the lead for design and Right of Way (ROW) support. In May 2011, SANBAG, the County of San Bernardino, and the City of Barstow entered into a combined ROW and construction cooperative agreement to identify roles and responsibilities and the funding plan for completion of the ROW and construction phases of the project. In February 2012, SANBAG, the County of San Bernardino, and the City of Barstow amended the funding agreement to replace Congestion Mitigation Air Quality (CMAQ) funds with Surface Transportation Program (STP) funds for ROW and for the replacement of a portion of the Measure I North Desert Major Local Highway Program funds with STP funds for construction. The 100% Plans, Specifications, and Estimates were approved in March 2013 followed in July 2013 with a ROW Certification. A contract with a construction management firm was entered into in June 2013 and a construction contract was awarded in September 2013.

Work Elements

1. Administer the construction contract.

2. Coordinate with the City of Barstow and County during construction of the grade separation.

3. Manage the contracts, budgets and schedules.

Product

Construction of a grade separation at Burlington Northern Santa Fe (BNSF) and Lenwood Road in the City of Barstow.

Contract Information

a. Existing Contracts
   - i. 1000089, Project Management, Amount Budgeted $150,000.
   - ii. 1000261, Design and Engineering support during Construction, Amount Budgeted $146,000.
   - iii. 1000339, Labor Compliance, Amount Budgeted $2,000.
   - iv. 1000475, Right of Way support services, Amount Budgeted $27,859.
   - v. 1000603, Right of Way legal services, Amount Budgeted $75,000.
   - vi. 1000714, Right of Way support services, Amount Budgeted $654,361.
   - vii. 1000900, Utility Relocation Services, Amount Budgeted $100,000.
   - viii. 1000983, Construction Services, Amount Budgeted $13,800,000.
   - ix. 1000869, Construction Management Services, Amount Budgeted $2,579,334.

b. New Contracts
   - i. RFP, Construction Management Services, Amount Budgeted $50,000, Total Estimated Contract Amount $3,000,000.
   - ii. IFB, Construction Services, Amount Budgeted $4,080,000, Total Estimated Contract Amount $20,000,000.

Major Projects Delivery

Task 0881 Lenwood Road Grade Separation

Local Funding Source Detail

i. City of Barstow- $1,204,273.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $2,204,485.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0881 Lenwood Road Grade Separation

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	8,705	15,633	10,445	-
Fringe Allocation-General	8,529	14,297	10,545	-
Professional Services	683	1,640	45,100	2,000
Consulting Services	1,029,199	620,593	770,014	2,725,334
Program Management Fees	122,730	153,633	241,080	150,000
Legal Fees	9,154	187,314	195,300	76,000
Construction Capital	-	-	5,273,336	13,800,000
Right of Way Capital	6,410	1,427,866	1,792,250	2,687,135
Postage	77	64	200	200
Advertising	-	246	2,500	1,000
Printing - External	537	237	4,110	1,500
Indirect Allocation-General	13,438	19,752	14,328	-
Indirect Allocation-Project Management	9,479	8,946	26,138	12,159
Total Expenditures	1,208,942	2,450,222	8,385,346	19,455,328

Funding Sources	
Surface Transportation Program	8,473,990
Demonstration High Priority Program	828,000
Trade Corridor Improvement Fund	6,335,344
MSI North Desert Fund-Major Local Hwy	2,613,721
Local Projects Fund	1,204,273
Total Funding Sources	19,455,328

Major Projects Delivery

Task 0882 North Milliken Avenue Grade Separation

Purpose

Improve safety and reduce traffic congestion at the North Milliken Avenue and Union Pacific Railroad (UPRR) railroad tracks in City of Ontario.

Accomplishments

The City of Ontario managed the project development phases prior to construction. In January 2010, the SANBAG Board approved a funding plan to program $45 million in State Transportation Improvement Program/Regional Improvement Program (STIP/RIP) fund savings from the Interstate 215 North project to the North Milliken Avenue Grade Separation Project. This funding shift was necessary to offset the unavailability of Traffic Congestion Relief Program (TCRP) funds until year 2016. In May 2010, SANBAG and the City of Ontario entered into a construction cooperative agreement making SANBAG responsible for the construction phase of the project. A contract with a construction management consultant, Nolte Associates Inc., was also approved in May 2010. On October 21, 2010, bids were received and on November 3, 2010, the Board awarded a construction contract to C.C Myers Inc. The Notice to Proceed was issued on November 22, 2010, and construction started in February 2011.

Work Elements

1. Continue public information activities.

2. Manage the contracts, budgets and schedules for the project construction phase as construction continues through the Fiscal Year.

3. Coordinate construction of the grade separation with the City of Ontario and UPRR.

Product

Construct the grade separation at the North Milliken Avenue crossing of the UPRR railway in the City of Ontario.

Contract Information

a. Existing Contracts
   i. 1000089, Project Management, Amount Budgeted $5,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0882 North Milliken Avenue Grade Separation

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	5,732	3,318	5,621	-
Fringe Allocation-General	5,616	3,035	5,675	-
Professional Services	-	64	1,550	-
Consulting Services	1,277,076	1,223,800	2,378,959	-
Program Management Fees	95,215	112,391	150,000	5,000
Legal Fees	333	-	1,000	-
Construction Capital	17,645,614	9,232,647	12,623,762	5,513,000
Printing - External	-	-	1,500	-
Indirect Allocation-General	8,848	4,193	7,711	-
Indirect Allocation-Project Management	5,472	6,893	6,534	405
Total Expenditures	19,043,904	10,586,342	15,182,312	5,518,405

Funding Sources	
Regional Improvement Program	5,513,000
Valley Major Street Bond Fund	5,405
Total Funding Sources	5,518,405

Major Projects Delivery

Task 0883 State Route 210 Pepper Avenue Interchange

Purpose

Provide access to the State Route 210 (SR-210) freeway at Pepper Avenue in the City of Rialto.

Accomplishments

The bridge spanning the future Pepper Avenue was constructed as part of the original SR-210 mainline project. At the time of the construction of the freeway Pepper Avenue did not extend to the freeway, therefore the interchange ramps were not constructed. The City of Rialto has now completed the work to extend Pepper Avenue to Highland Avenue and project development activities for the proposed interchange are underway. Environmental approval is expected in mid-2014, which will allow the Right of Way (ROW) activities to commence. Final design has commenced and Plans, Specifications, and Estimates (PS&E) approval is expected in early-2015.

Work Elements

1. Continue the PS&E phase and complete final design activities.
2. Initiate the ROW phase and begin utility coordination.
3. Coordinate with California Department of Transportation (CALTRANS) staff for review and approval of the project.
4. Approve a construction cooperative agreement with CALTRANS.
5. Procure a contract management services contract.
6. Manage the contracts, budgets, and schedules.

Product

Construction of a full directional interchange at SR-210 and Pepper Avenue.

Contract Information

a. Existing Contracts
   - i. 1000089, Project Management, Amount Budgeted $100,000.
   - ii. 1000357, Design Services, Amount Budgeted $444,390.
   - iii. 1000044, Environmental Services, Amount Budgeted $40,000.
   - iv. 1000603, Legal Services, Amount Budgeted $25,000.
   - v. 1000987, Right of Way Acquisition Agreements, Amount Budgeted $1,067,620.

b. New Contracts
   - i. RFP, Construction Management Services, Amount Budgeted $369,000, Total Estimated Contract Amount $1,000,000.
   - ii. IFB, Construction Services, Amount Budgeted $500,000, Total Estimated Contract Amount $15,000,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $859,205.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0883 State Route 210 Pepper Avenue Interchange

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	-	941	-	-
Fringe Allocation-General	-	860	-	-
Professional Services	-	-	30,000	40,000
Consulting Services	425,286	532,774	1,038,469	444,390
Program Management Fees	85,632	88,164	100,000	100,000
Legal Fees	475	-	30,000	26,000
Construction Capital	276	-	-	868,867
Right of Way Capital	-	-	1,000,000	1,067,620
Postage	-	-	100	-
Printing - External	-	-	1,000	2,000
Indirect Allocation-General	-	1,188	-	-
Indirect Allocation-Project Management	7,426	6,788	8,713	8,106
Total Expenditures	519,095	630,715	2,208,282	2,556,983

Funding Sources	
MSI 1990-Valley Fund-Major Projects	2,556,983
Total Funding Sources	2,556,983

Major Projects Delivery

Task 0884 Laurel Avenue Grade Separation

Purpose

Improve safety and reduce traffic congestion at the intersection of Laurel Avenue and the Burlington Northern Santa Fe Railway (BNSF) tracks in the City of Colton.

Accomplishments

In September 2013, a construction contract was awarded for this project and construction activities began in November. Utility relocation has commenced and will continue throughout the construction phase of the project. Work to accommodate the railroad shoofly has been initiated and construction of the railroad bridge will continue into the Fiscal Year 2014/2015. Construction is expected to be complete in late-2015.

Work Elements

1. Administer the construction of the project.
2. Process construction invoices.
3. Process Utility/Right of Way invoices.
4. Manage the contracts, budgets, and schedules.

Product

Construction of a railroad grade separation at the Laurel Avenue and BNSF tracks in the City of Colton.

Contract Information

The existing construction cooperative agreement with the City of Colton and the funding agreement between the City, Union Pacific Railroad (UPRR), and BNSF will remain in effect through the Fiscal Year. The existing professional design contracts will also remain in effect through the Fiscal Year. A new construction contract was awarded in the Fiscal Year 2013/2014.

a. Existing Contracts
   - i. 1000089, Program Management, Amount Budgeted $75,000.
   - ii. 1000354, Engineering Support Services, Amount Budgeted $86,438.
   - iii. 1000734, Consulting Engineering Services for Construction Management Services, Amount Budgeted $2,400,000.
   - iv. 1000736, Labor Compliance Services, Amount Budgeted $500.
   - v. 1000837, Flagging and Inspection Services, Amount Budgeted $2,442,580.
   - vi. 1000890, Construction Services, Amount Budgeted $15,000,000.
   - vii. 1000898, Busing for Detour Route, Amount Budgeted $250,000.
   - viii. 1000906, Right of Way Utility Relocation, Amount Budgeted $150,000.

Local Funding Source Detail

- i. City of Colton - $2,522,600.
- ii. Union Pacific Railroad (UPRR) - $1,961,978.
- iii. BNSF Railway Company (BNSF) - $2,354,088.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $411,034.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0884 Laurel Avenue Grade Separation

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	4,138	13,659	-	-
Overtime	180	-	-	-
Fringe Allocation-General	4,231	12,492	-	-
Professional Services	-	7,645	8,500	250,500
Consulting Services	1,795,368	1,331,707	2,674,437	2,496,000
Program Management Fees	132,368	133,536	146,601	75,000
Legal Fees	19,693	160,615	264,900	1,000
Construction Capital	-	-	13,137,536	17,442,580
Right of Way Capital	-	8,564,066	1,440,433	650,000
Postage	66	58	100	200
Advertising	2,602	176	579	1,000
Printing - External	13	1,794	4,950	1,500
Indirect Allocation-General	6,666	17,258	-	-
Indirect Allocation-Project Management	8,784	9,214	15,247	6,079
Total Expenditures	1,974,108	10,252,221	17,693,283	20,923,859

Funding Sources	
Trade Corridor Improvement Fund	9,689,940
Local Projects Fund	6,838,666
Valley Major Street Bond Fund	4,395,253
Total Funding Sources	20,923,859

Major Projects Delivery

Task 0885 9th Street Rail Improvements

Purpose

Improve safety and traffic operations and eliminate eleven at-grade railroad crossings on the Union Pacific Railroad (UPRR) rail line in the City of Colton.

Accomplishments

SANBAG is responsible for funding a portion of the construction cost of the 9th Street Rail Improvement Project in accordance with contract 1000566, a funding agreement between SANBAG, the City of Colton, UPRR, and Burlington Northern Santa Fe Railway (BNSF) that was executed in October 2011. UPRR is the lead for all phases of this project.

Design of the 9th Street Rail Improvements was completed in late-2013 and a construction contract will be awarded by UPRR in early-2014. Construction is expected to be complete in late-2014.

Work Elements

1. Process construction invoices.

2. Manage the contracts, budgets, and schedules.

Product

Relocate the existing UPRR tracks from the center of 9th Street in the City of Colton.

Contract Information

a. Existing Contracts
   i. 1000089, Project Management, Amount Budgeted $30,000.
   ii. 1000733, Construction Services, Amount Budgeted $3,000,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0885 9th Street Rail Improvements

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	69	-	-	-
Fringe Allocation-General	67	-	-	-
Professional Services	-	-	1,480	-
Program Management Fees	1,690	-	75,000	30,000
Legal Fees	-	-	1,000	-
Construction Capital	-	203,343	2,998,520	3,000,000
Postage	-	-	100	-
Printing - External	-	-	1,000	-
Indirect Allocation-General	106	-	-	-
Indirect Allocation-Project Management	82	-	4,356	2,432
Total Expenditures	2,014	203,343	3,081,456	3,032,432

Funding Sources	
MSI Valley Fund-Freeway Projects	3,032,432
Total Funding Sources	3,032,432

Major Projects Delivery

Task 0886 Colton Quiet Zone

Purpose

Reduce noise from train horns along the Burlington Northern Santa Fe Railway (BNSF) railroad corridor in the City of Colton.

Accomplishments

SANBAG is responsible for project development of the Quiet Zone improvements in accordance with contract 1000733, a funding agreement between SANBAG, the City of Colton, Union Pacific Railroad (UPRR), and BNSF that was executed in October 2011. In December 2011, a construction cooperative agreement with the City of Colton was executed. Per the construction cooperative agreement, the City of Colton will advertise, award, and administer the construction contract. In late-2013, the City of Colton awarded a construction contract and is expecting to begin construction activities in early-2014. Construction is expected to be complete in mid-2014.

Work Elements

1. Coordinate with the City of Colton and BNSF during construction.

2. Process construction invoices.

3. Project close out activities.

4. Manage the contracts, budgets, and schedules.

Product

Establishment of a Quiet Zone along the BNSF railroad corridor in the City of Colton.

Contract Information

a. Existing Contracts
   i. 1000089, Project Management, Amount Budgeted $20,000.
   ii. 1000552, Construction Services, Amount Budgeted $30,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $50,000.

MANAGER

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0886 Colton Quiet Zone

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	258	303	-	-
Fringe Allocation-General	253	277	-	-
Professional Services	-	-	5,000	-
Consulting Services	116	-	-	-
Program Management Fees	180,901	64,713	75,000	20,000
Legal Fees	-	1,856	1,000	-
Construction Capital	-	-	2,292,786	30,000
Right of Way Capital	-	29,795	29,795	-
Postage	23	-	100	-
Printing - External	-	-	1,000	-
Indirect Allocation-General	398	383	-	-
Indirect Allocation-Project Management	3,173	1,610	8,713	1,621
Total Expenditures	185,121	98,937	2,413,394	51,621

Funding Sources	
MSI 1990-Valley Fund-Major Projects	51,621
Total Funding Sources	51,621

Major Projects Delivery

Task 0887 State Route 210 Lane Addition

Purpose

Meet projected traffic demand, and improve the safety and operation of the State Route 210 (SR-210) corridor between Highland Avenue in the City of Highland and San Bernardino Avenue in the City of Redlands.

Accomplishments

A Project Study Report-Project Development Support (PSR-PDS) was approved in May 2008. The contract for the preparation of the Project Approval and Environmental Document (PA&ED) was approved April 2012, allowing the commencement of the environmental and preliminary engineering phase. Preliminary draft engineering and environmental deliverables were submitted for review.

Work Elements

1. Oversee the work of the consultant in the preparation of the PA&ED.

2. Coordinate with California Department of Transportation (CALTRANS) staff for all phases of work.

3. Manage the contracts, budgets, and schedules.

Product

Addition of a general purpose lane in each direction on SR-210 between Highland Avenue and San Bernardino Avenue in the cities of Highland and San Bernardino, respectively; and auxiliary lanes between Baseline and 5th Street.

Contract Information

a. Existing Contracts
   i. 1000089, Project Management, Amount Budgeted $50,000.
   ii. 1000631, Design Consultant for Project Approval and Environmental Document Services, Amount Budgeted $1,202,045.
   iii. 1000044, Environmental Document Consulting Services, Amount Budgeted $10,000.

b. New Contracts
   i. RFP, Environmental Testing, Amount Budgeted $10,000, Total Estimated Contract Amount $50,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $469,312.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0887 State Route 210 Lane Addition

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	794	3,090	-	-
Fringe Allocation-General	778	2,825	-	-
Professional Services	-	-	21,000	10,000
Consulting Services	56,461	1,137,549	805,818	1,212,045
Program Management Fees	2,700	99,217	25,000	50,000
Legal Fees	95	-	1,000	-
Postage	28	-	100	100
Printing - External	-	-	1,000	-
Indirect Allocation-General	1,226	3,904	-	-
Indirect Allocation-Project Management	180	2,753	8,713	4,053
Total Expenditures	62,263	1,249,337	862,631	1,276,198

Funding Sources	
MSI Valley Fund-Freeway Projects	1,276,198
Total Funding Sources	1,276,198

Major Projects Delivery

Task 0888 Interstate 15 La Mesa Road/Nisqualli Road Interchange

Purpose

Provide access to the Interstate 15 (I-15) at La Mesa Road and Nisqualli Road in the City of Victorville.

Accomplishments

The City of Victorville has managed the project development activities leading to this project being ready for construction. California Department of Transportation (CALTRANS) approved the Project Study Report and the Project Report in 1990 and 2007, respectively. The Draft Environmental Document was circulated for public review, a public hearing was held in September 2003, and environmental approval was obtained in April 2006. Plans Specifications & Estimates (PS&E) was completed in August 2010, and right of way was completed in February 2011. In April 2011, the City of Victorville requested SANBAG take the lead of the construction phase of the project. In May 2011, the SANBAG Board of Directors approved nomination of the project for Corridor Mobility Improvement Account (CMIA) funds and approved a Construction Cooperative Agreement with the City of Victorville making SANBAG responsible for the construction phase of the project. In June 2011, the Board approved a Construction Cooperative Agreement with CALTRANS and awarded a construction management contract to Arcadis–US. The California Transportation Commission (CTC) awarded $21.3 million in CMIA funds. In August 2011, the Board authorized advertisement of the project for construction and on November 15, 2011 bids were received. In December 2011, the Board awarded a construction contract to Riverside Construction Company Inc. A Notice to Proceed was issued on December 20, 2011, and construction started February 13, 2012. The improvements were opened to traffic in the fall-2013.

Work Elements

1. Manage the contracts, budgets and schedules for the project construction phase as construction close-out activities continue through the Fiscal Year.
2. Close out the construction phase.
3. Coordinate construction of the interchange project with the City of Victorville, CALTRANS and utility companies.

Product

Construction of a new full service I-15 interchange and associated frontage roads.

Contract Information

a. Existing Contracts
   - i. 1000089, Project Management, Amount Budgeted $10,000.
   - ii. 1000463, Construction Management Services, Amount Budgeted $20,000.
   - iii. 1000547, Construction Services, Amount Budgeted $100,000.

Local Funding Source Detail

- i. City of Victorville - $10,811.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $130,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0888 Interstate 15 La Mesa Road/Nisqualli Road Interchange

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	27,380	20,441	11,992	-
Overtime	203	-	-	-
Fringe Allocation-General	27,024	18,693	12,107	-
Professional Services	52,500	30,364	74,800	-
Consulting Services	1,488,275	2,804,114	1,550,000	20,000
Program Management Fees	16,608	9,042	100,000	10,000
Legal Fees	2,945	-	-	-
Construction Capital	11,196,964	18,878,503	5,315,296	100,000
Postage	98	-	1,200	-
Advertising	311	-	1,500	-
Public Information Activities	43	-	-	-
Printing - External	4,793	427	4,000	-
Indirect Allocation-General	42,580	25,826	16,449	-
Indirect Allocation-Project Management	1,161	484	8,713	811
Total Expenditures	12,860,885	21,787,893	7,096,057	130,811

Funding Sources	
Local Projects Fund	10,811
Victor Valley Major Local Hwy Bond Fund	120,000
Total Funding Sources	130,811

Major Projects Delivery

Task 0890 Interstate 15 Ranchero Road Interchange

Purpose

Improve traffic operations and circulation for current and future demand on Ranchero Road at Interstate 15 (I-15) in the City of Hesperia.

Accomplishments

The City of Hesperia has managed the project development activities leading to this project being ready for construction. In February 2012, the City of Hesperia requested SANBAG take the lead as the project manager for the construction phase of the project. Savings within the Corridor Mobility Improvement Account (CMIA) program were identified allowing $21.135 million to be programmed on the construction phase of this project. A construction cooperative agreement with California Department of Transportation (CALTRANS) was executed, as well as a construction cooperative agreement between SANBAG and the City of Hesperia. Procurement of construction management and contractor was completed in May 2012 and November 2012, respectively. Construction commenced on January 7, 2013, and is expected to conclude September 2014.

Work Elements

1. Manage the contracts, budgets and schedules for the project construction phase.
2. Continue public information activities with the City of Hesperia and CALTRANS.
3. Coordinate construction of the interchange project with the City of Hesperia, CALTRANS and utility companies.

Product

Construction of a new full service I-15 interchange in the City of Hesperia at Ranchero Road with associated frontage roads and utility relocations.

Contract Information

a. Existing Contracts
   - i. 1000089, Project management, Amount Budgeted $50,000.
   - ii. 1000166, Construction Zone Enhancement Enforcement Program (COZEEP), Amount Budgeted $50,000.
   - iii. 1000663, Construction Management Services, Amount Budgeted $1,999,000.
   - iv. 1000736, Labor Compliance Services, Amount Budgeted $4,000.
   - v. 1000771, Construction Services, Amount Budgeted $18,000,000.

Local Funding Source Detail

i. City of Hesperia - $424,526.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $962,314.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0890 Interstate 15 Ranchero Road Interchange

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	1,178	18,091	24,564	10,877
Fringe Allocation-General	1,154	16,545	24,800	10,412
Professional Services	2,500	9,966	301,250	54,000
Consulting Services	65,596	18,787	3,191,750	1,999,000
Program Management Fees	57,322	64,350	125,000	50,000
Legal Fees	1,188	-	1,000	-
Construction Capital	-	8,240,761	20,419,053	12,000,000
Right of Way Capital	-	2,000,000	-	-
Postage	104	48	250	-
Printing - External	351	8,161	2,000	-
Indirect Allocation-General	1,818	22,857	33,696	18,211
Indirect Allocation-Project Management	1,538	3,948	6,534	4,052
Total Expenditures	132,747	10,403,513	24,129,897	14,146,552

Funding Sources	
Interstate Maintenance Discretionary	1,020,000
Regional Improvement Program	2,532,000
Corridor Mobility Improvement Account	7,040,000
State Local Partnership Program	1,449,500
Local Projects Fund	424,526
Victor Valley Major Local Hwy Bond Fund	1,680,526
Total Funding Sources	14,146,552

Major Projects Delivery

Task 0891 United States 395 Widening State Route 18 and Chamberlaine Way/City of Adelanto

Purpose

To accommodate existing and future traffic, the project will widen sections of United States 395 (US-395) from two to four lanes between State Route 18 (SR-18) to Chamberlaine Way in the City of Adelanto. Proposed improvements also include operational improvements such as adding turn lanes and signal improvements at intersections. Future improvements include: Phase 2 widening from Chamberlaine to Desert Flower Road and Phase 3 widening from Interstate 15 (I-15) to SR-18. Environmental clearance was approved for all phases in 2010.

Accomplishments

This project is number four in the Victor Valley Local Highways Program. The California Department of Transportation (CALTRANS) prepared the project report and the environmental documentation. The approved environmental document includes three phases of which this project is the first phase. The Cooperative Agreement with CALTRANS for preparation of the Plans, Specification, and Estimate (PS&E) for the project was approved July 2013.

Work Elements

1. Coordinate with CALTRANS on the Design activities.

2. Prepare and execute the Cooperative Agreements for the Right of Way (ROW) phase of the project.

3. Solicit ROW Acquisition and Utility Relocation Coordination Services through current On-Call Contracts.

4. Coordinate with CALTRANS and manage the ROW activities.

5. Manage the contracts, budgets, and schedules.

Product

Widening of US-395 and other ancillary improvements.

Contract Information

a. Existing Contracts
   i. 1000089, Program Management, Amount Budgeted $150,000.
   ii. 1000044, Consulting Services for Environmental Document Support, Amount Budgeted $5,000.
   iii. 1000876, Plans, Specifications and Estimate, Amount Budgeted $2,005,000.

b. New Contracts
   i. RFP, Right of Way Acquisition and Utility Relocation Coordination, Amount Budgeted $1,850,000, Total Estimated Contract Amount $1,850,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0891 United States 395 Widening State Route 18 and Chamberlaine Way/City of Adelanto

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Professional Services	-	-	-	5,000
Consulting Services	-	-	-	2,005,000
Program Management Fees	-	-	-	150,000
Right of Way Capital	-	-	-	1,850,000
Indirect Allocation-Project Management	-	-	-	12,159
Total Expenditures	-	-	-	4,022,159

Funding Sources	
Surface Transportation Program	2,005,000
Regional Improvement Program	1,850,000
Victor Valley Major Local Hwy Bond Fund	167,159
Total Funding Sources	4,022,159

Major Projects Delivery

Task 0892 Interstate 15 Baseline Road Interchange

Purpose

Improve traffic operations and circulation for current and future traffic demand at the Interstate 15 (I-15) Baseline Road Interchange in the City of Rancho Cucamonga and the City of Fontana.

Accomplishments

The City of Rancho Cucamonga has managed the project development activities leading up to the construction phase. In September 2012, the City requested SANBAG take the lead for the construction phase of the project. Construction, Advanced Expenditure and Escrow Agreements were approved in April 2013, between SANBAG and the City. A three party Construction Cooperative Agreement between SANBAG, the City, and California Department of Transportation (CALTRANS) was approved in May 2013. Procurement of construction management occurred in June 2013, and the construction capital contract award is expected in June 2014.

Work Elements

1. Manage the contracts, budgets and schedules for the project construction phase as construction begins.

2. Engage in public information activities with the City of Rancho Cucamonga and CALTRANS.

3. Coordinate construction of the interchange project with the City of Rancho Cucamonga, resource agencies, CALTRANS and utility companies.

Product

Construction of an improved interchange on I-15 at Baseline Road in the City of Rancho Cucamonga.

Contract Information

a. Existing Contracts
   i. 1000089, Project Management, Amount Budgeted $50,000.
   ii. 1000893, Construction Management Services, Amount Budgeted $4,800,000.

b. New Contracts
   i. IFB, Construction Services, Amount Budgeted $25,000,000, Total Estimated Contract Amount $35,000,000.

Local Funding Source Detail

i. City of Rancho Cucamonga - $30,000,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $2,912,197.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0892 Interstate 15 Baseline Road Interchange

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	-	-	10,509	-
Fringe Allocation-General	-	-	10,610	-
Professional Services	-	-	29,900	-
Consulting Services	-	-	1,800,000	5,000,000
Program Management Fees	-	31,817	100,000	50,000
Legal Fees	-	-	1,000	-
Construction Capital	-	-	9,644,182	25,000,000
Postage	-	-	350	150
Printing - External	-	58	2,000	2,000
Indirect Allocation-General	-	-	14,415	-
Indirect Allocation-Project Management	-	1,376	4,356	4,053
Total Expenditures	-	33,252	11,617,322	30,056,203

Funding Sources	
MSI Valley Fund-Fwy Interchange	56,203
Local Projects Fund	30,000,000
Total Funding Sources	30,056,203

Major Projects Delivery

Task 0893 State Route 60 Central Avenue Interchange

Purpose

Relieve existing congestion and accommodate future traffic demand at the State Route 60 (SR-60) Central Avenue Interchange in the City of Chino, priority number six in the Measure I Valley Interchange Program.

Accomplishments

A Memorandum of Understanding was executed for all phases of the project.

Work Elements

1. Prepare and execute Project Study Report (PSR) and Project Approval & Environmental Document (PA&ED) cooperative agreements with California Department of Transportation (CALTRANS).

2. Prepare and execute a Cooperative Agreement with the City for all phases of the project.

3. Advertise Request for Proposals for the PSR and PA&ED Services and award contracts for the same.

4. Manage the contracts, budgets, and schedules.

Product

Improvements to the SR-60/Central Avenue interchange.

Contract Information

a. Existing Contracts
   i. 1000089, Project Management, Amount Budgeted $46,500.
   ii. 1000044, Consulting Services for Environmental Document Support, Amount Budgeted $5,000.

b. New Contracts
   i. RFP, Environmental and Design Services, Amount Budgeted $327,000, Total Estimated Contract Amount $1,000,000.

Local Funding Source Detail

i. City of Chino - $202,330.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $51,500.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0893 State Route 60 Central Avenue Interchange

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Professional Services	-	-	60,000	5,000
Consulting Services	-	-	20,000	327,000
Program Management Fees	-	-	40,000	46,500
Indirect Allocation-Project Management	-	-	2,000	3,769
Total Expenditures	-	-	122,000	382,269

Funding Sources	
MSI Valley Fund-Fwy Interchange	179,939
Local Projects Fund	202,330
Total Funding Sources	382,269

Major Projects Delivery

Task 0894 State Route 60 Archibald Avenue Interchange

Purpose

Relieve existing congestion and accommodate future traffic demands at the State Route 60 (SR-60) Archibald Avenue interchange in the City of Ontario, priority number nine in the Measure I Valley Interchange Program.

Accomplishments

Conducted an analysis to determine potential viable alternatives.

Work Elements

1. Prepare and execute a Memorandum of Understanding for all phases of the project.

2. Prepare and execute a Cooperative Agreement with the City for all phases of the project.

3. Prepare and execute a Project Study Report (PSR) and Project Approval & Environmental Document (PA&ED), Plans Specifications & Estimates (PS&E) cooperative agreements with California Department of Transportation (CALTRANS).

4. Advertise Request for Proposals for the PSR, PA&ED, and PS&E services and award contracts for the same.

5. Manage the contracts, budgets, and schedules.

Product

Improvements to the SR-60 Archibald Avenue interchange.

Contract Information

a. Existing Contracts
   i. 1000089, Project Management, Amount Budgeted $130,000.
   ii. 1000044, Consulting Services for Environmental Document Support, Amount Budgeted $5,000.

b. New Contracts
   i. RFP, PA&ED and PS&E services, Amount Budgeted $200,000, Total Estimated Contract Amount $1,000,000.

Local Funding Source Detail

i. City of Ontario - $110,269.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0894 State Route 60 Archibald Avenue Interchange

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Professional Services	-	-	100,000	5,000
Consulting Services	-	-	-	200,000
Program Management Fees	-	-	-	130,000
Indirect Allocation-Project Management	-	-	-	10,538
Total Expenditures	-	-	100,000	345,538

Funding Sources	
MSI Valley Fund-Fwy Interchange	235,269
Local Projects Fund	110,269
Total Funding Sources	345,538

Major Projects Delivery

Task 0895 Interstate 10 Alabama Street Interchange

Purpose

Relieve existing congestion and accommodate future traffic demands at the Interstate 10 (I-10) Alabama Street Interchange in the City of Redlands.

Accomplishments

An analysis of the interchange to develop potential alternatives was completed. The final configuration of the interchange may be impacted by the I-10 Corridor project. The I-10 Corridor project has two alternatives including a High Occupancy Vehicle alternative and express lane alternative which will widen the freeway and may result in reconfiguration of interchange components. For this reason the interchange preliminary engineering and environmental studies are going to be prepared in conjunction with the I-10 Corridor project.

Work Elements

1. Preparation of preliminary engineering and environmental studies in conjunction with the I-10 Corridor project.

2. Manage the contracts, budgets, and schedules.

Product

Reconstructed interchange.

Contract Information

a. Existing Contracts
   - i. 1000089, Project Management, Amount Budgeted $80,000.
   - ii. 1000006, Project Consulting Services, Amount Budgeted $40,000.
   - iii. 1000044, Consulting Services for Environmental Document Support, Amount Budgeted $5,000.

b. New Contracts
   - i. RFP, Project Approval and Environmental Document and Plan Specification and Estimates services, Amount Budgeted $250,000, Total Estimated Contract Amount $1,000,000.

Local Funding Source Detail

- i. City of Redlands - $50,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0895 Interstate 10 Alabama Street Interchange

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Professional Services	-	-	-	45,000
Consulting Services	-	-	-	250,000
Program Management Fees	-	-	-	80,000
Indirect Allocation-Project Management	-	-	-	6,485
Total Expenditures	-	-	-	381,485

Funding Sources	
MSI Valley Fund-Fwy Interchange	331,485
Local Projects Fund	50,000
Total Funding Sources	381,485

Major Projects Delivery

Task 0896 Interstate 10 Pepper Avenue Interchange

Purpose

Relieve existing traffic congestion and accommodate future traffic demands at the Interstate 10 (I-10) Pepper Avenue Interchange.

Accomplishments

A three party cooperative agreement between SANBAG, the City of Colton, and the County of San Bernardino was executed for the project development and construction of highway improvements at the I-10 Pepper Avenue Interchange. Preliminary engineering and environmental studies commenced in mid-2013, with environmental approval scheduled in mid-2014. Final design efforts have begun, with completion expected in late-2014. Construction award is anticipated in mid-2015.

Work Elements

1. Complete the Plans, Specifications and Estimate (PS&E) phase.
2. Conduct design peer reviews and constructability reviews on project deliverables.
3. Coordinate with Caltrans staff for review and approval of the project.
4. Acquire permits for construction.
5. Advertise the project for construction bids.
6. Manage the contracts, budgets, and schedules.

Product

Reconstruction of the I-10/Pepper Avenue interchange.

Contract Information

a. Existing Contracts
   i. 1000089, Project Management and Design Services, Amount Budgeted $441,473.
   ii. 1000044, Environmental Services, Amount Budgeted $15,000.

b. New Contracts
   i. RFQ, Construction Management Services, Amount Budgeted $100,000, Total Estimated Contract Amount $1,000,000.

Local Funding Source Detail

i. City of Colton - $160,692.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $456,473.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0896 Interstate 10 Pepper Avenue Interchange

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Professional Services	-	-	66,740	-
Consulting Services	-	-	198,260	355,000
Program Management Fees	-	26,090	570,000	101,473
Legal Fees	-	-	2,000	-
Construction Capital	-	-	-	100,000
Postage	-	-	450	-
Printing - External	-	-	4,000	-
Indirect Allocation-Project Management	-	117	28,315	8,225
Total Expenditures	-	26,206	869,765	564,698

Funding Sources	
MSI Valley Fund-Fwy Interchange	404,006
Local Projects Fund	160,692
Total Funding Sources	564,698

Major Projects Delivery

Task 0897 Interstate 10 Cedar Avenue Interchange

Purpose

Improve the Interstate 10 (I-10) Cedar Avenue interchange, priority number one in the Measure I Valley Interchange Program, to relieve existing congestion and to meet future traffic demands.

Accomplishments

The Project Report and Environmental Documents were prepared for the County of San Bernardino and approved June 2013. The County is pursuing a cooperative agreement with California Department of Transportation (CALTRANS) for their services in leading both on the Plans, Specification, and Estimate (PS&E) and the Right of Way (ROW) efforts. SANBAG may provide ROW support to California Department of Transportation (CALTRANS).

Work Elements

1. Prepare and execute PS&E and ROW cooperative agreements with the County.

2. Prepare and execute an ROW cooperative agreement with CALTRANS.

3. If ROW support services are needed by CALTRANS, issue a solicitation to the On-Call ROW firms.

4. Manage the contracts, budgets, and schedules.

Product

Reconstruction of the I-10/Cedar Avenue interchange.

Contract Information

a. Existing Contracts
   i. 1000089, Project Management, Amount Budgeted $85,000.
   ii. 1000044, Environmental Services, Amount Budgeted $5,000.

b. New Contracts
   i. RFP, Right of Way Management Services, Amount Budgeted $500,000, Total Estimated Contract Amount $1,000,000.

Local Funding Source Detail

i. County of San Bernardino - $301,519.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $77,852.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0897 Interstate 10 Cedar Avenue Interchange

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Professional Services	-	-	30,000	5,000
Program Management Fees	-	-	68,500	85,000
Right of Way Capital	-	-	-	6,708,730
Indirect Allocation-Project Management	-	-	1,500	6,890
Total Expenditures	-	-	100,000	6,805,620

Funding Sources	
MSI Valley Fund-Fwy Interchange	6,504,101
Local Projects Fund	301,519
Total Funding Sources	6,805,620

Major Projects Delivery

Task 0898 Interstate 10 Mount Vernon Avenue Interchange

Purpose

Improve the Interstate 10 (I-10)/Mount Vernon Avenue Interchange, priority number eight in the Measure I Valley Interchange Program, to relieve existing congestion and to meet future traffic demands.

Accomplishments

Conducted an interchange analysis to determine potential viable alternatives.

Work Elements

1. Prepare and execute a Memorandum of Understanding for all phases of the project.

2. Prepare and execute an Advancement Agreement for all phases of the project, if requested by the City.

3. Prepare and execute a Project Study Report (PSR) cooperative agreement with California Department of Transportation (CALTRANS).

4. Advertise a Request for Proposals for the Project Study Report (PSR), Project Approval & Environmental Document (PA&ED) services and award a contract for the same.

5. Manage the contracts, budgets, and schedules.

Product

Reconstruction of the I-10/Mount Vernon Avenue Interchange in the City of Colton.

Contract Information

a. Existing Contracts
   i. 1000089, Project Management, Amount Budgeted $100,000.

b. New Contracts
   i. RFP, PA&ED and Plan Specification and Estimates services, Amount Budgeted $250,000, Total Estimated Contract Amount $1,000,000.

Local Funding Source Detail

i. City of Colton - $70,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of $100,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0898 Interstate 10 Mount Vernon Avenue Interchange

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Professional Services	-	-	100,000	-
Consulting Services	-	-	-	350,000
Total Expenditures	-	-	100,000	350,000

Funding Sources	
MSI Valley Fund-Fwy Interchange	280,000
Local Projects Fund	70,000
Total Funding Sources	350,000

Major Projects Delivery

Task 0899 Interstate 10 University Street Interchange

Purpose

Improve the Interstate 10 (I-10) University Street interchange number seven in the Measure I Valley Interchange Program, in the City of Redlands to relieve existing congestion and to meet future traffic demands.

Accomplishments

Analysis of the interchange was performed to develop an alternative. A Memorandum of Understanding and a Cooperative Agreement for all phases of the project was executed between SANBAG and the City.

Work Elements

1. Advertise Request for Proposals for Project Approval & Environmental Document (PA&ED) and Plans Specifications, & Estimate (PS&E) services and award contracts for the same.

2. Prepare the PA&ED and PS&E studies and documents.

3. Manage the contracts, budgets, and schedules.

Product

Improvements to the Interstate 10/University Street interchange.

Contract Information

a. Existing Contracts
   i. 1000089, Project Management, Amount Budgeted $85,000.

b. New Contracts
   i. RFP, PA&ED and PS&E services, Amount Budgeted $417,900, Total Estimated Contract Amount $835,000.

Local Funding Source Detail

   i. City of Redlands - $36,278.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0899 Interstate 10 University Street Interchange

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Professional Services	-	-	78,700	-
Consulting Services	-	-	-	417,900
Program Management Fees	-	-	20,000	85,000
Indirect Allocation-Project Management	-	-	1,300	6,890
Total Expenditures	-	-	100,000	509,790

Funding Sources	
MSI Valley Fund-Fwy Interchange	473,512
Local Projects Fund	36,278
Total Funding Sources	509,790

The Colton Crossing Rail-to-Rail Grade Separation raised the East/West Union Pacific railroad tracks over the North/South BNSF tracks. For more than 100 years, this historic crossing required trains coming from either direction to stop and allow the other train to pass through the train intersection. This project was considered a major accomplishment as it improves goods movement and reduces congestion and emissions. It was dedicated in August 2013.

Transportation Fund

Administration & Programming

Transportation Fund Administration & Programming Program Budget

Description

The Transportation Fund Administration 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 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 $40 million in Measure I funds for road priorities determined by local jurisdictions on their local streets and reimbursement of an estimated $30 million in Measure I funds for projects in the Valley Major Street and Project Advancement Programs payments and $18 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 $23 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. Develop and amend the Federal Transportation Improvement Program (FTIP) for projects within San Bernardino County as required by law.

4. Develop and amend the State Transportation Improvement Program (STIP) as required by the California Transportation Commission (CTC).

5. Provide support to local jurisdictions in the area of FTIP development, allocation and obligation processes, and fund management strategies that have impact to SANBAG's public funds.

6. Evaluate public fund revenue when revenue assumptions change, and make allocation planning recommendations for consideration in the SANBAG budget.

7. Manage Measure I reimbursement programs

   - For the arterial portion of the Measure I Valley Major Street Program, process agreements with local jurisdictions based on annual allocations, review and approve invoice submittals, and document information in SANBAG's arterial program database.
   - 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.
   - 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.

8. Administer distribution and expenditure of Local Transportation Fund and State Transit Assistance Fund revenues.

9. Provide timely local pass-through distribution to jurisdictions.

Performance/Workload Indicators

	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
State and Federal Funds Delivery	212%	208%	100%	100%
FTIP Amendments	14	14	14	14
Additional state funds received	$45,500,000	$0	$5,000,000	$0
Additional federal funds received	$3,933,579	$2,851,893	$3,000,000	$0
Programming changes processed	214	319	200	200
10 Year Delivery Plan-Implementation Guidelines/Update	N/A	N/A	by 6/30/2014	N/A
Measure I Valley Major Street/Arterial*	$8,400,000	$4,176,710	$2,297,670	$8,292,988
Measure I Mtn/Desert Reimbursements	N/A	$1,671,966	$3,809,427	$18,657,956
Project Advancement-Valley Interchanges*	$3,830,000	$4,215,200	$2,037,574	N/A
Project Advancement-Valley Arterials*	$6,970,000	$12,533,250	$15,665,520	$11,361,899
Measure I Valley Local Pass-Through	$20,478,498	$21,563,763	$21,733,700	$22,041,100
Measure I Mountain/Desert Pass-Through	$16,961,088	$17,325,415	$17,348,600	$17,990,600
Local Transportation Fund Pass-Through	$50,553,850	$51,540,949	$67,284,948	$63,196,177
State Transit Assistance Fund Pass-Through	$3,280,973	$5,511,547	$8,087,570	$23,678,391
Project Advancement Agreements	24	24	22	17
Arterial Program Jurisdiction Master Agreements	16	16	16	16
Advance Expenditure Agreements	1	3	4	4

* Amounts represent annual allocation, not expenditure

Transportation Fund Administration & Programming
Program Summary

		2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Tasks					
0373	Federal/State Fund Administration	751,296	707,777	630,544	645,205
0500	Transportation Improvement Program	309,983	290,417	357,965	378,748
0501	Federal Transit Act Programming	12,749	41,728	78,724	134,777
0502	TDA Administration	229,969	499,544	779,466	872,632
0504	Measure I Administration	9,523,448	7,793,914	1,267,561	582,452
0506	Local Transportation Fund	61,027,928	70,919,453	96,855,402	63,196,177
0507	State Transit Assistance Fund	4,858,073	15,768,128	34,710,747	23,678,391
0515	MSI Valley Apportion & Allocation	847,046	2,058,388	17,686,419	18,624,346
0516	MSI Mtn./Desert Apportion& Allocation	19,820	1,671,966	11,478,634	18,730,337
0609	Strategic Planning/Delivery	281,042	220,778	353,371	490,857
0610	Measure I 2010-2040 Project Advance	21,415,343	17,146,944	18,515,199	11,397,102
0918	Measure I Local Pass Through	38,644,550	38,889,178	39,082,300	40,031,700
Total Tasks		137,921,427	156,008,215	221,796,332	178,762,724

Transportation Fund Administration & Programming

Task 0373 Federal/State Fund Administration

Purpose

Facilitate and oversee the programming and implementation of transportation projects through 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), Corridor Mobility Improvement Account (CMIA), Trade Corridors Improvement Fund (TCIF), State-Local Partnership Program (SLPP), 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 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. In addition, SANBAG acts as a liaison between Caltrans and local 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.

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, approvals, and certifications and assist in meeting other program requirements.

5. Integrate use of State, Federal, local, and private funds in a way that maximizes project delivery and minimizes administrative burdens.

6. Develop program-level annual delivery plans to ensure member agencies deliver projects as planned to maximize funding opportunities and guard against loss.

7. 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.

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 and equity is maintained within the different subareas of the county.

Transportation Fund Administration & Programming

Task 0373 Federal/State 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. Provide assistance to local jurisdictions related to programming funds for projects that are in the SANBAG Development Mitigation Nexus Study funded with State, Federal, and Measure I funds.

11. Perform programming activities including fund allocation and fund management through obligation, implementation, and completion of projects.

12. Coordinate activities listed above with member agencies through the Transportation Technical Advisory Committee (TTAC) and other interagency forums.

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. New Contracts
   i. RFP, On-call Air Quality Analysis, Amount Budgeted $20,000, Total Estimated Contract Amount $50,000.

Manager

Andrea Zureick, Director of Fund Administration and Programming

Transportation Fund Administration & Programming

Task 0373 Federal/State Fund Administration

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	202,240	218,289	170,123	163,580
Regular Part-Time Employees	15,051	5,066	11,440	8,140
Overtime	40	15	-	-
Fringe Allocation-General	198,180	199,643	171,756	156,595
Professional Services	-	-	20,000	20,000
Consulting Services	8,740	5,110	-	-
Legal Fees	238	-	1,000	1,000
Training/Membership	795	-	2,500	2,500
Postage	214	18	500	500
Travel Expense - Employee	1,353	242	8,000	8,000
Travel Expense-Mileage-Employee	285	234	2,500	2,500
Printing - External	-	-	600	600
Printing - Internal	-	-	500	500
Office Expense	-	-	200	200
Meeting Expense	170	-	250	250
Indirect Allocation-General	323,991	279,159	241,175	280,840
Total Expenditures	751,296	707,777	630,544	645,205

Funding Sources	
Local Transportation Fund - Planning	36,050
Planning, Programming & Monitoring	609,155
Total Funding Sources	645,205

Transportation Fund Administration & Programming

Task 0500 Transportation Improvement Program

Purpose

In cooperation with other County Transportation Commissions, the California Transportation Commission (CTC), the California Department of Transportation (CALTRANS), and the Southern California Association of Governments (SCAG), prepare accurate, timely County Transportation Improvement Program (TIP) submittals for inclusion in the Federal Transportation Improvement Program (FTIP) and State Transportation Improvement Program (STIP) to allow delivery of transportation projects on schedule and to demonstrate compliance with State and Federal fiscal constraint and air quality conformity requirements.

Accomplishments

Accomplishments include numerous approved FTIPs and STIPs that facilitate development of regionally significant projects, air quality conformity findings, and obligation of State and Federal funds and continued maintenance and expansion of an on-line programming database that allows local jurisdictions to make electronic FTIP amendment submittals to SANBAG. The database also serves as a programming data hub and "warehouse" that contains all important programming information and federal records pertinent to each project.

Work Elements

1. Work with SCAG, CALTRANS District 8, and CALTRANS Headquarters to ensure that candidate 2015 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. Respond as necessary to ensure approval of the 2015 FTIP.
2. 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' (RTPA) meeting, CTC meetings, Southern California's Programming/Planning group meeting, Transportation Conformity Working Group meetings, and the California Federal Programming Group meetings.
5. 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.
6. Maintain the accuracy of the SANBAG Programming Database to track all projects listed in State and Federal programming documents. Coordinate these efforts with SCAG and CALTRANS database efforts to ensure the accuracy of the project records.
7. Coordinate with CALTRANS District 8 and CALTRANS Headquarters to ensure timely SB45 reports are submitted to SANBAG for review and concurrence. Resolve SB45 report issues and coordinate with CALTRANS for corrective actions when necessary.

Transportation Fund Administration & Programming

Task 0500 Transportation Improvement Program

Product

Programming documents that support the delivery of State and Federal funded projects in San Bernardino County and maintenance of a database that provides programming and project information to local project sponsors.

Contract Information

a. New Contracts
   i. RFP, SCAG FTIP Database Connection, Amount Budgeted $50,000, Total Estimated Contract Amount $50,000.

Manager

Andrea Zureick, Director of Fund Administration and Programming

Transportation Fund Administration & Programming

Task 0500 Transportation Improvement Program

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	87,707	91,161	88,593	86,349
Regular Part-Time Employees	-	-	-	3,300
Fringe Allocation-General	85,929	83,368	89,444	82,661
Consulting Services	-	-	50,000	50,000
Legal Fees	-	-	2,000	2,644
Training/Membership	-	-	1,500	1,500
Postage	-	-	300	300
Travel Expense - Employee	472	663	1,500	1,500
Travel Expense-Mileage-Employee	485	47	1,500	1,500
Advertising	-	-	500	500
Printing - Internal	-	-	600	600
Office Expense	-	-	200	200
Meeting Expense	-	-	300	300
Indirect Allocation-General	135,391	115,177	121,528	147,394
Total Expenditures	309,983	290,417	357,965	378,748

Funding Sources	
Local Transportation Fund - Planning	221,880
Planning, Programming & Monitoring	156,868
Total Funding Sources	378,748

Transportation Fund Administration & Programming

Task 0501 Federal/Transit Act Programming

Purpose

Ensure timely and effective use of Federal Transit Administration (FTA) funding apportioned to San Bernardino County and seek additional funding from Federal transit discretionary funds to support and improve transit operating and capital investments.

Accomplishments

SANBAG validates annual apportionment formulas and allocates FTA Sections 5307/5337/5339 funds, which are urban formula bus and rail funds apportioned to the Los Angeles/Long Beach, San Bernardino/Riverside, and Victorville/Hesperia/Apple Valley Urbanized Areas (UZA's). SANBAG also evaluates, recommends, and programs projects for receipt of FTA Section 5310 funds (Special Needs for Senior Individuals and Individuals with Disabilities) and determines the distribution of FTA Section 5311 funds (rural formula bus) to eligible rural transit operators. SANBAG staff has participated in advising the State in its administration of the FTA Section 5310. SANBAG has also coordinated and supported requests for discretionary FTA funding for various transit operators. In addition, the Board has adopted a policy that the determination of Congestion Mitigation Air Quality (CMAQ) awards for transit projects will be based upon the biennial multi-year short range transit plans (SRTP) prepared by the eligible operators.

Work Elements

This task includes determining the distribution of FTA formula and CMAQ funds committed to transit projects. It also includes coordinating requests from the transit operators for additional discretionary funding. The task also includes contracting for Federal Single Audits of the small urban and rural operators.

1. Prepare annual Section 5311 Program of Projects (POP), and provide assistance in preparing Section 5311 grant applications.

2. Monitor Congressional appropriation of FTA funds and FTA regulation promulgation.

3. Provide assistance to operators in preparation of Section 5307 POP and grant application.

4. Provide concurrence with the use of Section 5307 and/or 5337 apportioned to the San Bernardino Valley by the Southern California Regional Rail Authority.

5. Maintain Federal Sections 5307, 5339, and 5311 formula grant monitoring system to ensure timely commitment of funds.

6. Participate in review and prioritization of FTA Sections 5310 applications and prepare recommendation for Board support.

7. Support operators' requests for discretionary capital funds.

Product

Programming of Federal Transit Act funding for eligible transit operator projects.

Manager

Andrea Zureick, Director of Fund Administration and Programming

Transportation Fund Administration & Programming

Task 0501 Federal/Transit Act Programming

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	2,418	13,130	23,045	36,892
Fringe Allocation-General	2,369	12,008	23,267	35,317
Auditing & Accounting	4,228	-	-	-
Postage	-	-	100	100
Travel Expense - Employee	-	-	200	200
Travel Expense-Mileage-Employee	-	-	200	200
Printing - Internal	-	-	100	100
Meeting Expense	-	-	200	200
Indirect Allocation-General	3,733	16,590	31,612	61,768
Total Expenditures	12,749	41,728	78,724	134,777

Funding Sources	
Local Transportation Fund - Planning	800
Planning, Programming & Monitoring	133,977
Total Funding Sources	134,777

Transportation Fund Administration & Programming

Task 0502 TDA Administration

Purpose

Ensure timely and effective use of Local Transportation Funds (LTF) and State Transit Assistance Funds (STAF) made available by the Transportation Development Act (TDA). Ensure all requirements are met by SANBAG and the recipients of TDA funds.

Accomplishments

The Board adopts the definition of "Unmet Needs" and "Reasonable to Meet" each July when it sets the dates for conducting the unmet transit needs public hearings. In February 2014, the Board adopted the formal findings from the September 2013 hearings. In March 2014, the Board approved an apportionment of LTF for Fiscal Year 2014/2015 in the amount of $80.5 million, of which $74.9 million is new revenue and the balance is from undesignated fund balances. These funds are made available for transportation planning; fund administration; and pedestrian, bicycle, transit, and street improvements. SANBAG anticipates STAF receipts of $10.2 million during Fiscal Year 2014/2015 based on communication from the State Controller's Office.

Work Elements

Administer the funds made available by the Transportation Development Act - LTF and STAF, including contracting for fiscal and compliance audits of all claimants, including Omnitrans and Valley Transportation Services. Conduct annual Unmet Transit Needs public hearings within the Mountain/Desert Region of the County and develop formal findings to the testimony received. Continue participation as needed on the State TDA Advisory Committee.

1. For Fiscal Year ending June 30, 2014, prepare State Controller report for LTF and STAF, coordinate with SANBAG auditor for audit of LTF and STAF funds, and monitor contract auditor work and final product for TDA claimants.

2. Provide assistance in preparation of TDA claims and claim amendments.

3. Obtain SANBAG Board approval of LTF and STAF Allocation Resolution.

4. Maintain TDA monitoring systems which include: 1) For LTF: track monthly Board of Equalization (BOE) receipts versus estimates; prepare allocation and disbursement instructions; monitor quarterly interest earnings and monthly cash balances, determine status of transit capital allocations, bicycle/pedestrian and bus stop access improvement awards, unpaid allocations and unallocated apportionments and 2) For STAF: track monthly allocations and disbursements, interest earnings, and cash balances.

5. Forward all approved allocations to Auditor/Controller with copy to appropriate claimant and issue disbursement instructions to the County Auditor/Controller.

6. Schedule, mail and publish notices for annual TDA unmet transit needs public hearings (a minimum of three hearings will be held in the Mountain/Desert Region). 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.

7. Prepare a revised LTF estimate and apportionments for Fiscal Year 2014/2015 if needed, and prepare the LTF estimate and apportionments for Fiscal Year 2015/2016 for Board approval.

Transportation Fund Administration & Programming

Task 0502 TDA Administration

8. Coordinate with contract auditor conducting the fiscal and compliance audit of all claimants receiving TDA funds during Fiscal Year 2013/2014. Review all draft audits for accuracy.

9. Attend and participate in Statewide TDA Advisory Committee meetings.

10. Coordinate with SANBAG on-call consultant on preparation of an update of the SANBAG TDA Fund Application Manual and development of a TDA database for tracking allocations and disbursements.

11. Prepare and issue a Request for Proposals for the TDA Triennial Performance Audits of all transit agencies and SANBAG.

Product

Fulfill statutory responsibility to allocate and disburse TDA funds.

Contract Information

a. Existing Contracts
   i. 1000728, Financial and Compliance Auditing Services for Transit Providers, Amount Budgeted $156,000.
   ii. 1000729, Financial and Compliance Auditing Services for TDA Claimants and Measure I Local Pass-Through Revenue Recipients, Amount Budgeted $135,000.
   iii. 1000939, Transportation Development Act Services and Updates, Amount Budgeted $120,000.

b. New Contracts
   i. RFP, Transportation Development Act Triennial Performance Audits, Amount Budgeted $125,000, Total Estimated Contract Amount $125,000.

Manager

Andrea Zureick, Director of Fund Administration and Programming

Transportation Fund Administration & Programming

Task 0502 TDA Administration

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	23,997	37,298	120,128	92,008
Overtime	-	181	1,500	-
Fringe Allocation-General	23,510	34,275	122,795	88,079
Professional Services	983	13,749	15,000	-
Consulting Services	-	-	50,000	120,000
Auditing & Accounting	142,693	366,675	300,000	416,000
Legal Fees	831	-	1,000	1,000
Postage	92	15	500	500
Travel Expense - Employee	-	-	500	200
Travel Expense-Mileage-Employee	-	-	500	200
Advertising	819	-	500	200
Printing - External	-	-	100	300
Printing - Internal	-	-	100	100
Indirect Allocation-General	37,044	47,352	166,843	154,045
Total Expenditures	229,969	499,544	779,466	872,632

Funding Sources	
Local Transportation Fund - Admin	872,632
Total Funding Sources	872,632

Transportation Fund Administration & Programming

Task 0504 Measure I Administration

Purpose

Administer the Local Pass-Through Funds including: 1) the distribution of funds per the Measure I Expenditure Plan; 2) processing the checks; 3) updating population and tax collection information; and 4) annual performance audits. Provide assistance to local jurisdictions in meeting the objectives of the Measure I Expenditure Plan, and provide support to the Independent Taxpayer Oversight Committee.

Accomplishments

Administer the Measure I Program. Per the voter approved requirements of Measure I, an Independent Taxpayer Oversight Committee (ITOC) was formed in Fiscal Year 2010/2011. This group of five community members was selected by the Board of Directors and reviewed the annual Measure I audits to insure consistency with the Expenditure Plan.

Work Elements

1. Monthly, after receipt of Board of Equalization (BOE) payment, run the Measure I distribution program.

2. Monthly, produce checks, making necessary adjustments to distribution program amounts due to Debt Service funds held by The Bank of New York Trust Company and overpayments/underpayments due to population or sales tax collection updates.

3. Quarterly, make point of sale adjustments to the distribution programs based on information received from an analysis of sales tax receipts obtained from the BOE.

4. Annually, make population estimate adjustments to the distribution programs based on information received from the Department of Finance.

5. Annually, contract with an audit firm to conduct financial and compliance audits of cities and the County.

6. Annually, review findings of audit firm prior to finalizing audit reports.

7. Prepare financial forecasts and guidance on adoption of the Five Year Capital Improvement Programs.

8. Maintain contact and relationship with BOE to perform functions incident to the administration and operation of the tax collection program.

9. Develop and refine policies specific to Measure I Program.

10. Provide support to the ITOC.

Product

1. Monthly distribution of Measure I Pass Through.

2. Annual audit reports.

3. Annual Measure I Pass-Through Funds Audit Summary Report to Board of Directors.

Transportation Fund Administration & Programming

Task 0504 Measure I Administration

4. Annual Summary Report of All Member Agencies Capital Improvement Plans for their Measure I Pass-Through Funds.

5. Annual ITOC review and report to the Board of Directors on the Measure I Expenditure Plan.

Contract Information

a. Existing Contracts
   i. 1000729, Annual Audit of Measure I Pass-Through Funds, Amount Budgeted $140,492.
   ii. 1000728, Annual Compliance Audits for Transit Operators, Amount Budgeted $76,875.
   iii. 1000098, Quarterly Sales Tax Analysis, Amount Budgeted $9,600.

Manager

Duane Baker, Director of Management Services

Transportation Fund Administration & Programming

Task 0504 Measure I Administration

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	47,028	58,393	92,830	79,107
Fringe Allocation-General	46,074	53,401	89,721	75,730
Professional Services	9,631	9,600	44,270	9,600
Auditing & Accounting	77,050	120,399	158,688	247,367
Attendance Fees	31,500	30,800	32,900	34,800
Legal Fees	1,021	1,586	8,000	-
Maintenance-Motor Vehicles	-	-	-	500
Postage	-	-	-	200
Travel Expense - Employee	60	-	-	-
Travel Expense-Mileage-Employee	310	884	330	1,000
Travel Expense-Mileage-Non-Employee	-	32	500	-
Printing - Internal	-	-	-	500
Stimulus Payments	9,237,973	7,444,790	717,182	-
Office Expense	-	-	800	1,000
Meeting Expense	206	251	-	200
Indirect Allocation-General	72,596	73,777	122,340	132,448
Total Expenditures	9,523,448	7,793,914	1,267,561	582,452

Funding Sources	
MSI Valley Admin	445,097
MSI Mtn./Desert Admin	137,355
Total Funding Sources	582,452

Transportation Fund Administration & Programming

Task 0506 Local Transportation Fund

Purpose

To serve as a depository for San Bernardino County Local Transportation Fund (LTF) prior to allocation and disbursement to transit agencies and local jurisdictions.

Accomplishments

As the administrator of the San Bernardino County Local Transportation Funds (LTF), SANBAG has annually disbursed the funds based on the Board of Director's adopted apportionment and/or revised apportionment and in accordance with the Transportation Development Act (TDA) Statutes and the California Code of Regulations.

Work Elements

This task contains pass-through funds and does not include any budget for SANBAG tasks funded by LTF Administration, Programming and Planning, or Rail. This task is for accounting purposes only.

Product

Fiscal Accounting**.** The TDA, also known as the Mills-Alquist Deddeh Act, authorized the creation of the LTF for transportation purposes. LTF revenues are derived from ¼ cent of the retail sales tax collected within San Bernardino County. The State Board of Equalization returns the ¼ cent to the County according to the amount of tax collected. LTF is allocated in a specific priority order: 1) Administration Allocations, which are sums as are necessary for SANBAG and the County Auditor/Controller to administer the Fund; 2) Planning and Programming Allocations, up to 3% of the annual revenues for SANBAG and a 3/4% share to Southern California Association of Governments (SCAG); 3) Pedestrian and Bicycle Allocations, 2% of the remaining annual revenues; 4) Rail Passenger Service Allocation up to area of apportionment; 5) Community Transit Service Allocation up to 5% of the annual revenue; 6) Public Transportation Allocations up to area of apportionment; and 7) Miscellaneous Transportation Allocations, including contract transit service, street and road projects, and projects that are provided for use by pedestrians and bicycles in the Mountain/Desert Region up to area of apportionment. Pursuant to California Code of Regulations Section 6644, prior to March 1st the Commission shall determine and advise all prospective claimants of the amounts of all area apportionments from the fund.

In March 2014, after administrative and planning and programming allocations, the Board approved an apportionment of $76,693,040 million for Fiscal Year 2014/2015, of which $74.9 million is new revenue and the balance is from undesignated fund balance. The total LTF available, including allocated and unallocated fund balance, is estimated to be $129,568,215. Of this, the Fiscal Year 2014/2015 budget includes anticipated pass through payments of $63,196,177. LTF allocations to SANBAG projects are budgeted directly in Transit and Passenger Rail Program tasks.

Manager

Andrea Zureick, Director of Fund Administration and Programming

Transportation Fund Administration & Programming

Task 0506 Local Transportation Fund

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Pass-Thru Payments	61,027,928	70,919,453	96,855,402	63,196,177
Total Expenditures	61,027,928	70,919,453	96,855,402	63,196,177

Funding Sources	
Local Transportation Fund - Pass Through	63,196,177
Total Funding Sources	63,196,177

Transportation Fund Administration & Programming

Task 0507 State Transit Assistance Fund

Purpose

To serve as the depository for the San Bernardino County State Transit Assistance Fund (STAF) prior to allocation and distribution to transit agencies and operators.

Accomplishments

As the administrator of the STAF, SANBAG has annually allocated funds to transit agencies and operators for capital projects based on the Board-approved Short Range Transit Plans (SRTP) and Budgets or amendments thereto from each operator and to SANBAG for rail capital projects in accordance with the Transportation Development Act (TDA) Statutes and the California Code of Regulations.

Work Elements

This task contains pass-through funds and does not include any budget for SANBAG tasks funded by STAF Rail. This task is for accounting purposes only.

Product

Fiscal Accounting**.** The STAF was created under Chapter 161 of the Statutes of 1979 (SB 620) and provides a second source of TDA funding for transportation planning and mass transportation specified by the Legislature. Funds are derived from the statewide sales tax on gasoline and diesel fuel. The money is appropriated to the State Controller by the legislature. Pursuant to Public Utility Code (PUC) Section 99313, 50% of the Statewide STAF is allocated to SANBAG based on the ratio of the population of the area under its jurisdiction to the total population of the State. In addition, and pursuant to PUC Section 99314, the other 50% is allocated to each of the eligible transit operators and to SANBAG as a member agency of Southern California Regional Rail Authority (SCRRA) based on the ratio of total fare and local support revenue of the local operators during the prior fiscal year to the total fare and local support revenue of all the operators in the State. STA funds must be disbursed by a resolution adopted by the SANBAG Board and may not be allocated for administration or street and road projects. STA funds may be allocated for operations if certain efficiency standards are met. In the recent past, the STAF program has been inconsistently funded by the State. However, the Gas Tax Swap approved by Assembly Bill x8-6, Senate Bill 70 and Assembly Bill 105 restored a steady revenue stream to the program.

According to the California State Controller, San Bernardino County is expected to receive allocations totaling $10,201,622 for Fiscal Year 2014/2015. The total STAF available, including allocated and unallocated fund balance, is estimated to be $63,061,129. Of this, the Fiscal Year 2014/2015 budget includes anticipated pass through payments of $23,678,391. STAF allocations to SANBAG projects are budgeted directly in Transit and Passenger Rail Program tasks.

Manager

Andrea Zureick, Director of Fund Administration and Programming

Transportation Fund Administration & Programming

Task 0507 State Transit Assistance Fund

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Pass-Thru Payments	4,858,073	15,768,128	34,710,747	23,678,391
Total Expenditures	4,858,073	15,768,128	34,710,747	23,678,391

Funding Sources	
State Transit Assist Fund - Pass Through	23,678,391
Total Funding Sources	23,678,391

Transportation Fund Administration & Programming

Task 0515 Measure I Valley Apportionment & Allocation

Purpose

Conduct an apportionment/allocation planning activity to assist in budgeting for capital projects pursuant to a process established through the Measure I 2010-2040 Strategic Plan. The process entails four steps, including the identification of needs, fund apportionment, fund allocation, and fund expenditure. This is integrated with fund programming and the State and Federal fund obligation processing. The actual allocations occur through the annual adoption of the SANBAG budget.

Accomplishments

The first allocation planning process under Measure I 2010-2040 took place for Fiscal Year 2010/2011. The process involved an analysis over the first five years of the new Measure, including: the identification of program needs; projection of Measure I, State, and Federal revenues; analysis of cash-flow requirements for each program; and the analysis of the need for bonding against Measure I revenues over the first five years. Since Fiscal Year 2012/2013, the Ten-Year Delivery Plan, updated at least every two years, has provided an overall framework for project funding and scheduling and helps guide the annual allocation recommendations. The EcoSys capital project planning, scheduling, and budgeting tool has been developed to assist in multiple project delivery functions, including support for the allocation planning process.

Work Elements

1. Distribute requests for Capital Project Needs Analyses to local jurisdictions and SANBAG program managers and compile the responses into a comprehensive assessment of funding needs for each Fiscal Year.

2. Conduct a cash-flow analysis of needs versus available revenues and develop alternatives for the allocation of Measure I funds, together with the use of State and Federal funds.

3. Prepare an allocation proposal(s) for consideration in the SANBAG budgeting process.

4. Refine a process for tracking Measure I allocations, expenditures, and revenues. Link to the SANBAG financial system to obtain data supporting the financial analyses required to manage Measure I allocations and expenditures.

5. Reimburse jurisdictions for Measure I Valley Major Street/Arterial Sub-Program expenditures and maintain documentation.

Product

Improved regional arterial street system in the Valley, annual listing of capital project needs, and an allocation planning proposal for consideration in the SANBAG budget.

Manager

Andrea Zureick, Director of Fund Administration and Programming

Transportation Fund Administration & Programming

Task 0515 Measure I Valley Apportionment & Allocation

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	22,176	13,747	28,813	35,453
Fringe Allocation-General	20,879	9,410	29,090	33,939
Legal Fees	238	3,814	1,000	1,000
Postage	182	-	250	250
Printing - Internal	-	-	200	200
Major Street Payments	769,339	2,014,049	17,587,541	18,494,146
Indirect Allocation-General	34,232	17,368	39,525	59,358
Total Expenditures	847,046	2,058,388	17,686,419	18,624,346

Funding Sources	
MSI Valley Admin	130,200
MSI Valley Fund-Arterials	18,494,146
Total Funding Sources	18,624,346

Transportation Fund Administration & Programming

Task 0516 Measure I Mountain/Desert Apportionment & Allocations

Purpose

Measure I 2010-2040 includes the Major Local Highways (MLH) and the Project Development/Traffic Management Systems (PDTMS) Programs for each of the Mountain/Desert Subareas. The MLH Program is funded with 25% of the Measure I revenue collected within the subarea and provides funds for major streets and highways serving as primary routes of travel within the subarea, which may include State highways and freeways, where appropriate. The PDTMS Program is funded with 2% of the Measure I revenue collected within the subarea and provides funds for projects including but not limited to corridor studies, project study reports, projects to improve traffic flow and maximize use of traffic facilities, congestion management, commuter assistance programs, and programs that contribute to environmental enhancement associated with highway facilities. Projects for both Programs are recommended for funding by subarea representatives to the Mountain/Desert Policy Committee and the Board for allocation. Projects are administered on a cost reimbursement basis per the terms of a Project Funding Agreement between SANBAG and the sponsoring agency.

Accomplishments

During development of the Ten-Year Delivery Plan, Mountain/Desert Subarea representatives, the Mountain/Desert Policy Committee, and the Board established project priorities for each respective subarea. Mountain/Desert Subarea representatives continue to work together to recommend implementation strategies for these programs to the Mountain/Desert Policy Committee and Board and to modify the project list as needed. As the administrator of Measure I 2010-2040, SANBAG will disburse funds based on Board allocations to specific projects in accordance with the Measure I Strategic Plan.

Work Elements

1. Facilitate Mountain/Desert Subarea meetings when requests are received for project MLH or PDTMS allocations.

2. Present Mountain/Desert Subarea representatives' allocation recommendations to the Mountain/Desert Policy Committee and Board for approval.

3. Maintain a master list of projects eligible for MLH funding and projects that have received allocations, with anticipated implementation schedules and fund availability.

4. Ensure geographic equity in MLH allocations throughout each Subarea as adjusted to account for the time-value of money.

5. Develop allocation funding agreements and reimburse program funds to local jurisdictions for eligible expenditures based on invoices received.

Product

Implementation of the Measure I 2010-2040 Mountain/Desert Subarea MLH and PDTMS Programs.

Manager

Andrea Zureick, Director of Fund Administration and Programming

Transportation Fund Administration & Programming

Task 0516 Measure I Mountain/Desert Apportionment & Allocation

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	-	-	9,589	19,408
Fringe Allocation-General	-	-	9,681	18,579
Program Management Fees	18,544	-	-	-
Legal Fees	-	-	2,000	1,000
Postage	-	-	200	200
Travel Expense - Employee	-	-	200	200
Travel Expense-Mileage-Employee	-	-	300	300
Printing - Internal	-	-	200	200
Major Local Highway Payments	-	1,663,655	10,758,221	18,102,876
Project Develop Traffic Mgmt Sys Pmt	-	8,311	685,089	555,080
Indirect Allocation-General	-	-	13,154	32,494
Indirect Allocation-Project Management	1,276	-	-	-
Total Expenditures	19,820	1,671,966	11,478,634	18,730,337

Funding Sources	
MSI Mtn./Desert Admin	72,381
MSI Victor Valley Fund-Major Local Hwy	5,897,206
MSI Victor Valley Fund-Traffic Mgmt Sys	505,080
MSI Colorado River Fund-Major Local High	141,000
MSI Morongo Basin Fund-Major Local Hwy	808,341
MSI Morongo Basin Fund-Traffic Mgmt Sys	25,000
MSI Mountain Fund-Major Local Highway	500,000
MSI Mountain Fund-Traffic Mgmt Sys	25,000
Victor Valley Major Local Hwy Bond Fund	10,756,329
Total Funding Sources	18,730,337

Transportation Fund Administration & Programming

Task 0609 Strategic Planning/Delivery Planning

Purpose

Update and maintain Measure I 2010-2040 Ten-Year Delivery Plan as a comprehensive road map for the delivery of capital projects in the upcoming ten years of the new Measure.

Accomplishments

The 2014 update to the Ten-Year Delivery Plan was approved by the SANBAG Board on March 5, 2014. This update facilitated the 2014 bond sale in March 2014 where $120 million of bonds were successfully sold. The update of the Ten-Year Delivery Plan built upon the foundation of the initial Ten-Year Delivery Plan developed in 2012 and incorporated the expedited delivery of Tier 1 Interchanges in the San Bernardino Valley Freeway Interchange Program.

Work Elements

Activities under this task include updating and maintenance of the approved Ten-Year Delivery Plan as project scopes, schedules, and priorities change. Guidelines will be refined on how to process plan updates within the policy framework of SANBAG's Strategic Plan. These updates will be performed through the utilization of EcoSys to update cost and schedule data, and to update cash-flow analysis to balance project funding needs with projected revenue. From the cash-flow analysis output, eligible fund types will be assigned to the projects in accordance with the project schedules. The work will be performed by SANBAG staff and SANBAG's Program Management Consultant, Parsons.

1. Update guidelines for updates to the ten-year delivery plan as needed.

2. Perform Plan updates in accordance with the guidelines.

3. Work with Project Delivery to maintain data integrity in the Ecosys environment.

4. Perform strategic programming as needed.

Product

Ten-Year Delivery Plan Update Guidelines and Ten-Year Delivery Plan updates.

Manager

Andrea Zureick, Director of Fund Administration and Programming

Transportation Fund Administration & Programming

Task 0609 Strategic Planning/Delivery Planning

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	38,632	69,045	86,870	131,391
Overtime	-	94	-	-
Fringe Allocation-General	37,849	63,229	87,512	125,781
Professional Services	8,240	-	17,760	10,000
Program Management Fees	136,654	1,057	40,800	-
Training/Membership	-	-	1,600	1,600
Postage	-	-	100	100
Travel Expense - Employee	-	-	500	500
Travel Expense - Non-Employee	-	-	500	500
Travel Expense-Mileage-Employee	-	-	500	500
Travel Expense-Mileage-Non-Employee	-	-	500	500
Indirect Allocation-General	59,635	87,353	116,729	219,985
Indirect Allocation-Project Management	33	-	-	-
Total Expenditures	281,042	220,778	353,371	490,857

Funding Sources	
MSI Valley Admin	13,700
MSI Mtn./Desert Admin	97,676
MSI Valley Fund-Freeway Projects	123,063
MSI Valley Fund-Fwy Interchange	122,772
MSI Valley Fund-Grade Separations	122,432
MSI Valley Fund-Traffic Mgmt Sys	11,214
Total Funding Sources	490,857

Transportation Fund Administration & Programming

Task 0610 Measure I 2010-2040 Project Advancements

Purpose

Administer the Project Advancement Reimbursement Program. Measure I 2010-2040 included programs for advancement of interchange, arterial, and grade separation projects with local funds. The project advancement strategy allowed projects included in the expenditure plan for these programs to advance to construction using local funds prior to the availability of Measure I 2010-2040 revenues with a commitment by SANBAG for later reimbursement of the eligible share of the project cost. The project advancement strategy allocates at least 40% of the Measure I funds available for the Valley Freeway Interchange and Major Street Programs to reimbursement of Project Advancement Agreements (PAA) based on policies in the Measure I Strategic Plan. It is necessary for SANBAG to track these commitments and reimbursement as future liabilities for financial reports.

Accomplishments

A project advancement strategy was approved by the SANBAG Board of Directors in December 2005. A model interagency agreement to implement the strategy was approved by the Board in April 2006. Policies for reimbursement of PAAs were approved in the Measure I 2010-2040 Strategic Plan in April 2009. Reimbursement of PAAs began according to those policies in Fiscal Year 2010/2011 based on local jurisdiction submittal of consultant/contractor invoices and the chronological reimbursement policy in the Measure I Strategic Plan. Repayment of PAAs for the Valley Freeway Interchange Program was completed in Fiscal Year 2013/2014.

Work Elements

1. Track and process reimbursement invoices according to adopted Measure I 2010-2040 Strategic Plan reimbursement policies.

2. Maintain an up-to-date list of current and future reimbursement commitments and accounting.

3. Maintain an appropriate relationship between fair share development contributions and public share contributions according to Measure I Strategic Plan policies.

Product

Reimbursement to local jurisdictions of prior expenditures for PAA projects.

Manager

Andrea Zureick, Director of Fund Administration and Programming

Transportation Fund Administration & Programming

Task 0610 Measure I 2010-2040 Project Advancements

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Regular Full-Time Employees	3,591	11,835	17,892	9,253
Fringe Allocation-General	3,519	10,823	16,168	8,858
Legal Fees	238	304	1,000	1,000
Postage	-	-	200	200
Travel Expense-Mileage-Employee	-	18	200	200
Printing - Internal	-	-	200	200
Project Advancements Payments	21,402,452	17,109,011	18,463,713	11,361,899
Indirect Allocation-General	5,544	14,953	15,826	15,492
Total Expenditures	21,415,343	17,146,944	18,515,199	11,397,102

Funding Sources	
MSI Valley Admin	35,203
MSI Valley Fund-Project Adv Agreements	11,361,899
Total Funding Sources	11,397,102

Transportation Fund Administration & Programming

Task 0918 Measure I Local Pass Through

Purpose

Serve as a depository for Measure I Local Pass Through Funds and provide distribution to local jurisdictions.

Accomplishments

SANBAG has distributed Measure I funds based on the formula specified by Ordinance to the valley and mountain/desert cities and the County of San Bernardino since 1990.

Work Elements

The Measure I ordinance stipulates that a portion of the proceeds from the half cent transactions and use tax collected in San Bernardino County be distributed to local jurisdictions. The Valley portion will be distributed among the Valley cities and the Valley portion of the County based on the ratio of each jurisdiction's population to the total Valley population. The Mountain/Desert Subareas' portion will be distributed among the Mountain/Desert cities and the Mountain/Desert portion of the County with a formula based 50% on sales and use tax generated at point of generation in each subarea and 50% on population. SANBAG annually adjusts the allocation formula January 1st of each year to reflect population changes as prepared by State Department of Finance for both the Valley and Mountain/Desert Subareas and quarterly adjusts the point of generation data based on actual collections for the subareas. The task identifies what portion is funded from the Measure I Valley and Measure I Mountain/Desert Subareas.

This task contains the actual pass-through funds and does not include any budget for administrative costs. This task is for accounting purposes only.

Product

Fiscal Accounting.

Manager

William Stawarski, Chief Financial Officer

Transportation Fund Administration & Programming

Task 0918 Measure I Local Pass Through

Expenditures	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Pass-Thru Payments	38,644,550	38,889,178	39,082,300	40,031,700
Total Expenditures	38,644,550	38,889,178	39,082,300	40,031,700

Funding Sources	
MSI Valley Fund-Local Street	22,041,100
MSI Victor Valley Fund-Local Street	10,327,000
MSI North Desert Fund-Local Street	4,884,000
MSI Colorado River Fund-Local Street	153,900
MSI Morongo Basin Fund-Local Street	1,462,100
MSI Mountain Fund-Local Street	1,163,600
Total Funding Sources	40,031,700

This commemorative banner was displayed at the Ribbon-Cutting Ceremony for the $649 Million Interstate 215 Widening Project in San Bernardino. This project widened the freeway from six to ten lanes, including HOV lanes, and created access to both the east and west sides of San Bernardino.

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 2014/2015 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

	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Debt Service:				
Principal	$250,000,000	$ -	$ -	$ 1,910,000
Interest	$ 11,461,155	$ 3,851,087	$8,320,340	$ 9,672,682
Arbitrage Calculation	YES	N/A	N/A	N/A
Debt continuing disclosure requirements	YES	YES	YES	YES

Debt Service
Program Summary

	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Tasks				
0965 2012A Sales Tax Revenue Bond	-	2,371	4,166,840	6,076,840
0966 2014A Sales Tax Revenue Bond	-	-	4,153,500	5,505,842
Total Tasks	-	2,371	8,320,340	11,582,682

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	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Bond Principal	-	-	-	1,910,000
Bond Interest	-	-	4,163,340	4,163,340
Fiscal Agent Fees	-	2,371	3,500	3,500
Total Expenditures	-	2,371	4,166,840	6,076,840

Funding Sources	
MSI Valley Fund-Grade Separations	2,485,425
MSI Victor Valley Fund-Major Local Hwy	1,306,520
MSI Cajon Pass Fund	2,284,895
Total Funding Sources	6,076,840

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	2011-2012 Actual	2012-2013 Actual	2013-2014 Revised Budget	2014-2015 Budget
Bond Interest	-	-	4,150,000	5,502,342
Fiscal Agent Fees	-	-	3,500	3,500
Total Expenditures	-	-	4,153,500	5,505,842

Funding Sources	
MSI Valley Fund-Fwy Interchange	1,101,168
MSI Valley Fund-Grade Separations	1,972,745
MSI Valley Fund-Metrolink/Rail Service	1,238,816
MSI Victor Valley Fund-Major Local Hwy	275,292
MSI Cajon Pass Fund	917,821
Total Funding Sources	5,505,842

SUPPLEMENTAL

INFORMATION SECTION

Funding Sources

General Fund

General Assessment Dues
MSI Valley Admin
MSI Mtn./Desert Admin
Local Transportation Fund-Admin
Local Transportation Fund-Planning
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

Federal Transit Administration Fund:
- Federal Transit Administration 5309

State Highway Fund:
- Mobile Source Review Commission
- Traffic Congestion Relief Program
- Regional Improvement Program
- State Highway Oper & Protection Program
- Planning, Programming & Monitoring

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

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:

Measure I 1990-2010 Fund:

State Transit Assistance Fund-Pass Through
- MSI 1990-Valley Fund-Major Projects
- MSI 1990-Valley Fund-S & D
- MSI 1990-Valley Fund-TMEE

Measure I 2010-2040 Fund:
- MSI Valley Fund-Freeway Projects
- MSI Valley Fund- Fwy 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
SG Subdivision Line Project Fund
Valley Fwy 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 2014/2015

Air Quality & Traveler Services Program

Task	Title	Mgr.
0102	Air Quality Activities	DB
0406	Traveler Services	DB
0702	Call Box System	DB
0704	Freeway Service Patrol/State	DB
0706	Intelligent Transportation Systems	DB

Regional and Sub-Regional Planning Program

Task	Title	
0110	Regional Planning	SS
0203	Congestion Management	SS
0213	High Desert Corridor Studies	SS
0404	Subregional Planning	SS
0941	Mtn./Desert Planning & Project Development	AZ

Major Project Delivery Program

Task	Title	Mgr.
0701	Valley Signal Coordination Program	GC
0803	State Route 210 Baseline Road Interchange	GC
0815	Measure I Program Management	GC
0817	State Route 60 Sound Wall	GC
0820	State Route 210 Final Design	GC
0822	State Route 210 Right of Way Acquisition	GC
0824	State Route 210 Construction	GC
0825	I-10 Corridor Project Development	GC
0826	I-10 Citrus Avenue/Cherry Avenue Interchanges	GC
0830	I-215 San Bern/Riverside 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
0840	I-215 Barton Road Interchange	GC
0841	I-10 Riverside Avenue Interchange	GC
0842	I-10 Tippecanoe Avenue Interchange	GC
0845	I-215 Mt. Vernon Ave./Washington St. Interchange	GC
0850	Alternative Project Financing	GC
0851	I-10/Monte Vista Avenue Interchange	GC
0852	I-15 Corridor Improvement	GC
0853	I-215 University Pkwy/State Street Interchange	GC
0854	I-10 Eastbound Truck Climb/Live Oak/County Line	GC
0862	I-10 Westbound Lane Addition–Yucaipa/Redlands	GC
0869	Glen Helen Parkway Grade Separation	GC
0870	Hunts Lane Grade Separation	GC
0871	State Street/University Parkway 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 BNSF/UPRR Grade Separation	GC
0880	I-15/I-215 Devore Road Interchange	GC
0881	Lenwood Road Grade Separation	GC
0882	North Milliken Avenue Grade Separation	GC
0883	State Route 210 Pepper Avenue Interchange	GC
0884	Laurel Avenue Grade Separation	GC
0885	9th Street Rail Improvements	GC
0886	Colton Quiet Zone	GC
0887	State Route 210 Lane Addition	GC
0888	I-15 La Mesa Road /Nisqualli Road Interchange	GC
0890	I-15 Ranchero Road Interchange	GC
0891	US 395 Widen SR-18/Chamberlaine/City Adelanto	GC
0892	I-15 Baseline Road Interchange	GC

Major Project Delivery Program (*Continued*)

Task	Title	Mgr.
0893	State Route 60 Central Avenue Interchange	GC
0894	State Route 60 Archibald 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

Transit and Passenger Rail Program

Task	Title	Mgr.
0309	General Transit	MA
0310	Transit Operating	MA
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

Transportation Fund Administration Program

Task	Title	Mgr.
0373	Federal/State Fund Administration	AZ
0500	Transportation Improvement Program	AZ
0501	Federal/Transit Act Programming	AZ
0502	TDA Administration	AZ
0504	Measure I Administration	DB
0506	Local Transportation Fund	AZ
0507	State Transit Assistance Fund	AZ
0515	Measure I Valley Apportionment & Allocation	AZ
0516	Measure I Mtn./Desert Apportionment & Allocation	AZ
0609	Strategic Planning/Delivery Planning	AZ
0610	Measure I 2010-2040 Project Advancement	AZ
0918	Measure I Local Pass-Through	WS

General - Council of Governments Support Program

Task	Title	Mgr.
0104	Intergovernmental Relations	DB
0490	Council of Governments New Initiatives	DB
0492	Joint Solar Power Purchase Agreement	DB
0495	Greenhouse Gas	SS
0503	Legislation	WJS
0601	County Trans. Commission – General	SS
0605	Publications & Public Outreach	WJS
0708	Property Assessed Clean Energy (PACE)	DB
0805	Building Operations & Maintenance	DB
0942	Financial Management	WS

Debt Service Program

Task	Title	Mgr.
0965	2012A Sales Tax Revenue Bond	WS
0966	2014A Sales Tax Revenue Bond	WS

San Bernardino Associated Governments
Task Modifications
Fiscal Year 2014/2015

New Tasks

Task	Title	Mgr.
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
0851	I-10/Monte Vista Avenue Interchange	GC
0852	I-15 Corridor Improvement	GC
0853	I-215 University Pkwy/State Street Interchange	GC
0854	I-10 Eastbound Truck Climb/Live Oak/County Line	GC
0891	US 395 Widen SR-18/Chamberlaine/City Adelento	GC
0895	I-10/Alabama Street Interchange	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
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
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
BOE	Board of Equalization
BRT	Bus Rapid Transit
BV	Barstow/to Victor Valley
CAC	Call Answering Center
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
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
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTO	Contract Task Order
CTP	Countywide Transportation Plan
CTSA	Consolidated Transportation Services Agency
CTSGP-CTAF	California Transit Security Grant Program – California Transit Assistance Funds
DIF	Development Impact Fee

SANBAG Acronym List (*Continued*)

DMO	Data Management Office
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
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
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

SANBAG Acronym List (*Continued*)

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
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

SANBAG Acronym List (*Continued*)

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
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
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

SANBAG Acronym List (*Continued*)

TMEE	Traffic Management and Environmental Enhancement
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
ULEV	Ultra Low Emission Vehicle
USFWS	United States Fish and Wildlife Service
UPRR	Union Pacific Railroad
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

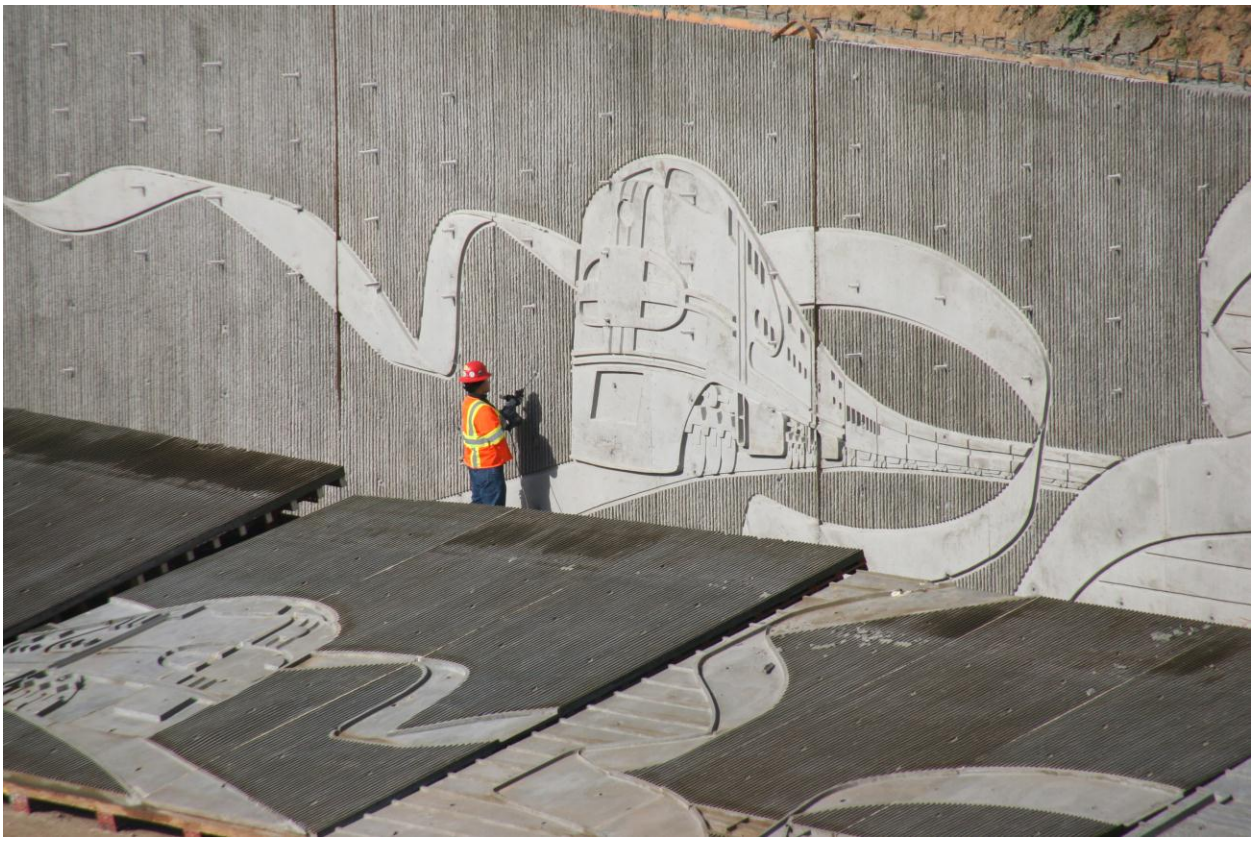
A document authorizing the delivery of specified merchandise or the rendering of certain services and the making of a charge for them.

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.



Crews from the Interstate 215 Bi-County HOV Project work on the newly formed aesthetic retaining walls between Interstate 10 and State Route 60.