Proposed Annual Budget Fiscal Year 2013/2014

Governments SANBAG Working Together

San Bernardino Associated Governments
1170 W. 3rd St., 2nd 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 2012/2013

GOVERNMENT FINANCE OFFICERS ASSOCIATION

Distinguished Budget Presentation Award

PRESENTED TO

San Bernardino Associated Governments

California

For the Fiscal Year Beginning

July 1, 2012

President

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, 2012. 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 11
SANBAG and the Community It Serves 14
State and Federal Transportation Fund Allocation Responsibilities 16

GANN APPROPRIATIONS LIMIT

GANN Limitation Calculation 25

BUDGET OVERVIEW SECTION

Budget Process 27
Financial Overview 31
Revenue Overview 33
Program Overview and Budgeted Expenditure Illustration.....38
Indirect Cost Allocation 40
Major Project Delivery Program Measure I 2010-2040 Cash Flow Plan Projection 42
Budget Summary 43
Debt Summary.....48
Estimated Revenue Detail and Illustration 50
General Assessment Dues 52
Organizational Chart 53
Staffing Overview 54
Table of Regular Positions 56
Salaries and Benefit Schedule at Budgeted Rates 57
Staff Utilization Report 58
Hourly Staff Utilization by Program 60
Task Listing.....61
Task Modifications.....62

PROGRAM EXPENDITURE DETAIL SECTION

General – Council of Governments Support 63
0104 Intergovernmental Relations.....66
0490 Council of Governments New Initiatives 69
0492 Joint Solar Power Purchase Agreement.....71
0495 Greenhouse Gas.....73
0503 Legislation 75
0601 County Transportation Commission-General.....78
0605 Publications and Public Outreach.....80
0708 Property Assessed Clean Energy (PACE) 83
0805 Building Operations & Maintenance.....85
0942 Financial Management 87

Air Quality & Traveler Services.....89
0102 Air Quality Activities 91
0406 Traveler Services 94
0702 Call Box System 97
0704 Freeway Service Patrol/State.....100
0706 Intelligent Transportation Systems.....103

TABLE OF CONTENTS

Regional &Subregional Planning 105
0110 Regional Transportation Planning 108
0203 Congestion Management 111
0213 High Desert Corridor Studies 113
0404 Subregional Transportation Planning 115
0941 Mtn./Desert Planning & Project Development 118

Transit & Passenger Rail 121
0309 General Transit 124
0310 Transit Operating 127
0311 Transit Capital 129
0352 General Commuter Rail 132
0377 Commuter Rail Operating 135
0379 Commuter Rail Capital 137

Major Projects Delivery 141
0701 Valley Signal Coordination Program 143
0803 State Route 210 Baseline Road Interchange 145
0815 Measure I Program Management 147
0817 State Route 60 Sound Wall 150
0820 State Route 210 Final Design 152
0822 State Route 210 Right of Way Acquisition 154
0824 State Route 210 Construction 156
0825 I-10 Corridor Project Development 159
0826 I-10 Cherry Avenue/Citrus Avenue Interchanges 161
0830 I-215 San Bern/Riverside Project Development 164
0834 I-215 Final Design 166
0836 I-215 Right of Way Acquisition 168
0838 I-215 Construction 170
0839 I-215 Bi-County HOV Gap Closure Project 173
0840 I-215 Barton Road Interchange 175
0841 I-10 Riverside Avenue Interchange 177
0842 I-10 Tippecanoe Avenue Interchange 180
0845 I-215 Mt. Vernon Ave./Washington St. Interchange 183
0850 Alternative Project Financing 185
0862 I-10 Westbound Lane Addition - Yucaipa/Redlands 187
0869 Glen Helen Parkway Grade Separation 189
0870 Hunts Lane Grade Separation 191
0871 State Street/University Parkway Grade Separation 193
0874 Palm Avenue Grade Separation 195
0876 South Milliken Avenue Grade Separation 197
0877 Vineyard Avenue Grade Separation 199
0879 Colton Crossing BNSF/UPRR Grade Separation 201
0880 I-15/I-215 Devore Road Interchange 203
0881 Lenwood Road Grade Separation 206
0882 North Milliken Avenue Grade Separation 208
0883 State Route 210 Pepper Avenue Interchange 210
0884 Laurel Avenue Grade Separation 213
0885 9th Street Rail Improvements 216
0886 Colton Quiet Zone 218
0887 State Route 210 Lane Addition 220
0888 I-15 La Mesa Road/Nisqualli Road Interchange 222

TABLE OF CONTENTS

0890 I-15 Ranchero Road Interchange....224
0892 I-15 Baseline Road Interchange....226
0893 State Route 60 Central Avenue Interchange....228
0894 State Route 60 Archibald Avenue Interchange....230
0896 I-10 Pepper Avenue Interchange....232
0897 I-10 Cedar Avenue Interchange....234
0898 I-10 Mount Vernon Avenue Interchange....236
0899 I-10 University Street Interchange....238

Transportation Fund Administration....241
0373 Federal/State Fund Administration....244
0500 Transportation Improvement Program....247
0501 Federal/Transit Act Programming....250
0502 TDA Administration....252
0504 Measure I Administration....255
0506 Local Transportation Fund....258
0507 State Transit Assistance Fund....260
0515 MSI Valley Apportionment & Allocation....262
0516 MSI Mtn./Desert Apportionment & Allocation....264
0609 Strategic Planning/Delivery Planning....266
0610 Measure I 2010-2040 Project Advancements....268
0918 Measure I Local Pass Through....270

Debt Service....273
0965 2012A Sales Tax Revenue Bond....275
0966 2014A Sales Tax Revenue Bond....277

SUPPLEMENTAL INFORMATION SECTION

Acronym List....279
Glossary of Budget Terms....284

Date: **June 5, 2013**

To: **SANBAG Board of Directors**

From: **Raymond Wolfe, Executive Director**

Subject: **SANBAG Fiscal Year 2013/2014 Budget**

The Fiscal Year 2013/2014 budget for San Bernardino Associated Governments (SANBAG) is hereby transmitted for consideration and adoption by the SANBAG Board of Directors. A lot of progress has been made in all major programs SANBAG manages over the past fiscal year, and this budget furthers the goals set forth by the Board. The economy continues its fragile but steady growth, lending to improved revenue receipts and projections both for Measure I and state funding. The guiding principles championed by the Board in the Ten-Year Delivery Plan are advanced in the various programs identified in the Fiscal Year 2013/2014 budget. Requests for Proposals (RFP), Requests for Quotes (RFQ), Invitations for Bids (IFB) are specifically called out in the task listings in response to the Board's granting of RFP, RFQ, and IFB release authority to the Executive Director up to $1,000,000 at the February Board meeting. This provides easy correlation between activities undertaken and the approved budget.

While Measure I and state sales tax revenues are anticipated to grow, funding for projects will continue primarily sourced from local funds. Due to a combination of slow economic recovery, high unemployment, rising fuel costs, and more efficient vehicles in the fleet, the state and federal fuel excise taxes are simply insufficient to address the growing needs for infrastructure improvements and maintenance. The state relied heavily on the one-time infusion of capital from Proposition 1B to fund transportation improvements. These funds are now nearly exhausted, with no new dedicated source of funds at the state level anticipated. The recently enacted federal surface transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21), keeps funding levels the same as in the last authorization through September 2014. Congress will struggle to advance a subsequent bill that substantially increases federal funding absent a mechanism to shore up the nearly defunct Highway Trust Fund.

Summary of the Budget

SANBAG estimated revenues for the Fiscal Year 2013/2014 budget are $614,864,569 in comparison to revised estimated revenues of $589,174,180 for Fiscal Year 2012/2013. This represents an increase of $25,690,389 or 4.4% from the previous fiscal year. The budget anticipates a 14.3% increase in Measure I sales tax revenue for Fiscal Year 2013/2014. This is based upon prior year 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 Schedule for Fiscal Year 2013/2014*** 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 ***Financial Overview*** section of this budget. The ***Budget Process*** section provides information on the evaluation of resources.

The total budget requested for Fiscal Year 2013/2014 is $733,069,185, which is balanced overall and by program with undesignated beginning fund balances and estimated revenue for Fiscal Year 2013/2014. The proposed Fiscal Year 2013/2014 budget amounts include prior year Board approved appropriations to be expended in Fiscal Year 2013/2014. 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 2013/2014 budget of $351,461,084. The Fiscal Year 2013/2014 budget includes an anticipated $105.4 million sales tax revenue bond to finance various interchange grade separation and passenger rail projects identified in the Measure I 2010-2040 Strategic and ten year delivery plans. Major Project Delivery funding is also supplemented by $15,815,216 in Congestion Mitigation and Air Quality (CMAQ) funds, $10,720,646 in Federal Demonstration funds, $2,880,838 in Traffic Congestion Relief Program funds, $17,057,991 in Corridor Mobility Improvement Account funds, $7,552,969 in Transportation Enhancement Activities funds, $3,874,367 in Interstate Maintenance Discretionary funds, $25,661,625 in Regional Improvement Program funds, $52,518,654 in Trade Corridor Improvement Fund monies, $32,318,918 in Surface Transportation Program funds, and $22,508,096 in Projects of National & Regional Significance funds.

The Fiscal Year 2013/2014 budget for the Transit and Passenger Rail Program includes a rail capital expenditure of $87,559,017. The majority of the Transit and Rail Program budget includes construction money for the Downtown San Bernardino Passenger Rail Project. Funding for this project draws from several sources; CMAQ, Public Transportation Modernization, Improvement and Service Enhancement Account; State and Local Partnership Program; Federal Transit Administration, Section 5337; rail assets revenue; and sales tax revenue bond proceeds.

Local revenues of $59,375,958 are anticipated in the Fiscal Year 2013/2014 budget. This represents contributions from local member jurisdictions primarily for major construction projects. Planning, Programming and Monitoring funds will be $1.2 million. LTF revenue for administration, planning, transit and rail is estimated to be $70,675,240, which represents a $4,725,289 increase from Fiscal Year 2012/2013. State Transit Assistance Fund revenue for transit and rail is estimated to be $13,038,596 for Fiscal Year 2013/2014.

Summary of Major Programs and Initiatives

Major Projects

Alternative Project Financing

The Express Lane studies for the Interstate 10 (I-10) and Interstate 15 (I-15) corridors are moving forward. As you are aware, Express Lanes are being considered as a means to manage our limited freeway assets in a way that maximizes their productivity and maintains their value to the public over the long term; as well as to address a funding shortfall for the Valley Freeway Program identified by the Measure I 2010-2040 Strategic Plan. The I-10 studies include two alternatives, High Occupancy Vehicle (HOV) and Express Lanes (High Occupancy Toll (HOT) lanes) that span from the Los Angeles County Line to Redlands. The I-15 studies only include an Express Lane alternative that spans from State Route 60 (SR-60) to State Route 395 (SR-395). The advanced traffic and revenue toll feasibility study, and an advanced financial toll feasibility study Level 2, plus other associated studies to obtain detailed information required to make an informed decision on whether to continue the Express Lanes alternatives on the I-10 and I-15 corridors are well underway with the results scheduled to be presented to the Board this summer. The preliminary engineering and the environmental documents for the two alternatives on the I-10 Corridor are also progressing.

In addition to the above noted studies, an enhanced public outreach is in full swing. The magnitude of these two corridor projects, coupled with a new managed lane strategy being introduced to this County necessitated the need for this major public outreach effort. Three Community Advisory Groups have been established to provide information to, receive input from, and disseminate information to their communities. Additionally, staff continues to reach out to community groups and city councils. A total of forty five briefings to these entities have been conducted or scheduled and a project specific social media platform has been established.

Freeways

Measure I revenues continue to translate into significant enhancements to our local freeways. The remaining segments of the Interstate 215 (I-215) widening project through the City of San Bernardino should be completed this fall. Progress continues as planned on the I-10 Westbound Lane Addition construction project through the cities of Yucaipa and Redlands with completion scheduled later this spring. Lastly, construction has commenced on the I-215 HOV lanes addition from the SR-60/State Route 91 (SR-91)/I-215 Interchange in Riverside to Orange Show Road in San Bernardino.

In addition to the above, many other projects are in various stages of development. For example, the Project Study Report for the I-15 Express Lanes from SR-60 to SR-395 is scheduled to be completed this summer. Likewise, the preliminary engineering and environmental phase for the State Route (SR-210) Lane Addition project from Highland Avenue to the I-10 continues.

Interchanges

The I-215/SR-210 Freeway to Freeway Direct Connectors project was opened to traffic in April 2012, nearly eight months ahead of schedule. Construction on the I-10/Citrus Avenue, the I-15/La Mesa Road/Nisqualli Road, and I-10/Tippecanoe Avenue Phase 1 Interchanges are well underway. Work just commenced on the I-10/Cherry Avenue and I-15/Ranchero Road Interchanges. The design-build contract for the I-15/I-215 Devore Road Interchange project has been awarded, with major construction activity anticipated within a few months. Meanwhile other interchange projects are progressing through the development stage. Environmental work continues on the SR-210/Pepper Avenue Interchange, I-215/Washington Street Interchange, the I-215/Barton Road Interchange, and the I-10/Pepper Avenue Interchange. Final design and right of way for Phase 2 of the I-10/Tippecanoe Avenue Interchange and the I-15/Baseline Road Interchange projects are well underway, with construction scheduled to commence this winter.

In addition, five new interchange improvement projects are included in this budget. These projects are SR-60/Central Avenue, SR-60/Archibald Avenue, I-10/Cedar Avenue, I-10/Mount Vernon Avenue, and I-10/University Street. The inclusion of these interchange projects is in compliance with the direction received by the Board, with all five interchanges in the top ten of the interchange priority list.

Railroad Grade Separations

The railroad grade separation improvement program is in full swing. The Hunts Lane Grade Separation, North Milliken Avenue Grade Separation, and the Colton Crossing are under construction and on schedule. The Palm Avenue, Laurel Street, Lenwood Road, Glen Helen Parkway, South Milliken Avenue, and Vineyard Avenue Grade Separations will be ready to be advertised for construction this summer.

Measure I Freeway Interchange Project Delivery Initiative

SANBAG and local jurisdictions have made substantial progress in delivering interchange projects with funds from Measure I 2010-2040, Proposition 1B, and other sources. The I-10/Live Oak Canyon Interchange, I-10/Riverside Avenue Interchange, and SR-60/Euclid Avenue ramp improvements are complete, and I-10/Cherry

Avenue, I-10/Citrus Avenue, I-10/Tippecanoe Avenue, I-15/Duncan Canyon, I-15/La Mesa Road/Nisqualli Road, and I-15/Ranchero Road are under construction. (The SANBAG Board requested that staff propose a program for development of the next set of interchanges on the Measure I Valley priority list. Staff, working with the jurisdictions, returned with proposals to pursue further development for the following priority interchanges: I-10/Cedar Avenue (County); SR-210/Baseline Road (Highland); SR-60/Central Avenue (Chino); I-10/University Street (Redlands); I-215/University Parkway (City of San Bernardino); I-10/Alabama Street (County and Redlands); I-15/Baseline Road (Rancho Cucamonga); SR-60/Archibald Avenue (Ontario); I-10/Monte Vista Avenue (Montclair); and I-10/Pepper Avenue (Colton). Next steps on each of these interchanges are being identified and activity is expected on most of these projects in Fiscal Year 2013/2014.)

Largely due to the continued economic recession, many jurisdictions are not positioned to provide their local share match for the next phases of the interchanges. Thus, in an effort to ensure projects are not artificially stalled as a result, and to capture today's competitive construction market, the SANBAG Board approved new Measure I Strategic Plan policies allocating a "toolbox" of options for loans of Measure I dollars to cover part of the local share. Individual local share loans will be based on those policies, with approval of individual loan requests required from the SANBAG Board, following a case-by-case analysis of the feasibility, risks, and potential impacts of each loan.

In addition, at Board direction, staff is analyzing a possible phasing program for the Measure I 2010-2040 Valley Freeway Interchange Program. The program will examine the potential for smaller-scale ramp and intersection improvements at interchanges that will address existing congestion problems. A phasing plan will be considered by the Board in Fiscal Year 2013/2014.

Planning

Active Transportation

The Southern California Association of Governments' 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) contains an aggressive program for "Active Transportation" (pedestrian, bicycle, and other non-motorized facilities). SANBAG has been aggressively engaged in this initiative through the completion of a grant-funded project entitled "Improvement to Transit Access for Cyclists and Pedestrians;" providing a call-for-projects for bicycle and pedestrian projects under the Transportation Development Act – Article 3 program; and facilitating additional grant applications under State and regional programs. The Countywide Non-Motorized Transportation Plan was also amended with updated project priorities in Fiscal Year 2012/2013.

Greenhouse Gas Reduction Plan

SANBAG as the Council of Governments, is the lead agency on the development of the San Bernardino County Regional Greenhouse Gas (GHG) Inventory and Reduction Plan. Each of the twenty one participating cities will be provided with their own GHG inventory and reduction plan and will have the option of using that material to prepare and approve their own city-level plan. This is a landmark effort to coordinate the preparation of GHG plans in a way that is more comprehensive and efficient than the preparation of city GHG plans in isolation. An Environmental Impact Report is being prepared under the California Environmental Quality Act (CEQA) and may be used by jurisdictions as the mechanism for environmental approval of their plans.

Transit

Transit-oriented Development

With the passage of AB 32 and SB 375 and anticipated demographic changes, two years ago SANBAG began approaching transit development with a greater focus on surrounding land use. The Redlands Rail project is the poster child of this effort, where part of the design process included the development of land use changes necessary to meet the demographic demand, as well as compliance with SB 375, which in turn complements transit use. Working in cooperation with each city, SANBAG continues to provide assistance in creating sustainable transit-oriented developments (TODs) at transit stations. This coordinated land use approach has been extended to other SANBAG transit related efforts including the Foothill Avenue/5th Street Bus Rapid Transit (BRT) study and the Metrolink San Bernardino Line.

Metrolink Service

SANBAG is one of five county transportation agencies that formed the Southern California Regional Rail Authority (SCRRA) in October 1991. SCRRA is responsible for planning, design, construction, operation, and maintenance of the Metrolink commuter rail system. Three of the seven lines operated by Metrolink serve San Bernardino County residents: the San Bernardino Line, the Riverside Line, and the Inland Empire/Orange County Line (IEOC). The San Bernardino and IEOC lines carried 3.5 million and 1.1 million passengers respectively for a total of 4.6 million in Fiscal Year 2012/2013. This represents 38% of the total annual Fiscal Year 2012/2013 SCRRA ridership of 12.0 million with 29% from just the San Bernardino Line. Metrolink currently operates the entire system with a 45% fare box recovery with the San Bernardino Line running at a more efficient rate of about 60%.

A few capital projects initiated in the prior year began construction or were completed in Fiscal Year 2012/2013, none of which were within San Bernardino County. Work continues on implementation of Positive Train Control with completion projected in Fiscal Year 2013/2014. No new major capital projects are projected to be initiated during Fiscal Year 2013/2014.

Downtown San Bernardino Passenger Rail Project

Significant progress was made this year on the Downtown San Bernardino Passenger Rail Project (DSBPRP). The project includes the extension of Metrolink service into downtown San Bernardino, the expansion of the Metrolink Eastern Maintenance Facility (EMF), and the development of the San Bernardino Transit Center (SBTC) in downtown San Bernardino. The extension of service will include double-tracking, centralized traffic control, new platforms at the Santa Fe Depot and downtown station, along with a pedestrian overpass and grade crossing improvements. The expansion of the EMF includes extending existing storage tracks and other supporting improvements to accommodate additional train storage. The SBTC includes the development of a twenty two bus-bay facility for Omnitrans that will consolidate all local bus routes to a single location. It will provide connections to the E Street sbX BRT, Metrolink service, and the Redlands Passenger Rail Project (RPRP). The facility will consist of an approximately 7,000 s.f. building with customer service, ticket vending machines, public restrooms and a public plaza that can host public and community events. Completed tasks from the previous fiscal year include beginning of construction for the EMF, completion of 100% design and environmental clearance for both the Downtown San Bernardino Passenger Rail and San Bernardino Transit Center projects. Construction on both projects is expected to begin during the first half of Fiscal Year 2013/2014.

Santa Fe Depot Building

As part of the DSBPRP, extensive work will occur around the Depot beginning in late-2013, with completion the end of 2015. The easterly SANBAG staff/Board member parking lot will be expanded by 50%, including additional Americans with Disabilities Act (ADA) parking spaces and shade trees. At the entrance of the Depot, a plaza will be added with track work from the Colton Crossing grade separation project embedded in the concrete pavement surrounded by large palm trees, a flagpole, and a narrative monument showing the history of the Colton Crossing. Part of the existing parking on the west side of the Depot will be reconfigured to accommodate Americans with Disabilities Act (ADA) passenger drop-off, along with the addition of ADA parking spaces. To increase security, an extensive security system with dozens of security cameras will be installed in and around the Depot, on the passenger platforms, and in the new parking garage. New signage in and around the Depot will also be installed with logos for each tenant.

Redlands Passenger Rail Project (RPRP)

The RPRP is planned to provide service between the proposed San Bernardino Transit Center and the University of Redlands on the former Atchison Topeka & Santa Fe Railway (AT&SF) Redlands spur acquired by SANBAG in 1992. In 2010, SANBAG selected a consultant to complete preliminary engineering and environmental clearance of RPRP. To date, an alternatives analysis and subsequent strategic plan has been developed and adopted by the SANBAG Board. As a result of the strategic plan, RPRP will include rebuilding the line with new track, bridge structures, grade crossings, and four stations. Preliminary engineering and environmental clearance is underway with anticipated completion of this phase by mid-2014. The University of Redlands and ESRI have done extensive land planning for transit oriented development (TOD) at their respective station sites as well as enhanced station improvements to better fit the theme of their surrounding TOD plans. The City of Redlands has also designed a three hundred fifty space parking structure for the downtown station site.

Omnitrans

SANBAG continues to act in its capacity as the County Transportation Commission to apportion and allocate funds for transit operations within San Bernardino County as well as provide oversight and approval of transit capital projects and service. Omnitrans serves the San Bernardino Valley area and is the largest public transit agency in the County offering regular bus operations and service for individuals with disabilities. Annual ridership in Fiscal Year 2012/2013 was approximately 16.1 million. SANBAG, working with Omnitrans, began work on a Comprehensive Operational Analysis (COA) of the Omnitrans system in Fiscal Year 2010/2011. This was completed in late Fiscal Year 2012/2013. The COA examined population trends and land use patterns to help design future transit routes and capital needs, organizational structure, financial stability, staffing levels, and service delivery alternatives.

Omnitrans continues to construct the sbX E Street Bus Rapid Transit Project. The sbX service will connect northern San Bernardino and Loma Linda. Construction is estimated to be completed by mid-calendar year 2014. In Fiscal Year 2012/2013, SANBAG completed the acquisition of one hundred fifty one properties needed for construction of the project. Nearly all of these acquisitions were performed through the eminent domain process. While SANBAG has acquired possession of these properties, compensation settlements are still pending and will most likely be concluded in Fiscal Year 2013/2014.

Mountain/Desert Transit

SANBAG is responsible for apportionment and allocation of funds, oversight, and approval of transit service for transit operations in the mountain and desert areas of the County. There are five transit operators located in the Mountain/Desert region of San Bernardino County. These include Barstow Area Transit (BAT) and Needles Area Transit (NAT), who are operated by their respective cities, while three joint power authorities include

Morongo Basin Transit Authority (MBTA), Mountain Area Regional Transit Authority (MARTA), and Victor Valley Transit Authority (VVTA). Each of these operators faces unique challenges in the urban and rural areas they serve.

Collectively, these operators carried approximately 2.8 million riders during Fiscal Year 2012/2013, with an anticipated slight increase in ridership for Fiscal Year 2013/2014. SANBAG is assisting the operators in the development of their Short Range Transit Plans, each of which will cover operating and capital needs for the next five years. During Fiscal Year 2012/2013, SANBAG worked with MARTA and MBTA to complete their respective COAs. SANBAG will continue work with VVTA to complete their COA in Fiscal Year 2013/2014. A Short Range Transit Plan will be conducted for NAT in Fiscal Year 2013/2014. SANBAG is also taking the lead to examine the potential consolidation of the VVTA, BAT, and NAT into one joint powers authority to provide a more cost effective approach to delivering transit services to these areas. This work began last fiscal year and will continue into Fiscal Year 2013/2014.

New Initiatives

In addition to the various transit projects defined above, new initiatives were undertaken. An RFP was released to study rail access to the Ontario International Airport. A second RFP was released seeking On-Call Rail and Transit Services. Projects envisioned include studies for rail access to the San Bernardino International Airport, a grade crossing safety study for the Metrolink San Bernardino Line as well as double-track designs, evaluation of SANBAG owned property for future development, designing and constructing grade crossing improvements, a study for consolidated security protection and systems for the Metrolink stations in the County, short range transit plans, Comprehensive Operational Analyses for countywide transit operators, and expansion of vanpool opportunities.

Council of Governments

Council of Governments Activities

When SANBAG was constituted in 1973, it was as the Council of Governments (COG) for San Bernardino County. It became the forum where the county and each city could come together to work on items that affected the entire region. While SANBAG's role as a COG has never gone away, it has been overshadowed by its role as the County Transportation Commission and Transportation Authority charged with administering the Measure I half cent sales tax.

This year, the Board has directed that SANBAG become more active as a COG. A special workshop focused on the Board's role as a COG was held in August 2012. During that workshop there was a consensus that the work involved with the various element groups from the Countywide Visioning process were appropriate topics for SANBAG to address. The Board did not agree to increase the COG dues paid by each member to support additional work, however. The COG dues for Fiscal Year 2013/2014 total $99,838. Also, there was no clear consensus on a new structure for carrying out COG work, so by default, the existing Board and Committee structure will continue to be the forum for COG items.

Even with limited resources, SANBAG will expand its COG activities. Work continues on the Countywide Vision. Work will continue on the two main implementation goals from the Vision process identified by the Board as priorities. Those priorities are 1) Partner with all sectors of the community to support the success of every child from cradle to career; and 2) Establish San Bernardino County as a model in the state where local government, regulatory agencies, and communities are truly business friendly. In support of these priorities, SANBAG is planning education forums to connect cities, schools, and the broader community with a common set

of milestones and measures to help track the success of our children. SANBAG will be completing an inventory and sharing best practices for local governments in economic development, business retention, development processing, and other business friendly practices. SANBAG will also be joining with local business and civic groups to sponsor an annual award program to recognize and reward local governments for their innovation and efforts to bring economic and job growth, as well as retaining the businesses already here today.

This year will see the start of an exciting new program for San Bernardino County. The Home Energy Renovation Opportunity (HERO) Program (also known as the PACE Program) will be available for property owners this summer. SANBAG has secured an initial commitment of $200 million in private investment to fund energy and water efficiency projects as well as alternative power projects like solar for property owners with no up-front capital costs. Loans for the improvements are paid back by the property owners over terms up to twenty years by a special assessment on their property tax bill. This program is completely voluntary and is modeled after a similar program in Riverside County. Using Riverside's experience as a model, we expect to provide loans to over 5,000 property owners for projects totaling over $30 million. That investment in the community will reduce utility bills and greenhouse gas emissions as well as provide business and jobs for contractors and suppliers in San Bernardino County.

This is a small sampling of what SANBAG's COG focus is this year. Examples of other projects are the Regional Greenhouse Gas Inventory and Reduction Plan, the City/County Conference, Regional Growth Forecasting, Regional Traffic Modeling, Regional Solar Power Procurement, and Regional Meetings in each Subregion of the County on general issues of concern to that Subregion.

Air Quality and Mobility Programs

Traveler Services

SANBAG has a number of programs to help keep traffic flowing and improve air quality. The Freeway Service Patrol (FSP) keeps traffic moving by assisting motorists stranded on the highway, whether the result of mechanical malfunction or an accident, to continue on their journey or tow them off of the highway to a safe location. The FSP patrols over sixty miles of highway in the Valley and helps over 30,000 motorists each year.

Programs that help reduce the number of vehicles on the road are the Rideshare Program and the 511 Program. With nearly 10,000 active commuters in our database, the Rideshare Program works with commuters and employers to connect people to share the ride in a carpool or vanpool. This is combined with the 511 service where people can call or go online to sign up to rideshare, plan a trip using transit and rail, or just get real time traffic information to avoid congestion on their commute. 511 receives over 380,000 calls each year and IE511.org receives over 400,000 website visitors.

SANBAG has helped clean the air by putting two hundred two clean natural gas heavy and medium duty trucks on the road with private fleet operators. Combining $20 million in grants from the Department of Energy and the California Energy Commission with a $23 million investment from Ryder Systems, Inc., these trucks are now on the road and eliminating diesel pollution. In addition to the two hundred two trucks, these funds provided for the construction of one natural gas truck maintenance facility and two fueling/maintenance facilities. The final fueling/maintenance facility is now under construction in Fontana and is scheduled to be completed before the end of 2013.

Another program to assist the motoring public is the Call Box Program. There are more than 1,200 of these bright yellow call boxes throughout the county and they generate over 11,000 calls for service from motorists. This

year, SANBAG has identified new satellite technology that will enable call boxes to be installed where there is no cell phone coverage. A pilot program will start this year to test this new technology as a way to provide communications for motorists in parts of our highway network that currently can't receive service due to limitations with existing technology.

Personnel

Staffing

SANBAG strives to operate a lean organization and benefit from a number of very dedicated and talented employees. The Fiscal Year 2013/2014 budget contains funding for a total of fifty full-time positions and one half-time position. This is a net increase of one full-time position from the previous year. The additional position is to add a GIS Analyst to replace a half-time temporary employee to assist with our GIS mapping efforts. These efforts include entering land use and general plan data to be used in forecasts and doing coding and basic model runs for the new San Bernardino Transportation Model. Also included in this budget are two position reclassifications and one position salary range reassignment. The budget proposes reclassifying the Management Services Specialist to a Management Services Analyst to allow for higher level work and more independent analysis which will allow the Director of Management Services to focus more on Council of Government activities. The budget also recommends reclassifying the Accounting Manager position to a Chief of Accounting and Procurement Position. This reclassification recognizes the increased responsibility and complexity associated with TDA Administration and centralized procurement and meets the need for a clear second in command in the Finance Department. For similar reasons, it is being recommended that the Chief Financial Officer salary range be moved from Range 39 to Range 40 to put it in line with other Department Directors and to recognize the additional roles and responsibilities taken on by Finance. There is no salary change associated with this range adjustment as the Chief Financial Officer's salary is already within Range 40.

Legislative Program

The Fiscal Year 2013/2014 legislative program begins with a significant change in focus from Fiscal Year 2012/2013. Following the passage of the new federal surface transportation bill, MAP-21, a number of actions at the federal level are now oriented towards the implementation of the initiatives launched in the new bill. Despite MAP-21's short duration, it is anticipated that many of the policy changes in MAP-21 will carry forward into any future extension or new bill. As national goods movement corridors are established and funding for national freight priorities is considered, representing SANBAG's interests in these discussions is a key priority for the coming year. In addition, advocacy for expanded alternative project delivery mechanisms and environmental/process streamlining, are significant priorities for Fiscal Year 2013/2014.

At the state level, the passage of Proposition 22 (2010), and its subsequent reauthorization following Proposition 26, has added a level of stability to transportation funding that had not existed in many years. In addition, the passage of Proposition 30 has also, at least temporarily, stabilized current state finances. Despite these facts, there is an acknowledgement that funding levels are insufficient to cover the state's growing infrastructure needs for the future. One of the only new sources of funding under consideration in the near-term is revenue realized from the implementation of the Cap and Trade program. As the program extends to transportation fuels, it is particularly important that transportation receive the benefit of that funding. Additionally, as modifications to the CEQA process are considered, SANBAG has a distinct interest in participating in those discussions to ensure that critical environmental and safety protections are maintained while providing the process improvements necessary to deliver vital infrastructure projects to our residents.

As stated in the Fiscal Year 2012/2013 budget, SANBAG staff looks forward to working closely with the Board of Directors to successfully deliver commitments in this budget. The past year proved very successful, setting the expectation of yet another great year for the organization. Our mission is simple; 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. Together, we will succeed.

Sincerely,

Raymond W. Wolfe
Executive Director

List of Principal Officials

Board of Directors

Name	Jurisdiction	Title
Janice Rutherford	Supervisor - County of San Bernardino	Board President
Mike Leonard	Council Member - City of Hesperia	Board Vice-President General Policy Committee Chair
Cari Thomas	Major - City of Adelanto	
Curt Emick	Mayor - Town of Apple Valley	
Julie McIntyre	Mayor - City of Barstow	Mountain/Desert Committee Chair
Bill Jahn	Council Member - City of Big Bear Lake	
Dennis Yates	Mayor - City of Chino	
Ed Graham	Vice Mayor - City of Chino Hills	
Frank Navarro	Council Member - City of Colton	
Michael Tahan	Council Member - City of Fontana	Metro Valley Study Session Vice-Chair
Walt Stanckiewitz	Mayor - City of Grand Terrace	
Larry McCallon,	Mayor - City of Highland	
Rhodes Rigsby	Mayor - City of Loma Linda	
Paul Eaton	Mayor - City of Montclair	Commuter Rail and Transit Committee Vice-Chair
Edward Paget	Mayor - City of Needles	Mountain/Desert Committee Vice-Chair
Alan Wapner	Council Member - City of Ontario	
L. Dennis Michael	Mayor - City of Rancho Cucamonga	
Pete Aguilar	Mayor - City of Redlands	
Deborah Robertson	Mayor - City of Rialto	
Patrick Morris	Mayor - City of San Bernardino	Commuter Rail and Transit Committee Chair
Jim Harris	Council Member - City of Twentynine Palms	
Ray Musser	Mayor - City of Upland	
Ryan McEachron	Mayor Pro Tem - City of Victorville	
Dick Riddell	Council Member - City of Yucaipa	Metro Valley Study Session Chair
George Huntington	Council Member-Town of Yucca Valley	
Robert A. Lovingood	Supervisor-County of San Bernardino	
James Ramos	Supervisor-County of San Bernardino	
Gary Ovitt	Supervisor-County of San Bernardino	
Josie Gonzales	Supervisor-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 Affairs

Steve 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

Santa Fe Depot during filming of "Changeling" movie in 2007
Starring Angelina Jolie and directed by Clint Eastwood

San Bernardino Associated Governments and The Community It Serves

The Organization and Its Responsibilities

San Bernardino Associated Governments (SANBAG) is a council of governments and transportation planning agency, governed by the mayor or a councilmember from each of the twenty four cities and the five members of the Board of Supervisors within San Bernardino County. SANBAG serves the nearly 2.06 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.

Since its creation as a Council of Governments in 1973, SANBAG has been designated to serve as several additional authorities, created primarily by statute, which are organized under the umbrella of the Council of Governments. These authorities are listed below:

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

As the **County Transportation Authority**, SANBAG is responsible for administration of the voter-approved half-cent transportation transactions and use tax which is estimated to generate almost $4.5 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.

As the **Service Authority for Freeway Emergencies**, SANBAG operates a system of approximately 1,200 call boxes on freeways and highways within San Bernardino County.

As the **Congestion Management Agency**, SANBAG manages the performance level of the regional transportation system in a manner which ensures consideration of 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.

As a **Subregional Planning Agency**, SANBAG represents the San Bernardino County subregion and assists 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 is the largest county in the contiguous United States and encompasses over 20,000 square miles. A geographic region that size includes a great amount of diversity from urbanized cities to mountain resort areas and scattered rural communities. The east and west San Bernardino Valleys along with the Victor Valley in the high desert are home to 91.1% of the county's population and is a more urbanized setting. The remaining 8.9% of the county's population is spread across mountain and desert communities. San Bernardino County's desert open spaces are home to unique uses such as Joshua Tree National Park, the Mojave National Preserve and national military training centers at Twentynine Palms and Ft. Irwin.

Of the county's 2.06 million people, 85.7% live in one of twenty four incorporated cities and 14.3% live in unincorporated areas served by the County of San Bernardino. Six of the twenty four cities have a population of over 100,000. One of SANBAG's primary purposes is to provide a forum for all of San Bernardino County's distinctive communities to be heard. SANBAG is a place where urbanized city and rural communities all have a voice.

The County of San Bernardino is the fifth most populous county in the State of California. San Bernardino County has grown by 20.8% since the 2000 census. San Bernardino County has a population that is as diverse as its geography. San Bernardino County's rich ethnic diversity is 49% Hispanic, 9% Black, and 33% Caucasian, with a substantial number of residents declaring to be of multiple ethnicities. The median age of the total population is thirty two. This county of urban, suburban and rural character is forecast to grow to nearly 3.2 million residents by the year 2050.

The Economy

In 2012, San Bernardino County saw continued but slow economic recovery. The unemployment rate declined to 10.8% from just over 12.2%. The drop in unemployment was the result of sustained job growth, especially in the healthcare and the distribution and transportation sectors. Housing prices in the County have stabilized and are showing signs of growth. The percentage of residents that can afford the median priced home in the Inland Empire is at a near record high of 68%. Retail sales in 2012 were also a bright spot with a 9% increase over 2011. This is critical because retail sales is the basis for Measure I revenue to fund transportation projects.

Net job creation is expected to continue in the coming year. Home prices and retail sales are also forecast to continue growing in 2013. Retail sales directly impact SANBAG revenue, specifically from Local Transportation Fund revenue and Measure I transportation sales and use tax revenue. For the coming Fiscal Year 2013/2014 budget, SANBAG is projecting an increase in Measure I revenue of approximately 14.3% from the previous year estimated budget revenue. This is a healthy sign for SANBAG's ability to fund transportation projects as well as for the economic health and budgets of cities and the County.

With the financial foundation provided by Measure I and with local contributions and state and federal transportation funds, SANBAG's ten year delivery plan for capital projects is over $3 billion. However, this level of investment in infrastructure cannot be sustained by SANBAG alone and depends on continued investment by the federal and state governments.

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.

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 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 is scheduled to be presented to the Board in December 2013.

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 allocations in Fiscal Year 2013/2014 as approved in the ten year delivery plan and through subsequent Board actions.

Surface Transportation Program(STP) Projects		
PROJECT	**LEAD AGENCY**	**ALLOCATION**
US-395 Interim Widening Design	Caltrans	6,015,000
I-15 / I-215 I/C Improvements – Devore I/C	SANBAG	22,755,000
I-10 and Tippecanoe Avenue	SANBAG	3,960,000
I-10 and Citrus Avenue	SANBAG	4,127,000
I-40/Needles Connector	Needles	1,980,000
TOTAL		38,837,000

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, 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 allocations in Fiscal Year 2013/2014 as approved in the ten year delivery plan and through other Board actions.

Congestion Mitigation and Air Quality (CMAQ) Projects		
PROJECT	**LEAD AGENCY**	**CMAQ Allocation**
South Coast Air Basin Rideshare Program	SANBAG	2,035,000
Mojave Desert Air Basin Rideshare Program	SANBAG	1,630,000
Joshua Street Park & Ride	Hesperia	508,000
On-going Transit Needs	SANBAG	6,015,000
Downtown San Bernardino Passenger Rail	SANBAG	10,306,000
TOTAL		20,494,000

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.

In California, the distribution and administration of TAP funds under MAP-21 has not been determined, so the funding level for San Bernardino County cannot be anticipated. However, in March 2013, the Board acted to approve priority projects for future TAP funds or other applicable fund sources. Previous Board-approved allocation amounts for these projects are shown in the table below.

Transportation Alternatives Program (TAP) Priority Projects		
PROJECT	**LEAD AGENCY**	**ALLOCATION**
Santa Ana River Trail Project	County of San Bernardino	3,921,000
Riverwalk Trail Project	City of Victorville	5,600,000
TOTAL		9,521,000

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. On July 1, 2013, the excise tax will increase by 3.5 cents to maintain neutrality, an increase that will likely negate the need to reduce planned allocations of State funds in Fiscal Year 2013/2014. 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 2011, the CTC adopted the 2012 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 2012 FE period covers State Fiscal Years 2012/2013 through 2016/2017. The CTC is scheduled to adopt the 2014 STIP FE for Fiscal Years 2014/2015 through 2018/2019 in August 2013, and to adopt the 2014 STIP by April 2014.

STIP projects typically add capacity to the State's transportation infrastructure. After funding the 2010 STIP commitments, the new 2012 STIP programming capacity was $1.35 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. At the time of budget preparation, the new programming capacity for the 2014 STIP has not been estimated, but the past several cycles have required programmed projects to be delayed to later years where more forecast program capacity is estimated to be available.

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. Caltrans Interstate 15 (I-15) Widening project between Mojave Drive in Victorville and Stoddard Wells Road in Barstow and the Interstate 215 (I-215)/Barton Road Interchange project in Grand Terrace are both scheduled to receive RIP allocations in Fiscal Year 2013/2014. SANBAG is also permitted to allocate up to 5% for Planning, Programming, and Monitoring Activities. In Fiscal Year 2013/2014, SANBAG will allocate $1.2 million for activities related to Alternative Project Financing, as approved by the Board in the 2012 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. 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 are both scheduled to receive IIP allocations in Fiscal Year 2013/2014.

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 Commission 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 $155 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	41,228,450
Interstate 10 Corridor Logistics Access Project (Cherry 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	25,052,000
Laurel Grade Avenue Separation	23,152,000
Palm Avenue Grade Separation at BNSF/UP Cajon	4,560,000
Lenwood Road Grade Separation at BNSF Cajon	6,694,000
Vineyard Avenue Grade Separation at UP Alhambra	6,884,000
TOTAL	155,352,450

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 $56.9 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 will be under construction in Fiscal Year 2013/2014.

Proposition 1B **State Local Partnership Program Funds (SLPP) – Formula Program**	
PROJECT	**ALLOCATION**
South Milliken Ave Grade Separation	10,820,000
North Vineyard Ave Grade Separation	14,080,000
Downtown San Bernardino Passenger Rail	10,931,226
Lenwood Road Grade Separation	2,161,000
Interstate 15 Ranchero Road Interchange	4,550,000
Yucca Loma Corridor	9,950,000
Big Bear Lake Village L Project	1,200,000
Maple Lane	1,301,774
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	56,894,000

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 almost $84 million, and the SANBAG Board approved the PTMISEA Expenditure Plan on February 3, 2010. The PTMISEA funds can only be used for capital projects that meet the requirements of the State General Obligation Bond Law. The actual allocation and disbursement of these funds remains unclear. 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 by the Board.

Proposition 1B **Public Transportation Modernization, Improvement and Service Enhancement Account** **Operator and Population Allocations**	
TRANSIT OPERATOR	**ALLOCATION**
City of Barstow	2,232,701
Morongo Basin Transit Authority	2,453,856
Mountain Area Regional Transit Authority	2,188,808
City of Needles	369,014
Omnitrans	30,836,061
City of Rialto	1,500,000
SANBAG	24,791,785
Southern California Regional Road Authority	8,650,218
Victor Valley Transit Authority	10,898,692
TOTAL	83,921,135

Transit System Safety, Security, and Disaster Response Account (TSSDRA) – 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 2013/2014 is $81,265,071.

As the LTF administering agency, SANBAG anticipates the receipt of $850,000 in Fiscal Year 2013/2014 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 $2,437,952, 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 2013/2014, 73% of the remaining balances, or $55,037,051, 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 $20,755,787, 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 2013/2014**	
AREA	**APPORTIONMENT**
County Auditor Administration	28,000
SANBAG Administration	850,000
SANBAG Planning	2,437,952
SCAG Planning	609,488
Article 3 - Pedestrian Bicycle	1,546,793
Valley Transit	55,037,051
Mountain/Desert Transit and Streets	20,755,787
TOTAL	81,265,071

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 2013/2014 is $13,038,596.

Santa Fe Super Chief locomotives parked at the Santa Fe Depot - 1989

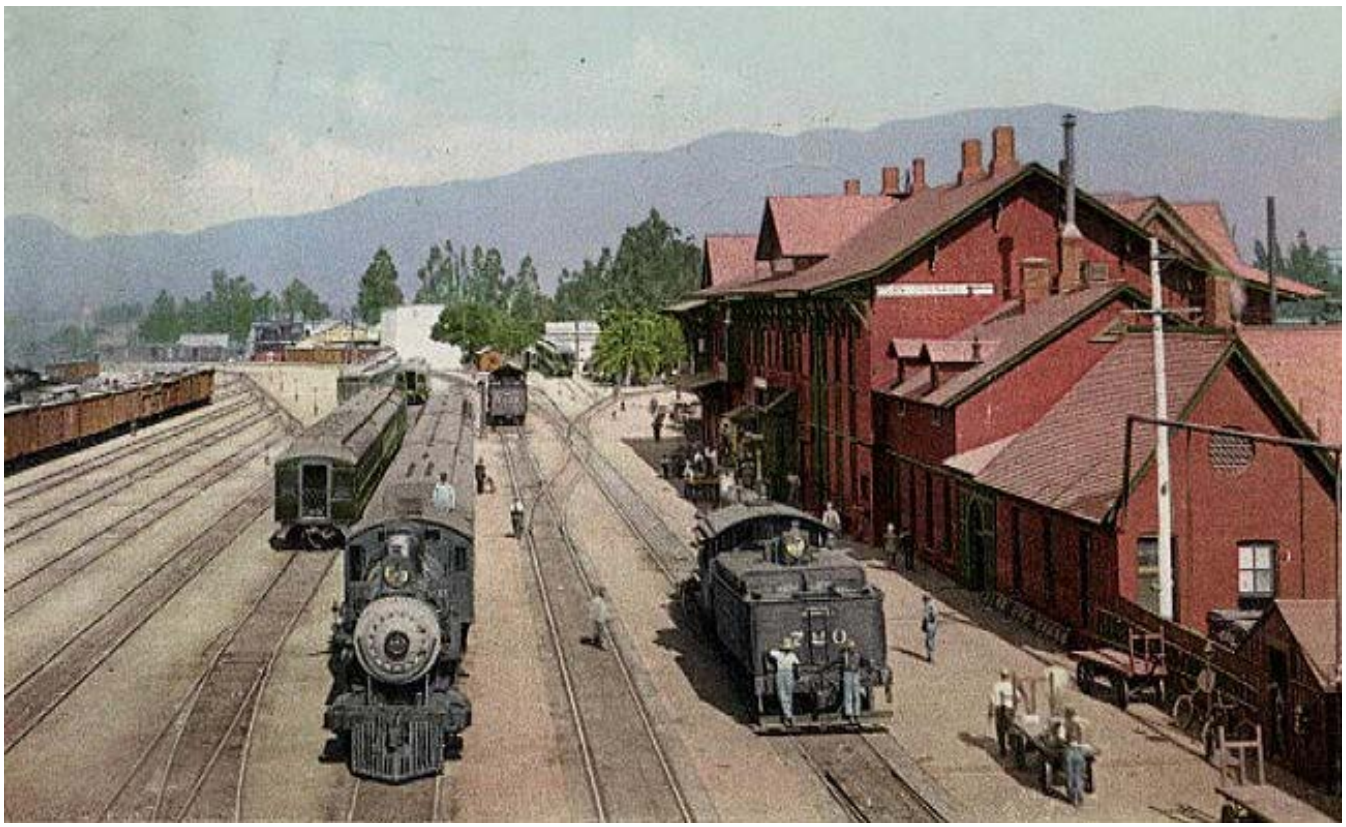
GANN Appropriations Limit

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.

The calculation will be completed in May 2013, when the State Department of Finance will have information available.



Original San Bernardino Santa Fe Depot
1886-1916

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.

The budget is adopted with funding source detail as follows:

General Fund

General Assessment Dues
MSI Valley Admin
MSI Mtn./Desert Admin
Local Transportation Fund-Admin
Local Transportation Fund-Planning
Local Transportation Fund-Article 3
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 5337

Federal Stimulus Fund:
- ARRA FED DOE Clean Cities FY09

State Highway Fund:
- Traffic Congestion Relief Program
- Regional Improvement Program
- State Highway Oper & Protection Program
- Planning, Programming & Monitoring

Proposition 1B Fund:
- Corridor Mobility Improvement Account
- 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:
- State Transit Assistance Fund-Pass Through

Measure I 1990-2010 Fund:
- MSI 1990-Valley Fund-Major Projects
- MSI 1990-Valley Fund-E & 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

Measure I 2010-2040 Fund *(continued)*:
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
Valley Fwy Interchange Bond Fund
Valley Major Street Bond Fund
Victor Valley Major Local Hwy Bond Fund
Cajon Pass Bond Fund

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.40*.** The Debt Service fund is a non-budgeted fund as the resources for payment of the debt are budgeted in Special Revenue Funds.

Additional information on funding sources is provided in ***Financial Overview and Revenue Overview pages 31 and 33***.

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 all 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. The Chief Financial Officer 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. Support staff assists in the review and preparation of documents and submits them to the Director of Management Services, the Chief Financial Officer and the Clerk of the Board/Administrative Supervisor.

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 2013/2014 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 2013/2014 include prior year Board approved appropriations to be expended in Fiscal Year 2012/2013.

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 $99,838 for Fiscal Year 2013/2014 budget. This was approved by the General Policy Committee on March 6, 2013 and by the Board in April 2013.

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, 1.3 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.

Revenue Overview

The revenue for Fiscal Year 2013/2014 is projected at $614,864,569. Detail of Anticipated revenues is presented in this section of the budget on a table entitled ***Estimated Revenue Detail pg.50***.

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.43*** 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 $139.4 million for Fiscal Year 2013/2014 in comparison to $122 million for Fiscal Year 2012/2013.

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%, which is an increase of 1% from last year due to the passage of Proposition 30. The quarter cent is returned by the State Board of Equalization to each county according to the amount of tax collected in that county. There is a three-step process for disbursement of these funds: 1) apportionment, 2) allocation, and 3) disbursement. One step does not always imply or require the next. Annually, SANBAG, acting as the Transportation Planning Agency, determines each area's apportionment of the anticipated local transportation funds. Once funds are apportioned to a given area, they are typically available only for allocation to claimants in that area.

Allocation is the discretionary action by SANBAG that designates funds to a specific claimant for a specific purpose. Disbursement is authorized by allocation instructions issued by SANBAG, which may call for payment in a lump sum, installments, or as funds become available. After determining amounts allocated for planning and administrative purposes, funds are allocated for pedestrian/bicycle projects, support of transit operation and capital projects and in the mountain/desert region for street and road improvements. In addition to the role of administrator for LTF, SANBAG is a recipient of local transportation funds for fund administration, planning, Article 3 bicycle and pedestrian, and the commuter rail programs in the amounts of $850,000, $2,437,952, $1,000,000 and $27,440,294 respectively. Refer to program budgets ***Air Quality & Traveler Services pg.89, Regional and Subregional Planning pg.105, Transit & Passenger Rail pg.121, Transportation Fund Administration pg.241, and General-Council of Governments pg.63*** for details. Columns on the ***Budget Summary pg.43*** schedule define the expenditures that will be supported by this funding. The LTF sales tax revenue for Fiscal Year 2013/2014 is estimated to be $70.7 million. This represents a $4.7 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 2013/2014 are estimated to be $13 million. Refer to program budget ***Transit & Passenger Rail pg.121*** for details. Columns on the ***Budget Summary pg.43*** 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.89*** for details.

Local Revenues

General Assessment Dues - SANBAG annually collects dues 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 $99,838. Of that amount, $33,654 is utilized to support intergovernmental relations and $34,684 for joint solar power purchase. 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.52*** 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 2013/2014 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 5337; Department of Energy; 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.43*** contained in the ***Program Overview pg.38*** 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. Narrative on the primary federal and state revenue is 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.16*** 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.16*** 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, 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.16*** 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.16*** 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.

Program Overview

The Fiscal Year 2013/2014 SANBAG budget is organized into seven distinct program areas with budget requirements of $733,069,185. Within these seven program areas, eighty four 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 2013/2014 budget year. The Fiscal Year 2013/2014 budget request includes prior year Board approved appropriations to be expended in Fiscal Year 2013/2014.

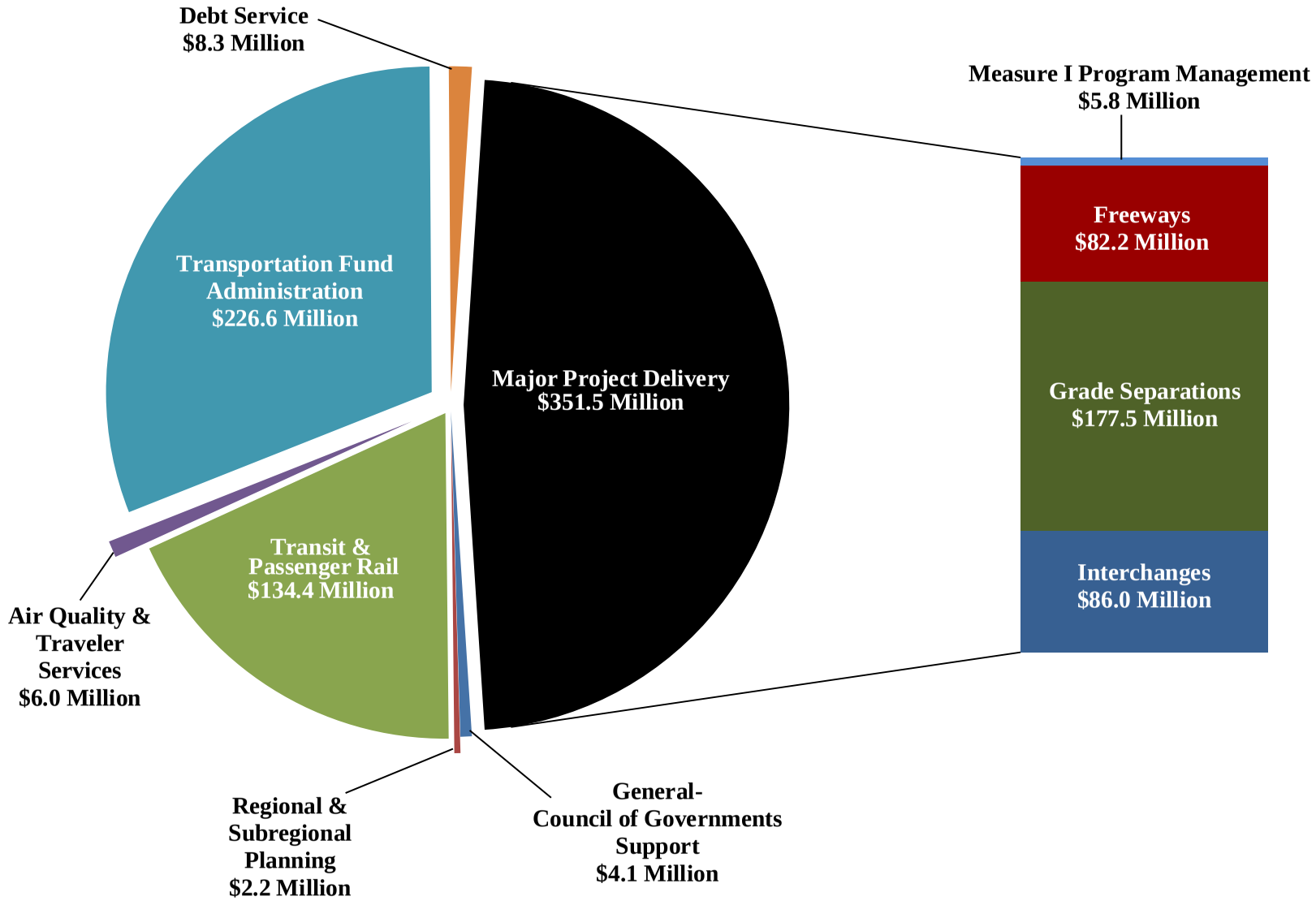
SANBAG
Budget Summary by Program Expenditures

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Air Quality & Traveler Services	7,597,035	16,494,229	8,933,067	5,982,538
Regional & Subregional Planning	1,487,213	1,259,947	2,307,230	2,202,326
Major Project Delivery	111,495,025	170,655,701	517,691,120	351,461,084
Transit & Passenger Rail	43,311,921	38,257,869	66,772,243	134,403,498
Transportation Fund Administration	173,349,745	127,713,498	187,105,421	226,550,255
General-Council of Governments Support	2,759,067	2,743,189	3,366,261	4,149,144
Debt Service	-	-	3,986,411	8,320,340
Total Expenditures	340,000,006	357,124,433	790,161,753	733,069,185

It should be noted that 97% of the total expenditures will fall into the Major Project Delivery, Transit and Passenger Rail, and Transportation Fund Administration 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 2013/2014 pg.61.*** Please refer to each Program Section for Fiscal Year 2013/2014 for detailed information on funding sources and expenditures.

SAN BERNARDINO ASSOCIATED GOVERNMENTS
Budgeted Expenditures of $733.1 Million
Fiscal Year 2013/2014



San Bernardino Associated Governments
Indirect Cost Allocations
Fiscal Year 2013/2014

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 the 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 costs 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 2013/2014 budget for indirect costs allocation is $4,006,008 in comparison to $4,197,647 in Fiscal Year 2012/2013. This represents a $191,639 or 4.6% decrease from the previous fiscal year. The majority of the decrease is attributed to less professional services, information technology services, and computer hardware and software anticipated in Fiscal Year 2013/2014.

The Fiscal Year 2013/2014 budget for information technology services is accounted for in professional services. The budget amount for public official's liability insurance was based on the initial quote from the carrier before negotiating a lower dollar figure. Office expense expenditures are based on prior fiscal years actual amounts including inflation.

San Bernardino Associated Governments
Indirect Cost Allocations
Fiscal Year 2013/2014

	2010/2011 Actual	2011/2012 Actual	2012/2013 Revised Budget	2013/2014 Budget
Expenditures				
Regular Full-Time Employees	786,596	871,923	838,967	838,550
Regular Part-Time Employees	106,267	63,276	46,800	-
Overtime	30.275	34,325	31,000	26,250
Fringe Allocation-General	703,026	887,876	793,759	873,102
Professional Services	570,112	474,627	461,007	331,800
County Fees	225,397	21,643	235,000	250,000
Auditing & Accounting	69,733	65,550	100,000	130,000
Legal Fees	-	52,653	103,400	185,000
Information Technology Services	-	16,861	102,000	-
Utilities	56,486	55,083	60,000	60,000
Maintenance-Buildings	297,602	291,682	302,500	315,000
Maintenance-Motor Vehicles	1,476	1,295	2,500	1,500
Maintenance-Office Equipment	1,704	1,273	5,660	3,100
Rentals-Buildings	-	6,525	-	-
Rentals-Office Equipment	37,712	35,950	91,625	40,000
General Liability Insurance	86,538	72,360	86,900	88,150
Umbrella Liability Insurance	47,665	47,260	48,400	49,300
Property Insurance	39,000	40,166	42,600	43,590
Crime Insurance	11,698	12,282	13,800	13,775
Public Officials Liability Insurance	70,684	97,013	153,400	180,200
Automotive Insurance	1,446	1,446	1,500	1,505
Dues & Subscriptions	1,063	781	2,200	2,625
Training/Membership	8,718	12,094	26,600	30,500
Postage	2,571	17,427	20,400	18,900
Travel Expense - Employee	20,631	9,735	27,500	18,000
Travel Expense - Non-Employee	-	-	15,000	5,400
Travel Expense-Mileage-Employee	-	276	1,400	1,000
Travel Expense-Other-Metrolink Tickets	-	6,874	5,000	200
Advertising	-	34,208	27,400	15,750
Printing - External	42,829	1,709	11,578	5,000
Printing - Internal	29,763	34,362	48,500	36,600
Communications	37,523	97,878	59,574	58,807
Record/Equipment Storage	10,758	14,039	21,600	16,500
Other Service Charges	23,829	297	1,500	1,050
Office Expense	63,791	66,300	61,300	71,500
Meeting Expense	2,045	9,155	13,900	13,700
Motor Vehicles	-	-	500	-
Office Furniture & Equipment	-	35,738	-	-
Office Equip/Software-Inventorial	126,853	105,351	101,814	99,379
Computer Hardware & Software	50,924	28,975	231,063	180,275
Total Expenditures	3,534,470	3,626,268	4,197,647	4,006,008

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	3.9	4.4	10.5	12.2	13.2
Total Program Expenditure	330.8	374.2	328.9	243.3	161.8
Revenue Over (Under) Expenditures	17.9	(7.9)	(97.2)	(40.2)	12.6
Yearly Beginning Balance	157.0	174.9	167.0	70.0	30.0
Yearly Ending Balance	17.9	10.0	(87.2)	(127.4)	(114.8)

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

San Bernardino Associated Governments
Budget Summary
Fiscal Year 2013/2014

	Measure I														
	Valley / Cajon Pass						Mountain Desert								
	Local Distribution / Administration	Freeways / Major Projects	Interchanges / Cajon Pass	Major Streets	Rail / Senior Disabled / Transit	Traffic Management Systems	Local Distribution / Administration	Major Local Highway	Senior / Disabled Transit	Project Development / Traffic Management 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	22,864,200	31,513,800	15,778,700	21,733,600	19,560,200	2,173,400	17,612,100	6,378,200	1,275,600	510,200	-	-	-		139,400,000
Local Transportation Fund	-	-	-	-	-	-	-	-	-	-	70,675,240	-	-		70,675,240
State Transit Assistance Fund	-	-	-	-	-	-	-	-	-	-	13,038,596	-	-		13,038,596
2014 Bond Revenue Proceeds	-	-	-	-	-	-	-	-	-	-	-	105,418,000	-		105,418,000
Other Grants and Revenues	-	545,625	38,780	41,250	34,750	4,750	-	22,000	2,950	1,600	-	-	285,641,028		286,332,733
Total Revenues	22,864,200	32,059,425	15,817,480	21,774,850	19,594,950	2,178,150	17,612,100	6,400,200	1,278,550	511,800	83,713,836	105,418,000	285,641,028		614,864,569
EXPENDITURES															
General/Council of Governments Support															
0104 Intergovernmental Relations	514,716	-	-	-	-	-	14,200	-	-	-	-	-	33,654	LOC	562,570
0490 Council of Governments New Initiatives	-	-	-	-	-	-	-	-	-	-	-	-	118,150	LOC	118,150
0492 Joint Solar Power Purchase	-	-	-	-	-	-	-	-	-	-	-	-	735,244	LOC	735,244
0495 Greenhouse Gas	-	-	-	-	-	69,265	-	-	-	-	27,328	-	99,063	LOC	195,656
0503 Legislation	250,305	222,300	-	-	-	-	79,188	-	-	-	-	-	-		551,793
0601 County Transp. Commission-General	113,200	-	-	-	-	-	18,000	-	-	-	112,820	-	25,000	SAFE	269,020
0605 Publications & Public Outreach	172,039	265,474	-	-	19,727	-	14,720	-	-	-	-	-	-		471,960
0708 Property Assessed Clean Energy Program	-	-	-	-	-	-	-	-	-	-	-	-	51,686	LOC	51,686
0805 Building Operations & Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	29,272	LOC	29,272
0942 Financial Management	231,043	-	-	-	-	-	14,750	-	-	-	-	918,000	-		1,163,793
Total General/Council of Governments Support	1,281,303	487,774	-	-	19,727	69,265	140,858	-	-	-	140,148	918,000	1,092,069		4,149,144
Air Quality & Traveler Services															
0102 Air Quality Activities	-	-	-	-	-	325,936	-	-	-	-	31,425	-	150,000	DOE	507,361
0406 Rideshare Management	-	-	-	-	-	435,960	-	-	-	10,960	-	-	1,771,990	CMAQ	2,218,910
0702 Call Box System	-	-	-	-	-	-	-	-	-	-	-	-	1,142,713	SAFE	1,142,713
0704 Freeway Service Patrol/State	-	-	-	-	-	-	-	-	-	-	-	-	2,031,009	CMAQ	2,031,009
0706 Intelligent Transportation Systems	-	-	-	-	-	82,545	-	-	-	-	-	-	-		82,545
Total Air Quality & Traveler Services	-	-	-	-	-	844,441	-	-	-	10,960	31,425	-	5,095,712		5,982,538
Regional and Sub-Regional Planning															
0110 Regional Planning	-	-	-	-	-	-	-	-	-	-	372,939	-	-		372,939
0203 Congestion Management	-	-	-	-	-	149,534	-	-	-	-	-	-	16,338	LOC	165,872
0213 High Desert Corridor Studies	-	-	-	-	-	-	-	-	-	-	3,858	-	-		3,858
0404 Subregional Transportation Planning	201,734	-	-	-	-	651,829	-	-	-	-	556,152	-	37,000	LOC	1,446,715
0941 Mt./Desert Planning & Project Dev.	-	-	-	-	-	-	212,942	-	-	-	-	-	-		212,942
Total Regional and Sub-Regional Planning	201,734	-	-	-	-	801,363	212,942	-	-	-	932,949	-	53,338		2,202,326
Transit & Passenger Rail															
0309 General Transit	-	-	-	-	2,295	-	-	-	-	-	1,391,354	-	-		1,393,649
0310 Transit Operators	-	-	-	-	7,906,688	-	-	-	1,171,259	367,720	50,000	-	-		9,495,667
0311 Transit Capital	-	-	-	-	2,200,000	-	-	-	-	-	820,000	-	17,245,858	LOC	20,265,858
0352 General Commuter Rail	-	-	-	-	-	-	-	-	-	-	3,060,807	-	-		3,060,807
0377 Commuter Rail Operating Expense	-	-	-	-	-	-	-	-	-	-	12,047,300	-	581,200	RAR	12,628,500
0379 Commuter Rail Capital Expense	-	-	-	-	10,112,032	-	-	-	-	-	26,746,527	10,000,000	40,700,458	CMAQ, PTMISEA, SLPP, FTA, RAR, TSSSDRP	87,559,017
Total Transit & Passenger Rail	-	-	-	-	20,221,015	-	-	-	1,171,259	367,720	44,115,988	10,000,000	58,527,516		134,403,498

San Bernardino Associated Governments
Budget Summary
Fiscal Year 2013/2014

	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	-	-	-	-	-	331,312	-	-	-	-	-	-	400,000	CMAQ	731,312
0803 SR 210 Baseline Road Interchange Improvement	-	-	-	-	-	-	-	-	-	-	-	451,995	454,657	LOC	906,652
0815 Measure I Program Management	-	2,040,339	-	-	-	-	-	-	-	-	-	3,774,317	-		5,814,656
0817 SR 60 Sound Wall	-	-	-	-	-	-	-	-	-	-	-	-	-		-
0820 SR 210 Final Design	-	18,706	-	-	-	-	-	-	-	-	-	-	-		18,706
0822 SR 210 Right of Way Acquisition	-	1,001,450	-	-	-	-	-	-	-	-	-	-	-		1,001,450
0824 SR 210 Construction	-	1,107,354	-	-	-	-	-	-	-	-	-	-	10,726,800	TEA	11,834,154
0825 I-10 Corridor Project Development	-	5,415,319	-	-	-	-	-	-	-	-	-	-	-		5,415,319
0826 I-10 Cherry Avenue/Citrus Avenue Interchange	-	-	165,469	-	-	-	-	-	-	-	-	9,605,833	50,510,000	TCIF, IMD,	60,281,302
0830 I-215 SANRIV Project Development	-	155,000	-	-	-	-	-	-	-	-	-	-	70,000	LOC	225,000
0834 I-215 Final Design	-	8,036	-	-	-	-	-	-	-	-	-	-	-		8,036
0836 I-215 Right of Way Acquisition	-	107,536	-	-	-	-	-	-	-	-	-	-	-		107,536
0838 I-215 Construction	-	6,997,017	-	-	-	-	-	-	-	-	-	-	26,772,856	CMAQ, PNRS, RIP, TEA, TCRP	33,769,873
0839 I-215 HOV Gap Closure Project	-	16,498,209	-	-	-	-	-	-	-	-	-	-	-		16,498,209
0840 I-215 Barton Road Interchange	-	2,645,103	-	-	-	-	-	-	-	-	-	-	21,380,646	DEMO, STP	24,025,749
0841 I-10 Riverside Avenue Interchange	-	45,735	-	-	-	-	-	-	-	-	-	2,000	593,807	LOC	641,542
0842 I-10 Tippecanoe Avenue Interchange	-	-	-	-	-	-	-	-	-	-	-	4,648,930	16,274,971	LOC, DEMO, PNRS, CMIA	20,923,901
0845 I-215 Mt. Vernon Ave./Washington St. Interchange	-	671,556	-	-	-	-	-	-	-	-	-	-	-		671,556
0850 Alternative Project Financing	-	1,399,844	-	-	-	-	-	-	-	180,000	-	1,195,000	1,200,000	PPM	3,974,844
0862 I-10 Westbound Lane Addition-Yucaipa	-	112,104	-	-	-	-	-	-	-	-	-	-	2,151,614	CMIA, STP	2,263,718
0869 Glen Helen Parkway Grade Separation	-	-	-	-	-	-	-	-	-	-	-	3,586,296	-		3,586,296
0870 Hunts Lane Grade Separation	-	275,000	-	-	-	-	-	-	-	-	-	1,009,134	8,042,346	PNRS	9,326,480
0871 State Street/University Parkway. Grade Sep.	-	9,036	-	-	-	-	-	-	-	-	-	-	-		9,036
0874 Palm Avenue Grade Separation	-	-	-	-	-	-	-	-	-	-	-	2,569,100	6,560,269	DEMO,	9,129,369
0876 So. Milliken Avenue Grade Separation	-	-	-	-	-	-	-	-	-	-	-	4,496,264	-		4,496,264
0877 Vineyard Avenue Grade Separation	-	-	-	-	-	-	-	-	-	-	-	7,074,093	-		7,074,093
0879 Colton Crossing BNSF/UPRR Grade	-	2,209	-	-	-	-	-	-	-	-	-	-	20,118,742	LOC, TCIF	20,120,951
0880 I-15/I-215 Devore Road Interchange	-	-	-	-	-	-	-	-	-	-	-	23,278,713	-		23,278,713
0881 Lenwood Road Grade Separation	-	-	-	-	-	-	-	985,487	-	-	-	-	3,905,269	SLPP, TCIF,	4,890,756
0882 No. Milliken Avenue Grade Separation	-	-	-	-	-	-	-	-	-	-	-	-	9,419,387	LOC, RIP	9,419,387
0883 SR 210 Pepper Avenue Interchange	-	2,208,282	-	-	-	-	-	-	-	-	-	-	-		2,208,282
0884 Laurel Avenue Grade Separation	-	-	-	-	-	-	-	-	-	-	-	6,040,387	11,926,316	LOC, TCIF	17,966,703
0885 9th Street Rail Improvement Project	-	3,081,456	-	-	-	-	-	-	-	-	-	-	-		3,081,456
0886 Colton/BNSF Quiet Zone Project	-	2,408,394	-	-	-	-	-	-	-	-	-	-	-		2,408,394
0887 SR 210 Lane Addition	-	862,631	-	-	-	-	-	-	-	-	-	-	-		862,631
0888 I-15 La Mesa Road/Nisqualli Road Interchange	-	-	-	-	-	-	-	-	-	-	-	1,078,468	5,967,589	LOC, CMIA	7,046,057
0890 I-15 Ranchero Road Interchange	-	-	-	-	-	-	-	2,727,801	-	-	-	1,734,000	18,768,096	CMIA, RIP,	23,229,897
0892 I-15 Baseline Road Interchange	-	-	-	-	-	-	-	-	-	-	-	5,211,900	7,631,239	TEA	12,843,139
0893 SR 60 Central Avenue Interchange	-	-	-	-	-	-	-	-	-	-	-	41,200	58,800	LOC	100,000
0894 SR 60 Archibald Avenue Interchange	-	-	-	-	-	-	-	-	-	-	-	33,900	66,100	LOC	100,000
0896 I–10 Pepper Avenue Interchange Improve Project	-	-	-	-	-	-	-	-	-	-	-	713,665	156,000	LOC	869,665
0897 I-10 Cedar Avenue Interchange	-	-	-	-	-	-	-	-	-	-	-	70,000	30,000	LOC	100,000
0898 I-10 Mount Vernon Avenue Interchange	-	-	-	-	-	-	-	-	-	-	-	94,900	5,100	LOC	100,000
0899 I-10 University Street Interchange	-	-	-	-	-	-	-	-	-	-	-	84,200	15,800	LOC	100,000
Total Major Project Delivery	-	47,070,316	165,469	-	-	331,312	-	3,713,288	-	180,000	-	76,794,295	223,206,404		351,461,084

San Bernardino Associated Governments
Budget Summary
Fiscal Year 2013/2014

	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	-	-	-	-	-	-	-	-	-	-	630,544	-	-		630,544
0500 Transportation Improvement Program	-	-	-	-	-	-	-	-	-	-	357,965	-	-		357,965
0501 Federal Transit Act Programming	-	-	-	-	-	-	-	-	-	-	78,724	-	-		78,724
0502 TDA Administration	-	-	-	-	-	-	-	-	-	-	779,466	-	-		779,466
0504 Measure I Administration	438,104	-	-	-	-	-	86,475	-	-	-	-	-	4,800	LOC	529,379
0506 Local Transportation Fund	-	-	-	-	-	-	-	-	-	-	94,858,102	-	-		94,858,102
0507 State Transit Assistance Fund	-	-	-	-	-	-	-	-	-	-	50,648,971	-	-		50,648,971
0515 MSI Valley Apportionment & Allocation	98,878	-	-	11,079,343	-	-	-	-	-	-	-	-	-		11,178,221
0516 MSI Mtn./Desert Apportionment & Allocation	-	-	-	-	-	-	35,324	9,672,535	-	135,000	-	-	-		9,842,859
0609 Strategic Planning/Delivery	303,474	-	-	-	-	-	56,337	-	-	-	-	-	-		359,811
0610 Measure I 2010-2040 Project Advancements	28,286	-	2,039,283	16,136,344	-	-	-	-	-	-	-	-	-		18,203,913
0918 Valley Measure I Local Pass Thru	21,733,700	-	-	-	-	-	17,348,600	-	-	-	-	-	-		39,082,300
Total Transportation Fund Administration	22,602,442	-	2,039,283	27,215,687	-	-	17,526,736	9,672,535	-	135,000	147,353,772	-	4,800		226,550,255
Debt Service Program															
0965 2012A Sales Tax Revenue Bond	-	-	1,566,735	1,704,235	-	-	-	895,870	-	-	-	-	-		4,166,840
0966 2014A Sales Tax Revenue Bond	-	-	1,864,980	1,491,070	398,725	-	-	398,725	-	-	-	-	-		4,153,500
Total Debt Service Program	-	-	3,431,715	3,195,305	398,725	-	-	1,294,595	-	-	-	-	-		8,320,340
Total Expenditures	24,085,479	47,558,090	5,636,467	30,410,992	20,639,467	2,046,381	17,880,536	14,680,418	1,171,259	693,680	192,574,282	87,712,295	287,979,839		733,069,185

San Bernardino Associated Governments
Budget Summary
Fiscal Year 2013/2014

	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
RECAP															
Estimated Beginning Fund Balance	1,855,426	70,585,211	9,924,604	23,975,126	29,680,641	17,223,604	689,615	16,730,801	2,020,210	1,362,429	145,616,871	48,334,797	11,970,415		379,969,750
Total Revenues	22,864,200	32,059,425	15,817,480	21,774,850	19,594,950	2,178,150	17,612,100	6,400,200	1,278,550	511,800	83,713,836	105,418,000	285,641,028		614,864,569
Total Expenditures	24,085,479	47,558,090	5,636,467	30,410,992	20,639,467	2,046,381	17,880,536	14,680,418	1,171,259	693,680	192,574,282	87,712,295	287,979,839		733,069,185
Excess of Revenues Over (Under) Expenditures	(1,221,279)	(15,498,665)	10,181,013	(8,636,142)	(1,044,517)	131,769	(268,436)	(8,280,218)	107,291	(181,880)	(108,860,446)	17,705,705	(2,338,811)		(118,204,616)
Estimated Prior Year Budgeted Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-		-
Transfers In (Out)	-	-	-	-	-	-	-	-	-	-	-	-	-		-
20% Reserve	-	(6,302,760)	(2,390,700)	(4,346,720)	(2,173,360)	(434,680)	-	(1,275,640)	-	-	-	-	-		(16,923,860)
Estimated Ending Fund Balance	634,147	48,783,786	17,714,917	10,992,264	26,462,764	16,920,693	421,179	7,174,943	2,127,501	1,180,549	36,756,425	66,040,502	9,631,604		244,841,274

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
TSSSDRP - Transit System Safety Security Disaster Recovery Program
IMD - Interstate Maintenance Discretionary
SLPP - State Local Partnership Program
LOC - Local Funds/Reimbursements
DOE - Department of Energy
PPM - Planning, Programming & Monitoring
PNRS - Projects of National & Regional Significance
TCIF - Trade Corridor Improvement Fund
RAR - Rail Asset Revenue
RIP - Regional Improvement Program
TEA - Transportation Enhancement Activities
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

San Bernardino Associated Governments
Measure I Recap
Fiscal Year 2013/2014

	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	-	17,933,431	-	-	6,726,196	11,202,819	-	-	-	-	35,862,446
MeasureI 2010-2040	1,855,426	70,585,211	9,924,604	23,975,126	29,680,641	17,223,604	689,615	16,730,801	2,020,210	1,362,429	174,047,667
Total	1,855,426	88,518,642	9,924,604	23,975,126	36,406,837	28,426,423	689,615	16,730,801	2,020,210	1,362,429	209,910,113
Total Revenues:											
MeasureI 1990-2010	-	-	-	-	-	-	-	-	-	-	-
MeasureI 2010-2040	22,864,200	31,513,800	15,778,700	21,733,600	19,560,200	2,173,400	17,612,100	6,378,200	1,275,600	510,200	139,400,000
Total	22,864,200	31,513,800	15,778,700	21,733,600	19,560,200	2,173,400	17,612,100	6,378,200	1,275,600	510,200	139,400,000
Total Expenditures:											
MeasureI 1990-2010	-	15,338,503	-	-	6,726,196	1,283,940	-	-	-	-	23,348,639
MeasureI 2010-2040	24,085,479	47,558,090	5,636,467	30,410,992	20,639,467	2,046,381	17,880,536	14,680,418	1,171,259	693,680	164,802,769
Total	24,085,479	62,896,593	5,636,467	30,410,992	27,365,663	3,330,321	17,880,536	14,680,418	1,171,259	693,680	188,151,408
Excess of Revenues Over (Under) Expenditures:											
MeasureI 1990-2010	-	(15,338,503)	-	-	(6,726,196)	(1,283,940)	-	-	-	-	(23,348,639)
MeasureI 2010-2040	(1,221,279)	(15,498,665)	10,181,013	(8,636,142)	(1,044,517)	131,769	(268,436)	(8,280,218)	107,291	(181,880)	(24,711,064)
Total	(1,221,279)	(30,837,168)	10,181,013	(8,636,142)	(7,770,713)	(1,152,171)	(268,436)	(8,280,218)	107,291	(181,880)	(48,059,703)
Estimated Prior Year Budgeted Revenues:											
MeasureI 1990-2010	-	-	-	-	-	-	-	-	-	-	-
MeasureI 2010-2040	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-
Transfers In (Out):											
MeasureI 1990-2010	-	-	-	-	-	-	-	-	-	-	-
MeasureI 2010-2040	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-
20% Reserve:											
MeasureI 1990-2010	-	-	-	-	-	-	-	-	-	-	-
MeasureI 2010-2040	-	(6,302,760)	(2,390,700)	(4,346,720)	(2,173,360)	(434,680)	-	(1,275,640)	-	-	(16,923,860)
Total	-	(6,302,760)	(2,390,700)	(4,346,720)	(2,173,360)	(434,680)	-	(1,275,640)	-	-	(16,923,860)
Estimated EndingFund Balance:											
MeasureI 1990-2010	-	-	-	-	-	-	-	-	-	-	-
MeasureI 2010-2040	634,147	48,783,786	17,714,917	10,992,264	26,462,764	16,920,693	421,179	6,579,509	2,127,501	1,180,549	131,817,309
Total	634,147	48,783,786	17,714,917	10,992,264	26,462,764	16,920,693	421,179	6,579,509	2,127,501	1,180,549	131,817,309

Debt Summary

Debt Financing

SANBAG's debt program exists to support Measure I project completion. Within Measure I, debt has been used 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 defeased 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 remaining debt service schedule for the 2012A sales tax revenue bonds:

Debt Service Schedule

Year	Principal	Interest	Total
2014	-	4,163,338	4,163,338
2015	1,910,000	4,163,337	6,073,337
2016	1,990,000	4,086,938	6,076,938
2017	2,090,000	3,987,437	6,077,437
2018	2,170,000	3,903,838	6,073,838
2019-2023	12,325,000	18,062,337	30,387,337
2024-2028	15,500,000	14,878,188	30,378,188
2029-2033	19,700,000	10,674,187	30,374,187
2034-2038	24,755,000	5,619,200	30,374,200
2039-2040	11,440,000	712,594	12,152,594
Total	**91,880,000**	**70,251,394**	**162,131,394**

Debt Capacity Analysis

SANBAG is prohibited from issuing additional parity debt if its debt coverage ratio is less than 1.3 to 1 on all senior debt. SANBAG has adopted a policy to not issue any additional bonds if the debt service coverage ratio would be less than 1.3.

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 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 1.3 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. The following is the cash flow borrowing for the current fiscal year:

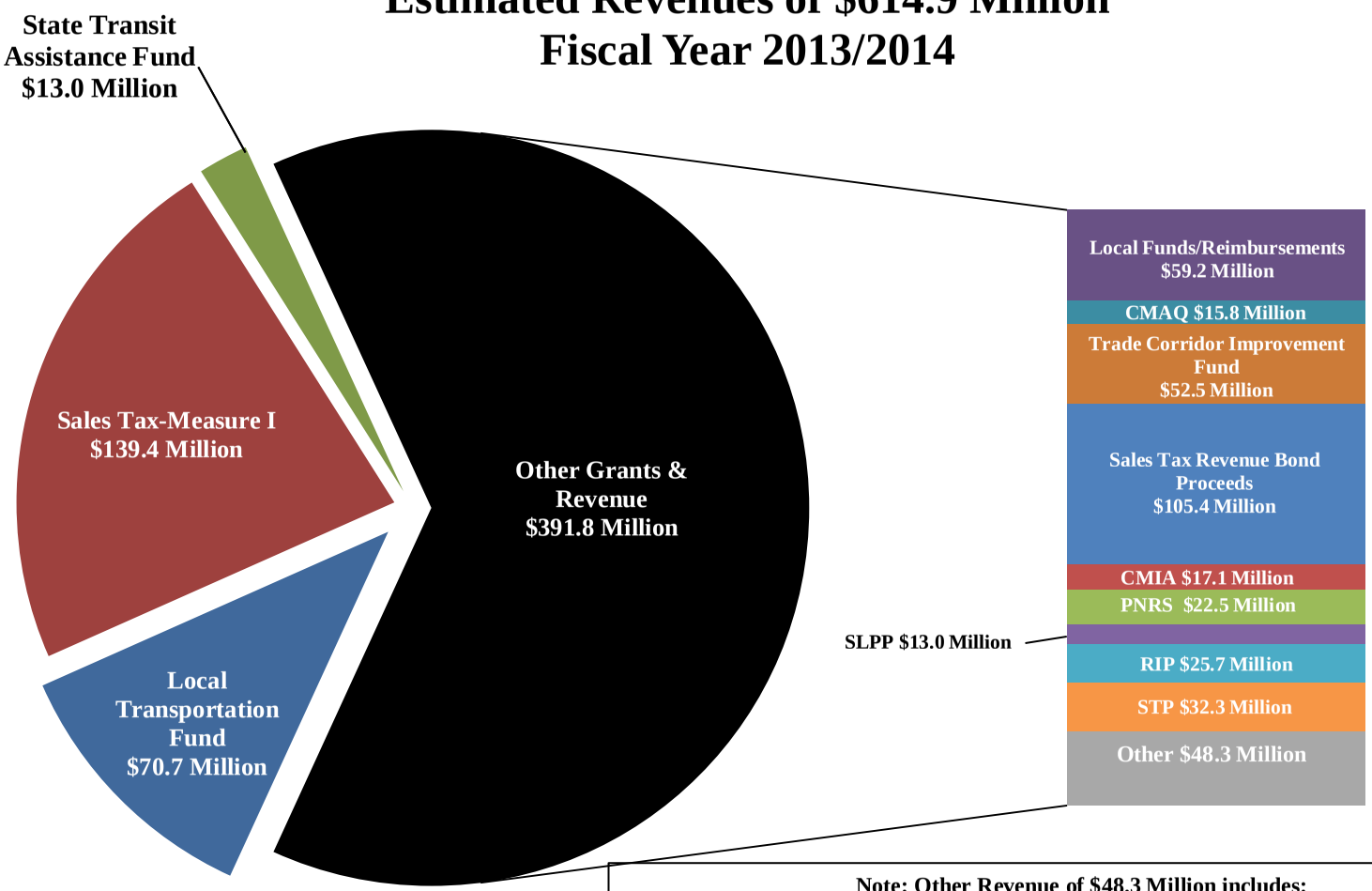
	Advance To/From	
Fiscal Year 2012/2013	**Receivable**	**Payable**
Measure I-Valley Freeway Projects Fund	4,487,232	
Valley Interchange Bond Fund		4,117,632
Cajon Pass Bond Fund		369,600

There is no proposed short-term cash flow borrowing in the Fiscal Year 2013/2014 budget. The cash flow borrowing for Fiscal Year 2012/2013 will be repaid with proceeds from the 2014A sales tax revenue bond.

Estimated Revenue Detail

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Measure I Sales Tax				
Administration	1,179,271	1,322,766	1,220,000	1,394,000
Cajon Pass	3,269,430	3,618,545	3,340,000	3,825,200
Valley:				
Freeway	26,840,963	29,693,822	27,432,400	31,513,800
Interchange	10,181,054	11,263,174	10,405,400	11,953,500
Major Street	18,511,009	20,478,498	18,918,900	21,733,600
Metrolink/Rail	7,404,403	8,191,399	7,567,600	8,693,400
Express Bus/Bus Rapid Transit	1,851,101	2,047,850	1,891,900	2,173,400
Senior/Disabled Transit	7,404,403	8,191,399	7,567,600	8,693,400
Traffic Management	1,851,101	2,047,849	1,891,900	2,173,400
Local Distribution	18,511,009	20,478,498	18,918,900	21,733,700
Mountain/Desert:				
Major Local Highway	5,230,835	6,235,700	5,711,200	6,378,200
Senior/Disabled Transit	1,046,166	1,247,139	1,142,400	1,275,600
Traffic Management	418,467	498,854	456,900	510,200
Local Distribution	14,227,867	16,961,088	15,534,900	17,348,600
Total Measure I	117,927,079	132,276,581	122,000,000	139,400,000
Local Transportation Fund				
Administration	450,000	450,000	850,000	850,000
Planning	2,722,040	1,908,943	2,372,239	2,437,952
Rail	8,137,000	8,116,523	19,462,950	27,440,294
Pass-Through	53,109,831	61,896,606	43,264,662	39,946,994
Total Local Transportation Fund	64,418,871	72,372,072	65,949,851	70,675,240
State Transit Assistance Fund				
Rail	-	1,577,100	3,597,946	9,986,808
Pass-Through	-	11,650,810	10,504,006	3,051,788
Total State Transit Assistance Fund	-	13,227,910	14,101,952	13,038,596
Other Grants and Revenue				
Congestion Mitigation and Air Quality	16,587,911	14,942,407	18,392,359	15,815,216
Federal Demonstration Funds	-	809,687	10,972,781	10,720,646
Federal Transit Administration	772,975	-	-	7,500,000
Traffic Congestion Relief Program	-	2,169,638	7,494,743	2,880,838
Proposition 1B Traffic Light Synchronization	2,702,645	52,795	-	-
Corridor Mobility Improvement Account	99,437	12,187,965	16,154,591	17,057,991
Public Trans Modern, Improve & Svc Enhance Acct	3,659,456	-	70,069	6,570,069
Transportation Enhancement Activities	(40,000)	-	1,162,000	7,552,969
Interstate Maintenance Discretionary		-	1,299,854	3,874,367
American Recovery and Reinvestment Act	5,993,844	33,980,000	35,327,985	-
Regional Improvement Program	4,385,719	20,492,259	34,484,882	25,661,625
Trade Corridor Improvement Fund	-	2,826,414	110,862,474	52,518,654
Transit System Safety Security Disaster Recovery Program	-	1,459,313	1,459,313.00	3,695,542
Surface Transportation Program	77,892	5,698,461	46,010,289	32,318,918
State Highway Operational & Protection Program	-	135,025	300,000	259,783
State Local Partnership Program	-	-	1,102,381	12,981,690
Interregional Improvement Program	1,880,924	-	1,719,075	-
Department of Energy	1,844,820	3,704,253	3,108,450	150,000
California Energy Commission	-	8,277,200	-	-
Project National & Regional Significance	1,324,332	1,308,286	21,504,764	22,508,096
Planning, Programming and Monitoring	2,400,000	1,200,000	1,300,000	1,200,000
Service Authority for Freeway Emergencies	1,560,519	1,672,945	1,684,950	1,610,000
Freeway Service Patrol/State	1,670,547	1,165,379	1,420,178	1,380,272
Public Utilities Commission	-	597,414	800,000	-
Rail Asset		646,873	400,000	200,000
Local Funds/Reimbursements	5,866,879	28,681,371	68,692,429	59,184,352
Sales Tax Revenue Bond Proceeds	-	91,880,000	-	105,418,000
Other Revenue	8,911,951	6,004,355	1,398,810	691,705
Total Other Grants and Revenue	109,699,851	239,892,040	387,122,377	391,750,733
Total Estimated Revenues	292,045,801	457,768,603	589,174,180	614,864,569

SAN BERNARDINO ASSOCIATED GOVERNMENTS
Estimated Revenues of $614.9 Million
Fiscal Year 2013/2014



Note: Other Revenue of $48.3 Million includes:

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

San Bernardino Associated Governments
General Assessment Dues Calculation
Fiscal Year 2013/2014

Jurisdiction	Pop. 2012	% of Total Pop.	Assessed Value Before RDA 2012	% of Total Value	Avg. % Pop. & Value	FY 2013 Amount	FY 2014 Amount	Var.
Adelanto	31,066	1.505%	1,531,849,996	0.937%	1.221%	1,211	1,219	8
Apple Valley	70,033	3.393%	4,484,746,149	2.743%	3.068%	3,043	3,063	20
Barstow	23,019	1.115%	1,199,487,738	0.734%	0.924%	917	923	6
Big Bear Lake	5,088	0.247%	2,912,139,016	1.781%	1.014%	1,006	1,012	6
Chino	79,171	3.836%	8,733,033,598	5.341%	4.589%	4,551	4,581	30
Chino Hills	75,655	3.666%	9,043,902,382	5.531%	4.598%	4,561	4,591	30
Colton	52,690	2.553%	2,601,474,923	1.591%	2.072%	2,055	2,069	14
Fontana	199,898	9.685%	13,596,277,647	8.316%	9.000%	8,927	8,986	59
Grand Terrace	12,157	0.589%	765,468,802	0.468%	0.529%	524	528	4
Hesperia	91,033	4.411%	4,291,553,022	2.625%	3.518%	3,489	3,512	23
Highland	53,664	2.600%	2,719,540,147	1.663%	2.132%	2,114	2,128	14
Loma Linda	23,389	1.133%	1,585,798,247	0.970%	1.052%	1,043	1,050	7
Montclair	37,163	1.801%	2,547,125,557	1.558%	1.679%	1,666	1,676	10
Needles	4,894	0.237%	312,963,898	0.191%	0.214%	213	214	1
Ontario	166,134	8.049%	18,477,960,760	11.301%	9.675%	9,597	9,660	63
Rancho Cucamonga	169,498	8.212%	19,600,775,263	11.988%	10.100%	10,018	10,084	66
Redlands	69,498	3.367%	7,340,192,241	4.489%	3.928%	3,896	3,922	26
Rialto	100,606	4.875%	5,694,664,771	3.483%	4.179%	4,145	4,172	27
San Bernardino	211,674	10.256%	10,314,096,504	6.308%	8.282%	8,215	8,269	54
Twentynine Palms	25,713	1.246%	816,571,648	0.499%	0.873%	866	871	5
Upland	74,568	3.613%	7,057,197,912	4.316%	3.965%	3,932	3,958	26
Victorville	119,059	5.769%	6,763,540,399	4.137%	4.953%	4,912	4,945	33
Yucaipa	52,100	2.524%	3,377,996,647	2.066%	2.295%	2,277	2,291	14
Yucca Valley	20,916	1.013%	1,354,426,741	0.828%	0.921%	913	919	6
County	295,233	14.304%	26,382,391,990	16.136%	15.220%	15,097	15,195	98
	2,063,919	100.000%	163,505,175,998	100.00%	100.00%	99,188	99,838	650

NOTES:

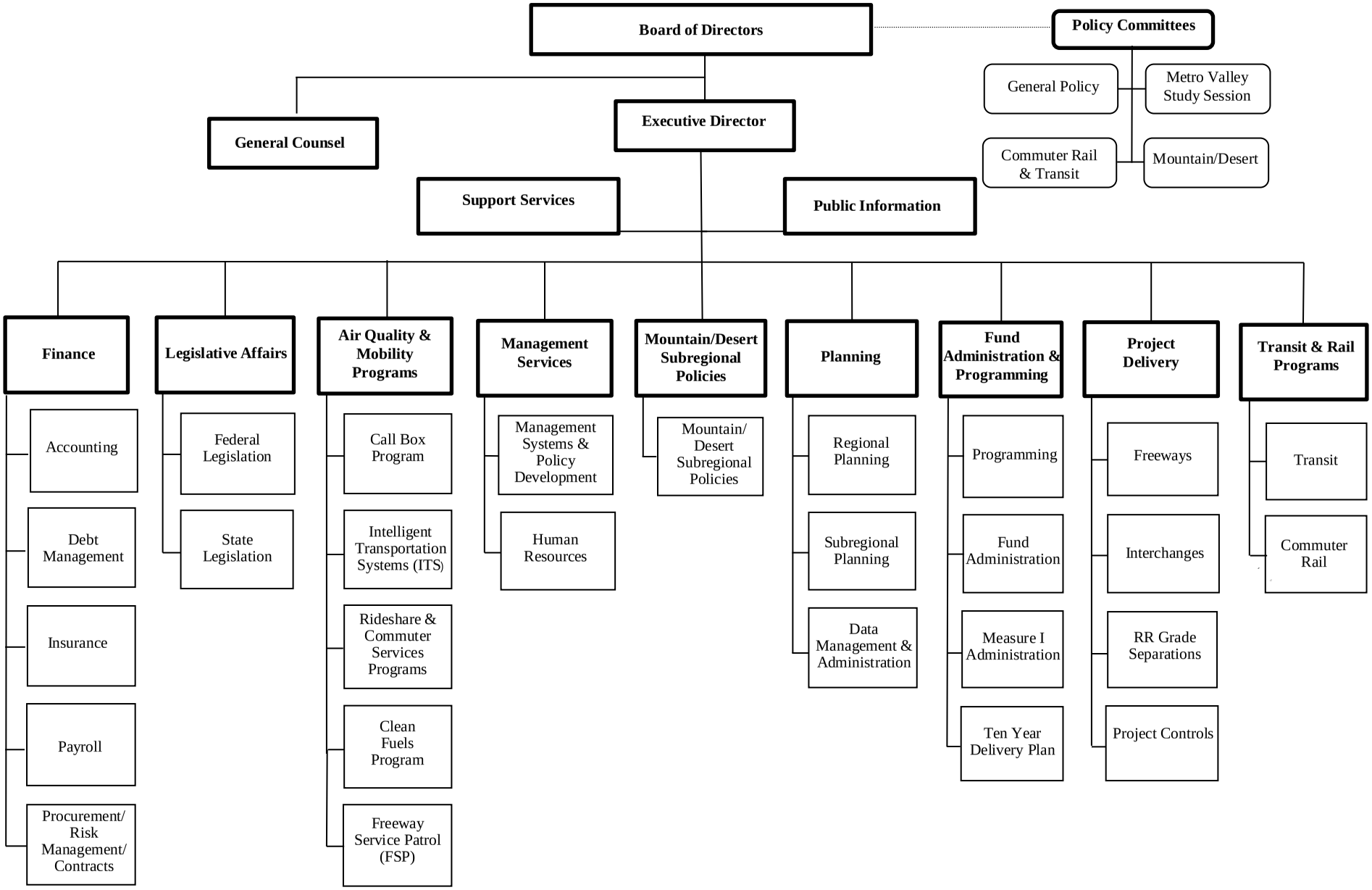
1) Population Source: Most recent Measure I population data, which is the Department of Finance estimate as of January 1 reconciled to the total population for San Bernardino County.

2) Net Assessed Value Source: Property Tax Section, County Auditor/Controller, 2012.

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

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

San Bernardino Associated Governments
Organization Chart



NOTE: During the Fiscal Year 2011/2012 procurement/risk management/contracts were added to finance; programming, fund administration and the ten year delivery plan was transferred to fund administration and programming.

Staffing Overview

This section of the SANBAG budget provides information relative to human resources requirements for Fiscal Year 2013/2014. The SANBAG workforce is comprised of a small group of professionals and support personnel who manage and implement various programs approved by the Board of Directors. As with any organization, SANBAG's human resources are the most critical and valued asset which move the organization toward attaining the goals and objectives set forth by the governing body.

Management Structure

SANBAG has a simple management structure which serves to facilitate the diverse responsibilities of the organization. Eight senior management staff lead 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 management structure is depicted in the ***SANBAG Organization Chart pg.53.***

Staffing

The SANBAG workforce proposed in this budget is composed of the Executive Director, General Counsel, seven senior management positions, twenty eight professional/administrative positions, and thirteen and one half support positions. This budget proposes reclassifying two existing positions. This budget also proposes one additional position.

The budget proposes reclassifying the Management Services Specialist to a Management Services Analyst to allow for higher level work and more independent analysis which will allow the Director of Management Services to focus more on Council of Government activities. The budget also proposes reclassifying the Accounting Manager position to a Chief of Accounting and Procurement Position. This reclassification recognizes the increased responsibility and complexity associated with Transportation Development Act (TDA) Administration and centralized procurement and meets the need for a clear second in command in the Finance Department. For similar reasons, it is being recommended that the Chief Financial Officer salary range be moved from Range 39 to Range 40 to put it in line with other Department Directors and to recognize the additional roles and responsibilities taken on by Finance. There is no salary change associated with this range adjustment as the Chief Financial Officer's salary is already within Range 40.

The additional position is to add a Geographic Information System (GIS) Analyst to assist with our GIS mapping and transportation modeling efforts. These efforts include entering land use and general plan data to be used in forecasts and doing coding and basic model runs for the new San Bernardino Transportation Model. With the addition of a GIS Analyst SANBAG will not need to budget to use a temporary half-time employee to help in the GIS Division as has been done in the past.

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 two temporary employees to assist the Finance Department with general accounting tasks and grant reimbursements as well as with contract and procurement management. In addition, two student interns are proposed to assist the Air Quality and Mobility and the Fund Administration and Programming Departments.

The Fiscal Year 2013/2014 budget provides funding for a total of 50.5 regular employees and two temporary employees and two student interns for short-term assistance, an increase of one position from prior year.

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

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

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

Salaries and Benefits

The ***Salaries and Benefits Schedule pg.57*** contained in this budget illustrates the total estimated costs for salaries and benefits during the Fiscal Year 2013/2014 budget, as estimated in March, 2013. The total salary and benefit cost proposed in the budget is $7,795,202 which represents 1% of the total budgeted new expenditures.

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.60*** 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.58*** 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 2013/2014

Support Group	**FY 10/11**	**FY 11/12**	**FY 12/13**	**FY 13/14**
Accountant	1	1	1.5	1.5
Accounting Assistant	2	2	1	1
Accounting Assistant, Senior	0	0	1	1
Administrative Assistant	1	1	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**	**12**	**13.5**	**13.5**
Administrative/Professional Group				
Accounting Manager	1	1	1	0
Air Quality/Mobility Specialist	1	2	2	2
Chief of Accounting & Procurement	0	0	0	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	1	0	0	1
Chief of Transit and Rail Programs	0	0	1	1
Clerk of the Board/Administrative Supervisor	1	1	1	1
Construction Manager	1	1	1	1
GIS Analyst	1	0	0	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	1	0	0	1
Management Services Specialist	1	1	1	0
Procurement/Risk Management/Contract Administrator	0	1	1	1
Project Delivery Manager	2	2	2	2
Programming/Project Controls Manager	0	1	1	0
Public Information Analyst	0	0	1	1
Public Information Officer	1	1	1	1
Public Information Specialist	1	1	0	0
Transit Analyst	0	2	2	2
Transit Specialist	2	1	1	1
Transportation Planning Analyst	1	1	2	2
Transportation Programming Analyst	2	1	1	2
Transportation Programming Analyst, Senior	1	1	1	0
Transportation Planning Specialist	1	2	1	1
Total Administrative/Professional Group	**25**	**26**	**27**	**28**
Senior Management Group				
Chief Financial Officer	1	1	1	1
Director of Air Quality & Mobility Programs	1	1	0	0
Director of Fund Administration & Programming	0	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	0	1	1	1
Total Senior Management Group	**8**	**9**	**9**	**9**
TOTAL REGULAR POSITIONS	**45**	**47**	**49.5**	**50.5**

San Bernardino Associated Governments
Salaries and Benefits Schedule at Budgeted Rates
For Fiscal Year 2013/2014

	Salaries	Retirement*	Deferred Comp.	Worker's Comp.	Medicare	Medical Retire Trust	UI**	Flexible Benefits	Auto Allowance	Contracted County Supp.***	Total
Support Group	**$817,791**	**$302,703**	**$37,559**	**$25,002**	**$11,858**	**$1,550**	**$4,950**	**$165,213**	**$0**	**$20,503**	**$1,387,130**
Accounting (5.5)											
Assistant to the Clerk of the Board											
Office Assistant/Receptionist (2)											
Administrative Assistants (7)											
Administrative/Professional Group	**$2,377,045**	**$923,727**	**$172,986**	**$76,165**	**$34,467**	**$2,415**	**$7,425**	**$291,536**	**$8,400**	**$49,951**	**$3,944,117**
Accounting Manager											
Contract/Procurement/Risk Manager											
Air Quality/Mobility Positions (3)											
Clerk of the Board/Administrative Supervisor											
Chief of Alternative Project Financing											
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	**$1,490,736**	**$593,664**	**$111,805**	**$47,766**	**$21,616**	**$4,949**	**$2,475**	**$97,258**	**$74,400**	**$21,436**	**$2,466,105**
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	**$4,685,572**	**$1,820,094**	**$322,350**	**$148,934**	**$67,941**	**$8,914**	**$14,850**	**$554,007**	**$82,800**	**$91,890**	**$7,797,352**

* Unemployment Insurance

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

Employer Provided Benefits:		**Mandatory Benefits:**	
Retirement	$1,820,094	**Workers' Compensation**	$148,934
Deferred Compensation	322,350	**Medicare**	67,941
Flexible Benefit Plan	554,007	**Unemployment Insurance**	14,850
Contracted County Supplemental Benefits	91,890		
Auto Allowance	82,800		
Medical Retirement Trust	8,914		
Total	**$2,880,056**	**Total**	**$231,724**

San Bernardino Associated Governments
Staff Utilization Report
Fiscal Year 2013/2014

		Director of Transit/Rail Programs	Director of Management Services	Director of Project Delivery	SANBAG Counsel	Director of Planning	Chief Financial Officer	Director of Legislative Affairs	Executive Director	Director of Fund Administration	OTHER STAFF *	TOTAL
AIR QUALITY & TRAVELER SERVICES PROGRAM												
0102	Air Quality Activities	-	150	-	-	-	-	-	-	-	1,682	**1,832**
0406	Rideshare Management	-	100	-	5	-	-	-	-	-	1,539	**1,644**
0702	Call Box System	-	100	-	-	-	-	-	-	-	1,614	**1,714**
0704	Freeway Service Patrol/State	-	100	-	15	-	-	-	-	-	1,724	**1,839**
0706	Intelligent Transportation Systems	-	10	-	-	-	-	-	-	-	306	**316**
TOTAL AIR QUALITY & TRAVELER SERVICES PROGRAM		**-**	**460**	**-**	**20**	**-**	**-**	**-**	**-**	**-**	**6,865**	**7,345**
REGIONAL AND SUB-REGIONAL PLANNING												
0110	Regional Transportation Planning	-	-	-	-	340	-	-	-	-	2,106	**2,446**
0203	Congestion Management	-	-	-	-	320	-	-	-	-	578	**898**
0213	High Desert Corridor Studies	-	-	-	-	-	-	-	-	-	40	**40**
0404	Subregional Transportation Planning	-	-	-	-	720	-	-	-	40	4,488	**5,248**
0941	Mt/Desert Planning and Project Development	-	-	-	-	60	-	-	-	200	1,145	**1,405**
TOTAL REGIONAL AND SUB-REGIONAL PLANNING		**-**	**-**	**-**	**-**	**1,440**	**-**	**-**	**-**	**240**	**8,357**	**10,037**
TRANSIT & PASSENGER RAIL PROGRAM												
0309	General Transit	240	-	-	100	-	-	40	85	-	2,934	**3,399**
0310	Transit Operations	-	-	-	-	-	-	-	-	-	-	**-**
0311	Transit Capital	200	-	-	-	-	-	-	-	-	1,545	**1,745**
0352	General Commuter Rail	500	-	-	150	-	-	40	85	-	2,877	**3,652**
0377	Commuter Rail Operating Expenses	-	-	-	-	-	-	-	-	-	-	**-**
0379	Commuter Rail Capital Expenses	740	-	-	-	-	-	-	-	-	1,400	**2,140**
TOTAL TRANSIT & PASSENGER RAIL PROGRAM		**1,680**	**-**	**-**	**250**	**-**	**-**	**80**	**170**	**-**	**8,756**	**10,936**
TRANSPORTATION FUND ADMINISTRATION												
0373	Federal/State Fund Administration	-	-	-	30	-	-	-	-	400	5,371	**5,801**
0500	Transportation Improvement Program	-	-	-	-	-	-	-	-	200	2,270	**2,470**
0501	Federal/Transit Act Programming	-	-	-	-	-	-	-	-	100	310	**410**
0502	TDA Administration	40	-	-	-	-	260	-	-	100	2,784	**3,184**
0504	Measure I Admin - Valley	-	150	-	-	-	390	-	-	40	1,491	**2,071**
0506	Local Transportation Fund	-	-	-	-	-	-	-	-	-	-	**-**
0507	State Transit Assistance Fund	-	-	-	-	-	-	-	-	-	-	**-**
0515	Measure I Valley Apportionment and Allocation	-	-	-	-	80	-	-	-	120	710	**910**
0516	Measure I Mtn./Desert Apportionment and Allocation	-	-	-	-	-	-	-	-	-	-	**-**
0609	Strategic Planning/Delivery Planning	-	-	-	-	-	-	-	-	400	765	**1,165**
0610	Measure I 2010-2040 Project Advancement	-	-	-	-	-	-	-	-	60	170	**230**
0918	Measure I Local Pass-Through	-	-	-	-	-	-	-	-	-	-	**-**
TOTAL TRANSPORTATION FUND ADMINISTRATION		**40**	**150**	**-**	**30**	**80**	**650**	**-**	**-**	**1,420**	**13,871**	**16,241**
GEN-COUNCIL OF GOVERNMENTS SUPPORT PROGRAM												
0104	Intergovernmental Relations	-	250	-	-	-	-	580	330	-	1,610	**2,770**
0490	Council of Governments New Initiatives	-	-	-	-	-	-	-	-	-	-	**-**
0492	Joint Solar Power Purchase	-	100	-	-	-	-	-	-	-	69	**169**
0495	Greenhouse Gas	-	-	-	20	80	-	-	-	-	238	**338**
0503	Legislation	-	-	-	-	-	-	820	85	-	1,395	**2,300**
0601	County Transportation Commission – General	-	-	-	40	-	-	-	-	60	970	**1,070**
0605	Publications & Public Outreach	-	20	-	-	-	-	160	-	-	2,145	**2,325**
0708	Property Assessed Clean Energy Program	-	100	-	20	-	-	-	-	-	183	**303**
0805	Building Operations & Maintenance	-	10	-	-	-	-	-	-	-	150	**160**
0942	Financial Management	-	-	-	-	-	260	-	-	-	534	**794**
TOTAL GEN-COUNCIL OF GOVTS. SUPPORT PROGRAM		**-**	**480**	**-**	**80**	**80**	**260**	**1,560**	**415**	**60**	**7,294**	**10,229**

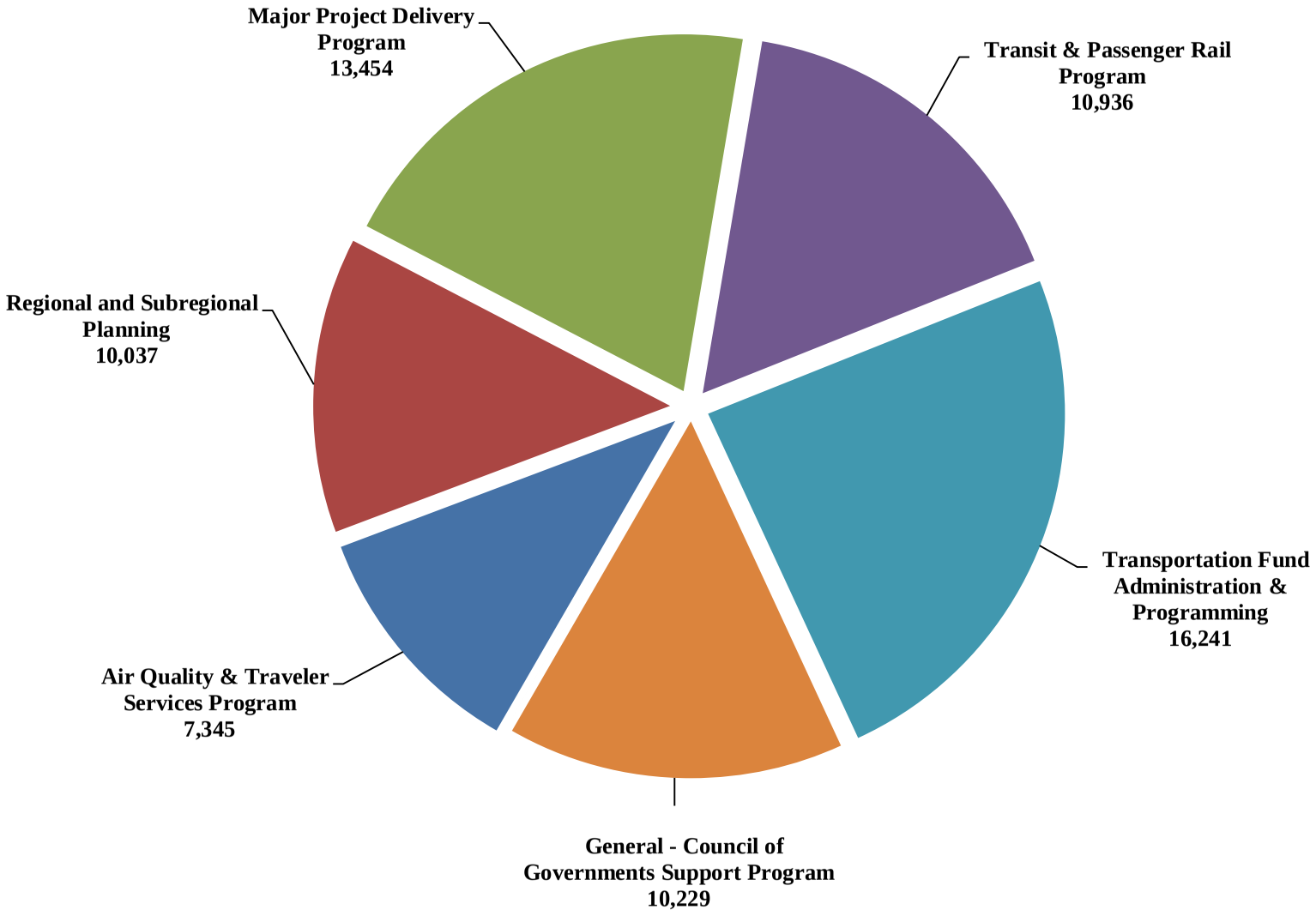
*** OTHER STAFF comprised of (53) FULL-TIME PROFESSIONAL STAFF; (1) PART-TIME.**

San Bernardino Associated Governments
Staff Utilization Report
Fiscal Year 2013/2014

		Director of Transit/Rail Programs	Director of Management Services	Director of Project Delivery	SANBAG Counsel	Director of Planning	Chief Financial Officer	Director of Legislative Affairs	Executive Director	Director of Fund Administration	OTHER STAFF *	TOTAL
MAJOR PROJECT DELIVERY PROGRAM												
0701	Valley Signal Coordination	-	-	-	-	-	-	-	-	-	130	**130**
0803	SR 210 Baseline Road Interchange Improvement	-	-	-	-	-	-	-	-	-	100	**100**
0815	Measure I Program Management	-	-	1,640	1,120	120	-	40	-	-	8,984	**11,904**
0817	SR-60 Sound Wall	-	-	-	-	-	-	-	-	-	-	-
0820	SR-210 Final Design	-	-	-	-	-	-	-	-	-	-	-
0822	SR-210 Right of Way Acquisition	-	-	-	-	-	-	-	-	-	-	-
0824	SR-210 Construction	-	-	-	-	-	-	-	-	-	-	-
0825	I-10 Corridor Project Development	-	-	-	-	-	-	-	-	-	-	-
0826	I-10/Cherry Avenue & I-10/Citrus Avenue Interchange	-	-	-	-	-	-	-	-	-	-	-
0830	I-215 San/Riv 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 Mt. Vernon Ave./Washington St. Interchange	-	-	-	-	-	-	-	-	-	-	-
0850	Alternative Project Financing	-	-	-	-	40	-	-	-	-	80	**120**
0862	I-10 Westbound Lane Addition-Yucaipa	-	-	-	-	-	-	-	-	-	-	-
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	-	-	-	-	-	-	-	-	-	40	**40**
0880	I-15/I-215 Devore Road Interchange	-	-	-	-	-	-	-	-	-	-	-
0881	Lenwood Road Grade Separation	-	-	-	-	-	-	-	-	-	160	**160**
0882	North Milliken Avenue Grade Separation	-	-	10	-	-	-	-	-	-	115	**125**
0883	SR 210 Pepper Avenue Interchange	-	-	-	-	-	-	-	-	-	-	-
0884	Laurel Avenue Grade Separation	-	-	-	-	-	-	-	-	-	-	-
0885	9th Street Rail Improvements	-	-	-	-	-	-	-	-	-	-	-
0886	Colton Quiet Zone Project	-	-	-	-	-	-	-	-	-	-	-
0887	State Route 210 Lane Addition	-	-	-	-	-	-	-	-	-	-	-
0888	I-15 La Mesa Road/Nisqualli Road Interchange	-	-	15	10	-	-	-	-	-	220	**245**
0890	I-15 Ranchero Road Interchange	-	-	15	10	-	-	-	-	-	445	**470**
0892	I-15 Baseline Road Interchange Improvement Project	-	-	-	-	-	-	-	-	-	160	**160**
0893	SR 60 Central Avenue Interchange	-	-	-	-	-	-	-	-	-	-	-
0894	SR 60 Archibald Avenue Interchange	-	-	-	-	-	-	-	-	-	-	-
0896	I–10 Pepper Avenue Interchange Improve Project	-	-	-	-	-	-	-	-	-	-	-
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**	**1,140**	**160**	**-**	**40**	**-**	**-**	**10,434**	**13,454**
FRINGE & INDIRECT												
FRINGE	Fringe	**360**	**400**	**400**	**320**	**320**	**360**	**400**	**440**	**360**	14,606	**17,966**
INDIRECT	Indirect	**-**	**590**	**-**	**240**	**-**	**810**	**-**	**1,055**	**-**	21,897	**24,592**
TOTAL FRINGE & INDIRECT		**360**	**990**	**400**	**560**	**320**	**1,170**	**400**	**1,495**	**360**	**36,503**	**42,558**
GRAND TOTALS		**2,080**	**2,080**	**2,080**	**2,080**	**2,080**	**2,080**	**2,080**	**2,080**	**2,080**	**92,080**	**110,800**

*** OTHER STAFF comprised of (53) FULL-TIME PROFESSIONAL STAFF; (1) PART-TIME.**

San Bernardino Associated Governments
Hourly Staff Utilization by Program
Fiscal Year 2013/2014 - 68,242 Hours



San Bernardino Associated Governments
Task Listing
Fiscal Year 2013/2014

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	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
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
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
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
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	JD
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 2013/2014

Closed Tasks

Task	Title	Manager
0819	Hwy 62 & Rotary Way Traffic Signal Project	Cohoe
0889	Yucca Loma Bridge (Combined with Task 0516)	Cohoe
0960	2009A Sales Tax Revenue Note	Stawarski

New Tasks

Task	Title	Manager
0516	Measure I Mtn./Desert Apportionment & Allocation	Zureick
0893	State Route 60 Central Avenue Interchange	Cohoe
0894	State Route 60 Archibald Avenue Interchange	Cohoe
0896	I-10 Pepper Avenue Interchange	Cohoe
0897	I-10 Cedar Avenue Interchange	Cohoe
0898	I-10 Mount Vernon Avenue Interchange	Cohoe
0899	I-10 University Street Interchange	Cohoe
0966	2014A Sales Tax Revenue Bond	Stawarski

General - Council of Governments Support Program Budget

Description

The set of tasks collected in the General – Council of Governments Support Program provide general services and support to the entire array of programs contained throughout this budget. This includes tasks related to fulfilling general activities of SANBAG as a Council of Governments, agency financial management, legislative advocacy, intergovernmental relations, and public information.

The tasks related to SANBAG's work as the Council of Governments involve cooperative efforts involving most or all of SANBAG's member agencies. The Regional Greenhouse Gas Inventory and Reduction Plan is one example. Other examples are new programs for providing for low cost capital to property owners for energy efficiency or water conservation improvements and a program for government agencies to pool together to lower energy costs through bundled solar power installations on government properties. This task also involves efforts to implement the Countywide Vision.

The Publications and Public Outreach task contained in this program provides for a variety of programs and materials that educate the public on the activities of SANBAG.

The Intergovernmental and Legislative tasks contained in this program are essential to achieving the priorities established by the SANBAG Board of Directors. In partnership with local, state, and federal elected officials, regional agencies, as well as state and federal administrative agencies, SANBAG advocates for policies, funding and legislative/regulatory actions that advance the priorities of our region. This task provides for the creation of a legislative platform and the work necessary to advocate for it in Sacramento and Washington, D.C.

The Financial Management task provides for the strong fiscal stewardship necessary in administering the funds entrusted to SANBAG to carry out its work. This includes overseeing the investment of funds in accordance with the law and Board adopted policies as well as the exercise of prudent cash flow management and financial forecasting.

Goals and Objectives

1. Protect cash resources by regular monitoring of investment practices to ensure consistency with formal investment policy.
   a. Achieve a rate of return at least equal to the County of San Bernardino Treasury Pool rate.

2. Provide ongoing financial and revenue support to various programs and capital projects.
   a. Conduct periodic Measure I sales tax revenue forecasts for budget and capital planning.
   b. Perform annual cash flow analysis for capital budget to determine cash flow borrowing and bonded indebtedness needs.

3. Reduce greenhouse gas emissions, reduce energy consumption and help create jobs with $200 million in private investment through the Property Assessed Clean Energy (PACE) program.

4. Reduce utility costs for government agencies through the installation of solar photo voltaic panels on government property.

5. 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.

6. Continue to facilitate the partnerships necessary to address the recently adopted Countywide Vision.

7. Effectively advocate to maintain 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.

8. Build upon SANBAG's relationships with local, regional, state and federal stakeholders to advance the priorities of the Board of Directors.

9. Work with regional partners to expand SANBAG's role as a council of governments through the development of a series of regional forums throughout the county on various topics of interest.

10. Advance project streamlining initiatives and enhanced project delivery authority to enable SANBAG to efficiently deliver projects.

Performance/Workload Indicators

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Average yield on investments	1.5%	0.9%	1.2%	1.3%
Sales tax revenue note/bond rating (S&P/Fitch)	SP-1+/F1+	AAA/AA+	AAA/AA+	AAA/AA+
Measure I sales tax revenue forecast	Yes	Yes	Yes	Yes
Capital budget cash flow bond needs analysis	Yes	Yes	Yes	Yes
Long-term/short-term bond issuance	N/A	Yes	N/A	Yes
Form PACE Program with at least 20 agencies	N/A	N/A	20	22
City/County Conference	Yes	Yes	Yes	Yes
Properties installing efficiency projects	N/A	N/A	0	1,500
Photo voltaic sites installed	N/A	N/A	0	30
Countywide Vision Element Presentations to Board of Directors and Community	N/A	N/A	8	12
Proposition 22 funding levels maintained	N/A	N/A	Yes	Yes
Conduct series of regional forums	N/A	N/A	N/A	3
Programs and projects funded by federal and state sources are able to proceed without delays due to funding.	N/A	N/A	N/A	Yes

General - Council of Governments Support
Program Summary

		2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Tasks					
0104	Intergovernmental Relations	299,585	234,417	442,441	562,570
0490	Council of Governments New Initiatives	427,370	196,276	63,907	118,150
0492	Joint Solar Power Purchase Agreement	-	-	193,410	735,244
0495	Greenhouse Gas	-	-	533,866	195,656
0503	Legislation	521,911	480,199	613,473	551,793
0601	County Transportation Commission-General	349,679	471,948	483,591	269,020
0605	Publications and Public Outreach	363,018	381,948	576,842	471,960
0708	Property Assessed Clean Energy (PACE)	-	-	141,514	51,686
0805	Building Operations & Maintenance	595,716	20,874	89,115	29,272
0942	Financial Management	201,788	957,527	228,102	1,163,793
Total Tasks		2,759,067	2,743,189	3,366,261	4,149,144

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.

Accomplishments

SANBAG has collaborated on a range of regional issues with its Southern California Consensus partners, which included Riverside County Transportation Commission (RCTC), Los Angeles County Metropolitan Transportation Authority (LACMTA), Orange County Transportation Authority (OCTA), Ventura County Transportation Commission (VCTC), Alameda Corridor Transportation Authority (ACTA), Alameda Corridor East Construction Authority, Southern California Regional Rail Authority, the California Department of Transportation (Caltrans), the Ports of Los Angeles/Long Beach/Hueneme, South Coast Air Quality Management District (SCAQMD), and the Southern California Association of Governments (SCAG). 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 CEO's, and Mobility 21. 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.

This task also provides for collaboration with local, state, and federal agencies relative to SANBAG's Measure I Program.

SANBAG support for the monthly San Bernardino City/County Managers Technical Advisory Committee is budgeted in this task. The task supports the participation and dues for SANBAG membership and participation in the local and statewide organizations named above.

Sponsorship and coordination with the cities and County on the annual City/County Conference is also included in this task.

Work Elements

This work element groups intergovernmental policy development and regional and statewide organizational activities into one work element. Intergovernmental activity including Mountain/Desert, Inland, and City Manager Divisions of the League of Cities as well as the California State Association of Counties is included in this task. Staff also participates in statewide advocacy groups: e.g., the Self-Help Counties Coalition, Southern California Association of Governments, and the California Transit Association. 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.

General – Council of Governments Support

Task 0104 Intergovernmental Relations

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.

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

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	71,816	52,899	82,649	129,872
Overtime	-	997	4,000	1,250
Fringe Allocation-General	61,484	52,804	79,059	132,381
Professional Services	10,000	290	5,000	-
Maintenance-Motor Vehicles	-	-	200	200
Dues & Subscriptions	-	-	500	500
Training/Membership	46,398	18,195	51,500	50,000
Postage	32	80	200	200
Travel Expense - Employee	3,218	3,362	4,000	4,000
Travel Expense - Non-Employee	1,382	-	1,500	1,500
Travel Expense-Mileage-Employee	374	292	500	500
Travel Expense-Mileage-Non-Employee	564	-	1,000	1,000
Travel Expense-Other-Metrolink Tickets	-	24	-	-
Printing - External	-	-	100	100
Printing - Internal	-	-	100	100
Contributions/Sponsorships	6,000	21,360	11,000	11,000
Record/Equipment Storage	-	164	500	-
Other Service Charges	87	-	-	-
Office Expense	-	-	100	100
Meeting Expense	290	753	53,009	50,000
Indirect Allocation-General	97,939	83,198	147,524	179,867
Total Expenditures	299,585	234,417	442,441	562,570
Funding Sources				
General Assessment Dues				33,654
MSI Valley Admin				514,716
MSI Mtn./Desert Admin				14,200
Total Funding Sources				562,570

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 include 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 2012/2013, $28,653 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. Reserve local funds from general assessment dues until such time as expenditures of the funds are approved for activities related to SANBAG's Council of Governments role.

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

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	3,505	13,097	1,812	-
Overtime	-	-	70	-
Fringe Allocation-General	3,173	12,832	1,717	-
Professional Services	365,639	149,749	-	-
Legal Fees	-	380	-	-
Contributions/Sponsorships	50,000	-	57,104	118,150
Indirect Allocation-General	5,054	20,218	3,204	-
Total Expenditures	427,370	196,276	63,907	118,150
Funding Sources				
General Assessment Dues				118,150
Total Funding Sources				118,150

General – Council of Governments Support

Task 0492 Joint Solar Power Purchase Agreement

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 Agreement. 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 eighty two potential solar sites that will be evaluated for their feasibility physically and financially. When the analysis is completed, agencies can decide whether to proceed on to the procurement stage. This is anticipated to happen by June 2013.

Work Elements

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

1. Complete a preliminary analysis of all identified sites to determine the likely candidates from an installation and financial standpoint.
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 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 1 to be completed in Fiscal Year 2012/2013.

b. New Contracts
   i. The existing contract will be amended to add Phase 2 estimated at approximately $700,560 to be funded by participating agencies.

Local Funding Source Detail

SANBAG is expecting to receive $700,560 from participating agencies to fund later phases of this task. The specific agencies and the amount that each will contribute will not be known until the first phase of the project is completed.

Manager

Duane Baker, Director of Management Services

General - Council of Governments Support

Task 0492 Joint Solar Power Purchase Agreement

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	-	-	6,395	10,154
Fringe Allocation-General	-	-	5,835	10,251
Professional Services	-	-	170,293	700,560
Postage	-	-	-	100
Travel Expense-Mileage-Employee	-	-	-	100
Printing - Internal	-	-	-	100
Meeting Expense	-	-	-	50
Indirect Allocation-General	-	-	10,887	13,929
Total Expenditures	-	-	193,410	735,244
Funding Sources				
General Assessment Dues				34,684
Joint Solar Power				700,560
Total Funding Sources				735,244

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 GHG Inventory and Reduction Plan will provide 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) will also be 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 recently completed 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. Work was completed on the draft GHG inventory and reduction plan in February 2013. The draft Environmental Impact Report (EIR) was scheduled for completion in Spring 2013, to be followed by a public comment period and certification of the EIR early in Fiscal Year 2013/2014. Each individual jurisdiction will then have the option to adopt their portion of the Plan as their local Climate Action Plan.

Work Elements

1. Provide a greenhouse gas reduction measure analysis tool for each participating city to develop its internal inventory and reduction plan; provide technical and decision-making support for this tool as needed.
2. Develop regional and local GHG reduction measures for the following sectors: building energy, water, transportation, goods movement, waste, and stationary fuel combustion.
3. Develop external GHG reduction plans for each participating jurisdiction as individual components of a regional (County-wide) GHG reduction plan.
4. Prepare a Program EIR documenting the impacts of the Plan and make the Plan and EIR available to the participating jurisdictions for potential adoption as their local climate action plan.

Product

A county-wide Greenhouse Gas Inventory and Reduction Plan that contains jurisdiction-specific internal and external inventories and GHG reduction measures, and accompanying EIR.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $120,000.

Manager

Steven Smith, Director of Planning

General - Council of Governments Support

Task 0495 Greenhouse Gas

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	-	-	7,049	16,164
Fringe Allocation-General	-	-	6,431	16,320
Consulting Services	-	-	456,885	100,000
Legal Fees	-	-	50,000	40,000
Advertising	-	-	1,500	1,000
Indirect Allocation-General	-	-	12,001	22,172
Total Expenditures	-	-	533,866	195,656
Funding Sources				
Local Transportation Fund - Planning				27,328
Greenhouse Gas Fund				99,063
MSI 1990-Valley Fund-TMEE				69,265
Total Funding Sources				195,656

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, 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. Passage of a new surface transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21).

2. Funding for the Interstate 15 (I-15)/Interstate 215 (I-215) Devore Road Junction, which was awarded $3,314,000 million from the Interstate Maintenance Discretionary program after not receiving funding from the Transportation Investment Generating Economic Recovery (TIGER) Grant program.

3. Inclusion of important Goods Movement policies in MAP-21 including the establishment of a National Freight Network, Strategic Plan, and the inclusion of a broad spectrum of stakeholders to inform these efforts.

4. Advanced Regulatory Reform efforts by including significant project streamlining provisions in MAP-21 to advance projects quickly while still including important safety and environmental protections.

5. Promoted Alternative Funding Programs, including a major expansion in the Transportation Infrastructure Finance and Innovation Act (TIFIA) program included in MAP-21.

6. Supported efforts to expand federal Public Private Partnership authority.

In Sacramento, SANBAG Board Members and staff worked to advance the legislative and policy priorities of the agency and achieved the following:

1. Protected transportation funding for the State Transportation Improvement Program (STIP), local streets and roads, and the State Highway Operations and Protection Program (SHOPP).

2. Advocated for regular bond sales to ensure SANBAG projects were not negatively impacted by cash flow shortages at the state.

3. Supported legislation to extend the Gold Line to the City of Montclair (AB 1600).

4. Collaborated with the High Desert Corridor Joint Powers Authority, the California Department of Transportation (Caltrans), and LA Metro during the environmental phase of the High Desert Corridor project.

5. Supported efforts to return Ontario International Airport to local control.

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 2013/2014, 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 $102,000.
   ii. C09223, State Advocacy Services, Amount Budgeted $59,868.

b. New Contracts
   i. RFP, State Advocacy Services, Amount Budgeted $60,000, Total Estimated Contract Amount $360,000.

Prior Year Budgeted Commitments

The Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $163,182.

Manager

Wendy Strack, Director of Legislative Affairs

General - Council of Governments Support

Task 0503 Legislation

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	93,130	69,821	105,222	88,342
Overtime	-	1,413	600	1,250
Fringe Allocation-General	80,078	69,790	96,552	90,452
Professional Services	197,204	198,163	163,182	179,000
Legal Fees	475	665	-	-
Dues & Subscriptions	-	1,250	7,000	7,500
Training/Membership	620	10,220	4,000	5,000
Postage	75	123	350	350
Travel Expense - Employee	12,163	6,723	24,000	24,000
Travel Expense - Non-Employee	6,224	7,652	21,000	21,000
Travel Expense-Mileage-Employee	824	967	3,000	3,000
Travel Expense-Mileage-Non-Employee	87	159	300	300
Printing - External	-	-	2,000	2,000
Printing - Internal	-	-	400	1,000
Record/Equipment Storage	-	164	200	200
Office Expense	183	-	500	500
Meeting Expense	3,291	3,126	5,000	5,000
Indirect Allocation-General	127,558	109,962	180,167	122,899
Total Expenditures	521,911	480,199	613,473	551,793
Funding Sources				
MSI Valley Admin				250,305
MSI Mtn./Desert Admin				79,188
MSI Valley Fund-Freeway Projects				160,300
MSI 1990-Valley Fund-Major Projects				62,000
Total Funding Sources				551,793

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 in the Summary of Major Programs and Initiatives provided at the beginning of the budget document.

Work Elements

1. Provide technical assistance and coordination for local agencies and 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 (RTPAs), Regional Transportation Agencies' Coalition (RTAC), and Caltrans/Regional Coordination meetings.

Contract Information

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

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

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	73,259	98,900	91,202	32,056
Regular Part-Time Employees	12	-	-	-
Overtime	-	4,230	-	1,250
Fringe Allocation-General	64,310	101,040	83,213	33,626
Professional Services	-	-	5,000	5,000
Attendance Fees	57,200	57,500	81,000	81,000
Legal Fees	5,763	3,515	2,000	2,000
Training/Membership	25,000	25,460	28,000	28,000
Travel Expense - Employee	1,012	270	5,000	5,000
Travel Expense - Non-Employee	-	214	-	500
Travel Expense-Mileage-Employee	101	197	500	500
Travel Expense-Mileage-Non-Employee	11,521	13,748	16,000	18,000
Contributions/Sponsorships	1,000	-	-	-
Record/Equipment Storage	439	-	2,000	2,000
Office Expense	-	118	400	400
Meeting Expense	7,603	7,557	14,000	14,000
Indirect Allocation-General	102,458	159,200	155,276	45,688
Total Expenditures	349,679	471,948	483,591	269,020
Funding Sources				
MSI Valley Admin				113,200
MSI Mtn./Desert Admin				18,000
Local Transportation Fund - Planning				112,820
SAFE-Vehicle Registration Fees				25,000
Total Funding Sources				269,020

General – Council of Governments Support

Task 0605 Publications and Public Outreach

Purpose

Maintain a comprehensive public communications program to inform member agencies, private partners, and the community at large regarding the broad range of SANBAG programs and methods by which they can provide input into those programs.

Accomplishments

SANBAG has an on-going program of outreach and communication with the news media, community organizations, and the general public in San Bernardino County. Through this task, SANBAG established a cooperative working relationship with key community organizations that provides for public input into SANBAG programs, as well as development of community support for projects at the State and Federal levels.

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.

Funding for consulting and professional services to produce the Inland Empire Quarterly Economic Report, assist with major projects events and communication programs, and website maintenance is included in this task.

1. Produce public information materials to educate SANBAG's various audiences on SANBAG programs. Materials include periodic SANBAG information bulletins, program related brochures, public broadcast materials, power point and video presentations, and information packages.

2. Produce press releases and conduct an on-going program of media relations to insure accurate and timely public information regarding SANBAG programs and projects. Represent SANBAG on live radio and television interviews to publicize SANBAG activity, and schedule and script SANBAG Board Members and staff for public speaking engagements at events and before regional, state, and federal agencies.

3. Develop and implement special event activities relative to new and ongoing SANBAG programs and gain public input into SANBAG projects and programs.

4. Manage the SANBAG Internet Web Site.

5. Continue the Measure I Awareness Program to report on achievements made possible by the local transportation sales and use tax.

6. Participate with various public and private organizations concerned with improving transportation and economic development within the Region and County, including Inland Action, Inland Empire Economic Partnership, Mobility 21, and others.

7. Produce and distribute monthly SANBAG Street Smart newsletters, project newsletters, and Quarterly Economic Reports via e-mail and regular mail to local government, private sector organizations, and the public. Contribute articles to numerous regional publications and transportation trade magazines. Assist SANBAG work groups in writing and designing special publications, such as Washington Advocacy books and Year in Review.

Task 0605 Publications and Public Outreach

8. Coordinate audio-visual equipment needs for SANBAG Board and Committee meetings, public meetings, film and produce short videos for inclusion on the SANBAG website, develop graphic display boards and booth materials for special events and conferences, attend and operate booths for overall SANBAG presence or specific departments or projects at various events and conferences.

9. Help coordinate overall Annual City-County Conference, develop printed materials, coordinate audio-visual needs, write speeches and introductions for program, and develop folders and content material.

Product

SANBAG public information notices, press releases, specialized brochures and publications, project facts sheets, invitations and programs for construction and other SANBAG events and projects, ongoing Street Smart and project-specific newsletters, Inland Empire Quarterly Economic Reports, City-County Conference, Annual Washington Advocacy publication, Year in Review publication, Annual General Assembly, development of power point presentations for all departments and SANBAG as a whole, public speaking to organizations and city councils, serve as a speakers' bureau for a variety of SANBAG topics, create graphic display materials for SANBAG booths at public events, photograph SANBAG activities and maintain photo archives, develop special events materials and coordination, speech-writing for SANBAG Board members and SANBAG staff, program development, and media outreach and response efforts in support of overall SANBAG activities.

Manager

Jane Dreher, Public Information Officer

General - Council of Governments Support

Task 0605 Publications and Public Outreach

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	99,357	94,141	129,236	97,189
Regular Part-Time Employees	18	-	-	-
Overtime	-	3,711	600	1,250
Fringe Allocation-General	84,635	95,868	118,763	99,386
Professional Services	7,693	323	20,000	30,000
Consulting Services	24,800	20,000	33,000	50,000
Maintenance-Office Equipment	-	-	1,000	1,000
Dues & Subscriptions	432	384	1,000	2,500
Training/Membership	5,600	418	4,000	6,000
Postage	358	88	3,000	3,000
Travel Expense - Employee	817	329	1,000	2,000
Travel Expense-Mileage-Employee	1,093	1,603	850	3,000
Advertising	2,434	9	7,000	13,000
Public Information Activites	-	10,962	8,807	9,000
Printing - External	489	2,090	1,200	5,000
Other Service Charges	56	-	100	100
Office Expense	(84)	-	500	1,500
Meeting Expense	479	969	1,000	3,000
Office Equip/Software-Inventorial	-	-	25,000	10,000
Indirect Allocation-General	134,843	151,052	220,786	135,035
Total Expenditures	363,018	381,948	576,842	471,960
Funding Sources				
MSI Valley Admin				172,039
MSI Mtn./Desert Admin				14,720
MSI Valley Fund-Freeway Projects				265,474
MSI Valley Fund-Metrolink/Rail Service				19,727
Total Funding Sources				471,960

General – Council of Governments Support

Task 0708 Property Assessed Clean Energy (PACE)

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 through the formation of 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 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 Nineteen cities have agreed to be a part of the program. Agreements were signed with a consultant team to help administer the program and $200 million in private investment was identified to fund the program. It is anticipated that the Program will be open for property owners in the summer-2013.

Work Elements

Open the Regional PACE 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. Create a public education and marketing campaign to make property owners aware of the Program.

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 – There are no budgeted amounts for these contracts as the work is being performed at risk by the consultants and they will be paid directly from the proceeds of Program Bonds.

   i. 1000735, Legal services related to the formation and ongoing operation of the HERO Program.
   ii. C12141, Financial Advisor and Program Manager for the HERO Program.
   iii. C12247, Special Tax Consultant and Assessment Engineer for the HERO Program.
   iv. C12248, 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 (PACE)

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	-	-	11,137	15,182
Overtime	-	-	300	-
Fringe Allocation-General	-	-	10,435	15,328
Professional Services	-	-	99,606	-
Legal Fees	-	-	170	-
Postage	-	-	394	100
Office Expense	-	-	-	250
Indirect Allocation-General	-	-	19,472	20,826
Total Expenditures	-	-	141,514	51,686
Funding Sources				
Property Assessed Clean Energy Fund				51,686
Total Funding Sources				51,686

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.

In October 2012, the snack shop tenant in the main lobby left. This left the main lobby vacant and a security guard was hired to keep the lobby and restrooms open to the public while a new tenant was sought. In February 2013, a new tenant was found for the main lobby – Iron Horse Café - and they were able to keep the main lobby open for the public as well as provide services to commuters and visitors to the Depot.

In early-2013, cracks began to form in the decorative light fixtures in the ceiling of the main lobby and some of these fixtures began to detach from the ceiling. Work was performed to inspect all of the light fixtures, patch and repair the cracks and re-anchor the fixtures to the ceiling.

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.

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

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	5,984	2,878	10,710	5,581
Fringe Allocation-General	5,193	2,820	9,771	5,635
Professional Services	4,800	4,800	4,800	4,800
Legal Fees	1,615	380	-	-
Maintenance-Buildings	40,553	5,553	45,600	5,600
Buildings & Structures	529,299	-	-	-
Indirect Allocation-General	8,272	4,443	18,234	7,656
Total Expenditures	595,716	20,874	89,115	29,272
Funding Sources				
Rail Assets				24,472
Amtrak				4,800
Total Funding Sources				29,272

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. SANBAG issued the 2012A Sales Tax Revenue Bond to defease the 2009A Sales Tax Revenue Note and to fund various projects. A 2014A Sales Tax Revenue Bond issuance is planned for early-2014 to fund additional projects. Financial/Legal bonding fees include $918,000 for financial advisory service, bond & disclosure counsel, rating agencies, and other costs to be paid from revenue bond proceeds.

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, Financial Advisory Services, Amount Budgeted $125,000, Total Estimated Contract Amount $625,000.
   ii. RFP, Bond Counsel, Amount Budgeted $175,000, Total Estimated Contract Amount $700,000.
   iii. RFP, Disclosure Counsel, Amount Budgeted $75,000, Total Estimated Contract Amount $300,000.

Manager

William Stawarski, Chief Financial Officer

General - Council of Governments Support

Task 0942 Financial Management

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	20,111	24,042	33,085	33,653
Overtime	-	-	100	-
Fringe Allocation-General	18,048	23,555	30,187	33,976
Professional Services	3,792	6,073	57,800	40,000
Investment Management Fees	81,504	73,959	40,500	85,000
Financial/Legal Bonding Fees	43,020	782,696	-	918,000
Legal Fees	1,853	5,083	2,000	2,500
Postage	17	366	-	-
Travel Expense - Employee	-	1,050	-	-
Printing - External	-	3,592	100	4,500
Printing - Internal	(1,098)	-	-	-
Administrative Charges	2,802	-	-	-
Bank Charges	-	(1)	-	-
Fiscal Agent Fees	2,989	-	8,000	-
Indirect Allocation-General	28,749	37,113	56,330	46,164
Total Expenditures	201,788	957,527	228,102	1,163,793
Funding Sources				
MSI Valley Admin				231,043
MSI Mtn./Desert Admin				14,750
Valley Fwy Interchange Bond Fund				219,400
Valley Major Street Bond Fund				329,560
Valley Metrolink/Rail Bond Fund				88,130
Victor Valley Major Local Hwy Bond Fund				88,130
Cajon Pass Bond Fund				192,780
Total Funding Sources				1,163,793

Air Quality and Traveler Services Program Budget

Description

The Air Quality and Traveler Services Program include tasks designed to improve air quality and mobility. 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, and the clean fuels program.

Specifically, this program provides for participation with both the South Coast Air Quality Management District (SCAQMD) and the Mojave Desert Air Quality Management District (MDAQMD) in the development of rules and implementation of mobile source emission reduction programs, call box, Freeway Service Patrol and 511 programs to assist travelers in the countywide transportation system, and ridesharing activities, which are essential to gaining maximum utility from highway investments and to insuring programmatic support for the high-occupancy vehicle lane investments. Ridesharing outreach and incentive programs serving San Bernardino County residents are managed by SANBAG staff through contractors operating in both San Bernardino and Riverside Counties.

Goals and Objectives

1. Implement new technologies to expand call boxes for emergencies in 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 converting a diesel fleet of trucks to CNG or LNG fuel.

6. Help improve air quality by working with agencies on best practices for electric vehicle adoption by residents through model ordinances and policies.

Performance/Workload Indicators

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Annual Rideshare Participants	7,858	8,066	8,950	9,000
Park and Ride Lots	18	19	21	22
Motorists assisted by Freeway Service Patrol	36,366	35,894	38,000	36,000
Calls to 511	479,331	360,171	325,000	330,000
Visits to IE511.org	246,318	341,716	440,000	360,000
Electric Vehicle Workshops held	N/A	N/A	No	Yes

Air Quality and Traveler Services
Program Summary

		2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Tasks					
0102	Air Quality Programs	3,115,829	12,082,272	3,635,811	507,361
0406	Traveler Services	1,599,235	1,752,795	2,231,400	2,218,910
0702	Call Box System	1,080,517	921,042	1,026,258	1,142,713
0704	Freeway Service Patrol/State	1,744,296	1,727,487	1,943,011	2,031,009
0706	Intelligent Transportation Systems	57,158	10,633	96,587	82,545
Total Tasks		7,597,035	16,494,229	8,933,067	5,982,538

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

Past work has focused on participation on the Mobile Source Air Pollution Reduction Review Committee (MSRC), the South Coast Air Quality Management District (SCAQMD), and Mojave Desert Air Quality Management District's (MDAQMD) funding for air quality programs in the County.

SANBAG has played a key role in the introduction of electric vehicle (EV) charging station deployment, funding of natural gas facilities, as well as securing funding on behalf of member agencies and other stakeholders.

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. Two hundred and two heavy-duty natural gas powered trucks were purchased and deployed. In addition, in partnership with the California Energy Commission (CEC), the Department of Energy (DOE) and Ryder, a public access natural gas refueling station in the City of Orange was built, and a second public access natural gas refueling station is in construction in 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 CEC, the DOE and Ryder Systems, Inc. and is scheduled to be completed by December 2013.

Work Elements

1. Represent SANBAG through participation in technical committees of the SCAQMD, MDAQMD, 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. Complete implementation of the Alternative Fuel project by completing a Liquefied Natural Gas (LNG)/Compressed Natural Gas (CNG) fueling station in Fontana.

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.

Air Quality & Traveler Services

Task 0102 Air Quality Activities

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.

Product

1. Completion of LNG/CNG fueling station in Fontana.

2. Completion of a regional EV implementation strategy.

3. Develop model ordinances and other policies and procedures for use by local agencies to streamline EV implementation.

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 (DOE) Project, Amount Budgeted $10,000.
   ii. 1000325, Southern California Association of Governments (SCAG) to assist with the marketing and public relations for the DOE Project, Amount Budgeted $50,000.
   iii. 1000330, Private fleet operator participating in DOE project, Amount Budgeted $100,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $268,975.

Manager

Duane Baker, Director of Management Services

Air Quality & Traveler Services

Task 0102 Air Quality Activities

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	36,945	48,420	86,507	69,875
Regular Part-Time Employees	1,503	-	-	-
Overtime	-	80	500	625
Fringe Allocation-General	32,709	47,517	79,385	71,177
Professional Services	2,951,480	11,891,181	3,031,950	202,000
Consulting Services	25,933	7,802	-	-
Program Management Fees	-	-	245,066	-
Attendance Fees	500	300	1,100	-
Legal Fees	4,513	713	-	-
Maintenance-Motor Vehicles	-	-	450	450
Training/Membership	3,620	8,062	5,600	8,250
Postage	115	20	350	350
Travel Expense - Employee	3,049	1,404	4,600	5,000
Travel Expense-Mileage-Employee	1,071	1,905	950	550
Printing - External	-	-	600	1,000
Printing - Internal	(36)	-	-	300
Contributions/Sponsorships	-	-	18,000	50,000
Record/Equipment Storage	117	-	-	-
Office Expense	-	-	325	325
Meeting Expense	41	-	750	750
Indirect Allocation-General	54,269	74,869	148,134	96,709
Indirect Allocation-Project Management	-	-	11,544	-
Total Expenditures	3,115,829	12,082,272	3,635,811	507,361
Funding Sources				
Local Transportation Fund - Planning				31,425
ARRA FED DOE Clean Cities FY09				150,000
MSI Valley Fund-Traffic Mgmt Sys				243,936
MSI 1990-Valley Fund-TMEE				82,000
Total Funding Sources				507,361

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). RCTC also has contractual agreements with the Los Angeles County Metropolitan Transportation Authority (LACMTA), Orange County Transportation Authority (OCTA), and Ventura County Transportation Commission (VCTC) for the provision and maintenance of a regional rideshare database.

Accomplishments include the creation of a regional database of commuter information; a regional guaranteed ride home program; and the introduction 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.

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 PNR's. To date, five leased PNRs have been added to the County's network of thirteen 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.

Contract Information

a. Existing Contracts
   - i. 1000538, Park N Ride Lot lease, Amount Budgeted $10,800.
   - ii. 1000486, Park N Ride Lot lease, Amount Budgeted $3,060.
   - iii. 1000485, Park N Ride Lot lease, Amount Budgeted $9,240.
   - iv. 1000741, Park N Ride Lot lease, Amount Budgeted $7,920.
   - v. 1000756, Park N Ride Lot lease, Amount Budgeted $2,940.

b. New Contracts
   - i. RFP, San Bernardino County Implementation of Fiscal Year 2013/2014 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

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	55,928	58,109	60,054	57,371
Regular Part-Time Employees	4,324	-	-	-
Overtime	-	127	300	-
Fringe Allocation-General	48,533	57,056	55,067	57,921
Professional Services	1,398,870	1,522,738	1,956,005	1,986,820
Consulting Services	3,960	22,170	50,818	28,000
Legal Fees	998	618	-	-
Maintenance-Motor Vehicles	-	-	200	200
Training/Membership	1,250	575	1,300	2,000
Postage	15	-	100	100
Travel Expense - Employee	1,412	170	1,300	2,000
Travel Expense - Non-Employee	(767)	-	-	-
Travel Expense-Mileage-Employee	791	1,329	1,900	3,200
Printing - External	3	-	1,000	2,000
Printing - Internal	-	-	100	100
Office Expense	-	6	250	250
Meeting Expense	373	-	250	250
Indirect Allocation-General	83,544	89,898	102,756	78,698
Total Expenditures	1,599,235	1,752,795	2,231,400	2,218,910
Funding Sources				
Congestion Mitigation & Air Quality				1,771,990
MSI Valley Fund-Traffic Mgmt Sys				435,960
MSI Victor Valley Fund-Traffic Mgmt Sys				10,616
MSI North Desert Fund-Traffic Mgmt Sys				344
Total Funding Sources				2,218,910

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 1.5 million motorists. Most calls are handled by a private Call Answering Center (CAC). Any calls that involve an emergency such as fire, accidents, 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, Text Telephone (TTY's) (devices to assist the hearing and speech impaired) were installed, and improvements were made to provide better access to motorists with physical and mobility disabilities.

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 development of call boxes that can use alternative technology such as, satellite technology, to reach areas with no digital signal available. 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 California Highway Patrol (CHP) for liaison work.
    c. Contract with a Call Answering Center (CAC) contractor for dispatch services.
    d. Contract with Riverside County Transportation Commission (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 Caltrans/CHP with traffic mitigation.

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 are available nearby.

Air Quality & Traveler Services

Task 0702 Call Box System

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.

Contract Information

a. Existing Contracts
   i. 1000101, for Call Box Liaison support with CHP Sacramento, Amount Budgeted $4,000.
   ii. 1000090, for Call Box knockdown recovery services, Amount Budgeted $35,000.
   iii. 1000553, for Call Box Call Answering Services, Amount Budgeted $148,000.
   iv. 1000132, for Call Box cellular services, Amount Budgeted $98,000.

b. New Contracts
   i. RFP, Call box maintenance services, Amount Budgeted $572,000, Total Estimated Contract Amount $572,000.

Local Funding Source Detail

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

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $30,000.

Manager

Duane Baker, Director of Management Services

Air Quality & Traveler Services

Task 0702 Call Box System

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	54,786	65,882	48,516	58,086
Regular Part-Time Employees	1,100	-	-	-
Overtime	-	70	300	625
Fringe Allocation-General	47,533	64,615	44,540	59,275
Professional Services	772,323	131,950	384,600	211,000
Consulting Services	3,780	3,210	60,000	50,000
Program Management Fees	21,760	-	-	-
Legal Fees	1,615	4,750	-	-
Mountain Avenue Callbox	373	345	400	400
Maintenance-Motor Vehicles	-	-	120	120
Maintenance-Call Boxes	-	450,155	300,000	572,000
Training/Membership	-	-	150	150
Postage	116	221	100	100
Travel Expense - Employee	393	1,998	4,150	4,150
Travel Expense-Mileage-Employee	211	315	620	620
Advertising	-	791	-	-
Printing - External	-	325	500	500
Printing - Internal	-	-	150	150
Communications	95,245	92,939	92,000	98,000
Record/Equipment Storage	834	1,668	5,000	5,000
Office Expense	-	-	1,500	1,500
Meeting Expense	-	-	500	500
Indirect Allocation-General	77,303	101,809	83,112	80,537
Indirect Allocation-Project Management	3,145	-	-	-
Total Expenditures	1,080,517	921,042	1,026,258	1,142,713
Funding Sources				
SAFE-Vehicle Registration Fees				1,062,313
SAFE Reimbursement				80,400
Total Funding Sources				1,142,713

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 beats began in January 2007, and the two more beats began operation in March 2007. Approximately 36,000 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 locator (AVL) 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.

Work Elements

The eight beats operating along sixty seven 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. Should a Memorandum of Understanding (MOU) be executed with Caltrans for Construction FSP, those tow agreements will be brought to the Board for consideration and approval. Staff will participate on local/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 an 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. Possible MOU may be executed with Caltrans for Construction FSP and amending current tow vendor agreements to provide that service.

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, and 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.

6. Continue to evaluate the current eight beat areas of the FSP Program and to seek other possible service areas.

7. Continue to work on conversion of diesel fuel FSP Tow Trucks to alternative fuel tow trucks.

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.

Contract Information

a. Existing Contracts
   - i. 1000080, FSP tow services along Beat 1, Amount Budgeted $176,898.
   - ii. 1000056, FSP tow services along Beat 2, Amount Budgeted $189,194.
   - iii. 1000028, FSP tow services along Beat 3, Amount Budgeted $184,500.
   - iv. 1000191, FSP tow services along Beat 4, Amount Budgeted $189,320.
   - v. 1000040, FSP tow services along Beat 5, Amount Budgeted $176,898.
   - vi. 1000055, FSP tow services along Beat 6, Amount Budgeted $185,752.
   - vii. 1000077, FSP tow services along Beat 7, Amount Budgeted $185,752.
   - viii. 1000192, FSP tow services along Beat 8, Amount Budgeted $184,500.
   - ix. 1000660, FSP daily oversight and supervision plus additional ½ of a full-time CHP Officer, Amount Budgeted $120,326.
   - x. 1000671, FSP digital radio services, Amount Budgeted $4,500.

b. New Contracts
   - i. RFP, Freeway Service Patrol Beat's 1, 2, and 5, Amount Budgeted for partial Fiscal Year 2013/2014 is $101,871, Total Estimated Contract Amount $1,833,678.

Manager

Duane Baker, Director of Management Services

Air Quality & Traveler Services

Task 0704 Freeway Service Patrol/State

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	70,260	61,388	57,056	58,421
Regular Part-Time Employees	11,907	-	-	-
Overtime	-	159	2,000	1,250
Fringe Allocation-General	60,008	60,300	53,883	60,244
Professional Services	1,421,854	1,424,623	1,599,455	1,605,340
Consulting Services	18,611	20,592	25,000	24,000
Legal Fees	2,841	4,202	-	-
Maintenance-Motor Vehicles	-	-	400	400
Maintenance-Office Equipment	4	-	-	-
Training/Membership	-	-	300	300
Postage	724	279	1,500	1,000
Travel Expense - Employee	1,121	1,072	2,500	2,500
Travel Expense-Mileage-Employee	665	893	400	1,000
Printing - External	21,600	18,856	30,000	30,700
Printing - Internal	-	-	500	500
Contributions/Sponsorships	-	-	-	100,000
Communications	21,134	40,008	66,300	61,800
Office Expense	24	-	700	700
Meeting Expense	789	105	2,472	1,000
Indirect Allocation-General	112,756	95,009	100,545	81,854
Total Expenditures	1,744,296	1,727,487	1,943,011	2,031,009
Funding Sources				
Congestion Mitigation & Air Quality				100,000
SAFE-Vehicle Registration Fees				550,737
Freeway Service Patrol				1,380,272
Total Funding Sources				2,031,009

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 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 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

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	4,813	2,941	15,709	12,641
Regular Part-Time Employees	104	-	-	-
Overtime	-	64	-	-
Fringe Allocation-General	4,318	2,944	14,333	12,763
Professional Services	15,885	-	-	-
Consulting Services	-	-	35,000	35,000
Program Management Fees	21,938	-	-	-
Legal Fees	665	48	-	-
Maintenance-Motor Vehicles	-	-	120	120
Training/Membership	-	-	1,000	1,000
Postage	-	-	100	100
Travel Expense - Employee	25	-	2,850	2,850
Travel Expense-Mileage-Employee	3	-	180	180
Printing - External	-	-	100	100
Printing - Internal	-	-	100	100
Office Expense	-	-	100	100
Meeting Expense	-	-	250	250
Indirect Allocation-General	7,028	4,638	26,745	17,341
Indirect Allocation-Project Management	2,380	-	-	-
Total Expenditures	57,158	10,633	96,587	82,545
Funding Sources				
MSI Valley Fund-Traffic Mgmt Sys				82,545
Total Funding Sources				82,545

Regional and Subregional Planning Program Budget

Description

The Regional and 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 and Subregional Planning Program Budget

Performance/Workload Indicators

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
RTP/SCS/Redlands Housing Needs Assessment (RHNA) submittals	Coordinate Reviews for 25 Jurisdictions	Coordinate Reviews for 25 Jurisdictions	Coordinate Reviews for 25 Jurisdictions	Coordinate Reviews for 25 Jurisdictions
Transportation Modeling	Initiate SBTAM Model Development	SBTAM Version 1.0 Completed	Apply SBTAM to Projects	Enhance SBTAM transit functionality. Apply to CTP
Support SANBAG and Jurisdiction analysis of projects	10+ Model Products/Year	10+ Model Products using interim process	20+ SBTAM Model Products	20+ SBTAM Model Products
Data Management Maintain data sets	Existing Land Use General Plan L.U. Proj. Mgmt. Dbbase Growth Fcst Model Answer calls/emails from 25 jurisdictions	Existing Land Use General Plan L.U. Proj. Mgmt. Dbbase Growth Fcst Model Answer calls/emails from 25 jurisdictions	Existing Land Use General Plan L.U. Proj. Mgmt. Dbbase Growth Fcst Model Answer calls/emails from 25 jurisdictions	Existing Land Use General Plan L.U. Proj. Mgmt. Dbbase Growth Fcst Model Answer calls/emails from 25 jurisdictions
Mapping/Data Products	40+ Monthly	40+ Monthly	40+ Monthly	40+ Monthly

These tasks serve to meet Board approved SANBAG goals by providing for comprehensive and focused planning, and the development and maintenance of databases, analytical tools, and monitoring systems to support planning activities. Long range planning provides a sound technical basis for the funding allocation decisions that support development of the integrated system of highways, non-motorized facilities, transit, and commuter rail which serve the traveling public, as well as the efficient movement of goods to and through the county.

Regional and Subregional Planning
Program Summary

		2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Tasks					
0110	Regional Planning	397,619	348,576	558,087	372,939
0203	Congestion Management	74,446	84,362	100,865	165,872
0213	High Desert Corridor Studies	13,961	6,101	228,191	3,858
0404	Subregional Transportation Planning	798,174	617,720	1,192,886	1,446,715
0941	Mtn./Desert Planning & Project Development	203,013	203,188	227,201	212,942
Total Tasks		1,487,213	1,259,947	2,307,230	2,202,326

Regional & Subregional Planning Program

Task 0110 Regional Transportation 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 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SANBAG has provided substantive input to the 1994, 1998, 2001, 2004, and 2008 RTPs, 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 Plans and Programs Technical Advisory Committee and Subregional Coordinators 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 has also included 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 this will continue in Fiscal Year 2013/2014. SANBAG will coordinate with SCAG, other County Transportation Commissions, and other subregions to address regional or intercounty transportation planning and implementation issues.

2. Update 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. Upgrade the SANBAG GIS growth distribution model to better address issues such as: higher density non-residential development; improved association of non-residential land use with employment sectors; incorporation of more Specific Plan land use mapping; addition of control totals for additional unincorporated areas; and better analysis of infill/redevelopment areas.

Task 0110 Regional Transportation Planning

4. Continue preparation of an updated growth distribution for San Bernardino County for use in the county-wide transportation plan that was initiated in Fiscal Year 2012/2013. Coordinate local agency development and review of draft growth forecasts and scenario alternatives.

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. This activity includes a contribution to SCAG for Phase II of the Express Travel Choices Study.

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 followup to SCAG's Comprehensive Regional Freight Study 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.

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 Program

Task 0110 Regional Transportation Planning

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	118,481	98,295	114,272	107,483
Fringe Allocation-General	104,510	96,302	104,262	108,515
Professional Services	-	-	2,000	-
Legal Fees	333	950	1,000	1,000
Training/Membership	200	100	-	-
Postage	44	-	200	-
Travel Expense - Employee	710	337	1,000	1,000
Travel Expense-Mileage-Employee	229	256	2,500	2,000
Travel Expense-Other-Metrolink Tickets	71	376	300	500
Contributions/Sponsorships	6,000	-	137,800	5,000
Office Expense	108	-	200	-
Meeting Expense	458	224	-	-
Indirect Allocation-General	166,476	151,736	194,553	147,441
Total Expenditures	397,619	348,576	558,087	372,939
Funding Sources				
Local Transportation Fund - Planning				372,939
Total Funding Sources				372,939

Regional & Subregional Planning Program

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 2011, with a minor update on the remainder of the CMP. 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) 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 2013. 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 both locally collected traffic counts and regional databases such as the statewide Performance Measurement System (PeMS). These data will 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.

Manager

Steven Smith, Director of Planning

Regional & Subregional Planning Program

Task 0203 Congestion Management

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	23,997	23,610	27,156	48,257
Regular Part-Time Employees	98	660	-	-
Fringe Allocation-General	19,419	23,131	24,776	48,719
Legal Fees	-	-	500	500
Postage	-	-	200	-
Travel Expense - Employee	-	-	300	500
Travel Expense-Mileage-Employee	-	-	1,000	1,000
Printing - Internal	-	-	200	500
Office Expense	-	-	500	-
Meeting Expense	-	-	-	200
Indirect Allocation-General	30,933	36,961	46,233	66,196
Total Expenditures	74,446	84,362	100,865	165,872
Funding Sources				
Congestion Management Program				16,338
MSI 1990-Valley Fund-TMEE				149,534
Total Funding Sources				165,872

Regional & Subregional Planning Program

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 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 initial High Desert Corridor Study was performed by Caltrans, in cooperation with SANBAG, Los Angeles County Metropolitan Transportation Authority (LACMTA), Southern California Association of Governments (SCAG), Federal Highway Administration (FHWA) and local jurisdictions. The project approval and environmental document for the Victor Valley segment of the corridor began in 2003 funded by a Federal discretionary allocation designating Victorville and Apple Valley as lead agencies. The Counties of San Bernardino and Los Angeles have formed the High Desert Corridor Joint Powers Authority and are pursuing an independent effort in cooperation with Los Angeles County Metropolitan Transportation Authority to develop the segment between the Antelope Valley and Interstate 15 through a public/private partnership. SANBAG is represented on the technical committee for that independent effort.

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

2. Work with Caltrans, the Los Angeles County Metropolitan Transportation Authority and the High Desert Corridor Joint Powers Authority on the planning and development of a transportation corridor serving the two rapidly growing subregions.

3. Work with Caltrans and Los Angeles County Metropolitan Transportation Authority to include a rail corridor as part of the environmental studies.

Product

Public workshops on the progress of the project's environmental review.

Manager

Steven Smith, Director of Planning

Regional & Subregional Planning Program

Task 0213 High Desert Corridor Studies

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	4,135	1,704	7,632	993
Fringe Allocation-General	3,743	1,669	6,964	1,003
Professional Services	-	-	200,000	-
Maintenance-Motor Vehicles	-	-	100	-
Postage	-	-	100	-
Travel Expense-Mileage-Employee	121	98	400	500
Indirect Allocation-General	5,962	2,630	12,995	1,362
Total Expenditures	13,961	6,101	228,191	3,858
Funding Sources				
Local Transportation Fund - Planning				3,858
Total Funding Sources				3,858

Regional & Subregional Planning Program

Task 0404 Subregional Transportation 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, consistent with land use projections developed for use in the regional Sustainable Communities Strategy through (Task 0110). The long-range plan will identify transportation strategies and related costs to achieve mobility goals for people and goods, consistent with air quality requirements. This long range plan serves as the foundation for SANBAG's submittal of projects and financial estimates for the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

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. This task has supported the activities of the Transportation Technical Advisory Committee (TTAC), a key advisory committee for review of technical and policy issues. In addition, a major update was completed of the San Bernardino County Transportation Analysis Model (SBTAM), one of the principal analysis tools used in subregional transportation planning. SBTAM has been applied to support on-going efforts through the Project Delivery department. SANBAG also supported the development of the Countywide Vision Statement and participated in the initiation of implementation of the nine vision elements. 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). This activity is envisioned as a two-year effort 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. SANBAG will manage the development of the Plan in-house, with consultant support for selected components, such as cost estimation.

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. Initial development of SBTAM was completed in Fiscal Year 2011/2012, and is based on the SCAG regional model and socioeconomic data (SED) developed for the 2012 RTP/SCS. The model includes a more detailed network and zone system and is based on SCAG's TransCAD version five Regional Model. SBTAM replaces the former RIVSAN Comprehensive Transportation Plan (CTP) model, the East Valley Travel Demand Model (EVTDM) and the Victor Valley Area Transportation Study (VVATS) model.

3. Support the jurisdictions of San Bernardino County in implementing the county-wide vision.

4. Represent SANBAG on SCAG's Regional Modeling Task Force.

5. 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.

Task 0404 Subregional Transportation Planning

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 State Bicycle Transportation Account.
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. Manage the Foothill Avenue/5th Street Transit Corridor Integrated Land Use and Transportation Study to evaluate future multi-modal mobility opportunities throughout the San Bernardino Valley.
11. Participate in subregional planning efforts led by local jurisdictions, SCAG, transit agencies or other agencies.
12. Maintain data management capabilities including the Data Management Office Network, Geographic Information System (GIS) workstations and data sets needed to support SANBAG programs.
13. Participate in regional, subregional, and local efforts to develop policies and protocols for the development, maintenance and distribution of data needed to support regional planning in San Bernardino County.
14. As needed, provide assistance to local jurisdictions to access and manage planning and project data disseminated by SANBAG.
15. Maintain a monitoring database in coordination with the Congestion Management Program and GIS based regional planning data.
16. Maintain the GIS based collision records and analysis system, including a service and support program.
17. Collect and compile data, and distribute data as appropriate to other agencies and organizations.

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.

Contract Information

Consulting services are anticipated for support of project cost estimation and SBTAM model enhancements during the Fiscal Year. In addition, matching funds have been included in anticipation of SANBAG applications for planning grants plus matching fund support for local jurisdiction applications on regional and State Active Transportation and Sustainability projects.

Local Funding Source Detail

i. City of Highland - $37,000.

Manager

Steven Smith, Director of Planning

Regional & Subregional Planning Program

Task 0404 Subregional Transportation Planning

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	154,048	123,448	195,301	259,959
Regular Part-Time Employees	27,640	33,575	40,000	-
Overtime	-	403	-	-
Fringe Allocation-General	136,584	121,340	178,193	262,456
Professional Services	5,000	-	10,000	10,000
Consulting Services	146,523	63,477	25,000	200,000
Program Management Fees	-	-	69,811	-
Legal Fees	-	523	2,000	2,000
Information Technology Services	7,139	18,144	34,000	34,000
Maintenance-Office Equipment	57	1,301	8,550	1,000
Training/Membership	780	5,140	5,000	3,000
Postage	-	-	200	-
Travel Expense - Employee	2,351	3,360	7,000	5,000
Travel Expense-Mileage-Employee	684	473	1,000	2,000
Advertising	-	-	450	1,000
Printing - Internal	-	-	700	700
Contributions/Sponsorships	31,693	-	200,000	300,000
Communications	90	135	-	-
Record/Equipment Storage	-	4	-	-
Office Expense	93	-	1,000	1,000
Meeting Expense	-	68	200	500
Office Equip/Software-Inventorial	29,340	19,413	5,000	1,500
Computer Hardware & Software	-	9,552	-	6,000
Indirect Allocation-General	256,153	217,366	404,292	356,600
Indirect Allocation-Project Management	-	-	5,189	-
Total Expenditures	798,174	617,720	1,192,886	1,446,715
Funding Sources				
MSI Valley Admin				201,734
Local Transportation Fund - Planning				556,152
MSI 1990-Valley Fund-TMEE				651,829
Local Projects Fund				37,000
Total Funding Sources				1,446,715

Regional & Subregional Planning Program

Task 0941 Mtn./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 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 Program

Task 0941 Mtn./Desert Planning and Project Development

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	56,462	48,789	54,101	54,095
Overtime	-	2,962	2,000	1,250
Fringe Allocation-General	48,885	50,702	51,186	55,877
Program Management Fees	5,924	1,440	-	-
Attendance Fees	8,200	10,200	14,400	14,400
Legal Fees	475	1,948	-	-
Maintenance-Motor Vehicles	28	-	100	100
Dues & Subscriptions	15	-	-	-
Postage	34	57	400	400
Travel Expense - Employee	122	721	1,500	900
Travel Expense-Mileage-Employee	1,424	1,691	2,500	2,500
Travel Expense-Mileage-Non-Employee	2,904	4,708	4,000	6,000
Printing - External	623	-	-	-
Printing - Internal	-	-	500	500
Office Expense	29	49	500	500
Meeting Expense	20	37	500	500
Indirect Allocation-General	77,870	79,886	95,514	75,920
Total Expenditures	203,013	203,188	227,201	212,942
Funding Sources				
MSI Mtn./Desert Admin				212,942
Total Funding Sources				212,942

View of the Santa Fe Depot from the Mt. Vernon Overpass looking east in 2010

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, Mountains Area Transit Authority, Morongo Basin Transit Authority, Omnitrans, Southern California Regional Rail Authority, Victor Valley Transit Authority, and Valley Transportation Services (VTS) (aka VTrans) the San Bernardino County Consolidated Transportation Services Agency (CTSA). The General Transit and General Commuter Rail tasks also include efforts associated with preparation of Comprehensive Operational Analyses of the agencies as well as preparation and 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 2013/2014.

The Transit Capital (Task 0310) supports all of the efforts associated with transit capital projects to be delivered in Fiscal Year 2013/2014, such as the Downtown San Bernardino Transit Center. The Transit Operations (Task 0311) includes Measure I Senior and Disabled funds provided to transit agencies for operating subsidies and parallel Americans with Disabilities Act (ADA) access service. Additionally, the Transit Operations task includes 2% of Valley Measure I revenue, apportioned per the ordinance, to VTrans to facilitate its social transportation planning and coordination efforts.

Within the Commuter Rail Operations (Task 0377), SANBAG will provide its member agency subsidy to SCRRA for the Metrolink commuter rail system. Commuter Rail Capital (Task 0379) includes all rail capital projects currently underway, including the Downtown San Bernardino Passenger Rail and Redlands Passenger Rail (DSBPRP), and extension of rail service to the Ontario International Airport. All of which have increased this year's budget by $67.6 million due to beginning of construction on the (DSBPRP).

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. Prepare a five-year Short Range Transit Plan for each agency covering the next three fiscal years inclusive of the current fiscal year.

3. Continuation of both the Downtown San Bernardino and Redlands Rail projects.
   - Complete construction of SCRRA Eastern Maintenance Facility (EMF).
   - Start construction on the Downtown San Bernardino Passenger Rail Project.
   - Start construction on the San Bernardino Transit Center.
   - Continue work on the Environmental Document and Preliminary Engineering for the Redlands Passenger Rail Project.
   - Continue developing land use and station area planning efforts for Redlands Passenger Rail Project.

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

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

6. Development of a San Bernardino County Valley Vanpool program.

7. Work with the department of Fund Administration to update the Transportation Development Act (TDA) handbook.

8. Development of a Transportation Development Act Module in coordination with SANBAG's Department of Fund Administration and department of Finance.

9. Begin the analysis and planning for providing rail or other high quality transit service to Ontario International Airport.

Performance/Workload Indicators

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
SRTP's for each Transit Agency including SANBAG	N/A	N/A	No	Yes
Eastern Maintenance Facility	Prelim Eng.	Final Design	Construction	
Downtown San Bernardino Passenger Rail Project	Prelim Eng.	Final Design	Construction	Yes
Downtown San Bernardino Transit Center	N/A	Planning	Design	Yes
Redlands Passenger Rail Project	Planning	Preliminary Engineering / Environmental	Prelim Eng.	Yes
Gold Line Extension	N/A	N/A	N/A	No
Provide Operating subsidies to transit operators	Yes	Yes	Yes	Yes
Complete financial audits for transit providers	Yes	Yes	Yes	Yes
Develop a San Bernardino County Valley Vanpool Program	N/A	N/A	N/A	Yes
Updated Transportation Development Act (TDA) manual	N/A	N/A	No	Yes
Transportation Development Act Module	N/A	N/A	N/A	Yes

Transit and Passenger Rail
Program Summary

		2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Tasks					
0309	General Transit	9,782,862	6,571,468	1,090,707	1,393,649
0310	Transit Operating	6,178,047	6,706,833	8,977,672	9,495,667
0311	Transit Capital	-	590,851	10,332,307	20,265,858
0352	General Commuter Rail	317,709	263,676	800,984	3,060,807
0377	Commuter Rail Operating	9,717,888	10,323,533	9,562,170	12,628,500
0379	Commuter Rail Capital	17,315,415	13,801,508	36,008,403	87,559,017
Total Tasks		43,311,921	38,257,869	66,772,243	134,403,498

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) has been designated as 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 bus rapid transit (BRT) services.

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).

While the subsequent transit related tasks provide a description of the technical process. The process 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 2013/2014.

Omnitrans, serving the urbanized San Bernardino Valley, is the largest operator in the County carrying approximately 16.1 million passengers during Fiscal Year 2011/2012. VVTA carried 1.9 million passengers, MBTA carried 388,000 passengers; BAT carried 214,000 passengers, MARTA carried 145,000 passengers, and NAT carried 33,000 passengers.

Additionally, MBTA and MARTA completed their Comprehensive Operational Analysis during Fiscal Year 2012/2013. During Fiscal year 2013/2014 Omnitrans and VVTA should see the completion of their Comprehensive Operational Analysis reports.

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 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.

Transit & Passenger Rail

Task 0309 General Transit

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.

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 $120,000.

b. New Contracts
   i. RFP, Consultant, Amount Budgeted $100,000, Total Estimated Contract Amount $100,000.
   ii. RFP, Consolidation Study, Amount Budgeted $500,000, Total Estimated Contract Amount $500,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved fiscal year 2012/2013 appropriations in the estimated amount of $29,000.

Manager

Mitch Alderman, Director of Transit and Rail Programs

Transit & Passenger Rail

Task 0309 General Transit

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	171,397	145,883	110,069	143,756
Overtime	-	360	600	625
Fringe Allocation-General	149,379	143,278	100,974	145,768
Professional Services	1,383,149	652,658	546,747	727,000
Consulting Services	7,952	8,563	1,437	-
Attendance Fees	1,000	1,157	3,300	3,300
Legal Fees	1,086,322	1,558,420	35,000	125,000
Utilities	-	214	361	-
Right of Way Capital	4,085,653	858,364	-	-
Dues & Subscriptions	150	349	14,750	15,656
Training/Membership	14,725	18,659	17,500	18,844
Postage	368	628	750	500
Travel Expense - Employee	2,008	2,798	5,000	5,000
Travel Expense-Mileage-Employee	2,688	1,992	1,000	1,000
Travel Expense-Mileage-Non-Employee	172	-	500	200
Travel Expense-Other-Metrolink Tickets	-	165	-	-
Advertising	162	81	2,000	5,000
Printing - External	464	-	1,000	500
Printing - Internal	-	-	300	150
Contributions/Sponsorships	2,638,547	2,951,665	60,000	2,295
Office Expense	15	-	500	500
Meeting Expense	764	481	500	500
Indirect Allocation-General	237,948	225,752	188,419	198,055
Total Expenditures	9,782,862	6,571,468	1,090,707	1,393,649
Funding Sources				
Local Transportation Fund - Planning				1,391,354
MSI Valley Fund-Senior/Disabled				2,295
Total Funding Sources				1,393,649

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 (VTS) (aka 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, Valley Transportation Services (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. In coordination both SANBAG and VVTA secured a $1.49 million dollar grant of Federal Transit Administration Section 5309 discretionary grants to create and operate a successful vanpool program for the High Desert and Barstow areas. VVTA will be the direct recipient of these funds and will operate and mangage this Vanpool program.

Work Elements

1. Continue work 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, Budgeted Amount $3,056,688.
   ii. 1000746, San Bernardino Regional Vanpool Program – Victor Valley Phase, Amount Budgeted $367,720.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved fiscal year 2012/2013 appropriations in the estimated amount of $1,082,693.

Manager

Mitch Alderman, Director of Transit and Rail Programs

Transit & Passenger Rail

Task 0310 Transit Operating

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	-	-	31,279	-
Fringe Allocation-General	-	-	28,539	-
Contributions/Sponsorships	6,178,047	6,706,833	8,864,600	9,495,667
Indirect Allocation-General	-	-	53,254	-
Total Expenditures	6,178,047	6,706,833	8,977,672	9,495,667
Funding Sources				
Local Transportation Fund - Planning				50,000
MSI Valley Fund-Senior/Disabled				1,180,492
MSI Victor Valley Fund-Senior/Disabled				682,310
MSI Victor Valley Fund-Traffic Mgmt Sys				290,499
MSI North Desert Fund-Senior/Disabled				278,500
MSI North Desert Fund-Traffic Mgmt Sys				77,221
MSI Colorado River Fund-Senior/Disabled				11,000
MSI Morongo Basin Fund-Senior/Disabled				104,268
MSI Mountain Fund-Senior/Disabled				95,181
MSI Valley Fund-Elderly/Disabled				6,726,196
Total Funding Sources				9,495,667

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

1. Barstow Area Transit (BAT) helped launch the new Barstow/Victor Valley (BV) link service in January 2011 which connects communities of Barstow, Apple Valley, and Victorville, three days per week, three trips per day.

2. Mountain Area Transit Authority (MARTA) recently completed their Comprehensive Operational Analysis. Through this they have developed a marketing plan to help increase ridership which includes a logo redesign.

3. Morongo Basin Transit Authority (MBTA) implemented a Transportation Assistance Program (TAG) which is a grant program for social service agencies within the Morongo Basin area. The TAG program helps to address unmet transit needs that public transportation in that area cannot meet.

4. Needles purchased two new buses and continued operations.

5. Omnitrans continued work on the sbX Bus Rapid Transit (BRT) project along the "E" Street corridor. The "E" street BRT is the first such transit service to be implemented in the San Bernardino Valley. Construction will be completed and sbX will be operational in Fiscal Year 2013/2014.

6. Victor Valley Transit (VVTA): SANBAG secured three years of Congestion Mitigation and Air Quality (CMAQ) demonstration funding for a pilot program linking the Barstow area to the Victor Valley. This life-line service is called the BV Link and started in January 2011. SANBAG also secured additional funding to extend the BV Link from Victorville to San Bernardino. Additionally, in May of 2012, VVTA began service for Fort Irwin connecting from Barstow adding to the BV Link service.

7. Valley Transportation Services (VTS) (aka VTrans) implemented the Mobility Travel Training program (MTT), which is a three-year project totaling $1.23 million dollars. 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.

8. San Bernardino Transit Center (SBTC): SANBAG, in partnership with Omnitrans, completed the final design and environmental clearance for the project. SBTC will be the major hub for mass transit services in San Bernardino Valley, including twenty two bus bays and rail platforms for Metrolink and Redland Rail service. 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 addition of the San Bernardino and Inland Empire Orange County Metrolink lines will provide unprecedented access to the entire Southern California region from Downtown San Bernardino.

Transit & Passenger Rail

Task 0311 Transit Capital

Work Elements

1. Complete work on the "E" Street BRT Project.

2. Continue work on the San Bernardino Transit Center.

Roughly $10 million of the increased budget compared to last fiscal year budget is due to the construction of the San Bernardino Transit Center, which will be funded through an agreement with Omnitrans shown in the budget as Transit Center Project Fund.

Product

1. Begin construction of San Bernardino Transit Center.

2. Completion of sbX construction.

3. Begin operations of sbX BRT.

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, Budgeted Amount $70,069. Funded with PTMISEA.
   ii. 1000462, sbX Right of Way Acquisition, Budgeted Amount $10,373. Funded with Local Projects Fund Reimbursement from Omnitrans.
   iii. 1000363, Legal Services for E Street sbX Right of Way Acquisition, Budgeted Amount $1,102,986. Funded with Local Projects Fund Reimbursement from Omnitrans.
   iv. 1000251, Cooperative Agreement for Design, Construction & Administration of E street sbX BRT project, Budgeted Amount $2,000,000. Funded with Measure I Valley Express Bus Rapid Transit.
   v. 1000584, Construction Management Services for the Omnitrans Bus Facility, Budgeted Amount $715,890. Funded with Transit Center Project Fund Reimbursement from Omnitrans.
   vi. 1000612, Architectural and Engineering Services for the San Bernardino Transit Center Omnitrans Bus Facility, Budgeted Amount $650,000. Funded with Transit Center Project Fund Reimbursement from Omnitrans.
b. New Contracts
   i. RFP, Transit Center Construction, Amount Budgeted $11,428,093, total Estimated Contract amount $11,428,093. Funded with Transit Center Project Fund Reimbursement from Omnitrans.

Local Funding Source Detail

   i. Omnitrans - $3,042,478.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $3,700,000.

Manager

Mitch Alderman, Director of Transit and Rail Programs

Transit & Passenger Rail

Task 0311 Transit Capital

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	-	5,339	43,959	78,499
Overtime	-	101	-	-
Fringe Allocation-General	-	5,330	40,109	79,253
Professional Services	-	-	1,762,272	2,370,890
Consulting Services	-	570,378	600,000	10,373
Legal Fees	-	1,306	2,042,800	1,000,000
Construction Capital	-	-	5,000	11,048,093
Right of Way Capital	-	-	3,995,000	3,300,000
Postage	-	-	700	500
Travel Expense - Employee	-	-	-	250
Travel Expense-Mileage-Employee	-	-	150	250
Contributions/Sponsorships	-	-	1,767,474	2,270,069
Indirect Allocation-General	-	8,398	74,843	107,681
Total Expenditures	-	590,851	10,332,307	20,265,858
Funding Sources				
Local Transportation Fund - Rail				820,000
Transportation Enhancement Activities				992,000
Public Trans Modern,Improve&Svc Enhance				70,069
MSI Valley Fund-Express Bus/Rapid Trans				2,200,000
Local Projects Fund				3,042,478
Transit Center Project Fund				13,141,311
Total Funding Sources				20,265,858

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 2012/2013, SANBAG worked with the four other County Transportation Commissions and SCRRA to purchase additional Crash Energy Management rail cars, purchase Tier 4 locomotives, and work towards the implementation of Positive Train Control.

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. Manage SANBAG railroad assets and real properties.

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 $125,000.

b. New Contracts
   i. RFP, Consulting, Amount Budgeted $200,000, Total Estimated Contract Amount $200,000.
   ii. RFP, C13048, Ontario Airport Access Study, Amount Budgeted $500,000, Total Estimated Contract Amount $500,000.
   iii. RFP, San Bernardino Airport Access Study, Amount Budgeted $250,000, Total Estimated Contract Amount $250,000.
   iv. RFP, Short Range Transit Plan, Amount Budgeted $300,000, Total Estimated Contract Amount $300,000.
   v. RFP, San Bernardino Rail Line Study, Amount Budgeted $300,000, Total Estimated Contract Amount $300,000.
   vi. RFP, Security Station Study, Amount Budgeted $250,000, Total Estimated Contract Amount $250,000.

Manager

Mitch Alderman, Director of Transit and Rail Programs

Transit & Passenger Rail

Task 0352 General Commuter Rail

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	64,167	61,997	132,029	160,688
Regular Part-Time Employees	1,544	-	-	-
Overtime	-	659	600	625
Fringe Allocation-General	56,675	61,386	121,011	162,862
Professional Services	65,016	1,493	260,000	2,340,000
Attendance Fees	3,000	4,243	9,900	9,900
Legal Fees	20,304	22,776	22,187	125,000
Dues & Subscriptions	736	-	5,000	5,000
Training/Membership	1,725	4,126	4,000	4,000
Postage	-	335	500	250
Travel Expense - Employee	8,566	5,835	10,000	18,300
Travel Expense - Non-Employee	1,878	2,326	5,000	5,000
Travel Expense-Mileage-Employee	184	211	600	1,000
Travel Expense-Mileage-Non-Employee	517	987	1,000	1,000
Travel Expense-Other-Metrolink Tickets	-	47	400	-
Advertising	375	92	2,000	5,000
Printing - External	-	-	150	150
Office Expense	73	158	300	250
Meeting Expense	445	283	500	500
Indirect Allocation-General	92,505	96,721	225,807	221,282
Total Expenditures	317,709	263,676	800,984	3,060,807
Funding Sources				
Local Transportation Fund - Planning				1,460,807
Local Transportation Fund - Rail				1,600,000
Total Funding Sources				3,060,807

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. Levels of commuter rail service proposed for Fiscal Year 2013/2014 could increase with the addition of another express train or conversion of an existing train into an express train during peak morning and afternoon commute times into and out of LAUS. 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.

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.

Product

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

Contract Information

a. Existing Contracts
   i. 1000472, On-call Railroad Right of Way Property Management, Budgeted Amount $576,200.
   ii. 1000145, Maintenance on Active Right of Way, Budgeted Amount $147,300.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $200,000.

Manager

Mitch Alderman, Director of Transit and Rail Programs

Transit & Passenger Rail

Task 0377 Commuter Rail Operating

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	1,183	2,144	9,615	-
Fringe Allocation-General	1,037	2,100	8,773	-
Professional Services	3,215	30,573	18,312	-
Legal Fees	-	2,375	2,000	-
Uilities	252	195	300	-
Rail Maintenance Of Way	95,211	678,308	754,000	581,200
Postage	595	6	100	-
Travel Expense-Mileage-Employee	19	28	-	-
Contributions/Sponsorships	9,614,698	9,604,495	8,752,700	12,047,300
Meeting Expense	26	-	-	-
Indirect Allocation-General	1,652	3,309	16,370	-
Total Expenditures	9,717,888	10,323,533	9,562,170	12,628,500
Funding Sources				
Local Transportation Fund - Rail				12,047,300
Rail Assets				581,200
Total Funding Sources				12,628,500

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), replacement and rehabilitation of locomotives to meet upcoming emission requirements, and replacement and rehabilitation of passenger cars. In addition, SANBAG has completed the design for 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. Construction efforts to expand Metrolink's Eastern Maintenance Facility, required to implement the DSBPRP, have also begun and will be completed in Fiscal Year 2013/2014. SANBAG also started preliminary design and environmental clearance for the Redlands Passenger Rail Project (RPRP), which would provide passenger rail service from the San Bernardino Transit Center to the University of Redlands.

Work Elements

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). SANBAG will continue to seek agreement with LACMTA for funding to construct additional capacity improvements on the San Bernardino line. This capital expense task consists of five 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.
4. The continued design and construction of DSBPRP, also including continued design of RPRP.
5. New potential capital projects on the San Gabriel Subdivision including sealed corridor improvements, double track, rail access to the Ontario and San Bernardino Airports, and improved land use around Metrolink stations to promote transit oriented development.

The majority of funding for the above projects will be comprised of Federal funds with Measure I Valley Rail funds being the local match, Transportation Development Act funds, and State bond proceeds. Federal funds needed for specific SCRRA projects will be applied for by SCRRA and will not flow through the SANBAG Budget. Other Federal funds for the DSBPRP and RPRP will be included in the SANBAG budget. Historically SCRRA claimed all Federal Rail dollars on behalf of SANBAG; however in Fiscal Year 2013/2014 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. Roughly $60 million of the increased budget compared to last fiscal year budget is due to the construction of the extension of Metrolink into downtown San Bernardino. Consisting of construction, ROW acquisition, construction management and design support during construction. Additionally, $8.5 million is for rehabilitation work on the Redland Rail line.

Product

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

Task 0379 Commuter Rail Capital

Contract Information

a. Existing Contracts
   i. 1000583, Construction Management Services DSBPRP, Amount Budgeted $6,155,540. Funded with Local Transportation Fund – Rail.
   ii. 1000571, Legal Services for DSBPRP and RPRP, Amount Budgeted $1,593,862. Funded with Local Transportation Fund – Rail.
   iii. 1000725, Construction services for Eastern Maintenance Facility, Amount Budgeted $4,939,715. Funded with Local Transportation Fund – Rail and State Transit Assistance Fund – Rail.
   iv. 1000693, Memorandum of Understanding for Design and Construction Support for the Eastern Maintenance Facility and the Downtown San Bernardino Passenger Rail Project, Amount Budgeted $738,975. Funded with State Transit Assistance Fund – Rail.
   v. 1000248, Design services for DSBPRP and RPRP, Amount Budgeted $2,597,636. Funded with Measure I Valley Metrolink Rail Service.
   vi. C13026, Rialto Metrolink Parking Expansion, Budgeted Amount $2,300,000. Funded with Local Transportation Fund – Rail and Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA).

b. New Contracts
   i. RFP, San Bernardino Line Improvements, Amount Budgeted $1,000,000, Total Estimated Contract Amount $1,000,000. Funded with Local Transportation Fund – Rail.
   ii. RFP, Engineering Services for Rehab Improvements, Amount Budgeted $1,500,000, Total Estimated Contract Amount $1,500,000. Funded with Federal Transit Assistance 5337.
   iii. IFB, Redlands Branch Crossing Improvements; Rehab, Amount Budgeted $6,000,000, Total Estimated Contract Amount $6,000,000. Funded with Federal Transit Assistance 5337.
   iv. IFB, Downtown San Bernardino Passenger Rail Project Construction, Amount Budgeted $43,122,808, Total Estimated Contract Amount $43,122,808. Funded with Local Transportation Fund – Rail, State Transit Assistance Fund – Rail, Congestion Mitigation & Air Quality, State Local Partnership Program, PTMISEA, Transit System Safety Security Disaster Recovery, Measure I Valley Metrolink Rail Service.
   v. IFB, H Street Storm Drain Protection Slab, Amount Budgeted $245,000, Total Estimated Contract Amount $245,000. Funded with Local Transportation Fund – Rail, State Transit Assistance Fund – Rail, Congestion Mitigation & Air Quality, State Local Partnership Program, PTMISEA, Transit System Safety Security Disaster Recovery, Measure I Valley Metrolink Rail Service.
   vi. IFB, Building Demolition, Amount Budgeted $1,060,000, Total Estimated Contract Amount $1,060,000. Funded with Local Transportation Fund – Rail, State Transit Assistance Fund – Rail, Congestion Mitigation & Air Quality, State Local Partnership Program, PTMISEA, Transit System Safety Security Disaster Recovery, Measure I Valley Metrolink Rail Service.
   vii. RFP, Harvey House Improvements, Amount Budgeted $1,250,000, Total Estimated Contract Amount $1,250,000. Funded with Rail Assets.
   viii. RFP, City of Fontana Grade Crossing Improvement Project, Amount Budgeted $1,000,000, Total Estimated Contract Amount $1,000,000. Funded with Local Transportation Funds Article 3.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $7,182,475.

Manager

Mitch Alderman, Director of Transit and Rail Program

Transit & Passenger Rail

Task 0379 Commuter Rail Capital

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	42,834	58,648	127,231	129,566
Overtime	-	123	620	-
Fringe Allocation-General	36,660	57,580	116,659	130,811
Professional Services	18,311	553,228	1,810,965	3,187,545
Consulting Services	6,540,365	12,348,305	11,762,300	2,597,636
Legal Fees	5,083	18,684	2,000,500	1,593,862
Rail Maintenance Of Way	-	97,153	147,300	-
Construction Capital	-	-	11,428,833	72,381,698
Right of Way Capital	-	-	6,575,250	5,293,500
Postage	22	230	500	-
Travel Expense - Employee	67	393	5,000	-
Travel Expense-Mileage-Employee	153	936	500	-
Advertising	-	386	500	-
Printing - External	-	758	-	-
Printing - Internal	-	20	-	-
Contributions/Sponsorships	10,607,791	548,605	2,790,100	2,066,665
Office Equip/Software-Inventorial	5,731	-	-	-
Computer Hardware & Software	-	25,735	13,306	-
Indirect Allocation-General	58,397	90,723	217,574	177,734
Total Expenditures	17,315,415	13,801,508	36,997,138	87,559,017

Funding Sources	
Local Transportation Fund - Planning	87,622
Local Transportation Fund-ART 3 Bicycle	1,000,000
Local Transportation Fund - Rail	15,672,097
State Transit Assistance Fund - Rail	9,986,808
Rail Assets	1,777,690
Congestion Mitigation & Air Quality	10,921,226
Federal Transit Administration 5337	7,500,000
State Local Partnership Program	10,306,000
Public Trans Modern,Improve&Svc Enhance	6,500,000
Transit Sys Safety Sec Disaster Recovery	3,695,542
MSI Valley Fund-Metrolink/Rail Service	10,112,032
Valley Metrolink/Rail Bond Fund	10,000,000
Total Funding Sources	87,559,017

New Crash Energy Management cars debuted on SANBAG's San Bernardino Metrolink line in 2010.

Major Project Delivery Program Budget

Description

The Major Project Delivery Program budget is composed of tasks associated with development and construction of major freeway, interchange, and grade separation projects, and is financed by an array of funding sources including Measure I, Federal, State, and local funds. The budget for this program is for the preparation, management, and construction of major projects. Program expenditures in Fiscal Year 2013/2014 are reduced by $148.5 million from prior year budget. Expenditures for the following projects were reduced: Freeways $52.9 million, Grade Separations $2.2 million and Interchanges $93 million.

Goals and Objectives

1. Reduce congestion and enhance safety on the highway system within the County by developing projects that lead to the construction of freeway, interchange, and grade separation improvements.

2. Assist in meeting SANBAG's commitment to deliver transportation improvements as described in the Measure I Transportation Transactions and Use Tax approved in 1989 and renewed in 2004 by the San Bernardino County voters.

3. Continue the studies on the Interstate 10 (I-10) & Interstate 15 (I-15) Corridors including:

    a. Preliminary engineering and environmental studies for the I-10 Corridor leading to environmental clearance in a future year.
    b. Preliminary engineering for the I-15 Corridor leading to the execution of a Project Study report this fiscal year.
    c. The enhanced public outreach, including Community Advisory Groups and briefings to community groups, to inform the public of the proposed corridor improvements and educate the public about managed lanes.
    d. Complete the advanced traffic and revenue studies and the financial analysis to provide the Board with the information with which upon to make an informed decision on the improvements to be constructed on the two corridors and the means to finance them.

4. Continue to maintain and improve the Project Control System to enhance project delivery and maximize the utilization of funds.

Performance/Workload Indicators

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Project Approval/Environmental Document	2	8	1	2
Start Construction	4	5	10	8
Open to Traffic	N/A	2	4	7
Project Control System	Yes	Yes	Yes	Yes

Major Project Delivery
Program Summary

		2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Tasks					
0701	Valley Signal Coordination Program	3,291,808	3,370,637	1,478,995	731,312
0803	State Route 210 Baseline Road Interchange	-	-	-	906,652
0815	Measure I Program Management	3,845,554	3,442,796	5,182,298	5,814,656
0817	State Route 60 Sound Wall	142,984	645,101	87,484	-
0820	State Route 210 Final Design	78,155	41,471	245,170	18,706
0822	State Route 210 Right of Way Acquisition	2,811,286	1,270,700	3,298,494	1,001,450
0824	State Route 210 Construction	1,300,079	6,857,117	8,947,468	11,834,154
0825	I-10 Corridor Project Development	435,038	1,103,066	4,123,966	5,415,319
0826	I-10 Cherry Avenue/Citrus Avenue Interchanges	5,952,756	6,673,389	70,717,730	60,281,302
0830	I-215 San Bern/Riverside Project Development	-	-	15,804	225,000
0834	I-215 Final Design	53,235	64,882	366,579	8,036
0836	I-215 Right of Way Acquisition	4,471,444	494,831	2,976,919	107,536
0838	I-215 Construction	55,692,578	47,783,351	79,699,415	33,769,873
0839	I-215 Bi-County HOV Gap Closure Project	1,207,026	4,734,560	18,846,131	16,498,209
0840	I-215 Barton Road Interchange	387,479	627,741	10,771,111	24,025,749
0841	I-10 Riverside Avenue Interchange	9,918,553	12,204,106	3,200,247	641,542
0842	I-10 Tippecanoe Avenue Interchange	2,824,524	3,355,275	40,054,394	20,923,901
0845	I-215 Mt. Vernon Ave./Washington St. Interchange	435,038	1,103,066	4,123,966	671,556
0850	Alternative Project Financing	159,069	556,201	3,661,056	3,974,844
0862	I-10 Westbound Lane Addition - Yucaipa/Redlands	2,904,675	11,155,424	9,906,181	2,263,718
0869	Glen Helen Parkway Grade Separation	847,512	2,920,573	4,400,356	3,586,296
0870	Hunts Lane Grade Separation	1,309,847	2,858,301	14,584,715	9,326,480
0871	State Street/University Parkway Grade Separation	29,835	5,514	328,306	9,036
0874	Palm Avenue Grade Separation	391,181	1,594,179	9,904,031	9,129,369
0876	South Milliken Avenue Grade Separation	441	1,982,087	6,840,456	4,496,264
0877	Vineyard Avenue Grade Separation	-	704,059	1,732,673	7,074,093
0879	Colton Crossing BNSF/UPRR Grade Separation	1,360,983	2,910,413	91,530,337	20,120,951
0880	I-15/I-215 Devore Road Interchange	3,112,529	16,207,782	22,100,161	23,278,713
0881	Lenwood Road Grade Separation	1,261,180	1,208,942	4,688,881	4,890,756
0882	North Milliken Avenue Grade Separation	6,208,421	19,043,904	25,130,729	9,419,387
0883	State Route 210 Pepper Avenue Interchange	132,482	519,095	2,277,989	2,208,282
0884	Laurel Avenue Grade Separation	461,191	1,974,108	15,864,368	17,966,703
0885	9th Street Rail Improvements	-	2,014	4,141,173	3,081,456
0886	Colton Quiet Zone	348,653	185,121	3,147,427	2,408,394
0887	State Route 210 Lane Addition	-	62,263	1,063,515	862,631
0888	I-15 La Mesa Road/Nisqualli Road Interchange	119,489	12,860,885	28,835,140	7,046,057
0890	I-15 Ranchero Road Interchange	-	132,747	13,417,456	23,229,897
0892	I-15 Baseline Road Interchange	-	-	-	12,843,139
0893	State Route 60 Central Avenue Interchange	-	-	-	100,000
0894	State Route 60 Archibald Avenue Interchange	-	-	-	100,000
0896	I-10 Pepper Avenue Interchange	-	-	-	869,665
0897	I-10 Cedar Avenue Interchange	-	-	-	100,000
0898	I-10 Mount Vernon Avenue Interchange	-	-	-	100,000
0899	I-10 University Street Interchange	-	-	-	100,000
Total Tasks		111,495,025	170,655,701	517,691,120	351,461,084

Major Project Delivery Program

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 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. Continue full monitoring and maintenance of Tiers 3 and 4 through March 2014, and start two year on-call specialty maintenance for Tiers 3 and 4.

2. 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 $5,000.
   - ii. 1000557, Traffic Signal Timing, Amount Budgeted $300,000.
   - iii. C12027, Traffic Signal Monitoring, Amount Budgeted $400,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $494,382.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0701 Valley Signal Coordination Program

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	19,339	15,872	16,330	5,116
Regular Part-Time Employees	-	-	7,200	-
Fringe Allocation-General	17,078	15,551	14,900	5,165
Professional Services	2,500	-	-	-
Consulting Services	1,989,709	1,229,295	1,344,157	700,000
Program Management Fees	132,201	147,741	52,226	5,000
Legal Fees	618	855	250	1,150
Construction Capital	1,093,907	1,923,366	-	-
Postage	-	100	150	500
Travel Expense - Employee	307	19	-	500
Travel Expense-Mileage-Employee	-	214	300	300
Advertising	-	1,122	-	500
Printing - External	1,495	-	700	3,000
Meeting Expense	-	76	-	450
Indirect Allocation-General	27,203	24,502	36,774	7,017
Indirect Allocation-Project Management	7,451	11,925	6,008	2,614
Total Expenditures	3,291,808	3,370,637	1,478,995	731,312
Funding Sources				
Congestion Mitigation & Air Quality				400,000
MSI 1990-Valley Fund-TMEE				331,312
Total Funding Sources				731,312

Major Project Delivery Program

Task 0803 State Route 210 Baseline Road Interchange Improvement

Purpose

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

Accomplishments

The cooperative agreement with the City of Highland to prepare the Project Report 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 Contractor awarded in March 2013.

Work Elements

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

2. Coordinate with Caltrans staff for all phases of work.

3. Manage the contracts, budgets, and schedules.

Product

Complete improvements to I-210/Baseline Road Interchange.

Contract Information

a. Existing Contracts
   i. 1000089, Project Management, Amount Budgeted $100,000.
   ii. 1000631, Environmental and Preliminary Design Services, Amount Budgeted $707,725.

b. New Contracts
   i. RFP, Project Study Report oversight, Amount Budgeted $70,235, Total Estimated Contract Amount $99,500.

Local Funding Source Detail

   i. City of Highland - $454,657.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0803 State Route 210 Baseline Road Interchange Improvement

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	-	-	-	6,688
Fringe Allocation-General	-	-	-	6,752
Consulting Services	-	-	-	777,960
Program Management Fees	-	18,544	176,290	100,000
Legal Fees	-	-	1,000	-
Construction Capital	-	-	6,869,737	-
Postage	-	-	100	500
Travel Expense-Mileage-Employee	-	-	-	200
Advertising	-	-	500	500
Printing - External	-	-	900	2,500
Printing - Internal	-	-	500	-
Meeting Expense	-	-	-	200
Indirect Allocation-General	-	-	-	9,174
Indirect Allocation-Project Management	-	1,276	13,102	2,178
Total Expenditures	-	19,820	7,062,129	906,652
Funding Sources				
Local Projects Fund				454,657
Valley Fwy Interchange Bond Fund				451,995
Total Funding Sources				906,652

Major Project Delivery Program

Task 0815 Measure I Program Management

Purpose

Manage the Major Projects Program.

Accomplishments

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

A Project Control System (PCS) to communicate and align with the finance software was instituted and implementation began. Peer Review and a Quality Assurance/Quality Control (QA/QC) program to ensure quality documents continued. Reviews and updates of contract management procedures, policies and documents were conducted including: 1) development of standard templates for professional services and construction procurements, and 2) enhancements to the Independent Cost Estimates for professional services contracts and amendments was implemented. In addition, updated right of way policies are under development; and the top ten interchanges listed on the Measure I 2010-2040 Valley Freeway Interchange Program are currently being evaluated for initiation.

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.
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 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 Project Delivery Program

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 $14,000.
   ii. 1000089, Program and Project Management, Amount Budgeted $2,400,000.
   iii. 1000310, Policy Review, Amount Budgeted $180,000.
   iv. 1000558, Right of Way Advisory Services, Amount Budgeted $100,000.
   v. 1000731, Legal Services, Amount Budgeted $10,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0815 Measure I Program Management

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	188,267	189,708	347,762	685,497
Regular Part-Time Employees	13,790	-	-	-
Overtime	-	968	1,600	1,250
Fringe Allocation-General	140,563	186,810	318,758	693,339
Professional Services	1,282,005	784,116	521,033	390,420
Consulting Services	-	6,196	980,355	250,000
Program Management Fees	1,748,919	1,775,513	1,887,256	2,400,000
Attendance Fees	18,043	16,400	30,000	32,000
Legal Fees	22,775	17,565	186,971	130,000
Dues & Subscriptions	226	-	8,000	8,000
Training/Membership	2,211	1,068	5,000	3,000
Postage	207	645	6,660	3,000
Travel Expense - Employee	2,206	4,714	5,500	10,000
Travel Expense - Non-Employee	-	-	8,000	3,000
Travel Expense-Mileage-Employee	40	-	1,500	1,000
Travel Expense-Mileage-Non-Employee	2,415	2,368	1,500	12,000
Travel Expense-Other-Metrolink Tickets	-	7	250	-
Printing - External	113	1,230	17,000	1,000
Printing - Internal	-	-	5,000	-
Communications	342	195	8,500	5,000
Record/Equipment Storage	-	925	10,000	-
Other Service Charges	53	-	-	-
Office Expense	276	158	24,000	-
Meeting Expense	2,393	2,180	3,000	-
Land Easements & Improvements	4,006	-	-	-
Office Furniture & Equipment	-	-	11,000	10,000
Office Equip/Software-Inventorial	3,837	2,050	-	-
Computer Hardware & Software	25,881	(14,167)	43,000	25,000
Indirect Allocation-General	241,109	294,342	594,805	942,047
Indirect Allocation-Project Management	145,878	169,806	155,847	209,103
Total Expenditures	3,845,554	3,442,796	5,182,298	5,814,656
Funding Sources				
MSI Valley Fund-Freeway Projects				1,837,339
MSI 1990-Valley Fund-Major Projects				203,000
Valley Fwy Interchange Bond Fund				1,868,177
Valley Major Street Bond Fund				1,795,140
Cajon Pass Bond Fund				111,000
Total Funding Sources				5,814,656

Major Project Delivery Program

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 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 to be 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.

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 Project Delivery Program

Task 0817 State Route 60 Sound Wall

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	601	1,470	3,173	-
Regular Part-Time Employees	210	-	-	-
Fringe Allocation-General	518	1,440	2,895	-
Professional Services	27,967	3,376	2,000	-
Consulting Services	94,065	2,960	16,321	-
Program Management Fees	16,886	149,812	25,853	-
Legal Fees	-	95	1,000	-
Construction Capital	-	466,931	28,300	-
Postage	60	24	150	-
Printing - External	-	588	-	-
Indirect Allocation-General	1,128	2,269	5,402	-
Indirect Allocation-Project Management	1,549	16,137	2,390	-
Total Expenditures	142,984	645,101	87,484	-
Funding Sources				
Total Funding Sources				-

Major Project Delivery Program

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 during construction for the SR-210/Interstate 215 (I-215) direct connector project and the SR-210 landscape projects.

2. Manage the contracts, budget, and schedule.

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 $18,706.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0820 State Route 210 Final Design

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	814	-	-	-
Regular Part-Time Employees	420	-	-	-
Fringe Allocation-General	737	-	-	-
Professional Services	74,383	20,399	-	-
Consulting Services	-	21,072	169,050	18,706
Program Management Fees	-	-	68,899	-
Legal Fees	-	-	500	-
Postage	20	-	100	-
Printing - External	-	-	1,000	-
Printing - Internal	-	-	500	-
Indirect Allocation-General	1,780	-	-	-
Indirect Allocation-Project Management	-	-	5,121	-
Total Expenditures	78,155	41,471	245,170	18,706
Funding Sources				
MSI 1990-Valley Fund-Major Projects				18,706
Total Funding Sources				18,706

Major Project Delivery Program

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 are underway 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.

Contract Information

a. Existing Contracts
   i. 1000731, Legal Services, Amount Budgeted $1,000.
   ii. 1000100, Legal Services, Amount Budgeted $1,000,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $1,001,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0822 State Route 210 Right of Way Acquisition

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	3,815	3,896	13,001	-
Fringe Allocation-General	3,453	3,817	11,862	-
Professional Services	153,501	-	-	-
Program Management Fees	38,212	23,680	45,933	-
Legal Fees	2,601,517	1,232,032	3,200,000	1,001,000
Postage	22	-	150	100
Travel Expense-Mileage-Employee	41	-	-	100
Printing - External	1,299	-	-	250
Printing - Internal	-	-	2,000	-
Communications	47	-	-	-
Record/Equipment Storage	1,354	-	-	-
Meeting Expense	40	-	-	-
Indirect Allocation-General	5,501	6,015	22,134	-
Indirect Allocation-Project Management	2,483	1,260	3,414	-
Total Expenditures	2,811,286	1,270,700	3,298,494	1,001,450
Funding Sources				
MSI 1990-Valley Fund-Major Projects				1,001,450
Total Funding Sources				1,001,450

Major Project Delivery Program

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 high speed SR-210/I-215 connectors are the final remaining portions of the SR-210 corridor to be completed. In late 2010 Caltrans advertised, awarded, and it is currently administering the high speed SR-210/I-215 connectors' project. The northbound I-215 to westbound SR-210 connector was open in January 2012. The high speed connector 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 will be awarded in September 2013, for Segment 10. The Segment 11 landscape construction is anticipated to be bid in mid-2013.

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 Project Delivery Program

Task 0824 State Route 210 Construction

Product

Complete construction of the SR-210 Freeway improvements.

Contract Information

a. Existing Contracts
   i. 1000089, Program Management, Amount Budgeted $75,000.
   ii. 1000731, Legal Services, Amount Budgeted $500.
   iii. 1000166, Construction Zone Enhancement Enforcement Program (COZEEP), Amount Budgeted $10,000.
   iv. 1000319, Construction Management Services, Amount Budgeted $900,000.
   v. 1000578, Construction Services, Amount Budgeted $56,045.
   vi. 1000582, Construction Services, Amount Budgeted $15,075.
   vii. 1000428, Construction Services, Amount Budgeted $5,200,000.

b. New Contracts
   i. RFP, Establish Existing Planting Services, Amount Budgeted $525,000, Total Estimated Contract Amount $1,800,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $1,052,987.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0824 State Route 210 Construction

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	9,324	5,794	7,445	-
Fringe Allocation-General	7,409	5,676	6,793	-
Professional Services	233,698	50,457	116,000	10,000
Consulting Services	-	684,228	1,000,000	500,000
Program Management Fees	82,947	137,838	73,493	75,000
Legal Fees	2,945	2,423	750	500
Landscaping Care	903,578	114,789	-	-
Rentals-Buildings	16,220	-	-	42,000
Construction Capital	23,120	5,832,807	7,723,600	10,797,920
Right of Way Capital	-	-	-	400,000
Postage	49	109	100	200
Advertising	526	1,422	-	500
Printing - External	1,365	2,179	1,150	1,500
Indirect Allocation-General	11,802	8,944	12,675	-
Indirect Allocation-Project Management	7,097	10,452	5,462	6,534
Total Expenditures	1,300,079	6,857,117	8,947,468	11,834,154
Funding Sources				
Surface Transportation Program				2,501,800
Transportation Enhancement Activities				5,200,000
Regional Improvement Program				3,025,000
MSI 1990-Valley Fund-Major Projects				1,107,354
Total Funding Sources				11,834,154

Major Project Delivery Program

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, 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. In a Board workshop in June 2010, the results of these initial studies were reported, informing the members of the Board that the installation of toll lanes along the I-10 mainline may be feasible and desired. Subsequently 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 Analysis, including further study of alternative financing and alternative delivery methods. Procurement for these services was completed and these studies are progressing forward. The original PA&ED contract was amended to include the Express Lane alternative in addition to the High Occupancy Vehicle (HOV) alternative. The preliminary engineering and environmental studies are continuing.

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 $150,000.
   - ii. 1000004, Project Consulting Services, Amount Budgeted $100,000.
   - iii. 1000044, Environmental Consulting Services, Amount Budgeted $150,000.
   - iv. 1000052, Environmental and Preliminary Design Services, Amount Budgeted $5,000,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0825 Interstate 10 Corridor Project Development

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	1,856	8,901	28,213	-
Regular Part-Time Employees	1,750	-	-	-
Fringe Allocation-General	1,654	8,721	25,742	-
Professional Services	69,960	68,280	270,480	250,000
Consulting Services	354,183	997,945	3,600,000	5,000,000
Program Management Fees	-	4,624	45,933	150,000
Legal Fees	475	855	101,000	1,000
Postage	-	-	150	150
Printing - External	-	-	850	1,000
Meeting Expense	-	-	150	100
Indirect Allocation-General	5,159	13,741	48,034	-
Indirect Allocation-Project Management	-	-	3,414	13,069
Total Expenditures	435,038	1,103,066	4,123,966	5,415,319
Funding Sources				
MSI Valley Fund-Freeway Projects				5,415,319
Total Funding Sources				5,415,319

Major Project Delivery Program

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 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. As programming includes Trade Corridor Improvement Funds (TCIF), the Board directed staff to use local federal funds Congestion Mitigation & Air Quality (CMAQ)/Surface Transportation Program (STP) to issue a Letter of No Prejudice (LONP) to replace the TCIF funds that were unavailable for Citrus Avenue Interchange construction in September 2011. Later that month the federal funds were obligated and in February 2012, a construction contract was awarded. TCIF funds became available in March 2012, for Cherry Avenue Interchange construction and a construction contractor was procured 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.

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.

Contract Information

a. Existing Contracts
   - i. 1000004, Project Management Support, Amount Budgeted $40,000.
   - ii. 1000044, Environmental Support Services, Amount Budgeted $50,000.
   - iii. 1000051, Engineering Support Services, Amount Budgeted $330,000.
   - iv. 1000089, Project Management, Amount Budgeted $350,000.
   - v. 1000287, Cherry Avenue Right of Way Support Services, Amount Budgeted $2,200,000.
   - vi. 1000296, Citrus Avenue Right of Way Support Services, Amount Budgeted $1,377,000.
   - vii. 1000405, Cherry Avenue Construction Support Services, Amount Budgeted $18,833.
   - viii. 1000406, Citrus Avenue Construction Support Services, Amount Budgeted $100,000.
   - ix. 1000445, Construction Management Services, Amount Budgeted $4,500,000.
   - x. 1000605, Citrus Avenue Construction Services, Amount Budgeted $14,000,000.
   - xi. 1000740, Cherry Avenue Construction Services Amount Budgeted $37,300,000.

Major Project Delivery Program

Task 0826 Interstate 10 Cherry Avenue/Citrus Avenue Interchanges

Local Funding Source Detail

i. County of San Bernardino - $7,500,000.
ii. City of Fontana - $10,710,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $36,982,754.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0826 Interstate 10 Cherry Avenue/Citrus Avenue Interchanges

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	17,838	18,011	25,812	-
Regular Part-Time Employees	4,480	-	-	-
Fringe Allocation-General	15,672	17,645	23,551	-
Professional Services	87,332	79,163	316,000	90,000
Consulting Services	3,266,868	1,185,105	8,320,000	4,830,000
Program Management Fees	54,331	79,791	121,033	350,000
Legal Fees	10,213	2,803	2,000	1,000
Construction Capital	-	3,956,346	55,951,019	51,400,000
Right of Way Capital	2,460,510	1,298,642	5,897,340	3,595,833
Postage	17	45	300	150
Advertising	-	-	1,900	250
Printing - External	1,052	4,273	8,000	1,000
Indirect Allocation-General	31,423	27,802	43,947	-
Indirect Allocation-Project Management	3,021	3,762	6,828	13,069
Total Expenditures	5,952,756	6,673,389	70,717,730	60,281,302
Funding Sources				
Surface Transportation Program				9,000,000
Congestion Mitigation & Air Quality				1,500,000
Interstate Maintenance Discretionary				800,000
Trade Corridor Improvement Fund				21,000,000
MSI Valley Fund-Fwy Interchange				165,469
Local Projects Fund				18,210,000
Valley Fwy Interchange Bond Fund				9,605,833
Total Funding Sources				60,281,302

Major Project Delivery Program

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 (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 $20,000.

b. New Contracts
   i. RFP, Project Study Report services, Amount Budgeted $201,257, Total Estimated Contract Amount $201,257.

Local Funding Source Detail

   i. Riverside County Transportation Commission - $70,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0830 Interstate 215 San Bern/Riverside Project Development

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Consulting Services	-	-	-	205,000
Program Management Fees	-	-	13,780	20,000
Legal Fees	-	-	1,000	-
Indirect Allocation-Project Management	-	-	1,024	-
Total Expenditures	-	-	15,804	225,000
Funding Sources				
MSI Valley Fund-Freeway Projects				155,000
Local Projects Fund				70,000
Total Funding Sources				225,000

Major Project Delivery Program

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 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 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.

Product

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

Contract Information

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

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $5,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0834 Interstate 215 Final Design

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	-	814	1,206	-
Fringe Allocation-General	-	797	1,100	-
Professional Services	53,235	-	-	-
Consulting Services	-	62,015	340,831	-
Program Management Fees	-	-	18,373	5,000
Legal Fees	-	-	500	1,000
Postage	-	-	150	100
Printing - External	-	-	1,000	1,500
Indirect Allocation-General	-	1,256	2,054	-
Indirect Allocation-Project Management	-	-	1,365	436
Total Expenditures	53,235	64,882	366,579	8,036
Funding Sources				
MSI 1990-Valley Fund-Major Projects				8,036
Total Funding Sources				8,036

Major Project Delivery Program

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 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.

Work Elements

1. Finish utility relocations.

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

3. Close-out of final reports and any required funding adjustments.

4. Finalize any outstanding ROW, utility relocation and funding issues associated with Segment 3 (Orange Show Road to Rialto Avenue). Construction was completed in 2010.

Product

Complete ROW acquisition, relocations, and demolitions for properties and utilities 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. 1000731, Legal Services, Amount Budgeted $500.
   - iii. 1000102, Right of Way Acquisition, Amount Budgeted $100,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $105,500.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0836 Interstate 215 Right of Way Acquisition

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	335	236	1,338	-
Regular Part-Time Employees	70	-	-	-
Fringe Allocation-General	303	231	1,220	-
Professional Services	-	-	-	500
Program Management Fees	-	-	4,593	5,000
Legal Fees	238	-	1,000	1,000
Right of Way Capital	4,469,839	493,999	2,965,000	100,000
Postage	25	-	150	100
Printing - External	51	-	1,000	500
Indirect Allocation-General	584	364	2,277	-
Indirect Allocation-Project Management	-	-	341	436
Total Expenditures	4,471,444	494,831	2,976,919	107,536
Funding Sources				
MSI 1990-Valley Fund-Major Projects				107,536
Total Funding Sources				107,536

Major Project Delivery Program

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 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. Construction is continuing on both of these projects.

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 Project Delivery Program

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 2013/2014.

a. Existing Contracts
   - i. 1000020, Construction Survey, Budgeted Amount $350,000.
   - ii. 1000032, Leasing Construction Management Office, Amount Budgeted $42,000.
   - iii. 1000033, Laboratory and Material Testing Services, Amount Budgeted $84,659.
   - iv. 1000046, Public Outreach Services, Amount Budgeted $138,704.
   - v. 1000089, Program Management, Amount Budgeted $100,000.
   - vi. 1000134, Construction Services, Amount Budgeted $50,871.
   - vii. 1000137, Construction Services, Amount Budgeted $11,967.
   - viii. 1000154, Construction Management Services, Amount Budgeted $6,145,000.
   - ix. 1000163, Construction Services, Amount Budgeted $6,533,000.00.
   - x. 1000166, Construction Zone Enhancement Enforcement Program (COZEEP), Amount Budgeted $100,000.
   - xi. 1000184, Engineering Construction Support Services, Amount Budgeted $584,359.
   - xii. 1000190, Construction Services, Amount Budgeted $16,619,000.
   - xiii. 1000731, Legal Services, Amount Budgeted $500.

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

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $33,621,356.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0838 Interstate 215 Construction

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	54,527	43,573	34,388	-
Regular Part-Time Employees	630	-	-	-
Overtime	-	226	-	-
Fringe Allocation-General	48,056	42,910	31,375	-
Professional Services	9,731,142	375,839	416,000	100,000
Consulting Services	-	6,826,716	14,295,421	10,164,018
Program Management Fees	281,396	245,224	114,832	100,000
Legal Fees	10,545	3,705	10,500	500
Rentals-Buildings	72,812	73,221	64,180	42,000
Construction Capital	44,981,102	39,746,615	64,343,979	23,214,838
Right of Way Capital	-	-	3,000	-
Postage	-	-	150	100
Public Information Activites	-	204,185	317,010	138,704
Printing - External	1,163	-	1,500	1,000
Contributions/Sponsorships	412,632	139,116	-	-
Office Expense	981	-	-	-
Indirect Allocation-General	77,458	67,610	58,546	-
Indirect Allocation-Project Management	20,133	14,411	8,534	8,713
Total Expenditures	55,692,578	47,783,351	79,699,415	33,769,873
Funding Sources				
Congestion Mitigation & Air Quality				822,000
Transportation Enhancement Activities				500,000
Project National & Regional Significance				12,529,000
Traffic Congestion Relief Program				2,830,838
Regional Improvement Program				10,091,018
MSI 1990-Valley Fund-Major Projects				6,997,017
Total Funding Sources				33,769,873

Major Project Delivery Program

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

Right of Way (ROW) activities continued leading to ROW certification in October 2012. As part of the ROW phase, several utility agreements and railroad Construction & Maintenance agreements were executed in the Fiscal Year 2012/2013.

In February 2012, SANBAG entered into a construction cooperative agreement with Caltrans for the construction phase of the project. Under the agreement, Caltrans will advertise, award, and administer the construction contract. In December 2012, the construction contract was awarded with construction activities beginning in February 2013.

Work Elements

1. Process ROW invoices.
2. Monitor the progress and expenditures for construction.
3. Coordinate with Caltrans staff during construction.
4. Process construction 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.

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. 1000044, Environmental Support Services, Amount Budgeted $10,000.
   - ii. 1000089, Project Management, Amount Budgeted $50,000.
   - iii. 1000241, Right of Way Support Services, Amount Budgeted $4,354.
   - iv. 1000626, Construction Services, Amount Budgeted $12,635,945.
   - v. C13081, Construction Services, Amount Budgeted $79,950.
   - vi. C13082, Construction Services, Amount Budgeted $810,625.
   - vii. C13010, Construction Services, Amount Budgeted $2,728,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0839 Interstate 215 Bi-County HOV Gap Closure Project

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	5,679	11,728	9,648	-
Fringe Allocation-General	5,141	11,490	8,803	-
Professional Services	273,386	47,254	11,388	14,354
Consulting Services	724,591	976,853	174,372	-
Program Management Fees	174,112	190,510	68,899	50,000
Legal Fees	1,995	8,744	4,000	2,000
Construction Capital	-	-	13,725,000	12,635,945
Utilities Capital	-	-	280,000	-
Right of Way Capital	-	3,455,958	4,541,324	3,790,154
Postage	12	245	150	200
Printing - External	-	-	800	1,000
Meeting Expense	-	-	200	200
Indirect Allocation-General	8,189	18,104	16,426	-
Indirect Allocation-Project Management	13,922	13,675	5,121	4,356
Total Expenditures	1,207,026	4,734,560	18,846,131	16,498,209
Funding Sources				
MSI Valley Fund-Freeway Projects				16,426,099
MSI 1990-Valley Fund-Major Projects				72,110
Total Funding Sources				16,498,209

Major Project Delivery Program

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 approximately 80% complete when a modification to an alternative was incorporated extending the completion by twelve months. SANBAG has negotiated a cooperative agreement with Caltrans for the Plans, Specifications, and Estimates (PS&E) and the Right of Way (ROW) phases of the project.

Work Elements

1. Oversee the SANBAG consultant involved in the preparation of the Project Report and Environmental Document.

2. Prepare final design plans and specifications.

3. Oversee the work performed by the SANBAG on-call ROW consultant in connection with the acquisition of ROW and utility relocation.

4. Coordinate with Caltrans and City of Grand Terrace staff.

5. Manage the contracts, budgets, and schedules.

Product

Completion of interchange improvements.

Contract Information

a. Existing Contracts
   i. 1000044, Environmental oversight services, Amount Budgeted $6,500.
   ii. 1000089, Project Management, Amount Budgeted $100,000.
   iii. 1000109, Project Approval & Environmental Document preparation, Amount Budgeted $38,478.
   iv. 1000241, Right of Way Consultant Services, Amount Budgeted $1,464,000.
   v. 1000665, Design and Right of Way, Amount Budgeted $1,030,569.

b. New Contracts
   i. PSA, Right of Way Acquisitions, Amount Budgeted $6,960,000, Total Estimated Contract Amount $17,400,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $250,065.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0840 Interstate 215 Barton Road Interchange

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	843	822	2,701	-
Fringe Allocation-General	763	806	2,464	-
Professional Services	164,070	177,567	15,000	1,470,500
Consulting Services	151,065	365,790	1,900,000	3,549,693
Program Management Fees	64,442	76,588	45,933	100,000
Legal Fees	-	380	200,000	1,000
Right of Way Capital	-	-	8,597,000	18,900,000
Postage	-	29	-	200
Indirect Allocation-General	1,216	1,269	4,599	-
Indirect Allocation-Project Management	5,081	4,490	3,414	4,356
Total Expenditures	387,479	627,741	10,771,111	24,025,749
Funding Sources				
Surface Transportation Program				17,400,000
Demonstration High Priority Program				3,980,646
MSI Valley Fund-Freeway Projects				2,544,569
MSI 1990-Valley Fund-Major Projects				100,534
Total Funding Sources				24,025,749

Major Project Delivery Program

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 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 contact.

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.

5. Coordinate with the Caltrans managed I-10 auxiliary lane widening project which extends from Etiwanda Avenue to Riverside Avenue.

Product

Completion of interchange improvements.

Contract Information

a. Existing Contracts
   - i. 1000089, Project Management, Amount Budgeted $40,000.
   - ii. 1000731, Legal Services, Amount Budgeted $2,000.
   - iii. 1000166, Construction Zone Enhancement Enforcement Program Services, Amount Budgeted $2,000.
   - iv. 1000180, Construction Management Services, Amount Budgeted $40,000.
   - v. 1000632, Landscape Construction, Amount Budgeted $132,807.

Major Project Delivery Program

Task 0841 Interstate 10 Riverside Avenue Interchange

b. New Contracts
   i. RFP, Construction Management Landscape Services, Amount Budgeted $44,750, Total Estimated Contract Amount $179,000.
   ii. IFB, Construction Landscaping Services, Amount Budgeted $60,000, Total Estimated Contract Amount $240,000.

Local Funding Source Detail

i. City of Rialto - $593,807.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $636,807.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0841 Interstate 10 Riverside Avenue Interchange

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	27,749	22,566	4,181	-
Regular Part-Time Employees	2,030	-	-	-
Fringe Allocation-General	24,435	22,109	3,815	-
Professional Services	1,881,514	57,671	20,000	2,000
Consulting Services	-	1,646,307	325,000	40,000
Program Management Fees	74,911	51,894	103,933	40,000
Legal Fees	855	855	4,500	3,000
Construction Capital	7,861,086	10,363,428	2,719,535	551,807
Postage	18	51	150	250
Printing - External	(363)	1,480	700	1,000
Record/Equipment Storage	-	-	800	-
Indirect Allocation-General	41,851	34,835	7,119	-
Indirect Allocation-Project Management	4,468	2,912	10,514	3,485
Total Expenditures	9,918,553	12,204,106	3,200,247	641,542
Funding Sources				
MSI 1990-Valley Fund-Major Projects				45,735
Local Projects Fund				593,807
Valley Fwy Interchange Bond Fund				2,000
Total Funding Sources				641,542

Major Project Delivery Program

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 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 are approaching completion.

Work Elements

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

2. Obtain project, specification and estimate certification, environmental certification, and an encroachment permit for Phase 2 construction.

3. Continue work on the final PS&E package, ROW acquisition and utility relocation activities for Phase 2.

4. Execute a construction cooperative agreement for Phase 2.

5. Procure and manage construction management and construction contracts for Phase 2.

6. Manage the contracts, budgets and schedules.

Product

Construction of an improved interchange to accommodate existing and future traffic demand on I-10 at Tippecanoe Avenue in the Cities of Loma Linda and San Bernardino.

Contract Information

The existing ROW cooperative agreement with Caltrans and the design services contract will remain in effect through the fiscal year. The Phase 1 construction cooperative agreement with Caltrans and contracts with a construction management and contracting firm will remain in effect as well. It is anticipated that a construction cooperative agreement with Caltrans and new contracts for construction management and construction of Phase 2 will be executed.

a. Existing Contracts
   - i. 1000089, Final Design and Engineering Support Services, Amount Budgeted $200,000.
   - ii. 1000754, Environmental/Legal Support Services, Amount Budgeted $10,183.
   - iii. 1000037, Final Design and Engineering Support Services, Amount Budgeted $555,322.
   - iv. 1000198, Right of Way Acquisition, Amount Budgeted $4,567,511.
   - v. 1000657, Construction Management Services Phase 1, Amount Budgeted $680,000.
   - vi. 1000721, Construction Services Phase 1, Amount Budgeted $4,418,710.

Task 0842 Interstate 10 Tippecanoe Avenue Interchange

b. New Contracts
   i. RFP, Construction Management Services Phase 2, Amount Budgeted $1,166,700, Total Estimated Contract Amount $3,000,000.
   ii. IFB, Construction Phase 2, Amount Budgeted $7,000,000, Total Estimated Contract Amount $18,000,000.

Local Funding Source Detail

i. City of Loma Linda - $1,494,564.
ii. City of San Bernardino - $2,004,136.
iii. Inland Valley Development Agency - $1,249,350.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $10,431,726.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0842 Interstate 10 Tippecanoe Avenue Interchange

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	10,064	17,244	23,265	-
Regular Part-Time Employees	770	-	-	-
Fringe Allocation-General	8,321	16,895	21,227	-
Professional Services	63,654	24,661	21,000	-
Consulting Services	2,607,491	1,583,119	2,134,000	5,606,072
Program Management Fees	105,296	189,369	271,937	200,000
Legal Fees	1,330	6,888	101,000	13,983
Construction Capital	-	-	18,082,334	10,518,710
Right of Way Capital	4,000	1,475,060	19,347,586	4,567,511
Postage	23	56	150	200
Printing - External	-	4,020	1,000	-
Indirect Allocation-General	14,366	26,620	39,610	-
Indirect Allocation-Project Management	9,208	11,344	11,285	17,425
Total Expenditures	2,824,524	3,355,275	40,054,394	20,923,901

Funding Sources	
Surface Transportation Program	1,208,429
Project National & Regional Significance	4,770,750
Demonstration High Priority Program	3,000,000
Corridor Mobility Improvement Account	2,547,742
Local Projects Fund	4,748,050
Valley Fwy Interchange Bond Fund	4,648,930
Total Funding Sources	20,923,901

Major Project Delivery Program

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 the I-215/Mount Vernon Avenue/Washington Street Interchange.

Accomplishments

This project was placed on hold on January 3, 2011 because of a reduction in funding for Caltrans oversight activities. Work resumed in October 2011, and a draft Project Study Report-Project Development Support (PSR-PDS) was approved in February 2013. Two build alternatives have been 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.

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 $50,000.
   ii. 1000704, Preliminary Design Services, Amount Budgeted $600,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $36,398.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0845 Interstate 215 Mount Vernon Avenue /Washington Street Interchange

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	65	893	2,701	-
Fringe Allocation-General	59	875	2,464	-
Professional Services	6,247	21,356	-	15,000
Consulting Services	72,525	156,146	430,000	600,000
Program Management Fees	29,293	43,905	22,966	50,000
Legal Fees	-	48	500	1,000
Postage	-	156	150	200
Printing - External	-	-	1,000	1,000
Indirect Allocation-General	94	1,379	4,599	-
Indirect Allocation-Project Management	2,362	2,347	1,707	4,356
Total Expenditures	110,646	227,105	466,087	671,556
Funding Sources				
MSI Valley Fund-Freeway Projects				71,556
MSI 1990-Valley Fund-Major Projects				600,000
Total Funding Sources				671,556

Major Project Delivery Program

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. The Board approved consultant contracts for Level 2 Toll Feasibility Studies which includes analyzing traffic and revenue, financial toll feasibility for the I-10 and I-15 corridors, the studies are progressing. 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.

Work Elements

1. Continue with Level 2 Traffic and Revenue and Financial Toll Feasibility for both the I-10 and I-15 corridors.
2. Continue with I-15 PSR-PDS and preliminary engineering required to complete the Level 2 toll feasibility studies for the I-15 corridor.
3. Manage the contracts, budgets, and schedules.

Product

Completed Level 2 Toll Feasibility Reports, including required preliminary engineering, for I-10 and I-15 from which a decision can be made on whether to pursue Express Lanes as an alternative on these two 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 $200,000.
   - iv. 1000537, Traffic and Revenue Consulting Services, Amount Budgeted $2,340,000.
   - v. 1000554, Financial Toll Feasibility Consulting Services, Amount Budgeted $155,000.
   - vi. 1000624, Preliminary Engineering Consulting Services, Amount Budgeted $830,000.
   - vii. 1000633, Preliminary Engineering Support Services, Amount Budgeted $25,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $491,940.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0850 Alternative Project Financing

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	23,923	18,025	87,059	7,844
Regular Part-Time Employees	630	-	-	-
Overtime	-	132	-	-
Fringe Allocation-General	20,613	17,789	79,432	7,920
Professional Services	46,359	26,387	100,000	265,000
Consulting Services	-	441,007	3,145,000	3,465,000
Program Management Fees	32,572	24,213	91,866	200,000
Legal Fees	855	285	1,500	2,500
Postage	269	301	150	250
Travel Expense-Other-Metrolink Tickets	-	-	50	-
Printing - External	-	-	100	2,000
Office Expense	-	34	-	-
Meeting Expense	-	-	850	500
Indirect Allocation-General	33,744	28,028	148,221	10,761
Indirect Allocation-Project Management	104	-	6,828	13,069
Total Expenditures	159,069	556,201	3,661,056	3,974,844
Funding Sources				
Planning, Programming & Monitoring				1,200,000
MSI Valley Fund-Freeway Projects				1,399,844
MSI Victor Valley Fund-Traffic Mgmt Sys				180,000
Cajon Pass Bond Fund				1,195,000
Total Funding Sources				3,974,844

Major Project Delivery Program

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 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. Construction is scheduled to be completed in mid-2013 followed by one year of plant establishment.

Work Elements

1. Complete construction of the lane addition.
2. Provide design support services during construction.
3. Administer and manage the construction and construction management contracts, budgets, and schedules.
4. Coordinate construction activities with Caltrans oversight.
5. Coordinate construction activities with California Highway Patrol, the City of Yucaipa and the City of Redlands.
6. Work on construction close-out activities.
7. Proceed with one year plant establishment upon completion of construction.

Product

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

Contract Information

a. Existing Contracts
   - i. 1000089, Project Management, Amount Budgeted $25,000.
   - ii. 1000016, Engineering Support Services, Amount Budgeted $50,000.
   - iii. 1000196, Construction Management Services, Amount Budgeted $282,940.
   - iv. 1000356, Construction Services, Amount Budgeted $1,900,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $2,257,940.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0862 Interstate 10 Westbound Lane Addition - Yucaipa/Redlands

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	13,442	13,837	10,096	-
Regular Part-Time Employees	910	-	-	-
Fringe Allocation-General	11,722	13,556	9,212	-
Professional Services	569,793	2,285	25,000	-
Consulting Services	40,123	1,582,160	2,712,746	332,940
Program Management Fees	58,915	9,913	105,646	25,000
Auditing & Accounting	2,500	-	-	-
Legal Fees	190	333	1,500	1,000
Rentals-Buildings	42,360	42,986	49,984	-
Construction Capital	2,134,670	9,457,493	6,964,591	1,900,000
Right of Way Capital	-	10,886	115	-
Postage	28	77	100	100
Advertising	108	-	-	500
Printing - External	5,380	-	2,000	2,000
Printing - Internal	-	-	150	-
Indirect Allocation-General	19,984	21,359	17,189	-
Indirect Allocation-Project Management	4,549	540	7,852	2,178
Total Expenditures	2,904,675	11,155,424	9,906,181	2,263,718
Funding Sources				
Surface Transportation Program				608,689
State Highway Oper & Protection Program				259,783
Corridor Mobility Improvement Account				1,283,142
MSI 1990-Valley Fund-Major Projects				112,104
Total Funding Sources				2,263,718

Major Project Delivery Program

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 and Right of Way (ROW) 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.

Work Elements

1. Completion of ROW activities.

2. Completion of construction advertising.

3. Award a construction contract and start construction.

4. 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 $10,000.
   - ii. 1000057, Design Services, Amount Budgeted $5,000.
   - iii. 1000298, Right of Way acquisition and support services, Amount Budgeted $400,000.
   - iv. 1000685, Construction Services, Amount Budgeted $3,168,225.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $3,583,225.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0869 Glen Helen Parkway Grade Separation

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	118	476	2,557	-
Fringe Allocation-General	-	466	2,333	-
Consulting Services	-	77,910	-	5,000
Program Management Fees	-	14,290	18,373	10,000
Legal Fees	-	903	1,000	1,000
Construction Capital	3,852	-	3,168,225	3,168,225
Right of Way Capital	843,542	2,824,715	1,200,000	400,000
Postage	-	-	150	200
Printing - External	-	-	2,000	1,000
Indirect Allocation-General	-	734	4,353	-
Indirect Allocation-Project Management	-	1,080	1,365	871
Total Expenditures	847,512	2,920,573	4,400,356	3,586,296
Funding Sources				
Valley Major Street Bond Fund				3,586,296
Total Funding Sources				3,586,296

Major Project Delivery Program

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 continues through the fiscal year.

2. Continue support as required for the eminent domain process on several properties, including discussion with property owners and their representatives and participation in negotiations as required.

3. Manage Right of Way (ROW) funding for the remaining eminent domain properties.

4. Continue coordination with utility companies for relocation of their facilities in support of the construction of the project.

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, Budgeted Amount $75,000.
   - ii. 1000150, Engineering Support Services, Budgeted Amount $350,000.
   - iii. 1000422, Railroad Flagmen and Inspection Services, Budgeted Amount $ $258,346.
   - iv. 1000465, Construction Management Services, Budgeted Amount $ $1,450,000.
   - v. 1000630, Construction Services, Budgeted Amount $6,334,000.
   - vi. 1000713, Administration for Right of Way, Budgeted Amount $750,000.
   - vii. 1000200, Southern California Edison for Utility Relocation Services, Budgeted Amount $100,000.

Local Source Funding Detail

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

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $7,619,595.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0870 Hunts Lane Grade Separation

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	12,320	23,859	27,561	-
Regular Part-Time Employees	560	-	-	-
Fringe Allocation-General	11,023	23,375	25,146	-
Professional Services	107,939	473	8,000	-
Consulting Services	5,438	339,986	1,220,000	1,800,000
Program Management Fees	93,684	126,176	367,462	75,000
Legal Fees	103,001	218,334	132,000	-
Construction Capital	-	560,330	9,893,818	6,592,346
Utilities Capital	323,639	779,000	-	-
Right of Way Capital	623,452	733,987	2,848,000	850,000
Postage	67	207	150	100
Advertising	-	1,956	-	500
Printing - External	2,295	7,538	2,000	2,000
Indirect Allocation-General	18,367	36,831	46,923	-
Indirect Allocation-Project Management	8,062	6,249	13,655	6,534
Total Expenditures	1,309,847	2,858,301	14,584,715	9,326,480
Funding Sources				
Project National & Regional Significance				4,208,346
Demonstration High Priority Program				2,500,000
Traffic Congestion Relief Program				50,000
MSI 1990-Valley Fund-Major Projects				275,000
Local Projects Fund				1,284,000
Valley Major Street Bond Fund				1,009,134
Total Funding Sources				9,326,480

Major Project Delivery Program

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.

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.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $5,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0871 State Street/University Parkway Grade Separation

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	660	-	669	-
Fringe Allocation-General	598	-	610	-
Professional Services	15,105	-	-	-
Program Management Fees	3,111	-	18,373	5,000
Legal Fees	2,413	752	5,000	500
Right of Way Capital	6,675	4,762	300,000	2,500
Postage	47	-	150	100
Printing - External	-	-	1,000	500
Indirect Allocation-General	952	-	1,139	-
Indirect Allocation-Project Management	274	-	1,365	436
Total Expenditures	29,835	5,514	328,306	9,036
Funding Sources				
Traffic Congestion Relief Program				9,036
Total Funding Sources				9,036

Major Project Delivery Program

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. A consultant contract was issued for preliminary engineering and environmental studies for the Project Approval and Environmental Document (PA&ED) phase. 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 the Fiscal Year 2009/2010, the PA&ED consultant contract was amended to include both final design and environmental work required to comply with Federal and Caltrans Local Assistance requirements that came with the SAFETEA-LU allocation. The PA&ED phase was completed in July 2011. Right of Way (ROW) funding was authorized in September 2011. The project will have ROW certification and be ready to list for advertising for construction in the Fiscal Year 2012/2013. The project will be advertised for construction upon receiving allocation of State and Federal funding. Construction funding includes $4.6 million of Trade Corridor Improvements Funds.

Work Elements

1. Advertise and award a construction contracts.
2. Manage final ROW activities including condemnation activities.
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. 1000089, Project Management, Amount Budgeted $150,000.
   - ii. 1000603, Right of Way Legal Services, Amount Budgeted $15,000.
   - iii. 1000008, Engineering Support Services, Amount Budgeted $231,200.
   - iv. 1000044, Environmental Support Services, Amount Budgeted $4,000.
   - v. 1000241, Right of Way Support Services, Amount Budgeted $60,000.
   - vi. 1000461, Right of Way Acquisition and Support, Amount Budgeted $645,000.
   - vii. 1000745, Construction Management Services, Amount Budgeted $1,000,000.

b. New Contracts
   - i. IFB, Construction Services, Amount Budgeted $7,000,000, Total Estimated Contract Amount $12,300,000.

Local Funding Source Detail

- i. City of San Bernardino - $1,260,269.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0874 Palm Avenue Grade Separation

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	-	6,685	12,680	-
Fringe Allocation-General	-	6,550	11,569	-
Professional Services	225,000	-	52,300	89,100
Consulting Services	108,510	1,227,398	606,910	1,231,200
Program Management Fees	54,700	118,332	411,866	150,000
Legal Fees	-	20,859	108,150	1,000
Construction Capital	-	-	1,564,140	7,000,000
Right of Way Capital	-	198,845	7,106,000	645,000
Postage	35	71	100	-
Printing - External	-	-	1,900	-
Indirect Allocation-General	-	10,320	21,588	-
Indirect Allocation-Project Management	2,936	5,120	6,828	13,069
Total Expenditures	391,181	1,594,179	9,904,031	9,129,369
Funding Sources				
Congestion Mitigation & Air Quality				300,000
Project National & Regional Significance				1,000,000
Demonstration High Priority Program				1,000,000
Trade Corridor Improvement Fund				3,000,000
Local Projects Fund				1,260,269
Valley Major Street Bond Fund				2,569,100
Total Funding Sources				9,129,369

Major Project Delivery Program

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 Rail Road (UPRR) in the City of Ontario.

Accomplishments

April 2008, California Transportation Commission programmed $8,031,000 in Trade Corridors Improvement Funds (TCIF) for the UPPR and South Milliken Avenue Grade Separation. 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) are complete. 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 May 2013.

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 $80,386.

b. New Contracts
   i. IFB, Share of Construction, Amount Budgeted $4,411,500, Total Estimated Contract Amount $17,646,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $80,386.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0876 South Milliken Avenue Grade Separation

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	280	161	1,968	-
Regular Part-Time Employees	140	-	-	-
Fringe Allocation-General	-	157	1,796	-
Consulting Services	-	1,929,193	603,000	-
Program Management Fees	-	14,469	56,653	80,386
Legal Fees	-	285	1,000	1,000
Construction Capital	-	-	-	4,411,500
Right of Way Capital	-	36,619	5,196,500	-
Postage	20	22	100	200
Printing - External	-	-	500	1,000
Printing - Internal	-	-	500	-
Office Expense	-	-	100	-
Indirect Allocation-General	-	248	3,351	-
Indirect Allocation-Project Management	-	932	2,390	2,178
Total Expenditures	441	1,982,087	5,867,858	4,496,264
Funding Sources				
Valley Major Street Bond Fund				4,496,264
Total Funding Sources				4,496,264

Major Project Delivery Program

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, California Transportation Commission programmed $6,884,000 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) complete. The acquisition of Right of Way (ROW) and utility relocation activities are complete. Cooperative agreement with the City of Ontario for construction services was approved May 2013. The CTC allocated the TCIF funds at the May meeting.

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 under-pass at the intersection of Vineyard Avenue and the Union Pacific Railroad (UPRR) in the City of Ontario.

Contract Information

a. Existing Contracts
   i. 1000089, Project Management, Amount Budgeted $32,153.

b. New Contracts
   i. IFB, Share of Construction, Amount Budgeted $7,035,450, Total Contract Amount $14,070,900.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0877 Vineyard Avenue Grade Separation

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Consulting Services	-	694,324	1,026,530	-
Program Management Fees	-	9,068	84,653	32,153
Legal Fees	-	95	2,000	2,012
Construction Capital	-	-	-	7,035,450
Right of Way Capital	-	-	120,000	-
Postage	-	-	100	200
Printing - External	-	-	2,000	1,000
Indirect Allocation-Project Management	-	573	2,390	3,278
Total Expenditures	-	704,059	1,237,673	7,074,093
Funding Sources				
Valley Major Street Bond Fund				7,074,093
Total Funding Sources				7,074,093

Major Project Delivery Program

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, 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 are forecast to be substantially complete December 2013.

Work Elements

1. Participate in monthly construction progress meetings.

2. Coordinate with UPRR, BNSF, Caltrans and the City of Colton.

3. Manage budgets and administer the reimbursement of TCIF funds to UPRR.

Product

Construction completion 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 $100,000.
   - ii. 1000651, Construction Management, Amount Budgeted $20,000,000.

Local Funding Source Detail

- i. Union Pacific Rail Road - $118,742.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $20,100,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0879 Colton Crossing BNSF/UPRR Grade Separation

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	21,606	8,189	18,160	2,611
Regular Part-Time Employees	280	-	-	-
Fringe Allocation-General	19,042	8,023	16,969	2,636
Consulting Services	1,132,345	-	-	-
Program Management Fees	138,332	38,330	142,799	102,209
Legal Fees	6,983	14,868	5,000	1,000
Construction Capital	-	2,826,414	91,305,000	20,000,000
Postage	159	248	150	200
Travel Expense - Employee	280	-	-	-
Travel Expense-Mileage-Employee	2	-	-	-
Printing - External	925	-	-	-
Meeting Expense	43	-	-	-
Indirect Allocation-General	30,736	12,641	31,718	3,582
Indirect Allocation-Project Management	10,250	1,701	10,541	8,713
Total Expenditures	1,360,983	2,910,413	91,530,337	20,120,951
Funding Sources				
Trade Corridor Improvement Fund				20,000,000
MSI 1990-Valley Fund-Major Projects				2,209
Local Projects Fund				118,742
Total Funding Sources				20,120,951

Major Project Delivery Program

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 State 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 in November 2012, by Caltrans and design work was started along with preconstruction activities. Construction work is anticipated to begin in mid-2013.

Work Elements

1. Manage the right of way phase for the project through consultant services including property acquisition, 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, 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 $100,000.
   - ii. 1000603, Right of Way legal services, Amount Budgeted $22,000.
   - iii. 1000030, Engineering support services, Amount Budgeted $125,000.
   - iv. 1000044, Environmental support services, Amount Budgeted $20,000.
   - v. 1000467, Right of Way support services and Right of Way acquisition, Amount Budgeted $10,000,000.
   - vi. 1000628, Right of Way support services, Amount Budgeted $500,000.
   - vii. 1000629, Right of Way support services, Amount Budgeted $2,500,000.
   - viii. 1000642, Construction services, Amount Budgeted $6,000,000.

Task 0880 Interstate 15/Interstate 215 Devore Road Interchange

b. New Contracts
   i. Utility Agreements, Utility Relocations, Amount Budgeted $4,000,000, Total Estimated Contract Amount $4,000,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $16,490,465.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0880 Interstate 15/Interstate 215 Devore Road Interchange

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	30,927	42,369	30,042	-
Regular Part-Time Employees	9,170	-	-	-
Fringe Allocation-General	26,778	41,510	27,410	-
Professional Services	93,232	(51,063)	80,000	3,042,000
Consulting Services	2,708,709	1,599,569	514,085	125,000
Program Management Fees	172,123	223,602	267,866	100,000
Legal Fees	5,035	33,775	284,000	1,000
Construction Capital	-	63,484	1,325,000	6,000,000
Right of Way Capital	-	14,177,774	19,512,632	14,000,000
Postage	-	106	150	100
Travel Expense - Employee	-	-	-	500
Travel Expense-Mileage-Employee	-	-	-	200
Printing - External	-	883	1,000	1,000
Meeting Expense	-	48	-	200
Indirect Allocation-General	55,877	65,404	51,148	-
Indirect Allocation-Project Management	10,678	10,322	6,828	8,713
Total Expenditures	3,112,529	16,207,782	22,100,161	23,278,713
Funding Sources				
Cajon Pass Bond Fund				23,278,713
Total Funding Sources				23,278,713

Major Project Delivery Program

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. A contract with a construction management firm was entered into in June 2013. The RFA for construction will be submitted to Caltrans in March 2013. The construction contract is scheduled to be awarded in September 2013.

Work Elements

1. Perform a constructability review.
2. Advertise and award a construction contract.
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. 1000603, Legal Services, Amount Budgeted $15,000.
   - iii. 1000261, Design and Engineering support during Construction, Amount Budgeted $370,000.

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.

Local Funding Source Detail

i. City of Barstow- $465,269.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $114,663.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0881 Lenwood Road Grade Separation

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	4,531	8,705	16,921	10,445
Regular Part-Time Employees	560	-	-	-
Fringe Allocation-General	4,076	8,529	15,439	10,545
Professional Services	14,616	683	5,000	25,100
Consulting Services	1,156,898	1,029,199	824,790	370,000
Program Management Fees	65,113	122,730	101,052	300,000
Legal Fees	1,663	9,154	81,850	2,000
Construction Capital	-	-	-	4,130,000
Right of Way Capital	-	6,410	3,605,210	-
Postage	25	77	300	200
Printing - External	-	537	2,000	2,000
Indirect Allocation-General	7,300	13,438	28,809	14,328
Indirect Allocation-Project Management	6,398	9,479	7,510	26,138
Total Expenditures	1,261,180	1,208,942	4,688,881	4,890,756
Funding Sources				
Surface Transportation Program				1,600,000
Demonstration High Priority Program				240,000
Trade Corridor Improvement Fund				1,200,000
State Local Partnership Program				400,000
MSI North Desert Fund-Major Local Hwy				985,487
Local Projects Fund				465,269
Total Funding Sources				4,890,756

Major Project Delivery Program

Task 0882 North Milliken Avenue Grade Separation

Purpose

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

Accomplishments

The City of Ontario managed the project development phases prior to construction. In January 2010, 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 $150,000.
   - ii. 1000301, Construction Management Services, Amount Budgeted $2,261,612.
   - iii. 1000345, Construction Services, Amount Budgeted $3,127,261.
   - iv. 4000360, Pipeline Inspection Services, Amount Budgeted $118,897.
   - v. 4000364, Railroad Track and Signal work and Railroad Flagman and Inspection, Amount Budgeted $3,733,576.

Local Funding Source Detail

- i. City of Ontario - $778,041.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $9,391,346.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0882 North Milliken Avenue Grade Separation

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	-	5,732	7,367	5,621
Fringe Allocation-General	-	5,616	6,722	5,675
Professional Services	519,718	-	241,000	-
Consulting Services	-	1,277,076	3,112,595	2,380,509
Program Management Fees	75,891	95,215	91,866	150,000
Legal Fees	-	333	9,000	1,000
Construction Capital	5,604,008	17,645,614	21,636,658	6,860,837
Postage	-	-	150	-
Printing - External	4,520	-	6,000	1,500
Indirect Allocation-General	-	8,848	12,543	7,711
Indirect Allocation-Project Management	4,285	5,472	6,828	6,534
Total Expenditures	6,208,421	19,043,904	25,130,729	9,419,387
Funding Sources				
Regional Improvement Program				8,641,346
Local Projects Fund				778,041
Total Funding Sources				9,419,387

Major Project Delivery Program

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 awarded a construction contract to extend Pepper Avenue. With this, project development of the interchange ramps has commenced. The SANBAG Board awarded an engineering and environmental professional services contract in February 2011, and preliminary design and environmental studies are currently ongoing with Plans, Specification & Estimates (PS&E) activities anticipated to start in the Fiscal Year 2012/2013.

Work Elements

1. Complete preliminary engineering activities and approve the Final Project Study Report-Project Development Support (PSR-PDS).

2. Continue the PS&E phase and complete final design activities.

3. Approve the Final Environmental Document.

4. Initiate the Right of Way (ROW) phase and begin utility coordination.

5. Coordinate with Caltrans staff for review and approval of the project.

6. Approve a construction cooperative agreement with Caltrans.

7. Procure a contract management services contract.

8. Coordinate with the City of Rialto for the extension of Pepper Avenue through Highland Avenue.

9. Process invoices from the City of Rialto for the extension of Pepper Avenue through Highland Avenue.

10. 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 $788,469.
   - iii. 1000044, Environmental Services, Amount Budgeted $30,000.
   - iv. 1000603, Legal Services, Amount Budgeted $30,000.

Task 0883 State Route 210 Pepper Avenue Interchange

b. New Contracts
   i. PSA, Right of Way Capital and Utility Relocations, Amount Budgeted $1,000,000, Total Estimated Contract Amount $1,000,000.
   ii. RFP, Construction Management Services, Amount Budgeted $250,000, Total Estimated Contract Amount $1,130,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $1,195,537.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0883 State Route 210 Pepper Avenue Interchange

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	1,264	-	1,294	-
Regular Part-Time Employees	560	-	-	-
Fringe Allocation-General	1,144	-	1,181	-
Professional Services	-	-	60,000	30,000
Consulting Services	52,463	425,286	1,782,616	1,038,469
Program Management Fees	66,989	85,632	91,866	100,000
Legal Fees	570	475	10,000	30,000
Construction Capital	-	276	322,000	-
Right of Way Capital	-	-	-	1,000,000
Postage	275	-	-	100
Printing - External	237	-	-	1,000
Indirect Allocation-General	2,630	-	2,204	-
Indirect Allocation-Project Management	6,351	7,426	6,828	8,713
Total Expenditures	132,482	519,095	2,277,989	2,208,282
Funding Sources				
MSI 1990-Valley Fund-Major Projects				2,208,282
Total Funding Sources				2,208,282

Major Project Delivery Program

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

Right of Way (ROW) activities are ongoing with the acquisition of properties, easements required for construction, approval of utility agreements for utility relocations, and approval of the railroad construction and maintenance agreement. ROW certification is planned to occur in the Fiscal Year 2012/2013.

In October 2012, a construction management services contract was procured. Under this contract, the constructability review was performed and assistance in the preparation of the bid documents was provided. A Construction and Maintenance agreement with BNSF is expected to be executed in the Fiscal Year 2012/2013. Final design plans are expected to be approved in Fiscal Year 2012/2013 allowing the construction contract to be advertised.

Work Elements

1. Process right of way invoices.

2. Award the construction contract.

3. Administer the construction of the project.

4. Advertise and award a construction contract.

5. 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 is expected to be awarded in the Fiscal Year 2013/2014.

a. Existing Contracts
   - i. 1000089, Program Management, Amount Budgeted $75,001.
   - ii. 1000241, Right of Way Support Services, Amount Budgeted $12,000.
   - iii. 1000354, Engineering Support Services, Amount Budgeted $55,316.
   - iv. 1000603, Legal Services, Amount Budgeted $15,000.
   - v. 1000734, Consulting Engineering Services for Construction Management Services, Amount Budgeted $691,450.
   - vi. C13016, Construction Services, Amount Budgeted $8,434,000.
   - vii. C13065, Construction Services, Amount Budgeted $115,000.

Major Project Delivery Program

Task 0884 Laurel Avenue Grade Separation

b. New Contracts
   i. IFB, Construction Services, Amount Budgeted $16,100,589, Total Estimated Contract Amount $28,786,000.
   ii. PSA, Right of Way Services, Amount Budgeted $1,000,000, Total Estimated Contract Amount $1,000,000.

Local Funding Source Detail

i. City of Colton - $1,651,869.
ii. Union Pacific Railroad (UPRR) - $1,275,757.
iii. BNSF Railway Company (BNSF) - $1,680,036.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0884 Laurel Avenue Grade Separation

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	661	4,138	17,879	-
Regular Part-Time Employees	1,820	-	-	-
Overtime	-	180	-	-
Fringe Allocation-General	-	4,231	16,313	-
Professional Services	452,439	-	5,000	27,000
Consulting Services	6,229	1,795,368	2,136,914	746,766
Program Management Fees	-	132,368	166,866	75,001
Legal Fees	-	19,693	57,000	2,000
Construction Capital	-	-	7,051,769	16,824,009
Right of Way Capital	-	-	6,367,710	276,580
Postage	42	66	150	100
Advertising	-	2,602	-	-
Printing - External	-	13	1,500	-
Indirect Allocation-General	-	6,666	30,439	-
Indirect Allocation-Project Management	-	8,784	12,828	15,247
Total Expenditures	461,191	1,974,108	15,864,368	17,966,703
Funding Sources				
Trade Corridor Improvement Fund				7,318,654
Local Projects Fund				4,607,662
Valley Major Street Bond Fund				6,040,387
Total Funding Sources				17,966,703

Major Project Delivery Program

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 C12053, 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 are expected to be completed in the Fiscal Year 2012/2013 with a construction contract being awarded in the Fiscal Year 2013/2014.

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 $75,000.
   ii. 1000733, Construction Services, Amount Budgeted $3,000,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $947,255.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0885 9th Street Rail Improvements

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	-	69	826	-
Fringe Allocation-General	-	67	754	-
Program Management Fees	-	1,690	75,330	75,000
Legal Fees	-	-	1,000	1,000
Construction Capital	-	-	4,055,000	3,000,000
Postage	-	-	150	100
Printing - External	-	-	1,000	1,000
Indirect Allocation-General	-	106	1,514	-
Indirect Allocation-Project Management	-	82	5,599	4,356
Total Expenditures	-	2,014	4,141,173	3,081,456
Funding Sources				
MSI Valley Fund-Freeway Projects				3,081,456
Total Funding Sources				3,081,456

Major Project Delivery Program

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 C12053, 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. The railroad construction and maintenance agreement is expected to be approved in the Fiscal Year 2012/2013 with advertisement and award of the construction contract following soon after.

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 $75,000.
   ii. 1000552, Construction Services, Amount Budgeted $535,581.
   iii. C12007, Construction Services, Amount Budgeted $1,787,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $2,397,581.

MANAGER

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0886 Colton Quiet Zone

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	-	258	2,602	-
Fringe Allocation-General	-	253	2,374	-
Professional Services	24,758	-	8,000	-
Consulting Services	27,383	116	-	-
Program Management Fees	292,019	180,901	319,708	75,000
Legal Fees	-	-	2,600	1,000
Construction Capital	-	-	2,753,960	2,322,581
Right of Way Capital	-	-	29,795	-
Postage	99	23	150	100
Printing - External	139	-	1,000	1,000
Indirect Allocation-General	-	398	4,430	-
Indirect Allocation-Project Management	4,255	3,173	22,808	8,713
Total Expenditures	348,653	185,121	3,147,427	2,408,394
Funding Sources				
MSI 1990-Valley Fund-Major Projects				2,408,394
Total Funding Sources				2,408,394

Major Project Delivery Program

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, commencing the work on the environmental and preliminary engineering phase.

Work Elements

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

2. Coordinate with Caltrans staff for all phases of work.

3. Manage the contracts, budgets, and schedules.

Product

Addition of a lane in each direction on SR-210 between Highland Avenue and San Bernardino Avenue in the cities of Highland and San Bernardino, respectively; auxiliary lanes between Baseline and 5th Street and acceleration lane at the 5th Street southbound on-ramp.

Contract Information

a. Existing Contracts
   i. 1000089, Project Management, Amount Budgeted $25,000.
   ii. 1000631, Design Consultant for PA&ED Services, Amount Budget $811,818.
   iii. 1000044, Consulting Services for Right of Way, Amount Budgeted $15,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $550,073.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0887 State Route 210 Lane Addition

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	-	794	3,325	-
Fringe Allocation-General	-	778	3,033	-
Consulting Services	-	56,461	1,000,000	826,818
Program Management Fees	-	2,700	45,933	25,000
Legal Fees	-	95	1,000	1,000
Postage	-	28	150	100
Printing - External	-	-	1,000	1,000
Indirect Allocation-General	-	1,226	5,660	-
Indirect Allocation-Project Management	-	180	3,414	8,713
Total Expenditures	-	62,263	1,063,515	862,631
Funding Sources				
MSI Valley Fund-Freeway Projects				862,631
Total Funding Sources				862,631

Major Project Delivery Program

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. 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. Construction will continue through the fall-2013.

Work Elements

1. Manage the contracts, budgets and schedules for the project construction phase as construction continues through the fiscal year.
2. Continue public information activities.
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, Budgeted Amount $100,000.
   - ii. 1000166, Construction Zone Enhancement and Enforcement Program (COZEEP) Services, Budgeted Amount $25,000.
   - iii. 1000463, Construction Management Services, Budgeted Amount $1,550,000.
   - iv. 1000547, Construction Services Budgeted Amount $5,315,296.

Local Funding Source Detail

- i. City of Victorville - $3,590,746.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $6,990,296.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0888 Interstate 15 La Mesa Road/Nisqualli Road Interchange

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	3,238	27,380	15,698	11,992
Overtime	-	203	-	-
Fringe Allocation-General	1,920	27,024	14,323	12,107
Professional Services	-	52,500	181,000	25,000
Consulting Services	42,215	1,488,275	4,508,000	1,550,000
Program Management Fees	63,843	16,608	112,692	100,000
Legal Fees	3,943	2,945	-	-
Construction Capital	-	11,196,964	23,969,269	5,315,296
Postage	100	98	-	1,000
Advertising	-	311	-	1,500
Public Information Activites	-	43	-	-
Printing - External	-	4,793	-	4,000
Indirect Allocation-General	3,059	42,580	26,726	16,449
Indirect Allocation-Project Management	1,171	1,161	7,432	8,713
Total Expenditures	119,489	12,860,885	28,835,140	7,046,057
Funding Sources				
Corridor Mobility Improvement Account				2,376,843
Local Projects Fund				3,590,746
Victor Valley Major Local Hwy Bond Fund				1,078,468
Total Funding Sources				7,046,057

Major Project Delivery Program

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 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 $175,000.
   - ii. 1000165, Construction Zone Enhancement Enforcement Program (COZEEP), Amount Budgeted $300,000.
   - iii. 1000663, Construction Management Services, Amount Budgeted $4,752,000.
   - iv. 1000771, Construction Services, Amount Budgeted $17,910,053.

Local Funding Source Detail

- i. City of Hesperia - $167,844.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0890 Interstate 15 Ranchero Road Interchange

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	-	1,178	14,396	24,564
Fringe Allocation-General	-	1,154	13,135	24,800
Professional Services	-	2,500	72,335	300,000
Consulting Services	-	65,596	1,510,000	4,752,000
Program Management Fees	-	57,322	150,260	175,000
Legal Fees	-	1,188	-	1,000
Construction Capital	-	-	9,612,243	17,910,053
Right of Way Capital	-	-	2,000,000	-
Postage	-	104	150	250
Printing - External	-	351	9,438	2,000
Indirect Allocation-General	-	1,818	24,510	33,696
Indirect Allocation-Project Management	-	1,538	10,989	6,534
Total Expenditures	-	132,747	13,417,456	23,229,897
Funding Sources				
Interstate Maintenance Discretionary				1,570,037
Regional Improvement Program				3,904,261
Corridor Mobility Improvement Account				10,850,264
State Local Partnership Program				2,275,690
MSI Victor Valley Fund-Major Local Hwy				2,727,801
Local Projects Fund				167,844
Victor Valley Major Local Hwy Bond Fund				1,734,000
Total Funding Sources				23,229,897

Major Project Delivery Program

Task 0892 Interstate 15 Baseline Road Interchange Improvement Project

Purpose

Improve traffic operations and circulation for current and future traffic demand at the Baseline Road/Interstate 15 (I-15) 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 Caltrans was approved in May 2013. Procurement of construction management is scheduled to occur in June 2013, and the construction award in December 2013.

Work Elements

1. Procure both a construction management consultant to oversee the construction of the project and a new construction contract.

2. Manage the contracts, budgets and schedules for the project construction phase as construction begins.

3. Engage in public information activities with the City of Rancho Cucamonga and Caltrans.

4. 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.

b. New Contracts
   i. IFB, Construction Services, Amount Budgeted $10,899,999, Total Estimated Contract Amount $33,000,000.
   ii. RFP, Construction Management Services, Amount Budgeted $1,800,000, Total Estimated Amount $7,300,000.

Local Funding Source Detail

i. City of Fontana - $1,771,640.
ii. City of Rancho Cucamonga - $3,494,300.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0892 Interstate 15 Baseline Road Interchange

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	-	-	-	10,509
Fringe Allocation-General	-	-	-	10,610
Consulting Services	-	-	-	1,800,000
Program Management Fees	-	-	-	100,000
Legal Fees	-	-	-	1,000
Construction Capital	-	-	-	10,899,999
Postage	-	-	-	250
Printing - External	-	-	-	2,000
Indirect Allocation-General	-	-	-	14,415
Indirect Allocation-Project Management	-	-	-	4,356
Total Expenditures	-	-	-	12,843,139
Funding Sources				
Transportation Enhancement Activities				860,969
Interstate Maintenance Discretionary				1,504,330
Local Projects Fund				5,265,940
Valley Fwy Interchange Bond Fund				5,211,900
Total Funding Sources				12,843,139

Major Project Delivery Program

Task 0893 State Route 60 Central Avenue Interchange

Purpose

Relieve existing congestion and accommodate future traffic demands at the State Route 60/Central Avenue Interchange in the City of Chino.

Accomplishments

This project is identified as number three in the Measure I Valley Interchange Program. The City of Chino is interested in having SANBAG initiate the development of the project.

Work Elements

1. Prepare and execute a Memorandum of Understanding for all phases of the project.

2. Prepare and execute Project Study Report (PSR) and Project Approval & Environmental Document (PA&ED) cooperative agreements.

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

Interchange improvements on State Route 60 at Central Avenue in the City of Chino.

Contract Information

a. New Contracts
   i. RFP, Project Study Report – Project Development Support and Project Approval & Environmental Document, Amount Budgeted $100,000, Total Estimated Contract Amount $2,000,000.

Local Funding Source Detail

   i. City of Chino - $58,800.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0893 State Route 60 Central Avenue Interchange

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Professional Services	-	-	-	100,000
Total Expenditures	-	-	-	100,000
Funding Sources				
Local Projects Fund				58,800
Valley Fwy Interchange Bond Fund				41,200
Total Funding Sources				100,000

Major Project Delivery Program

Task 0894 State Route 60 Archibald Avenue Interchange

Purpose

Relieve existing congestion and accommodate future traffic demands at the State Route 60/Archibald Avenue interchange in the City of Ontario.

Accomplishments

This project is identified as number nine in the Measure I Valley Interchange Program. The City of Ontario is interested in having SANBAG initiate the development of the project.

Work Elements

1. Prepare and execute a Memorandum of Understanding for all phases of the project.

2. Prepare and execute a Project Study Report (PSR) and Project Approval & Environmental Document (PA&ED) cooperative agreement.

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

Interchange improvements on State Route 60 at Archibald Avenue in the City of Chino.

Contract Information

a. New Contracts
   i. RFP, Project Study Report–Project Development Support and Project Approval & Environmental Document, Amount Budgeted $1,000,000, Total Estimated Contract $2,000,000.

Local Funding Source Detail

   i. City of Ontario - $66,100.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0894 State Route 60 Archibald Avenue Interchange

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Professional Services	-	-	-	100,000
Total Expenditures	-	-	-	100,000
Funding Sources				
Local Projects Fund				66,100
Valley Fwy Interchange Bond Fund				33,900
Total Funding Sources				100,000

Major Project Delivery Program

Task 0896 Interstate 10 Pepper Avenue Interchange Improvement

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. Environmental studies and preliminary design efforts have commenced. Construction is expected to commence in February 2015.

Work Elements

1. Perform preliminary engineering activities, prepare Geometric Approval Drawings, and complete a Project Report.

2. Perform environmental studies, prepare environmental technical reports, and complete and circulate the Environmental Document.

3. Complete the Plans, Specifications and Estimate (PS&E) phase.

4. Conduct environmental and design peer reviews on project deliverables.

5. Coordinate with Caltrans staff for review and approval of the project.

6. Manage the contracts, budgets, and schedules.

Product

Construction of an additional bridge structure, ramp improvements, and local street improvements to accommodate existing and future traffic.

Contract Information

a. Existing Contracts
   i. 1000089, Project Management and Design Services, Amount Budgeted $275,000.
   ii. 1000044, Environmental Services, Amount Budgeted $85,000.

Local Funding Source Detail

   i. City of Colton - $156,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0896 Interstate 10 Pepper Avenue Interchange

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Consulting Services	-	-	-	285,000
Program Management Fees	-	-	-	550,000
Legal Fees	-	-	-	2,000
Postage	-	-	-	350
Printing - External	-	-	-	4,000
Indirect Allocation-Project Management	-	-	-	28,315
Total Expenditures	-	-	-	869,665
Funding Sources				
Local Projects Fund				156,000
Valley Fwy Interchange Bond Fund				713,665
Total Funding Sources				869,665

Major Project Delivery Program

Task 0897 Interstate 10 Cedar Avenue Interchange

Purpose

Improve the Interstate 10/Cedar Avenue interchange to relieve existing congestion and to meet future traffic demands.

Accomplishments

This project is identified as number one in the Measure I Valley Interchange Program. The County of San Bernardino is interested in having SANBAG lead the Plans, Specification, and Estimate (PS&E) efforts.

Work Elements

1. Prepare and execute a Memorandum of Understanding for all phases of the project.

2. Prepare and execute a PS&E cooperative agreement.

3. Advertise a Request for Proposals for the PS&E Services and award a contract for the same.

4. Manage the contracts, budgets, and schedules.

Product

Improvements to the interchange at Interstate 10/Cedar Avenue in the County of San Bernardino.

Contract Information

a. New Contracts
   i. RFP, Plans Specifications & Estimates, Amount Budgeted $100,000, Total Estimated Contract Amount $3,000,000.

Local Funding Source Detail

   i. County of San Bernardino - $30,000.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0897 Interstate 10 Cedar Avenue Interchange

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Professional Services	-	-	-	100,000
Total Expenditures	-	-	-	100,000
Funding Sources				
Local Projects Fund				30,000
Valley Fwy Interchange Bond Fund				70,000
Total Funding Sources				100,000

Major Project Delivery Program

Task 0898 Interstate 10 Mount Vernon Avenue Interchange

Purpose

Improve the Interstate 10 (I-10)/Mount Vernon Avenue Interchange to relieve existing congestion and to meet future traffic demands.

Accomplishments

This project is identified as number eight in the Measure I Valley Interchange Program. The City of Colton is interested in having SANBAG initiate the development of the project.

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.

3. Prepare and execute a Project Study Report (PSR) cooperative agreement.

4. Advertise a Request for Proposals for the PSR services and award a contract for the same.

5. Manage the contracts, budgets, and schedules.

Product

Interchange improvements on I-10 at Mount Vernon Avenue in the City of Colton.

Contract Information

a. New Contracts
   i. RFP, Project Study Report - Project Development Support and Project Approval & Environmental Document, Amount Budgeted $100,000, Total Estimated Contract Amount $2,000,000.

Local Funding Source Detail

   i. City of Colton - $5,100.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0898 Interstate 10 Mount Vernon Avenue Interchange

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Professional Services	-	-	-	100,000
Total Expenditures	-	-	-	100,000
Funding Sources				
Local Projects Fund				5,100
Valley Fwy Interchange Bond Fund				94,900
Total Funding Sources				100,000

Major Project Delivery Program

Task 0899 Interstate 10 University Street Interchange

Purpose

Improve the interchange on Interstate 10 (I-10) at University Street in the City of Redlands to relieve existing congestion and to meet future traffic demands.

Accomplishments

This project is identified as number four in the Measure I Valley Interchange Program. The City of Redlands is interested in having SANBAG initiate the development of the project.

Work Elements

1. Prepare and execute a Memorandum of Understanding for all phases of the project.

2. Prepare and execute Project Study Report (PSR) and Project Approval & Environmental Document (PA&ED) cooperative agreements.

3. Advertise Request for Proposals for PSR and PA&ED services and award contracts for the same.

4. Manage the contracts, budgets, and schedules.

Product

Improvements to the interchange at University Street on I-10 in the City of Redlands.

Contract Information

a. New Contracts
   i. RFP, Project Study Report - Project Development Support and Project Approval &Environmental Document, Amount Budgeted $100,000, Total Estimated Contract Amount $2,000,000.

Local Funding Source Detail

   i. City of Redlands - $15,800.

Manager

Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0899 Interstate 10 University Street Interchange

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Professional Services	-	-	-	100,000
Total Expenditures	-	-	-	100,000
Funding Sources				
Local Projects Fund				15,800
Valley Fwy Interchange Bond Fund				84,200
Total Funding Sources				100,000

Reconstruction of the I-215 Freeway through San Bernardino spanned over seven years, from 2007-2013, at a cost of $723 million.

Transportation Fund Administration 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 $39 million in Measure I funds for road priorities determined by local jurisdictions on their local streets and reimbursement of an estimated $29 million in Measure I funds for projects in the Valley Major Street and Project Advancement Programs payments and $9.8 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 $95 million in Local Transportation Fund and $50 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. Develop implementation guidelines for and the biennial update of the ten year delivery plan.

7. Evaluate public fund revenue when revenue assumptions change and make allocation planning recommendations for consideration in the SANBAG budget.

8. Manage Measure I reimbursement programs

   - 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.

9. Administer distribution and expenditure of Local Transportation Fund and State Transit Assistance Fund revenues.

10. Provide timely local pass-through distribution to jurisdictions.

Performance/Workload Indicators

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
State and Federal Funds Delivery	N/A	212%	100%	100%
FTIP Amendments	N/A	14	20	14
Additional State Funds received	N/A	45,500,000	N/A	5,000,000
Additional Federal Funds received	N/A	3,933,579	3,000,000	3,000,000
Programming changes processed	N/A	214	200	200
Ten Year Delivery Plan-Implementation Guidelines/Update	N/A	N/A	N/A	by 12/15/13
Measure I Valley Major Street/Arterial*	6,351,000	8,400,000	4,176,710	2,297,670
Measure I Mountain/Desert Reimbursements	N/A	N/A	450,000	9,842,859
Project Advancements-Valley Interchanges*	2,911,000	3,830,000	4,215,200	2,039,283
Project Advancements-Valley Arterials*	5,293,000	6,970,000	11,189,610	15,665,520
Measure I Valley Local Pass-Through	17,021,643	20,478,498	18,918,900	21,733,700
Measure I Mountain/Desert Pass-Through	14,264,303	16,961,088	15,534,900	17,348,600
Local Transportation Fund Pass-Through	52,828,301	50,553,850	75,000,000	94,858,102
State Transit Assistance Fund Pass-Through	6,507,112	3,280,973	22,972,491	50,648,971
Project Advancements Agreements	24	24	24	22
Arterial Program Jurisdiction Master Agreements	16	16	16	16

* Amounts represent annual allocation, not expenditure

Transportation Fund Administration
Program Summary

		2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Tasks					
0373	Federal/State Fund Administration	664,445	751,296	1,014,154	630,544
0500	Transportation Improvement Program	179,478	309,983	358,424	357,965
0501	Federal Transit Act Programming	22,566	12,749	96,969	78,724
0502	TDA Administration	233,536	229,969	470,005	779,466
0504	Measure I Administration	6,033,500	9,523,448	8,537,287	529,379
0506	Local Transportation Fund	111,714,287	61,027,928	82,537,751	94,858,102
0507	State Transit Assistance Fund	10,983,509	4,858,073	25,542,010	50,648,971
0515	MSI Valley Apportion & Allocation	1,352,748	844,847	9,156,934	11,178,221
0516	MSI Mtn./Desert Apportion& Allocation	-	19,820	7,062,129	9,842,859
0609	Strategic Planning/Delivery	489,856	281,042	373,584	359,811
0610	Measure I 2010-2040 Project Advance	9,501,972	11,209,793	17,502,374	18,203,913
0918	Measure I Local Pass Through	32,173,848	38,644,550	34,453,800	39,082,300
Total Tasks		173,349,745	127,713,498	187,105,421	226,550,255

Transportation Fund Administration

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), Transportation Enhancement/Transportation Alternatives (TE/TA), 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, TE 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

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

Task 0373 Federal/State Fund Administration

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	186,898	202,240	222,884	170,123
Regular Part-Time Employees	20,100	15,051	7,200	11,440
Overtime	-	40	200	-
Fringe Allocation-General	162,845	198,180	203,541	171,756
Professional Services	-	-	30,000	20,000
Consulting Services	6,063	8,740	94,160	-
Legal Fees	-	238	10,000	1,000
Training/Membership	295	795	1,700	2,500
Postage	228	214	500	500
Travel Expense - Employee	654	1,353	8,000	8,000
Travel Expense-Mileage-Employee	153	285	2,500	2,500
Printing - External	-	-	600	600
Printing - Internal	-	-	500	500
Office Expense	-	-	200	200
Meeting Expense	39	170	-	250
Indirect Allocation-General	287,170	323,991	432,169	241,175
Total Expenditures	664,445	751,296	1,014,154	630,544
Funding Sources				
Local Transportation Fund - Planning				630,544
Total Funding Sources				630,544

Transportation Fund Administration

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 creation 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 "warehouse" that contains all important programming information.

Work Elements

1. Identify candidate projects for inclusion into the 2015 FTIP from the SANBAG Nexus Study and Measure I 2010-2040 Strategic Plan, SANBAG's ten year delivery plan, the Regional Transportation Plan (RTP), local agencies, and Caltrans. Prepare and provide standard application formats and procedures for proponents of candidate FTIP projects. Review local candidate project submittals for accuracy, proper detail and eligibility for respective programs, enter candidate projects into the regional database, and upload completed project information to SCAG. Prepare the required Financial Plan for San Bernardino County project submittals. Work with SCAG, Caltrans District 8, and Caltrans Headquarters to ensure that candidate FTIP projects meet eligibility requirements, including fiscal constraint. Prepare timely implementation reports on projects identified in the FTIP as Transportation Control Measures for air quality conformity purposes. Participate in the FTIP public process as needed, such as testifying for projects on behalf of local agencies during FTIP hearings.

2. Prepare recommendations for project funding from the 2014 STIP to be considered by the SANBAG Board of Directors. Meet and confer with CTC staff and Commissioners to advocate for STIP funding of key projects through the Regional and Interregional Programs as appropriate. Assist in coordination of inter-county projects during the development of STIP candidate project recommendations. Assist in development of legislative support for candidate projects.

3. Prepare and administer amendments to the FTIP and STIP including reviewing amendment requests for eligibility and completeness; transmitting amendment requests as appropriate to the SANBAG Board for approval; preparing and transmitting FTIP amendment requests to SCAG and STIP amendment requests to Caltrans District 8; preparing a financial report for each amendment; and tracking amendment requests through the amendment process.

4. Represent San Bernardino countywide programming interests at statewide meetings such as the Regional Transportation Planning Agencies' (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.

Transportation Fund Administration

Task 0500 Transportation Improvement Program

6. Maintain the accuracy of the SANBAG 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.

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

Task 0500 Transportation Improvement Program

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	54,258	87,707	83,521	88,593
Fringe Allocation-General	47,598	85,929	76,204	89,444
Consulting Services	-	-	50,000	50,000
Legal Fees	-	-	-	2,000
Training/Membership	-	-	2,000	1,500
Postage	6	-	300	300
Travel Expense - Employee	1,099	472	1,200	1,500
Travel Expense-Mileage-Employee	698	485	2,000	1,500
Advertising	-	-	-	500
Printing - Internal	-	-	600	600
Office Expense	-	-	300	200
Meeting Expense	-	-	100	300
Indirect Allocation-General	75,819	135,391	142,199	121,528
Total Expenditures	179,478	309,983	358,424	357,965
Funding Sources				
Local Transportation Fund - Admin				357,965
Total Funding Sources				357,965

Transportation Fund Administration

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 (urban formula bus and rail), 5309/5337 (urban rail), 5316 (Job Access – Reverse Commute), and 5317 (New Freedom Initiatives) 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. SANBAG will conduct a call for projects for FTA Sections 5316 and 5317 funds apportioned to the Los Angeles/Long Beach/Santa Ana, Riverside/San Bernardino and Victorville/Hesperia/Apple Valley UZAs and obtain approval of project 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 5309/5337 apportioned to the San Bernardino Valley by the Southern California Regional Rail Authority.
5. Conduct a call for projects for available Section 5316 and 5317 funds in the San Bernardino Valley and Victor Valley areas.
6. Maintain Federal Sections 5307, 5309/5339, 5311, 5316 and 5317 formula grant monitoring system to ensure timely commitment of funds.
7. Participate in review and prioritization of FTA Sections 5310 and 5311(f) applications and prepare recommendation for Board support.
8. 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

Task 0501 Federal/Transit Act Programming

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	3,695	2,418	21,292	23,045
Fringe Allocation-General	3,345	2,369	19,427	23,267
Auditing & Accounting	10,197	4,228	20,000	-
Postage	-	-	-	100
Travel Expense - Employee	-	-	-	200
Travel Expense-Mileage-Employee	-	-	-	200
Printing - Internal	-	-	-	100
Meeting Expense	-	-	-	200
Indirect Allocation-General	5,329	3,733	36,250	31,612
Total Expenditures	22,566	12,749	96,969	78,724
Funding Sources				
Local Transportation Fund - Planning				78,724
Total Funding Sources				78,724

Transportation Fund Administration

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 April 2013, the Board adopted the formal findings from the September 2012, hearings. In March 2013, the Board approved an apportionment of LTF for Fiscal Year 2013/2014 in the amount of $81.3 million of which $70.7 million is new revenue and the balance is from undesignated fund balances. These funds are made available for transportation planning, fund administration, pedestrian and bicycle, transit and street improvements. SANBAG anticipates STAF receipts of $13.1 million during Fiscal Year 2013/2014 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 the newly established 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 on the State TDA Advisory Committee.

1. For Fiscal Year ending June 30, 2013, prepare State Controller report of 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 the LTF: a monthly tracking of 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 the STAF: a monthly tracking of allocations and disbursements, interest earnings, 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 2013/2014 if needed, and prepare the LTF estimate and apportionments for Fiscal Year 2014/2015 for Board approval.

Transportation Fund Administration

Task 0502 TDA Administration

8. Coordinate with contract auditor conducting the fiscal and compliance audit of all claimants receiving TDA funds during Fiscal Year 2012/2013. Review all draft audits for accuracy.

9. Attend and participate in Statewide TDA Advisory Committee meetings.

10. Prepare and issue a Request for Proposal for an update of the SANBAG TDA Fund Application Manual.

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 $135,950.
   ii. 1000729, Financial and Compliance Auditing Services for TDA Claimants and Measure I Local Pass-Through Revenue Recipients, Amount Budgeted $136,875.

b. New Contracts
   i. RFP, TDA Manual Update, Amount Budgeted $50,000, Total Estimated Contract Amount $50,000.

Manager

Andrea Zureick, Director of Fund Administration and Programming

Transportation Fund Administration

Task 0502 TDA Administration

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	25,508	23,997	63,648	121,628
Regular Part-Time Employees	15,779	-	-	-
Overtime	-	-	300	-
Fringe Allocation-General	22,662	23,510	58,346	122,795
Professional Services	5,000	983	50,000	15,000
Consulting Services	-	-	-	50,000
Auditing & Accounting	104,817	142,693	187,237	300,000
Legal Fees	285	831	500	1,000
Postage	-	92	500	500
Travel Expense - Employee	396	-	-	500
Travel Expense-Mileage-Employee	35	-	100	500
Advertising	120	819	300	500
Printing - External	-	-	100	100
Printing - Internal	-	-	100	100
Record/Equipment Storage	66	-	-	-
Other Service Charges	18	-	-	-
Indirect Allocation-General	58,850	37,044	108,874	166,843
Total Expenditures	233,536	229,969	470,005	779,466
Funding Sources				
Local Transportation Fund - Admin				779,466
Total Funding Sources				779,466

Transportation Fund Administration

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. Administer the Local Stimulus Program. 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 since its inception in 1990. The new Measure I Program began on April 1, 2010, for a period of thirty years.

Administer, distribute and audit $31.4 million in Local Stimulus Program funds to local agencies.

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 Board of Equalization.

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 Board of Equalization 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 Independent Taxpayer Oversight Committee (ITOC).

Transportation Fund Administration

Task 0504 Measure I Administration

Product

1. Monthly distribution of Measure I Pass Through checks.

2. Annual audit reports.

3. Annual Measure I Pass-Through Funds Audit Summary Report to Board of Directors.

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 $137,688.

Local Funding Source Detail

SANBAG shares the cost of the Sales Tax Distribution analysis with the County of San Bernardino and receives an annual reimbursement of $4,800 from the County.

Manager

Duane Baker, Director of Management Services

Transportation Fund Administration

Task 0504 Measure I Administration

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	18,892	47,028	60,536	92,830
Fringe Allocation-General	37,551	46,074	55,233	93,721
Professional Services	66,019	9,631	9,600	9,600
Auditing & Accounting	56,225	77,050	159,500	167,688
Attendance Fees	33,600	31,500	34,800	34,800
Legal Fees	1,093	1,021	500	-
Maintenance-Motor Vehicles	-	-	500	500
Training/Membership	1,800	-	-	-
Postage	159	-	200	200
Travel Expense - Employee	972	60	-	-
Travel Expense-Mileage-Employee	437	310	1,000	1,000
Printing - Internal	-	-	500	500
Stimulus Payments	5,756,938	9,237,973	8,110,653	-
Office Expense	-	-	1,000	1,000
Meeting Expense	-	206	200	200
Indirect Allocation-General	59,816	72,596	103,065	127,340
Total Expenditures	6,033,500	9,523,448	8,537,287	529,379
Funding Sources				
MSI Valley Admin				438,104
MSI Mtn./Desert Admin				86,475
General Fund-Local/Other				4,800
Total Funding Sources				529,379

Transportation Fund Administration

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 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 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 which are provided for use by pedestrian 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 2013, the Board approved an apportionment of $75,792,838 million for Fiscal Year 2013/2014, of which $70.7 million is new revenue and the balance is from undesignated fund balance.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $7,537,751.

Manager

Andrea Zureick, Director of Fund Administration and Programming

Transportation Fund Administration

Task 0506 Local Transportation Fund

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Pass-Thru Payments	111,714,287	61,027,928	82,537,751	94,858,102
Total Expenditures	111,714,287	61,027,928	82,537,751	94,858,102
Funding Sources				
Local Transportation Fund - Pass Through				94,858,102
Total Funding Sources				94,858,102

Transportation Fund Administration

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. STAF funds must be disbursed by a resolution adopted by the SANBAG Board and may not be allocated for administration or street and road projects. 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 $13,038,596 for Fiscal Year 2013/2014. New appropriations for this task, include fund balance and new allocations.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of $2,569,519.

Manager

Andrea Zureick, Director of Fund Administration and Programming

Transportation Fund Administration

Task 0507 State Transit Assistance Fund

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Pass-Thru Payments	10,983,509	4,858,073	25,542,010	50,648,971
Total Expenditures	10,983,509	4,858,073	25,542,010	50,648,971
Funding Sources				
State Transit Assist Fund - Pass Through				50,648,971
Total Funding Sources				50,648,971

Transportation Fund Administration

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 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

Task 0515 Measure I Valley Apportionment & Allocation

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	41,647	21,311	55,368	28,813
Fringe Allocation-General	37,699	20,879	50,518	29,090
Professional Services	13,822	-	-	-
Legal Fees	1,235	238	1,000	1,000
Postage	-	182	-	250
Printing - Internal	-	-	-	200
Major Street Payments	1,198,294	769,339	8,955,781	11,079,343
Indirect Allocation-General	60,051	32,898	94,267	39,525
Total Expenditures	1,352,748	844,847	9,156,934	11,178,221
Funding Sources				
MSI Valley Admin				98,878
MSI Valley Fund-Arterials				11,079,343
Total Funding Sources				11,178,221

Transportation Fund Administration

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 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. Several tasks (projects) were rolled into this task and prior history data is reflected.

Accomplishments

During development of the ten year delivery plan, Mountain/Desert Subarea representatives, the Mountain/Desert 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 Committee and Board. 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 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

Task 0516 Measure I Mtn./Desert Apportionment & Allocation

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	-	-	-	9,589
Fringe Allocation-General	-	-	-	9,681
Program Management Fees	-	18,544	176,290	-
Legal Fees	-	-	1,000	2,000
Construction Capital	-	-	6,869,737	-
Postage	-	-	100	200
Travel Expense - Employee	-	-	-	200
Travel Expense-Mileage-Employee	-	-	-	300
Advertising	-	-	500	-
Printing - External	-	-	900	-
Printing - Internal	-	-	500	200
Major Local Highway Payments	-	-	-	9,672,535
Project Develop Traffic Mgmt Sys Pmt	-	-	-	135,000
Indirect Allocation-General	-	-	-	13,154
Indirect Allocation-Project Management	-	1,276	13,102	-
Total Expenditures	-	19,820	7,062,129	9,842,859
Funding Sources				
MSI Mtn./Desert Admin				35,324
MSI Victor Valley Fund-Major Local Hwy				7,947,535
MSI Victor Valley Fund-Traffic Mgmt Sys				80,000
MSI Morongo Basin Fund-Major Local Hwy				425,000
MSI Morongo Basin Fund-Traffic Mgmt Sys				30,000
MSI Mountain Fund-Major Local Highway				1,300,000
MSI Mountain Fund-Traffic Mgmt Sys				25,000
Total Funding Sources				9,842,859

Transportation Fund Administration

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

Development and approval of the first ten year delivery plan in January 2012.

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 developed on how to process plan updates within the policy framework of SANBAG's Strategic Plan. These updates will be performed through the utilization of Primavera and 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. Develop guidelines for updates to the ten year delivery plan.

2. Perform Plan updates in accordance with the guidelines.

3. 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

Task 0609 Strategic Planning/Delivery Planning

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	34,644	38,632	66,355	66,870
Overtime	-	-	300	-
Fringe Allocation-General	30,086	37,849	60,816	67,512
Professional Services	64,500	8,240	18,577	10,000
Program Management Fees	307,656	136,654	100,000	120,000
Training/Membership	-	-	2,000	1,600
Postage	24	-	-	100
Travel Expense - Employee	-	-	1,220	500
Travel Expense - Non-Employee	-	-	2,400	500
Travel Expense-Mileage-Employee	-	-	500	500
Travel Expense-Mileage-Non-Employee	-	-	500	500
Indirect Allocation-General	47,925	59,635	113,484	91,729
Indirect Allocation-Project Management	5,019	33	7,432	-
Total Expenditures	489,856	281,042	373,584	359,811
Funding Sources				
MSI Valley Admin				303,474
MSI Mtn./Desert Admin				56,337
Total Funding Sources				359,811

Transportation Fund Administration

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.

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

Task 0610 Measure I 2010-2040 Project Advancements

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	7,017	3,591	23,488	7,892
Fringe Allocation-General	2,121	3,519	21,430	7,968
Professional Services	23,334	-	10,000	-
Legal Fees	1,283	238	2,000	1,000
Postage	-	-	200	200
Travel Expense-Mileage-Employee	-	-	500	200
Printing - Internal	-	-	-	200
Project Advancements Payments	9,464,838	21,402,452	17,403,967	18,175,627
Office Expense	-	-	800	-
Indirect Allocation-General	3,379	5,544	39,989	10,826
Total Expenditures	9,501,972	21,415,343	17,502,374	18,203,913
Funding Sources				
MSI Valley Admin				28,286
MSI Valley Fund-Fwy Interchange				2,039,283
MSI Valley Fund-Project Adv Agreements				16,136,344
Total Funding Sources				18,203,913

Transportation Fund Administration

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

Task 0918 Measure I Local Pass Through

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Pass-Thru Payments	32,173,848	38,644,550	34,453,800	39,082,300
Total Expenditures	32,173,848	38,644,550	34,453,800	39,082,300
Funding Sources				
MSI Valley Fund-Local Street				21,733,700
MSI Victor Valley Fund-Local Street				10,209,800
MSI North Desert Fund-Local Street				4,226,800
MSI Colorado River Fund-Local Street				160,700
MSI Morongo Basin Fund-Local Street				1,438,900
MSI Mountain Fund-Local Street				1,312,400
Total Funding Sources				39,082,300

Metrolink trains now pass over the Haven Avenue Grade Separation in Rancho Cucamonga, which is just one of many new grade separation projects in SANBAG's service area.

Debt Service Program Budget

Description

This program accounts for the debt service principal, interest and fiscal charges attributed to the outstanding bonded indebtedness of the SANBAG. The Fiscal Year 2013/2014 budget includes the 2012A and proposed 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
   - Meet continuing disclosure requirements of the debt program.
   - Prepare arbitrage calculation as required.

Performance/Workload Indicators

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Debt Service:				
Principal	-	250,000,000	1,930,000	-
Interest	11,477,825	11,461,155	3,982,911	8,320,340
Arbitrage Calculation	N/A	Yes	N/A	N/A
Debt continuing disclosure requirements	Yes	Yes	Yes	Yes

Debt Service
Program Summary

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Tasks				
0965 2012A Sales Tax Revenue Bond	-	-	3,986,411	4,166,840
0966 2014A Sales Tax Revenue Bond	-	-	-	4,153,500
Total Tasks	-	-	3,986,411	8,320,340

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

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Bond Interest	-	-	3,982,911	4,163,340
Fiscal Agent Fees	-	-	3,500	3,500
Total Expenditures	-	-	3,986,411	4,166,840
Funding Sources				
MSI Valley Fund-Grade Separations				1,704,235
MSI Victor Valley Fund-Major Local Hwy				895,870
MSI Cajon Pass Fund				1,566,735
Total Funding Sources				4,166,840

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 is a new activity that 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

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Bond Interest	-	-	-	4,150,000
Fiscal Agent Fees	-	-	-	3,500
Total Expenditures	-	-	-	4,153,500
Funding Sources				
MSI Valley Fund-Fwy Interchange				992,665
MSI Valley Fund-Grade Separations				1,491,070
MSI Valley Fund-Metrolink/Rail Service				398,725
MSI Victor Valley Fund-Major Local Hwy				398,725
MSI Cajon Pass Fund				872,315
Total Funding Sources				4,153,500

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
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/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
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
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
CTSA	Consolidated Transportation Services Agency
CTSGP-CTAF	California Transit Security Grant Program – California Transit Assistance Funds
CTP	Comprehensive Transportation Plan
DIF	Development Impact Fee
DMO	Data Management Office
DOE	Department of Energy
DOT	Department of Transportation
DSBPRP	Downtown San Bernardino Passenger Rail Project

SANBAG Acronym List (*Continued*)

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
MBTA	Morongo Basin Transit Authority
McGMAP	Multi-County Goods Movement Action Plan
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District

SANBAG Acronym List (*Continued*)

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
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	Redlands Housing Needs Assessment
RIP	Regional Improvement Program
ROW	Right of Way
RPRP	Redlands Passenger Rail Project
RSA	Regional Statistical Area
RTAC	Regional Transportation Agencies Coalition

SANBAG Acronym List (*Continued*)

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, 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
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
TMEE	Traffic Management and Environmental Enhancement
TPA	Transportation Planning Agency
TREP	Trip Reimbursement and Escort Program
TSM	Transportation Systems Management
TSSSDR	Transit System Safety Security Disaster Recovery
TTAC	Transportation Technical Advisory Committee

SANBAG Acronym List (*Continued*)

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.