

San Bernardino Associated Governments

**Budget
Fiscal Year
2012-2013**

Governments
SANBAG
Working Together

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

SAN BERNARDINO ASSOCIATED GOVERNMENTS

is proud to be a recipient of the

**Government Finance Officers Association
“Distinguished Budget Presentation Award”**

For Fiscal Year 2011/2012



GOVERNMENT FINANCE OFFICERS ASSOCIATION

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San Bernardino Associated Governments

California

For the Fiscal Year Beginning

July 1, 2011

Leita C. Danison *Jeffrey R. Brown*

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, 2011. 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.

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- San Bernardino County Transportation Commission
 - San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency
 - Service Authority for Freeway Emergencies
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DATE: June 6, 2012

TO: SANBAG Board of Directors

FROM: Dr. Raymond W. Wolfe, Executive Director

SUBJECT: SANBAG Fiscal Year 2012/2013 Budget

The Fiscal Year (FY) 2012/2013 budget for San Bernardino Associated Governments (SANBAG) is hereby transmitted for consideration and adoption by the SANBAG Board of Directors. This budget has been prepared in anticipation of a year in which the regional economy's slow recovery from the economic crisis of 2008 to 2010 persists. However, the SANBAG FY 2012/2013 budget continues the most aggressive program of capital projects in SANBAG history, supported by a combination of increasing Measure I half-cent transportation transaction and use tax revenues, favorable bond rates, state Proposition 1B funds, and the conclusion of the 2009 American Recovery and Reinvestment Act. From 2011 through 2014, this program is expected to support delivery of more than \$2 billion in freeway, interchange, passenger rail, grade separation, and bus rapid transit improvements by SANBAG and its partner agencies. This high level of transportation investment coincides with a continuing need to create and sustain local jobs and support local business enterprises.

Looking forward, however, the level of available state and federal transportation revenue will decline precipitously absent legislative change in Sacramento and Washington, D.C. Statewide, overall transportation revenues that have averaged about \$5.5 billion per year since 2009 will decline to only \$3 billion in 2014 and thereafter. This compares to a state-estimated goal-constrained need of \$7.4 billion per year for the rehabilitation and reconstruction of the aging state highway system alone. This situation is clearly unsustainable, but operation and preservation of the state system has always been a state responsibility and funds controlled by SANBAG and its sister agencies throughout California have never been earmarked for that purpose.

SUMMARY OF THE BUDGET

SANBAG estimated revenues for the FY 2012/2013 budget are \$585,312,732 in comparison to \$480,124,261 for FY 2011/2012. This represents an increase of \$105,188,741 or 22% from the previous budget fiscal year. An anticipated increase of 9.3% in Measure I revenue for FY 2012/2013 is based upon prior year and current year collections. Increases are also anticipated in the Local Transportation Fund and restricted funds that are dictated by grant activity.

The *Estimated Revenues Schedule for Fiscal Year 2012/2013* indicates the anticipated 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 of this budget provides information on the evaluation of resources.

The total budget requested for FY 2012/2013, not including current encumbrances is \$738,837,143, which is balanced overall and by program with undesignated beginning fund balances and estimated revenue for FY 2012/2013. The proposed FY 2012/2013 budget amounts include prior year Board approved appropriations to be expended in FY 2012/2013. The narratives in the Appendix Section of the Budget provide information on prior year budget commitments.

As experienced last year, the most significant planned expenditures for the coming year relate to the Valley Measure I Major Project Delivery Program. The *Measure I Cash Flow Plan* is continuously reviewed and updated to analyze cash flow requirements and, more specifically, the timing and sizing of any future bond needs. In March 2012, SANBAG issued a \$91.88 million sales tax revenue bond. Long term bond financing included defeasance of the 2009 sales tax revenue note and provided funding for capital projects identified in the adopted Measure I 2010-2040 Strategic and Ten-Year Delivery Plans. The Measure I Major Project Delivery Program funding is also supplemented by \$18,392,359 in Congestion Mitigation and Air Quality funds, \$10,972,781 in Federal Demonstration funds, \$7,494,743 in Traffic Congestion Relief Program funds, \$16,154,591 in Corridor Mobility Improvement Account funds, \$1,162,000 in Transportation Enhancement Activities funds, \$35,327,985 in American Recovery and Reinvestment Act funds, \$34,484,882 in Regional Improvement Program funds, \$110,862,474 in Trade Corridor Improvement Fund monies and \$46,010,289 in Surface Transportation Program funds.

Of note, \$68,692,429 in local revenues is anticipated in the FY 2012/2013 budget, primarily as contributions to major construction projects from local member jurisdictions. Planning, Programming and Monitoring funds amount to \$1.3 million. Local Transportation Fund revenue for administration, planning, transit and rail is estimated at \$65,949,951, representing a \$5,143,992 increase over FY 2011/12. State Transit Assistance Fund revenue for transit and rail is estimated to be \$14,101,952 for FY 2012/2013.

SUMMARY OF MAJOR PROGRAMS AND INITIATIVES

Ten-Year Delivery Plan

Fiscal Year 2011/2012 marked the first year in which the Measure I 2010-2040 Ten-Year Delivery Plan will serve as a comprehensive road map for the delivery of capital projects. This Plan provides a baseline from which the impact to the overall program can be measured when revisions to a particular project are proposed. The process includes utilization of scheduling and fund management software to compile project specific data from major programs, and subarea programs as well as funding data, and revenue projections for defining project delivery with a reasonable level of certainty. Utilizing the software tools developed as part of the Measure I 2010-2040 Ten-Year Delivery Plan, a cash-flow analysis will be conducted and project scheduling shifted such that project funding needs balance with projected revenue, including

bond revenue. From the cash-flow analysis output, the various fund types will be assigned to the projects and the project schedules established. The Ten-Year Delivery Plan is a living document. As such, in the event of changes to schedules or funding the Delivery Plan can be updated to maintain balance between project needs and available revenue and funding.

Alternative Project Financing

The Express Lane (High Occupancy Toll or HOT lanes) studies for the I-10 and I-15 corridors are moving forward. As you may recall, 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 Freeway Valley Program identified by the Measure I 2010-2040 Strategic Plan. A preliminary traffic and revenue toll feasibility study and financial toll feasibility study (Level 1) was completed for the I-10 and I-15 Corridors. The Level 1 studies concluded that toll lanes are viable on the I-10 from the Los Angeles County line to Redlands and on the I-15 from the Riverside County line to SR-395 freeway improvements with an estimated cost of \$2.4 billion. The cost of the Level 1 studies was just over \$2 million.

This current fiscal year the Board approved contracts to conduct an 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 implement Express Lanes on the I-10 and I-15 corridors. The studies, at a cost of \$2.2 million, are well underway. In addition to the described studies, the Board approved the contract amendment with the consultant that is preparing the preliminary engineering and the environmental documents for the I-10 Corridor to include the Express Lanes as an alternative. The amendment increased the contract value by \$10.3 million. The preparation of the preliminary engineering and the environmental documents will continue through FY 2012/2013.

Freeways

Major improvements to our freeway network can be seen today in large part due to Measure I revenues. A shining example lies with the construction of the remaining segments of the I-215 widening project from Mill Street to University Parkway through the City of San Bernardino. Construction on this corridor began in FY 2009/2010 with completion of all segments anticipated in early 2013. Progress continues as planned on the I-10 Westbound Lane Addition construction project through the Cities of Yucaipa and Redlands with completion scheduled for April 2013. Construction of the SR-60 soundwall project has commenced and is scheduled to be completed in June 2013.

In addition to the above, many other projects are in various stages of development. For example, work continues on the Project Study Report for the I-15 from SR-60 to SR-395. Likewise, the preliminary engineering and environmental phase for the SR-210 lane addition project from Highland Avenue to the I-10 continues, along with the I-10 Corridor Improvement project from I-15 to SR-210 preliminary engineering and environmental phase. We are preparing to proceed to construction this fall on the I-215 High Occupancy Vehicle (HOV) lanes addition from the 60/91/215 Interchange in Riverside to Orange Show Road in San Bernardino. The total estimated value of the planned freeway improvements is \$1.8 billion.

Interchanges

Construction of the north segment of the I-215 realignment in the City of San Bernardino which includes the I-215/SR-210 Freeway to Freeway Direct Connectors project is expected to conclude in May 2012, nearly eight months ahead of schedule. Construction on the I-10/Citrus and the I-15/La Mesa–Nisqualli Interchanges has commenced. The I-10/Cherry and I-15/Ranchero Interchanges are scheduled to begin construction this fall.

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 and the I-215/Barton Road Interchange, the latter scheduled to obtain environmental clearance this fall. Final design and right-of-way for Phase II of the I-10/Tippecanoe Avenue Interchange project is well underway, with construction of Phase 1 (eastbound off-ramp widening) to start this summer. Environmental clearance for the I-15/I-215 Devore Interchange project was obtained in February 2012. The procurement package for this project, which is being delivered utilizing the design-build method, has been circulated and the design-build contractor will be selected in 2013. The total value of these interchange improvements is \$941 million.

Alameda Corridor East Railroad Grade Separations

Work continues on railroad grade separation projects along San Bernardino County's Alameda Corridor East with an estimated total cost of \$409 million. The grade separation projects listed below are being funded with a blend of Traffic Congestion Relief Program, Trade Corridors Improvement Fund, State Transportation Improvement Program, federal funds, Measure I, Development Impact Fees, and railroad contributions. The projects are on target to be delivered in accordance with the construction deadlines for the Trade Corridors Improvement Fund program. Construction of the North Milliken Avenue grade separation continues ahead of schedule. The Hunts Lane Grade Separation will commence construction this summer. The Palm Avenue, Lenwood Avenue, and Laurel Avenue Grade Separation projects have obtained environmental clearance, with right-of-way acquisition and final design well underway. Other grade separation projects included in the program, but led by other agencies are South Milliken Avenue, Vineyard Avenue, and Glen Helen Parkway. Union Pacific Railroad has awarded the construction contract for the Colton Crossing with SANBAG providing oversight as the responsible agency.

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 commuter rail system known as Metrolink. Three of the seven lines operated by Metrolink serve San Bernardino County residents: the San Bernardino Line, Riverside Line, and the Inland Empire/Orange County Line. Together these three lines carried between four to five million passengers in FY 2011/2012 representing about half of the total Metrolink passengers with about thirty percent on the San Bernardino Line alone. The current Metrolink subsidy is 49%. A few capital projects initiated in the prior year began construction or were completed in FY 2011/2012 including the Rancho Cucamonga station pedestrian underpass. Work continues on implementation of Positive Train Control with completion projected at the end of this fiscal year. No new major capital projects are projected to be initiated during FY 2012/2013.

Downtown San Bernardino Passenger Rail Project (DSBPRP)

Formerly known as the Redlands First Mile, the Downtown San Bernardino Passenger Rail Project with its two components, the extension of Metrolink service into downtown San Bernardino and the expansion of the Metrolink Eastern Maintenance Facility (EMF) completed major tasks in FY 2011/2012. The extension portion will include double-tracking, centralized traffic control, new platforms at the Santa Fe Depot and downtown station, completely rebuilt parking lots and hardscape around the Depot along with a pedestrian overpass, grade crossing improvements, and inclusion of the Omnitrans bus facility. The completed tasks for the previous fiscal year included the design and award of the construction contract for the EMF, 90% design completion of the rail extension into downtown San Bernardino, selection of the construction manager, and preparation of rail boiler-plate contract documents that will be used on future SANBAG rail projects. SANBAG has hired a design consultant to work on the Omnitrans 22-bay bus facility located adjacent to the downtown Metrolink terminus at the new San Bernardino Transit Center (SBTC). The environmental document also is currently under public review. SANBAG and Federal Transit Administration approval is anticipated in the first part of FY 2012/2013, and construction should commence near the end of the fiscal year.

Redlands Passenger Rail Project (RPRP)

The Redlands Passenger Rail Project (RPRP) is planned to provide service between the proposed San Bernardino Transit Center at Rialto Avenue and E Street in the City of San Bernardino and the University of Redlands on the former AT&SF Redlands spur acquired by SANBAG in 1992. In 2009, SANBAG selected a consultant for the conceptual, preliminary, and final design of the 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 an anticipated completion in the latter half of calendar year 2013.

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 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 FY 2011/2012 was approximately 15 million, with a slight increase projected for FY 2012/2013. SANBAG, working cooperatively with Omnitrans, began work on a Comprehensive Operational Analysis (COA) of the Omnitrans system in FY 2010/2011 and will continue into early FY 2012/2013. The COA is examining population trends and land use patterns to help design future transit routes and capital needs, organizational structure, financial stability, and service delivery alternatives. In addition, the COA will result in a Short Range Transit Plan covering the following five years as well as a 20-Year Strategic Plan. The current subsidy for Omnitrans operations is 77%.

Omnitrans has completed final design and begun construction of the sbX E Street Bus Rapid Transit Project. The sbX service will connect northern San Bernardino and Loma Linda with construction completed by the calendar year 2014. In FY 2011/2012, SANBAG began the acquisition of 151 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 FY 2012/2013.

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: Barstow Area Transit (BAT) and Needles Area Transit (NAT), both operated by the cities, and three joint power authorities: 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 2.3 million riders during FY 2011/2012 with an anticipated slight increase in ridership for FY 2012/2013. 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 FY 2011/2012, SANBAG worked with MARTA and MBTA to complete their COA. Additionally, SANBAG will continue working with VVTA to complete their respective COA by FY 2012/2013. In the last fiscal year, BAT completed the design for a new transit center located next to city hall.

Through a \$1.2 million Federal Transit Administration Livability grant, SANBAG in conjunction with VVTA, is adding vanpool service from the Victor Valley area to destinations in San Bernardino and Los Angeles Counties.

SANBAG is also taking the lead to examine the consolidation of the VVTA, BAT, and NAT into one joint powers authority in order to provide a more cost effective approach to delivering transit services. This work began last fiscal year and will continue into FY 2012/2013.

Human Services Transportation Coordination

During FY 2010/2011, SANBAG made the final determination as to form and function of a Consolidated Transportation Services Agency (CTSA), creating and designating a new non-profit entity, Valley Transportation Services, to serve as the CTSA for the Valley portion of the County. This new entity was formed in FY 2011/2012. The Board is comprised of seven members who are appointed as follows: three (3) appointed by San Bernardino Associated Governments (must be representative of the San Bernardino Valley); two (2) appointed by the San Bernardino County Board of Supervisors (must be representative of the San Bernardino Valley area); and two (2) appointed by Omnitrans (must be representative of designated population). The Board members may be elected officials or members of the general public representative of the designated populations. The new entity branded themselves as "VTrans." The Measure I 2010-2040 Expenditure Plan includes an apportionment of at least 2% of the Valley revenue for the purpose of supporting a CTSA. In FY 2011/2012, SANBAG began paying these funds to VTrans, approximately \$1.7 million. For FY 2012/2013, this amount is estimated at about \$2 million.

Santa Fe Depot

Additional improvements are scheduled to the facilities surrounding the Santa Fe Depot to improve the train platform access for both Metrolink and Amtrak passengers as well as a complete rebuild of parking lots, hardscape, landscape, the public roads, and the addition of security cameras in and around the Depot building, parking lots, and parking structure.

Council of Government Activities

In 1973, SANBAG was formed by a joint powers agreement to serve as the Council of Governments for San Bernardino County. Over time, the vast majority of SANBAG's funding and resources have become focused on transportation, yet SANBAG continues to serve its members as the Council of Governments. SANBAG will again sponsor the Inland Empire Annual Survey to provide policymakers with information that has tracked resident's attitudes over time on a wide variety of issues. SANBAG will also continue to coordinate the participation of twenty cities in a Regional Greenhouse Gas Inventory and Reduction Plan to minimize costs and provide a planning document to meet the requirements of AB 32 and SB 375. This Plan is expected to be completed during FY 2012/2013.

As noted last year, SANBAG continues to provide a unique forum of collaboration among all governments in the County with the Planning and Development Technical Forum and the City/County Managers Technical Advisory Committee. These groups consider regional issues, develop model ordinances, and share solutions to common problems. SANBAG also provides centralized Geographical Information System (GIS) data resources used in our planning efforts but available to all agencies.

Even with limited resources, SANBAG is expanding its role as a Council of Governments in specific key areas. While some of these initiatives will fund themselves or be funded by contributions from participating agencies, continued expansion of the Council of Government role of SANBAG will require a discussion to identify resources. The General Assessment Dues for the coming year will total \$99,188. SANBAG budgets \$28,654 of the dues collected for inter-governmental activities. However, this year an additional \$5,000 is budgeted for ongoing support of the Community Indicators Report. The additional dues collected are reserved for new council of government initiatives as approved by the Board. Since 2002, when the total dues collected were \$62,953, the annual General Assessment Dues have been tied to changes in assessed valuation and population. For most of the past ten years this has meant an increase each year. For the past three years, however, this trend has reversed, leading to a decrease in annual dues as assessed valuations have dropped across the County.

SANBAG's work on the countywide visioning process will continue in FY 2012/2013. This year, SANBAG worked with the County on subject area workshops for nine key areas of the County Vision: Jobs/Economy, K-12 Education, Higher Education, Public Safety, Housing, Infrastructure, Environment, Water, and Wellness. These efforts formed the basis for the annual City/County Conference which is sponsored each year by SANBAG to foster collaboration among all agencies in the County on issues of common interest. The interactive work of the conference will lead in the coming year to new areas for SANBAG to help foster collaboration as we work to explore new initiatives to help us all achieve our collective vision for San Bernardino County.

An exciting new program included in the budget is the Property Assessed Clean Energy (PACE) program. This program, modeled on a similar program in Western Riverside County, will provide \$200 million in private investment to help residential and commercial property owners install energy efficient and water conservation improvements on their properties. This private investment in the County will help the economy by creating jobs for contractors and suppliers and reducing utility bills for property owners. This investment will also help the environment by reducing greenhouse gas emissions, reducing air pollution and conserving water. SANBAG is initiating the PACE program as part of its role as the Council of Governments.

Yet another exciting project is the joint Solar Power Purchase Program. This program will bring public agencies from across the County together to install solar power to provide electricity for public facilities. By working together and bundling sites across the county we will allow agencies to install solar power sites with no upfront capital cost and to lower their electricity costs for their facilities. This collective approach ensures that smaller agencies can benefit where they might not have otherwise, while all agencies benefit from lower overall energy costs.

Creation of Independent Taxpayer Oversight Committee

The creation of an Independent Taxpayer Oversight Committee (ITOC) was a part of the Measure 2010-2040 renewal approved by voters in 2004. The five member committee was selected through interviews by a subcommittee of the Board and ratified by the entire SANBAG Board through an open nomination process. The committee will review the annual audits of Measure I and report findings to the Board of Directors. The SANBAG President and the Executive Director are ex-officio members of the committee. FY 2010/2011 was the first full year of Measure I 2010-2040 revenue collection, and with the completion of the FY 2010/2011 audits, the ITOC's work did begin in earnest in the spring of 2012. The ITOC is tasked to review the Measure I audits and expenditures to make sure that the intent of the voters is being met. The ITOC will make its first report to the Board of Directors at the end of this fiscal year.

Local Stimulus Program

In FY 2009/2010, the SANBAG Board approved a \$31.4 million Local Stimulus Program. This program passed Measure I funds to local agencies in recognition of the fact that all of SANBAG's federal stimulus funds from the American Recovery and Reinvestment Act (ARRA) went to the I-215 project in San Bernardino. The entirety of these funds has been committed to local projects. Sixty-five (65) percent of the funds have been expended to date, with the balance expected to be spent by the end of 2012.

Legislative Program

SANBAG's legislative program places its highest priority on protecting state and federal funds focusing on funds already programmed for projects. Passing a new federal Surface Transportation Act continues to be a challenge as we approach summer 2012. Maintaining existing funding levels and revenue percentage return to source levels, as well as continuing programs such as Congestion Mitigation and Air Quality (CMAQ), continues as a top priority. Additionally, competing for discretionary grants, such as the Transportation Investment Generating Economic Recovery (TIGER) IV, remains a top priority for discretionary fund advocacy.

The Congressional actions to reduce the national debt, coupled with a lack of an overarching transportation authorization plan, creates mid-term funding uncertainties for projects that are in planning and development stages for the next decade.

SANBAG's advocacy efforts will continue to focus on ongoing construction on regionally significant projects, as well as emphasizing the need for longer term funding to guarantee an uninterrupted flow of major capital projects.

As in FY 2011/12, the California general fund deficit continues to dominate legislative debate in Sacramento. SANBAG will continue to focus on long term funding stability for our highway, transit, and commuter rail programs. SANBAG will continue joint advocacy efforts with our fellow transportation commissions and regional stake holders to maximize transportation funding for San Bernardino County and Southern California in one of the most challenging fiscal settings in recent history.

Call Box Program

SANBAG has been working with the County and the command staff at Fort Irwin to place call boxes on Fort Irwin Road between Barstow and the base. This year we will explore new technologies to provide for call boxes on other rural arteries where cellular reception is poor or non-existent. In the coming year, the equipment for monitoring and responding to call box calls will be consolidated with the California Highway Patrol at the new Transportation Management Center in Fontana.

Clean Fuels Program

The Department of Energy and the California Energy Commission provided grants two years ago to facilitate the transition of a private fleet over to natural gas. The program is expected to be completed during this fiscal year. Already, 202 new natural gas heavy and medium duty trucks have entered the fleet and a maintenance facility has been completed. Out to bid are two new alternative fueling stations, one located in Fontana. The \$20 million in grants will be matched by an additional \$23 million from the private sector fleet operator Ryder Systems, Inc.

Rideshare Program

A new IE511 application was launched last year for the iPhone and Android smartphones to increase the usefulness of the program. This coming year, SANBAG will seek opportunities to lease new Park'N'Ride lots to make the choice of ridesharing and vanpooling even more convenient for area commuters.

Intelligent Transportation Systems

Intelligent Transportation Systems programs include electronic and data communication systems for collecting, processing, disseminating or acting on information in real time to improve the operations and safety of the transportation system. The Inland Empire Transportation Management Center (TMC) opened last fall. In coordination with Caltrans, additional sensors and technologies, such as vehicle detection, will be implemented to feed information into the TMC as well as the 511 Program. A continued emphasis on leveraging new technologies to reach the motoring public persists. The Inland Empire 511 Program was initiated in FY 2009/2010 and during the last year received over 361,000 calls and over 330,000 hits to the

website IE511.org. These figures are interesting in that the number of calls dropped by 19% while the number of web inquiries increased 120%.

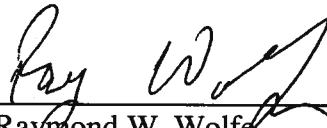
Freeway Service Patrol

In FY 2012/2013, the Freeway Service Patrol will continue operation of sixteen tow trucks on eight beats, providing tow services at no charge to motorists on over 60 miles of centerline highway in the San Bernardino Valley. The service has received a 99.6% customer rating of good or exceptional. The focus will continue on consistent and excellent service and on utilizing technologies to improve program efficiencies. This year, older analog radios were replaced with digital radios to improve radio coverage and reliability in the service area. SANBAG will be working with the Mobile Source Air Pollution Reduction Committee in the coming year for a possible pilot program to use a liquefied natural gas (LNG) or compressed natural gas (CNG) fueled tow truck to provide this service and reduce air pollution.

Personnel

The FY 2012/2013 budget contains funding for a total of forty-nine full-time positions and one half-time position. This is a net increase of two and one half positions from the previous year due to the addition of a Chief of Transit and Rail to assist with the expanding work of our Transit and Rail Programs Department; the addition of an Administrative Assistant to provide support for the General Counsel and Director of Fund Administration and Programming positions approved in FY 2011/2012; and the addition of a half-time accountant to assist with the increased accounting requirements of Measure I 2010-2040. Also included in this budget are three position reclassifications to promote employees at entry level positions to the next level based on their experience and performance. The budget proposes reclassifying an Accounting Assistant to a Senior Accounting Assistant, a Public Information Specialist to a Public Information Analyst, and a Transportation Planning Specialist to a Transportation Planning Analyst.

SANBAG staff remains committed to working with the SANBAG Board of Directors throughout the coming year to deliver the programs and projects identified in this budget in accordance with the adopted Mission Statement.


Dr. Raymond W. Wolfe
Executive Director

**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

SANBAG performs transportation and regional planning services within the County of San Bernardino, the largest county in the contiguous United States, encompassing over 20,000 square miles. It is a diverse county, containing urban settings in the most populated east and west valleys of the southwest county; the urbanized Victor Valley area comprised of four cities with expansive residential development and large commuting populations; the resort communities of the San Bernardino Mountains and Colorado River; and the vast desert with scattered rural communities. Unique mining resources abide in San Bernardino County's open desert spaces, which are also home to Joshua Tree National Park, the Mojave National Preserve, and U.S. Army and Marine training and material depots.

For programmatic purposes, many SANBAG activities are separated into subregions identified as the East Valley, West Valley, and Mountain/Desert. This segmentation provides for the identification of characteristics unique to the distinct geographic subregions and allows for programs designed to meet their specific needs. The total population of San Bernardino County is 2.06 million. Approximately 72.6% of the county population resides in the urban areas of the East and West Valley, 18.5% resides in the Victor Valley urban area, and the remaining 8.9% resides in the rural desert and mountain areas. An estimated 85.7% of the population, totaling 1.76 million people, resides in the twenty-four cities of the county, while 14.3% live in unincorporated territory served by the County of San Bernardino. San Bernardino County is home to six cities with populations in excess of 100,000: San Bernardino (211,016), Fontana (198,456), Rancho Cucamonga (168,181), Ontario (165,392), Victorville (117,219), and Rialto (100,021).

The County of San Bernardino is the fifth most populous county in the State of California. San Bernardino County has grown by 19.4% since the 2000 census. Over the past decade, San Bernardino County has not only grown in numbers, but also has become more diverse. San Bernardino County's rich ethnic diversity is 49% Hispanic, 8% Black, 33% Caucasian, 6% Asian and 4% other with a substantial number of residents declaring to be of multiple ethnicities. The median age of the total population is 32. This county of urban, suburban and rural character is forecast to grow to nearly 3.6 million residents by the year 2050.

The Economy

In 2011, San Bernardino County began to see the first real signs of economic recovery. The unemployment rate declined to 12.2% from just over 14%. The drop in unemployment was the result of sustained job growth for each month of 2011 versus 2010. Housing prices in the County seem to have stabilized. The number of homes where the value of the home is less than the outstanding balance of the mortgage continues to decrease and the percentage of residents that can afford the median priced home in the Inland Empire is at a record high of 69%. Retail sales in 2011 were also a bright spot with a 3.3% increase over 2010. This is critical because retail sales is the basis for Measure I revenue to fund transportation projects.

The economic outlook for the coming year is optimistic. Economists are looking for continued net job creation later in the year as we move from 2012 to 2013. Retail sales are also forecast to continue growth in 2012. 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 2012/2013 budget, SANBAG is projecting an increase in Measure I revenue of approximately 9.3%.

The positive change in the local economy is occurring as SANBAG undertakes its most ambitious capital projects program ever. With the financial foundation provided by Measure I, local contributions and state and federal transportation funds, SANBAG's Ten-Year Delivery Plan for capital projects is approximately \$3.1 billion. This will result in major freeway, interchange, and railroad grade separation improvements serving San Bernardino County residents.

SANBAG's challenge remains that of building a balanced transportation system for San Bernardino County that provides multi-modal alternatives and reasonable travel times for commuter, recreational, and goods movement traffic throughout the next decade.

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Budget Process

Budget Process Summary

SANBAG accounts for its funds using governmental accounting. 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: Local Transportation Fund-Planning; Local Transportation Fund Administration; Local Transportation Fund/State Transit Assistance Fund-Rail; Local Transportation Fund/State Transit Assistance Fund-Pass Through; Grants; Vehicle Registration Fees; American Reinvestment and Recovery Act Funds; and Measure I. (Refer to *Financial Overview and Estimated Revenues* for discussion of revenues, page 18.)

SANBAG presents budget information for the General Fund and the Special Revenue Funds (consisting of five special revenue fund types). 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** (page 32). The Debt Service fund is a non-budgeted fund as the resources for payment of the debt are budgeted in Special Revenue Funds.

The budget document contains projections and program overviews, and an appendix that presents the task level detail with purpose and accomplishments. The budget document is intended to provide an understanding of all 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: Administrative Committee; Commuter Rail and Transit Committee; Mountain/Desert Committee; Major Projects Committee; and Plans and Programs Committee. (See chart entitled *SANBAG Committee Structure Chart, page 17*). 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 a 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.

I. 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:

1. 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.
2. Reallocation of budgeted salary costs and revenues from one program to another within the same funding source.
3. 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.

II. Board Approved Amendments

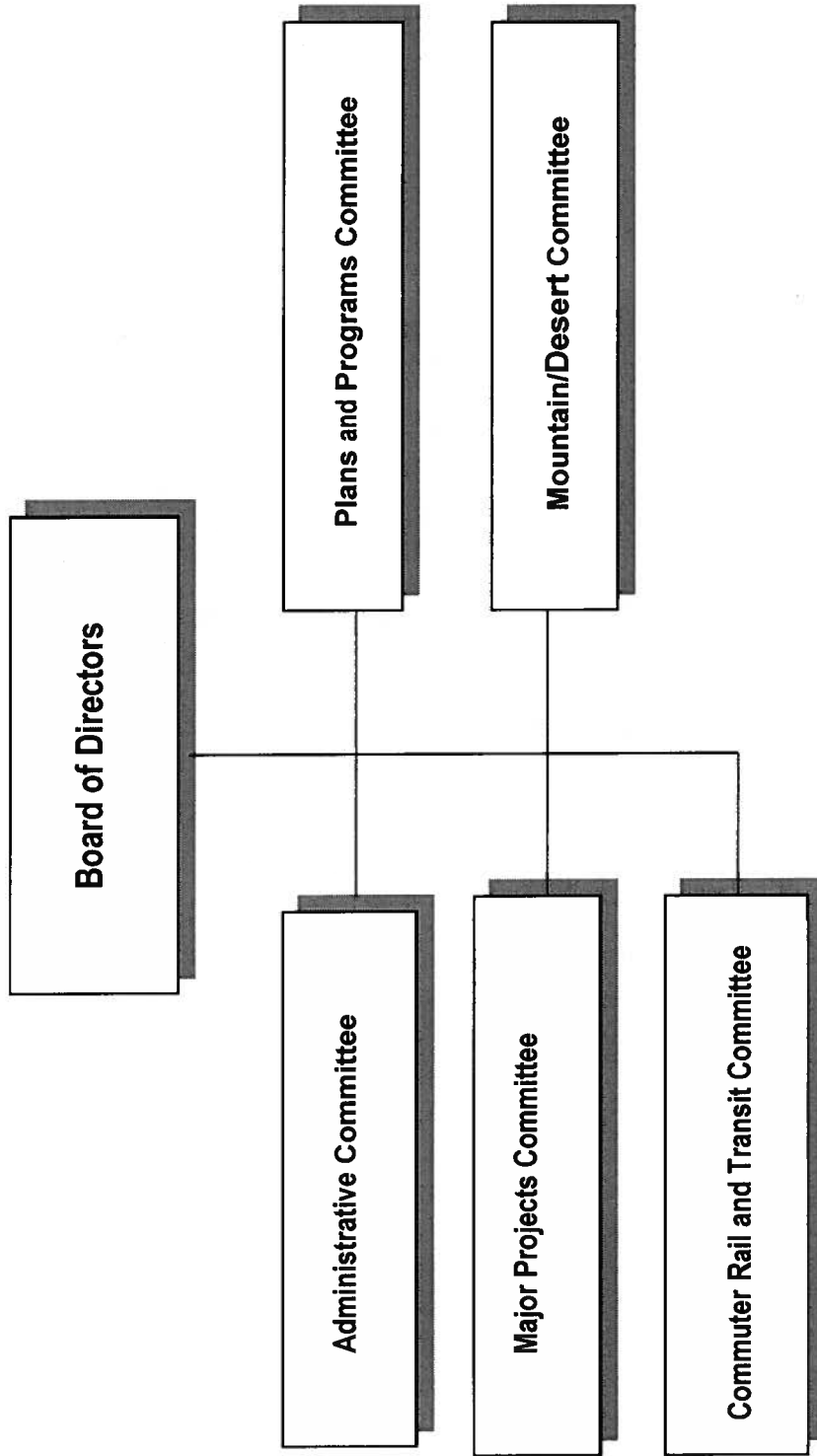
A Board approved budget amendment brings about a change in the total expenditures or revenue source for a program. Examples of these changes include, but are not limited to, the following:

1. The acceptance of additional grant monies.
2. The inclusion of expenditures that are projected to exceed budgeted amounts.
3. The re-appropriation of monies/expenditures (excluding SANBAG staff salary costs) from one program or funding source to another.

These changes require a budget authorization request 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.

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**San Bernardino Associated Governments
Committee Structure Chart
Fiscal Year 2012/2013**



Financial Overview

The following narrative provides definition of the factors instrumental in developing the foundation for SANBAG's Fiscal Year 2012/2013 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 FY 2012/2013 include prior year Board approved appropriations to be expended in FY 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 bond proceeds.
3. SANBAG utilizes encumbrance accounting 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 \$99,188 for FY 2012/2013 budget.
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 Trustee, Bank of New York, 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 10-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.

Estimated Revenues

The revenue for FY 2012/2013 is projected at \$585,312,732. A visual representation of revenues is presented in a chart labeled *Estimated Revenues Schedule* (page 28). Additionally, detail of anticipated revenues is presented in this section of the budget on a table entitled *Estimated*

Revenues (page 29). SANBAG maintains a General Fund (General Assessment Dues, Measure I Administration, Local Transportation Fund (LTF)-Planning and Administration, LTF/State Transit Assistance Fund (STAF)-Rail, Rail Assets, and other Local Revenues) and a Special Revenue Fund (LTF/STAF-Pass Through, Grants, Vehicle Registration Fees, and Measure I Programs). Because the majority of the revenue received by SANBAG is classified as special revenue, treatment of the revenue and the expenditures is detailed in this budget and summarized on the *Budget Summary* schedule.

Measure I (Half-Cent Transactions and Use Tax)

In November 2004, San Bernardino County voters approved an extension of Measure I authorizing the San Bernardino County Transportation Authority to impose a 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 I-15/I-215 interchange in Devore, 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 \$122 million for FY 2012/2013 in comparison to \$111.6 million for FY 2011/2012 (refer to page 30).

SANBAG has chosen to remain conservative in budgeting of Measure I tasks. 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

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 7.75% cent retail sales tax collected countywide. 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 (TPA), 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 planning, fund administration, and the commuter rail program in the amounts of \$2,372,339, \$850,000 and \$19,462,950 respectively (refer to page 29). Refer to program budgets *Air Quality & Traveler Services Program, Transportation Planning and Programming, Transit & Passenger Rail Program, and Transportation Fund Administration Program* (pages 36-44) for details. Columns on the *Budget Summary* schedule (page 50) define the expenditures that will be supported by this funding.

The LTF funding for FY 2012/2013 is estimated to be \$66 million. This represents a \$5.2 million increase from the previous fiscal year budget. LTF apportionments will be revised up or down depending on the actual collections.

State Transit Assistance Fund

The TDA provides for a second source of revenue; the State Transit Assistance Fund (STAF). These revenues are derived from a portion of the sales tax applied to the purchase of gasoline and diesel and are appropriated annually by the State Legislature. In prior years, STAF revenue was allocated by the State Controller pursuant to a formula that considers county population and the ratio of passenger fares and local support of each eligible transit operator in the county to the state total population, and total fares and local support for all eligible transit operators in the state. The amount of STAF available in any given year is highly dependent upon the state legislature and the state budget. STAF estimated revenues for FY 2012/2013 are estimated to be \$14.1 million (refer to page 29). Refer to program budget *Transit & Passenger Rail Program* for details (page 40). Columns on the *Budget Summary* schedule (page 50) define the expenditures that will be supported by this funding.

Local Fund

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 \$99,188. Of that amount, \$28,654 is utilized to support Intergovernmental Relations. However, this year, an additional \$5,000 is budgeted for ongoing support of the Community Indicators Report. The remaining balance is set aside for other Council of Governments (COG) new initiatives 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* (refer to page 31) in the *Financial Section*.

Local Reimbursement – 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.

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 box program and its related operating and capital expenses. Refer to the program budget for *Air Quality & Traveler Services Program* for details (refer to page 37).

Grants/Special Revenue

In accordance with SANBAG's revenue policy to aggressively obtain grants, the following grants are included in the 2012/2013 budget: Congestion Mitigation and Air Quality; Federal Demonstration High Priority Project Funds, Traffic Congestion Relief Program, Corridor Mobility Improvement Account, Public Transportation Modernization Improvement and Service Enhancement Account, Transportation Enhancement Activities, American Recovery & Reinvestment Act (ARRA), Regional Improvement Program, Trade Corridor Improvement Fund, Surface Transportation Program, State Highway Operational and Protection Program, Interregional Improvement Program, Department Of Energy, California Energy Commission, Projects of National and Regional Significance, and Planning, Programming, and Monitoring. The amounts of the grants and the tasks that they will fund are represented in the column labeled "Grants" on the table entitled *Budget Summary* (page 50) contained in the *Program Overview* (page 34) of this budget. The SANBAG Board has authorized the use of Measure I revenue to fund 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 grants is as follows:

American Recovery and Reinvestment Act - The American Recovery and Reinvestment Act (ARRA) is an economic stimulus package enacted by Congress in February 2009. The stimulus was intended to create jobs and promote investment and consumer spending during the recession.

The Act includes federal tax cuts, expansion of unemployment benefits and other social welfare provisions, and domestic spending in education, health care, and infrastructure, including the energy sector. SANBAG estimates that it will receive \$35 million in FY 2012/2013 for the I-215 Freeway Project (refer to page 29).

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* section (page 55) 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.

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* section (page 55) of this budget document. SANBAG is the recipient of STP funds for the implementation of Measure I Major Projects.

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. 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 Environment Policy Act and California Environmental Quality Act. The SANBAG Board of Directors has historically allocated the majority of TE funds to other agencies that administer the identified local projects or to regional projects administered by SANBAG. As a result, the TE dollars in the SANBAG budget reflects only a portion of the funds that SANBAG administers. The total amount of TE funds allocated by the SANBAG Board of Directors is outlined in the *State and Federal Transportation Fund Allocation Responsibilities* section (page 55) of this budget document. SANBAG is the recipient of TE funds for landscaping projects along the Measure I Major Projects.

Congressional Authorizations - The United States Congress authorizes federal funding for a large number of transportation programs and facilities identified as Projects of Regional and National

Significance (PRNS), Federal Demonstration High Priority Projects (HPP), and Transit Projects. The total amount of authorized funds is outlined in the *State and Federal Transportation Fund Allocation Responsibilities* section (page 55) of this budget document. In this fiscal year SANBAG is the recipient or administrator of HPP funds for various projects.

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 State Transportation Improvement Program (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.

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 allows local policy makers to establish the transportation priorities for inclusion in the STIP. As part of that process, SANBAG receives RIP funds to provide for planning, programming and monitoring responsibilities as authorized in SB 45.

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 through 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.

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 2010-2040 Measure I Ordinance No. 04-01.

SANBAG has adopted a strategic plan for the 2010-2040 Measure I freeway, interchange and other major projects of the Measure I Program. The related Measure I Ten-year delivery 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 April 2009, the SANBAG Board of Directors authorized the issuance of a short-term \$250 million sales tax revenue note. The note was refinanced with a Board approved issuance of a long-term bond in FY 2011/2012 for \$91.88 million.

| Debt Service Schedule | | | |
|------------------------------|---------------------|---------------------|----------------------|
| Year | Principal | Interest | Total |
| 2013 | \$0 | \$3,851,087 | \$3,851,087 |
| 2014 | \$0 | \$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 |
| 2018-2022 | \$11,815,000 | \$18,569,538 | \$30,384,538 |
| 2023-2027 | \$14,785,000 | \$15,595,438 | \$30,380,438 |
| 2028-2032 | \$18,760,000 | \$11,612,187 | \$30,372,187 |
| 2033-2037 | \$23,710,000 | \$6,666,863 | \$30,376,863 |
| 2038-2040 | \$16,820,000 | \$1,406,418 | \$18,226,418 |
| Total | \$91,880,000 | \$74,102,581 | \$165,982,581 |

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. The actual receipts for the current fiscal year are below the projected amounts since some funding sources in the budget have not yet been received. Currently, SANBAG's debt is limited to the 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 2010-2040 Measure I 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 since the inception of the new 2010-2040 Measure I:

| Fiscal Year 2010/2011 Budget | Advance To/From | |
|-------------------------------------|------------------------|----------------|
| | Receivable | Payable |
| Measure I-Cajon Pass | | \$1,239,716 |
| Measure I-Valley Freeway | \$12,503,251 | |
| Measure I-Valley Interchange | | 5,088,978 |
| Measure I Major Streets | | 6,174,557 |
| Fiscal Year 2011/2012 Budget | | |
| Measure I-Major Projects (1990) | 22,186,748 | |
| Measure I-Cajon Pass | | 3,780,365 |
| Measure I-Valley Freeway | 35,613,783 | |
| Measure I-Valley Interchange | | 13,157,181 |
| Measure I Major Streets | | 40,862,985 |
| Fiscal Year 2012/2013 Budget | | |
| Measure I-Cajon Pass | | 4,117,632 |
| Measure I-Valley Freeway | 4,117,632 | |

Cash flow borrowing for Fiscal Years 2010/2011 and 2011/2012 were repaid with proceeds from the 2012A Sales Tax Revenue Bond and existing resources. The cash flow borrowing for FY 2012/2013 represents short-term financing for the Devore interchange project to be repaid with the 2014 bond issue.

MAJOR PROJECTS
NEW MEASURE I 2010 - 2040
CASH FLOW PLAN

FISCAL 11/12 BASELINE PLAN
April 2012

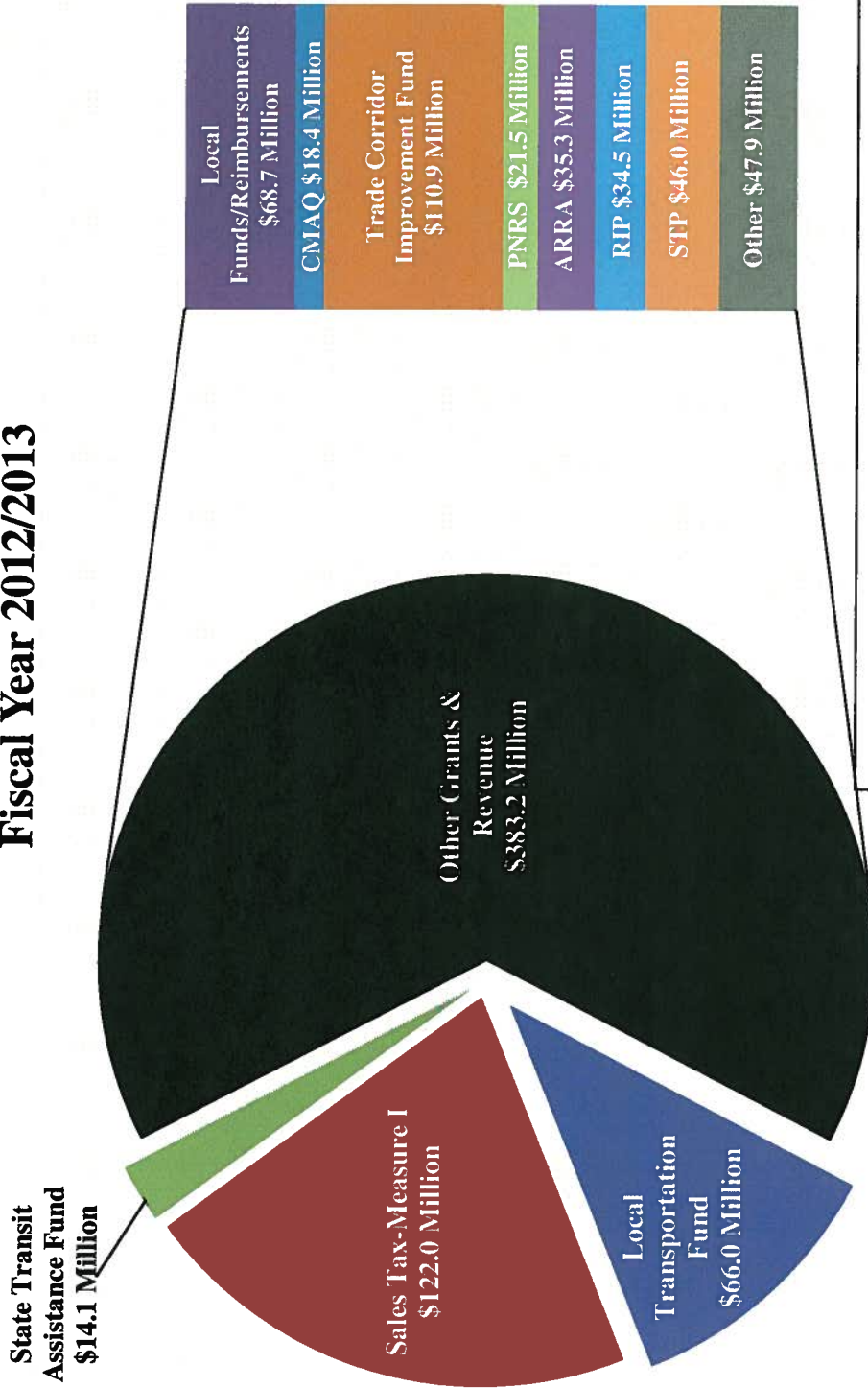
| | FISCAL YEARS | | | | |
|--|---------------------|--------------|--------------|--------------|--------------|
| | DOLLARS IN MILLIONS | | | | |
| | 11/12 | 12/13 | 13/14 | 14/15 | 15/16 |
| YEARLY BEGINNING BALANCE | 59.0 | 108.2 | 62.0 | 102.0 | 93.0 |
| PROJECTED REVENUE | | | | | |
| MEASURE I REVENUE/INTEREST 1989-2009 (a) | 9.6 | 7.7 | | | |
| MEASURE I REVENUE/INTEREST 2010-2040 (b) | 57.5 | 57.5 | 60.2 | 63.0 | 66.0 |
| FEDERAL (c) | 48.8 | 62.1 | 46.4 | 37.8 | 25.1 |
| STATE (d) | 13.2 | 163.1 | 98.8 | 96.3 | 62.9 |
| MISC - LOCAL FUNDS | 22.9 | 52.0 | 41.7 | 20.6 | 7.9 |
| BOND PROCEEDS | 62.1 | | 89.0 | | |
| SUBTOTAL REVENUE | 273.1 | 342.4 | 336.1 | 217.7 | 161.9 |
| NEW MEASURE I ADVANCE REPAYMENT | 4.1 | | (4.1) | | |
| TOTAL FUNDING | 277.2 | 342.4 | 332.0 | 217.7 | 161.9 |
| PROJECT EXPENDITURES | | | | | |
| I-15/I-215 DEVORE IC | 16.0 | 59.1 | 79.0 | 107.0 | 65.7 |
| CHERRY IC | 8.5 | 31.3 | 21.7 | | |
| I 215 BI COUNTY | 5.4 | 67.5 | 99.3 | | |
| I-10 HOV HAVEN TO FORD | 4.1 | 4.1 | 4.1 | 2.1 | 9.6 |
| FREEWAY | 6.7 | 27.3 | 18.5 | 51.4 | 54.0 |
| INTERCHANGE | 50.0 | 48.2 | 12.8 | 4.1 | 15.4 |
| GRADE SEPARATIONS | 55.8 | 126.1 | 36.1 | 32.4 | 8.0 |
| Arterial Streets | 6.6 | 7.0 | 7.2 | 7.5 | 7.8 |
| PAAS | 11.8 | 11.8 | 12.2 | 9.9 | 8.5 |
| DEBT SERVICE | | 5.9 | 5.9 | 12.1 | 12.2 |
| TOTAL COSTS | 164.9 | 388.3 | 296.8 | 226.5 | 181.2 |
| REVENUE OVER (UNDER) EXPENDITURES | 108.2 | (46) | 39 | (9) | (19) |
| YEARLY ENDING BALANCE | 108.2 | 62 | 102 | 93 | 73 |

Plan Assumptions:

- (a) Major project's Measure I 1989-2009 projected revenue includes only interest for Cajon Pass, Valley Freeway, Interchange and Major Street projects.
- (b) Major project's Measure I 2010-2040 projected revenue includes projection for Cajon Pass, Valley Freeway, Interchange and Major Street projects.
- (c) Federal includes CMAQ, DEMO, STP, TEA, ARRA, PNRS, IMD
- (d) State includes RIP, IIP, LLP, TCRP, CMIA, ITIP, STIP, TCIF

SAN BERNARDINO ASSOCIATED GOVERNMENTS

Estimated Revenues of \$585.3 Million Fiscal Year 2012/2013



- Note: Other Revenue of \$47.9 Million includes:**
- SAFE Vehicle Registration Fees
 - Freeway Service Patrol/MSRC
 - Planning, Programming & Monitoring
 - Rail Assets Revenue
 - State Highway Operation & Protection Program
 - Transportation Enhancement Activities
 - Public Transportation Modernization, Improvement and Service Enhancement Account
 - Federal Demonstration Funds
 - Traffic Congestion Relief Program
 - Corridor Mobility Improvement Account
 - Interregional Improvement Program
 - Department of Energy
 - Interest Earnings

San Bernardino Associated Governments
Estimated Revenues
 Fiscal Year 2012/2013

| Category of Revenue | 2010/2011 Actual | 2011/2012 Revised Budget | 2012/2013 Budget |
|---|---------------------|--------------------------------|---------------------|
| Grants and Other Revenue | | | |
| Congestion Mitigation and Air Quality | 16,587,911 | 32,836,066 | 18,392,359 |
| Federal Demonstration Funds | - | 5,311,818 | 10,972,781 |
| Federal Transit Administration | 773,387 | - | - |
| Traffic Congestion Relief Program | 3,177,999 | 4,883,104 | 7,494,743 |
| Proposition 1B Traffic Light Synchronization | - | 204,713 | - |
| Corridor Mobility Improvement Account | 99,437 | 2,918,220 | 16,154,591 |
| Public Trans Modern, Improve & Svc Enhance Acct | - | - | 70,069 |
| Transportation Enhancement Activities | - | 2,641,000 | 1,162,000 |
| American Recovery and Reinvestment Act | 35,993,841 | 26,030,000 | 35,327,985 |
| Regional Improvement Program | 3,910,365 | 26,150,000 | 34,484,882 |
| Trade Corridor Improvement Fund | - | 41,200,000 | 110,862,474 |
| Surface Transportation Program | 77,892 | 16,436,200 | 46,010,289 |
| State Highway Operational & Protection Program | - | 339,000 | 300,000 |
| Interregional Improvement Program | 1,880,924 | 36,000 | 1,719,075 |
| Public Utilities Commission | - | - | 800,000 |
| Department of Energy | 1,844,820 | 2,438,326 | 3,108,450 |
| Sales Tax Revenue Bond Proceeds | - | 62,175,000 | - |
| California Energy Commission | - | 2,336,033 | - |
| Project National & Regional Significance | 1,324,332 | 9,107,500 | 21,504,764 |
| Planning, Programming and Monitoring | 1,200,000 | 1,200,000 | 1,300,000 |
| SAFE Vehicle Registration Fees | 1,628,049 | 1,500,000 | 1,684,950 |
| Freeway Service Patrol/State | 1,670,547 | 1,329,163 | 1,420,178 |
| Rail Asset | 458,773 | 250,000 | 400,000 |
| Local Funds/Reimbursements | 20,749,293 | 56,140,750 | 68,692,429 |
| Other Revenue | 5,311,193 | 1,486,000 | 1,398,810 |
| Sub-Total | 96,688,763 | 296,948,893 | 383,260,829 |
| Local Transportation Fund | | | |
| Administration | 450,000 | 450,000 | 850,000 |
| Planning | 1,626,966 | 1,907,555 | 2,372,339 |
| Rail | 91,416 | 8,250,000 | 19,462,950 |
| Pass-Through | 55,315,442 | 50,198,404 | 43,264,662 |
| Sub-Total | 57,483,824 | 60,805,959 | 65,949,951 |
| State Transit Assistance Fund | | | |
| Rail | 1,568 | 1,090,322 | 3,597,946 |
| Pass-Through | 586,226 | 9,702,087 | 10,504,006 |
| Sub-Total | 587,794 | 10,792,409 | 14,101,952 |

Category of Revenue Continued on Next Page

Category of Revenues Continued.....

| Category of Revenue | 2010/2011 Actual | 2011/2012 Revised Budget | 2012/2013 Budget |
|---|----------------------|--------------------------------|----------------------|
| Measure I 2010-2040 | | | |
| Administration | 1,179,271 | 1,115,770 | 1,220,000 |
| Cajon Pass | 3,467,599 | 3,099,000 | 3,340,000 |
| <i>Measure I Valley – 2010-2040</i> | | | |
| Freeway Projects | 28,455,573 | 25,379,000 | 27,432,400 |
| Freeway Interchange Projects | 10,793,494 | 9,626,000 | 10,405,400 |
| Major Street Projects | 16,632,163 | 17,502,000 | 18,918,900 |
| Metrolink /Rail Service | 7,849,813 | 7,001,000 | 7,567,600 |
| Express Bus/Bus Rapid Transit Service | 1,962,453 | 1,750,000 | 1,891,900 |
| Senior/Disabled Transit | 7,849,813 | 7,001,000 | 7,567,600 |
| Traffic Management Systems | 1,962,453 | 1,750,000 | 1,891,900 |
| Local Street Projects/Pass-Through | 17,021,643 | 17,502,230 | 18,918,900 |
| <i>Measure I Mountain/Desert 2010-2040</i> | | | |
| Major Local Highway Projects | 4,930,368 | 4,963,000 | 5,711,200 |
| Senior/Disabled Transit | 1,112,237 | 992,000 | 1,142,400 |
| Local Street Projects (68%) | 444,895 | 397,000 | 456,900 |
| Project Development/Traffic Management (2%) | 14,264,303 | 13,499,000 | 15,534,900 |
| Sub-Total Measure I 2010-2040 | 117,926,078 | 111,577,000 | 122,000,000 |
| TOTAL REVENUES | \$272,686,459 | \$480,124,261 | \$585,312,732 |

Note: Actual FY 2010/2011 Measure I Program amounts include adjustments from prior fiscal year due to formula allocation adjustments.

**San Bernardino Associated Governments
General Assessment Dues Calculation
Fiscal Year 2012/2013**

| Jurisdiction | Pop. 2011 | % of Total Pop. | Assessed Value Before RDA 2011 | % of Total Value | Avg. % Pop. & Value | FY 2012 Amount | FY 2013 Amount | Var. |
|---------------------|------------------|----------------------------|---|---------------------------------|--|---------------------------|---------------------------|----------------|
| Adelanto | 31,671 | 1.543% | \$1,502,988,116 | 0.926% | 1.235% | 1,234 | 1,225 | -\$9 |
| Apple Valley | 69,668 | 3.394% | \$4,513,279,442 | 2.781% | 3.088% | 3,086 | 3,062 | -\$24 |
| Barstow | 22,839 | 1.113% | \$1,212,931,711 | 0.747% | 0.930% | 930 | 923 | -\$7 |
| Big Bear Lake | 5,051 | 0.246% | \$2,913,244,533 | 1.795% | 1.021% | 1,020 | 1,012 | -\$7 |
| Chino | 78,537 | 3.827% | \$8,718,489,878 | 5.372% | 4.599% | 4,597 | 4,562 | -\$35 |
| Chino Hills | 75,345 | 3.671% | \$8,925,505,221 | 5.500% | 4.585% | 4,583 | 4,548 | -\$35 |
| Colton | 52,498 | 2.558% | \$2,556,579,483 | 1.575% | 2.067% | 2,065 | 2,050 | -\$16 |
| Fontana | 198,456 | 9.669% | \$13,428,093,474 | 8.274% | 8.972% | 8,967 | 8,899 | -\$68 |
| Grand Terrace | 12,109 | 0.590% | \$757,229,558 | 0.467% | 0.528% | 528 | 524 | -\$4 |
| Hesperia | 90,726 | 4.420% | \$4,326,810,725 | 2.666% | 3.543% | 3,541 | 3,515 | -\$27 |
| Highland | 53,444 | 2.604% | \$2,709,691,989 | 1.670% | 2.137% | 2,136 | 2,119 | -\$17 |
| Loma Linda | 23,395 | 1.140% | \$1,584,972,954 | 0.977% | 1.058% | 1,058 | 1,050 | -\$8 |
| Montclair | 37,031 | 1.804% | \$2,518,721,816 | 1.552% | 1.678% | 1,677 | 1,665 | -\$13 |
| Needles | 4,874 | 0.237% | \$321,665,780 | 0.198% | 0.218% | 218 | 216 | -\$3 |
| Ontario | 165,392 | 8.058% | \$18,461,094,197 | 11.375% | 9.717% | 9,711 | 9,638 | -\$73 |
| Rancho Cucamonga | 168,181 | 8.194% | \$19,456,932,919 | 11.989% | 10.092% | 10,086 | 10,010 | -\$76 |
| Redlands | 69,231 | 3.373% | \$7,205,098,137 | 4.440% | 3.906% | 3,904 | 3,875 | -\$29 |
| Rialto | 100,021 | 4.873% | \$5,541,690,131 | 3.415% | 4.144% | 4,142 | 4,110 | -\$31 |
| San Bernardino | 211,076 | 10.284% | \$10,306,184,101 | 6.350% | 8.317% | 8,313 | 8,250 | -\$63 |
| Twentynine Palms | 24,646 | 1.201% | \$814,938,548 | 0.502% | 0.851% | 851 | 844 | -\$7 |
| Upland | 74,207 | 3.616% | \$6,944,331,150 | 4.279% | 3.947% | 3,945 | 3,915 | -\$30 |
| Victorville | 117,219 | 5.711% | \$6,823,466,737 | 4.204% | 4.958% | 4,955 | 4,918 | -\$37 |
| Yucaipa | 51,717 | 2.520% | \$3,345,518,381 | 2.061% | 2.291% | 2,289 | 2,272 | -\$17 |
| Yucca Valley | 20,834 | 1.015% | \$1,363,792,269 | 0.840% | 0.928% | 927 | 920 | -\$7 |
| County | 294,229 | 14.336% | \$26,037,509,703 | 16.044% | 15.190% | 15,181 | 15,066 | -\$115 |
| | 2,052,397 | 100.000% | \$162,290,760,953 | 100.00% | 100.00% | 99,942 | 99,188 | (\$754) |

NOTES:

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

2) Net Assessed Value Source: Property Tax Section, County Auditor/Controller, 2011.

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
Indirect Cost Allocations
Fiscal Year 2012/2013**

| | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|---------------------|-----------------------------|---------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 816,871 | 913,511 | 869,967 |
| Regular Part-Time Employees | 106,267 | 49,795 | 46,800 |
| Fringe Allocation-General | 703,026 | 757,167 | 793,758 |
| Professional Services | 570,112 | 753,494 | 513,007 |
| County Fees | 225,397 | 404,539 | 250,000 |
| Auditing & Accounting | 69,733 | 50,000 | 100,000 |
| Legal Fees | - | 46,000 | 135,000 |
| Information Technology Services | - | 23,035 | - |
| Utilities | 56,486 | 66,000 | 60,000 |
| Maintenance-Buildings | 297,602 | 321,261 | 300,000 |
| Maintenance-Motor Vehicles | 1,476 | 1,500 | 2,500 |
| Maintenance-Office Equipment | 1,704 | 7,410 | 5,160 |
| Rentals-Office Equipment | 37,712 | 125,045 | 57,000 |
| General Liability Insurance | 86,538 | 95,000 | 95,000 |
| Umbrella Liability Insurance | 47,665 | 55,000 | 55,000 |
| Property Insurance | 39,000 | 45,000 | 45,000 |
| Crime Insurance | 11,698 | 25,000 | 25,000 |
| Public Officials Liability Insurance | 70,684 | 80,000 | 75,000 |
| Automotive Insurance | 1,446 | 5,000 | 5,000 |
| Dues & Subscriptions | 1,063 | 1,260 | 1,300 |
| Training/Membership | 8,718 | 23,130 | 26,600 |
| Postage | 2,571 | 25,400 | 20,400 |
| Travel Expense - Employee | 20,631 | 6,700 | 28,000 |
| Travel Expense - Non-Employee | - | - | 15,000 |
| Travel Expense-Mileage-Employee | - | 1,400 | 1,400 |
| Travel Expense-Other-Metrolink Tickets | - | 15,000 | 5,000 |
| Advertising | - | 9,600 | - |
| Printing - External | 42,829 | 14,000 | 30,500 |
| Printing - Internal | 29,763 | 72,600 | 66,600 |
| Communications | 37,523 | 96,534 | 48,670 |
| Record/Equipment Storage | 10,758 | 10,300 | 12,000 |
| Other Service Charges | 23,829 | 200 | 1,100 |
| Office Expense | 63,791 | 55,000 | 63,000 |
| Meeting Expense | 2,045 | 5,700 | 8,900 |
| Office Furniture & Equipment | - | 37,086 | - |
| Office Equip/Software-Inventorial | 126,853 | 95,100 | 101,130 |
| Computer Hardware & Software | 50,924 | 30,057 | 237,875 |
| Total | \$3,564,715 | \$4,322,824 | \$4,100,667 |

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 2012/2013 budget for indirect costs allocation is \$4,100,667 in comparison to \$4,322,824 of the fiscal year 2011/2012. This represents a \$222,157 or 5.1% decrease from the previous fiscal year. The majority of the decrease is attributed to less professional services and County fees anticipated in fiscal year 2012/2013.

Program Overview

The FY 2012/2013 SANBAG budget is organized into seven distinct program areas with budget requirements of \$738,837,143. Within these seven program areas, 77 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 FY 2012/2013 budget year. The FY 2012/2013 budget request includes prior year Board approved appropriations to be expended in FY 2012/2013.

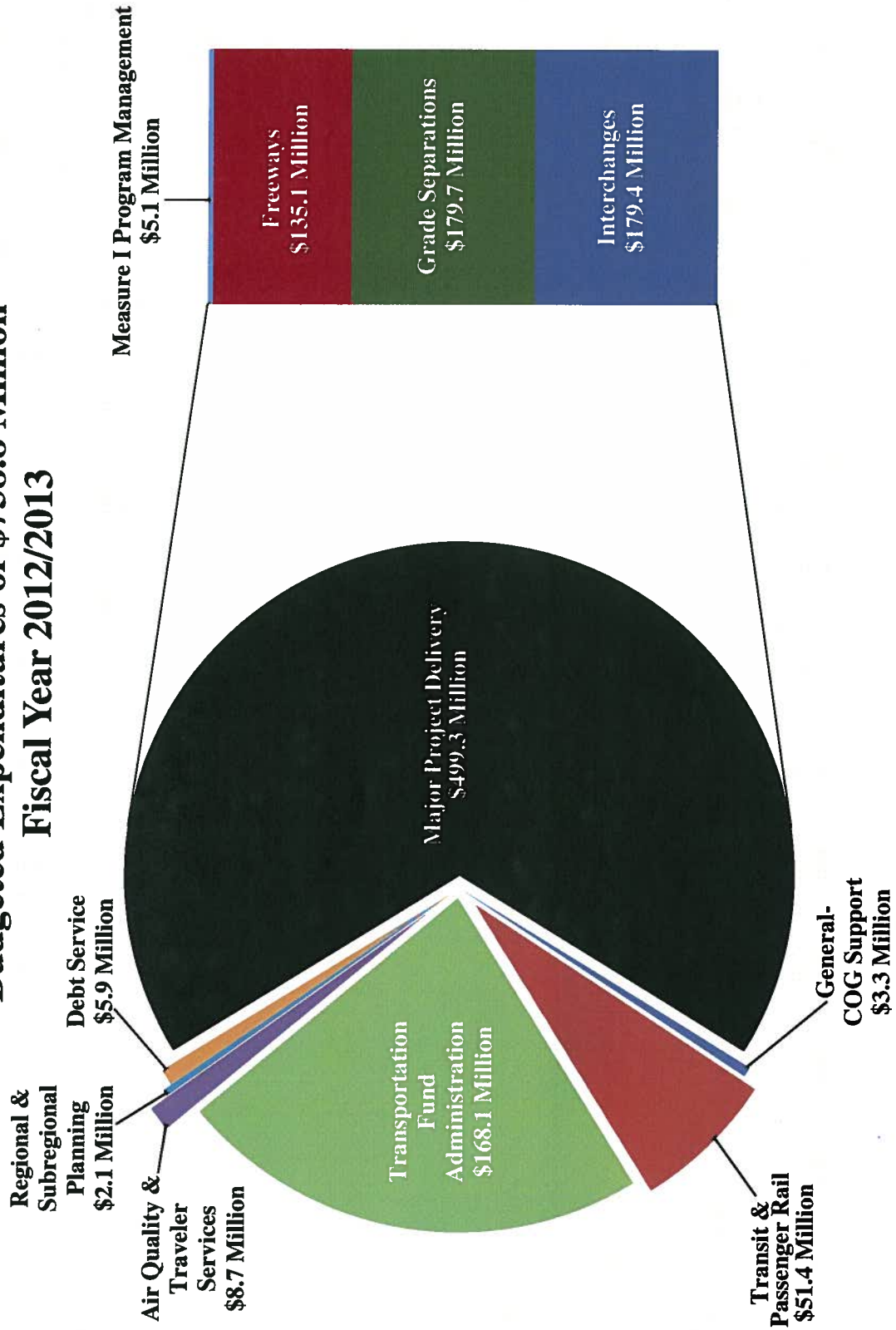
| SANBAG Program Budgets | | | |
|--|----------------------|---------------------------|----------------------|
| | 2010-2011 | 2011-2012 | 2012-2013 |
| | Actual | Revised Budget | Budget |
| Expenditures | | | |
| Air Quality & Traveler Services Program | 7,597,035 | 22,687,570 | 8,719,763 |
| Regional & Subregional Planning Program | 1,487,213 | 1,943,686 | 2,138,830 |
| Major Project Delivery Program | 115,131,750 | 399,316,757 | 499,260,198 |
| Transit & Passenger Rail Program | 43,311,921 | 81,520,719 | 51,379,061 |
| Transportation Fund Administration Program | 160,195,280 | 235,279,399 | 168,095,004 |
| General - Council of Governments Support Program | 2,759,067 | 3,829,026 | 3,327,876 |
| Debt Service Program | 11,477,825 | 261,335,100 | 5,916,411 |
| Total | \$341,960,091 | \$1,005,912,257 | \$738,837,143 |

The pie chart entitled *Budgeted Expenditures* is a graphic representation of the expenditures contained in this budget depicted by program. It is notable 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 and entitled *Task Listing Fiscal Year 2012/2013*. Please refer to the Budget Appendix for FY 2012/2013 for detailed information on funding sources and expenditures.

SAN BERNARDINO ASSOCIATED GOVERNMENTS

Budgeted Expenditures of \$738.8 Million Fiscal Year 2012/2013



Air Quality and Traveler Services Program Budget

Description

The Air Quality and Mobility Program includes 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. Explore 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 an alternate route can be taken.
5. Improve air quality by converting a diesel fleet of trucks to Compressed Natural Gas (CNG) or Liquefied Natural Gas (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 Estimated | 2012/2013 Estimated |
|--|---------------------|------------------------|------------------------|
| Annual Rideshare Participants | 7,858 | 8,080 | 8,950 |
| Park and Ride Lots | 18 | 19 | 21 |
| Motorists assisted by Freeway Service Patrol | 36,366 | 37,135 | 38,000 |
| Calls to 511 | 479,331 | 361,905 | 325,000 |
| Visits to IE511.org | 246,318 | 330,575 | 440,000 |
| Electric Vehicle Workshops Held | N/A | N/A | Yes |

**Air Quality and Traveler Services Program
Task Listing**

| | | 2010/2011 Actual | 2011/2012 Revised Budget | 2012/2013 Budget |
|---------------------|------------------------------------|-----------------------------|---|-----------------------------|
| Expenditures | | | | |
| 0102 | Air Quality Programs | 3,115,829 | 16,533,828 | 3,457,701 |
| 0406 | Traveler Services | 1,599,235 | 2,132,253 | 2,224,957 |
| 0702 | Call Box System | 1,080,517 | 1,880,417 | 1,026,258 |
| 0704 | Freeway Service Patrol/State | 1,744,296 | 2,044,252 | 1,914,260 |
| 0706 | Intelligent Transportation Systems | 57,158 | 96,820 | 96,587 |
| Total | | \$7,597,035 | \$22,687,570 | \$8,719,763 |

Regional and Subregional Planning Program Budget

Description

The Transportation 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.

Following SANBAG's extensive efforts in FY 2011/2012 to support Southern California Association of Governments (SCAG) in development and adoption of the 2012 Regional Transportation Plan/Sustainable Communities Strategy, a major focus of FY 2012/2013 will be initiation of the Comprehensive Transportation Plan (CTP) development across all transportation modes including freight movement, rail and bus transit, and "active" (non-motorized) transportation. The CTP will serve both as guidance to SANBAG's transportation program and as input to the next Regional Transportation Plan to be adopted by SCAG in 2016.

Additional activities will include completion of the major overhaul of SANBAG's Congestion Management Program, begun in FY 2011/2012, to fulfill the agency's obligations as the Congestion Management Agency for the County, and studies that address corridor specific or more localized needs within subareas of the County. These studies are critical to determination of future facility needs and to qualify for discretionary funding sources allocated on a statewide basis. These studies, as well as the comprehensive planning effort, will be supported by the newly developed San Bernardino County Transportation Analysis Model (SBTAM).

Goals and Objectives

1. Assist SCAG in the design of an improved process for development of the 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).
2. Initiate development of a new countywide Comprehensive Transportation Plan.
3. Prepare corridor-level or focused studies to relieve bottlenecks, improve operations, and develop input to regional and subregional plans.

4. Maintain tools including travel demand modeling and geographic information systems capabilities to support planning and project delivery activities.
5. Complete the major update to the Congestion Management Program (CMP) to be consistent with requirements for the state CMP and national congestion management process (CMS).
6. Provide for traffic, ridership, and incident monitoring as needed to support performance assessment and design efforts.

Performance/Workload Indicators

| | 2010/2011 Actual | 2011/2012 Estimated | 2012/2013 Estimated |
|--|---|---|---|
| RTP/SCS/RHNA Submittals | Coordinate Reviews for 25 Jurisdictions | Coordinate Reviews for 25 Jurisdictions | Coordinate Reviews for 25 Jurisdictions |
| Transportation Modeling | Initiate SBTAM Model Development | Deliver Validated SBTAM Model | Apply SBTAM to Projects |
| Support SANBAG/Jurisdiction Analysis of Projects | 10+ Model Products/year | 10+ Model Products/year | 20+ Model Products/year |
| Data Management Maintain Data Sets | Exist Land Use General Plan L.U. Proj. Mgmt. Dbbase Growth Fcst Model Answer calls/emails from 25 jurisdictions | Exist Land Use General Plan L.U. Proj. Mgmt. Dbbase Growth Fcst Model Answer calls/emails from 25 jurisdictions | Exist 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 |

| Regional and Subregional Planning Program Task Listing | | | | |
|---|--|---------------------|--------------------------------|---------------------|
| | | 2010/2011 Actual | 2011/2012 Revised Budget | 2012/2013 Budget |
| Expenditures | | | | |
| 0110 | Regional Planning | 397,619 | 452,364 | 489,687 |
| 0203 | Congestion Management | 74,446 | 131,271 | 100,865 |
| 0213 | High Desert Corridor Studies | 13,961 | 321,856 | 228,191 |
| 0404 | Subregional Planning | 798,174 | 816,527 | 1,092,886 |
| 0941 | Mtn./Desert Planning and Project Development | 203,013 | 221,668 | 227,201 |
| Total | | \$1,487,213 | \$1,943,686 | \$2,138,830 |

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 allocation decisions that support development of the integrated system of highways, transit and commuter rail which serve the traveling public, as well as the efficient movement of goods to and through the county.

Major Project Delivery Program Budget

Description

The Major Project Delivery Program budget is comprised 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. This program represents the largest portion of the capital budget for SANBAG and contains activities necessary for preparation, management, and construction of major projects.

Goals and Objectives

1. Reduce congestion on the County's transportation system by providing for project preparation and construction of freeway, interchange, and grade separation facilities.
2. Meet SANBAG's commitment to deliver transportation improvements in accordance with the Measure I Transportation Transactions and Use Tax approved in 1989 and renewed in 2004 by the San Bernardino County voters with the passage of Measure I 2010-2040.
3. Continue exploration of alternative project financing methods, including express lanes, as a means to manage our freeway assets in ways that maximize their productivity and maintain their value to the public over the long term.
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 Estimated | 2012/2013 Estimated |
|---|---------------------|------------------------|------------------------|
| Project Approval/Environmental Document | 2 | 4 | 2 |
| Start Construction | 4 | 9 | 9 |
| Open to Traffic | N/A | 3 | 5 |
| Project Control System | Yes | Yes | Yes |

Major Project Delivery Program Task Listing

| | | 2010/2011 Actual | 2011/2012 Revised Budget | 2012/2013 Budget |
|---------------------|--|---------------------|--------------------------------|---------------------|
| Expenditures | | | | |
| 0701 | Valley Signal Coordination Program | 3,291,808 | 5,603,074 | 1,478,995 |
| 0815 | Measure I Program Management | 4,179,214 | 5,849,951 | 5,120,049 |
| 0817 | State Route 60 Sound Wall | 142,984 | 982,330 | 71,163 |
| 0819 | Hwy 62 & Rotary Way Traffic Signal Project | - | 450,000 | 450,000 |
| 0820 | State Route 210 Final Design | 78,155 | 357,209 | 245,170 |
| 0822 | State Route 210 Right of Way Acquisition | 2,811,286 | 2,354,172 | 3,298,494 |
| 0824 | State Route 210 Construction | 1,300,079 | 13,602,892 | 8,947,468 |
| 0825 | I-10 Corridor Project Development | 435,038 | 3,253,960 | 4,123,966 |
| 0826 | I-10 Cherry/Citrus Interchanges | 5,952,756 | 47,325,429 | 71,708,739 |

**Major Project Delivery Program
Task Listing**

| | | 2010/2011 Actual | 2011/2012 Revised Budget | 2012/2013 Budget |
|---------------------|---|-----------------------------|---|-----------------------------|
| Expenditures | | | | |
| 0830 | I-215 San Bern/Riverside Project Development | - | 16,758 | 15,804 |
| 0834 | I-215 Final Design | 53,235 | 468,411 | 366,579 |
| 0836 | I-215 Right of Way Acquisition | 4,471,444 | 6,683,220 | 2,901,919 |
| 0838 | I-215 Construction | 55,692,578 | 63,373,098 | 79,699,415 |
| 0839 | I-215 Bi-County HOV Gap Closure Project | 1,207,026 | 9,301,773 | 18,844,743 |
| 0840 | I-215 Barton Road Interchange | 387,479 | 846,532 | 10,771,111 |
| 0841 | I-10 Riverside Interchange | 9,918,553 | 13,939,152 | 3,200,247 |
| 0842 | I-10 Tippecanoe Interchange | 2,824,524 | 14,336,307 | 39,604,394 |
| 0845 | I-215 Mt. Vernon/Washington Interchange | 110,646 | 683,064 | 466,087 |
| 0850 | Alternative Project Financing | 159,069 | 3,156,699 | 3,661,056 |
| 0862 | I-10 Westbound Lane Addition - Yucaipa/Redlands | 2,904,675 | 12,089,300 | 9,906,181 |
| 0869 | Glen Helen Parkway Grade Separation | 1,704,684 | 6,144,418 | 4,400,356 |
| 0870 | Hunts Lane Grade Separation | 1,314,847 | 32,970,656 | 12,584,715 |
| 0871 | State St./University Parkway Grade Separation | 29,835 | 350,956 | 328,306 |
| 0874 | Palm Ave. Grade Separation | 694,294 | 11,530,495 | 9,899,031 |
| 0876 | South Milliken Ave. Grade Separation | 1,101,352 | 6,478,499 | 6,840,456 |
| 0877 | Vineyard Ave. Grade Separation | 832,227 | 7,371,774 | 1,732,673 |
| 0879 | Colton Crossing BNSF/UPRR Grade Separation | 1,360,983 | 36,540,199 | 91,530,337 |
| 0880 | I-15/I-215 Devore Interchange | 3,112,529 | 11,548,371 | 22,086,076 |
| 0881 | Lenwood Ave. Grade Separation | 1,261,180 | 6,916,318 | 4,688,881 |
| 0882 | North Milliken Ave. Grade Separation | 6,324,152 | 38,653,777 | 17,119,616 |
| 0883 | State Route 210 Pepper Ave. Interchange | 132,482 | 1,613,252 | 2,277,989 |
| 0884 | Laurel Ave. Grade Separation | 874,494 | 8,377,450 | 15,864,368 |
| 0885 | 9th Street Rail Improvements | - | 104,437 | 4,216,173 |
| 0886 | Colton Quiet Zone | 348,653 | 2,442,707 | 3,147,427 |
| 0887 | State Route 210 Lane Addition | - | 1,045,061 | 1,063,515 |
| 0888 | I-15 La Mesa/Nisqualli Interchange | 119,489 | 18,155,056 | 16,184,871 |
| 0889 | Yucca Loma Bridge | - | 4,300,000 | 7,062,129 |
| 0890 | I-15 Rancho Road Interchange | - | 100,000 | 13,351,699 |
| Total | | \$115,131,750 | \$399,316,757 | \$499,260,198 |

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 SCRRA/Metrolink, and development of light rail passenger service. Many of SANBAG's Transit and Passenger Rail Program responsibilities are based on federal and state requirements.

In prior years, SANBAG maintained separate tasks for each of the transit agencies and identified the various responsibilities for each of the operators within the task. Beginning in FY 2012/2013, SANBAG has consolidated these into three tasks: General Transit, Transit

Operations and Transit Capital. This task structure mirrors the task structure that had generally been used for the rail program in prior years. 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 VTrans, the San Bernardino County Consolidated Transportation Services Agency. 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 update of the required Short Range Transit Plans. There is no expansion in SANBAG's General Transit and General Commuter Rail responsibilities in FY 2012/2013.

New in the FY 2012/2013 is the inclusion of two tasks – Transit Capital (0310) and Transit Operations (0311). Transit Capital supports all of the efforts associated with transit capital projects to be delivered in FY 2012/2013, such as the Downtown San Bernardino Transit Center. The Transit Operations task includes the Measure I Senior and Disabled funds that are provided to the transit agencies for operating subsidies and parallel ADA access service. Additionally, the Transit Operations task includes the 2% of Valley Measure I revenue that is provided pursuant to the ordinance to VTrans to facilitate its social transportation planning and coordination efforts.

Within the Commuter Rail Operations (0377) task, SANBAG will provide its member agency subsidy for the Metrolink rail system to SCRRA. Commuter Rail Capital (0379) includes all of the rail capital projects that are currently underway, including the Downtown San Bernardino Passenger Rail, Redlands Passenger Rail, and the Gold Line Extension.

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 each agency required to prepare one covering the next three fiscal years inclusive of the current fiscal year.
2. Continue efforts to extend Metro Gold Line to Montclair and study the further extension of the Gold Line to the Ontario International Airport.
3. Deliver the Downtown San Bernardino and Redlands Rail projects.
 - Complete construction of SCRRA Eastern Maintenance Facility (EMF)
 - Finish the Environmental Document, Right-of-Way Acquisition, Final Design and project construction documents for the Downtown San Bernardino Project.
 - Finish the Environmental Document, Right-of-Way Acquisition, Final Design and project construction documents for the Downtown 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

Performance/Workload Indicators

| | 2010/2011 Actual | 2011/2012 Estimated | 2012/2013 Estimated |
|--|---------------------|------------------------|------------------------|
| SRTP's for each Transit Agency | N/A | N/A | Yes |
| Eastern Maintenance Facility | Prelim Eng. | Final Design | Construction |
| Downtown San Bernardino Passenger Rail Project | Prelim Eng. | Final Design | Construction |
| Downtown San Bernardino Transit Center | N/A | Prelim Eng. | Construction |
| Redlands Rail Project | Planning | Prelim Eng. | Prelim Eng. |
| Gold Line Extension | N/A | N/A | Planning |
| Provide Operating Subsidies to Transit Operators | Yes | Yes | Yes |
| Complete Financial Audits for Transit Providers | Yes | Yes | Yes |

| Transit and Passenger Rail Program | | | |
|---|---------------------|--------------------------------|---------------------|
| Task Listing | | | |
| | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
| Expenditures | | | |
| 0309 General Transit | 9,782,862 | 14,141,453 | 872,459 |
| 0310 Transit Operating | 6,178,047 | 7,050,250 | 8,823,072 |
| 0311 Transit Capital | - | 8,943,261 | 5,332,307 |
| 0352 General Commuter Rail | 317,709 | 649,634 | 800,797 |
| 0377 Commuter Rail Operating | 9,717,888 | 12,222,921 | 12,133,858 |
| 0379 Commuter Rail Capital | 17,315,415 | 38,513,200 | 23,416,568 |
| Total | \$43,311,921 | \$81,520,719 | \$51,379,061 |

Transportation Fund Administration and Programming Budget

Description

This program is a new consolidated program for the FY 2012/13 budget. This 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 project prioritization and distribution of funds under the discretion of SANBAG.

Fund Administration tasks include administering Measure I allocations per the Measure I Strategic Plan, programming of projects that receive state and federal highway 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's 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 \$34 million in Measure I funds for road priorities determined by local jurisdictions on their local streets. This program also includes the distribution of Local Transportation Fund and State Transit Assistance Fund revenues to local transit operators and Mountain/Desert jurisdictions.

This year will see the implementation of SANBAG's Ten-Year Delivery Plan under the framework of the Measure I 2010-2040 Strategic Plan. State and federal revenues are projected at levels received in the past. Revenue from federal sources may change as a result of a new transportation authorization in FY 2012/2013. The FY 2012/2013 budget is the third year of new Measure I implementation, and includes allocations for SANBAG projects, contributions of pass-through funds for local jurisdictions, and expenditures under the Project Advancement and Major Street Arterial Programs.

These tasks also include the administrative functions performed by SANBAG as authorized in the Transportation Development Act and Measure I Transactions and Use Tax. The Measure I Administration Task includes local stimulus, which will be fully expended prior to the end of 2013.

The tasks in this program serve to provide for efficient and effective administration of transportation funds. It also provides a flexible source of transportation funding directed to local governments to allow them to meet transportation priorities of their local communities. This flexible source of transportation funding additionally provides for leveraging of other resources to maximize the benefit of funds available to municipalities. A portion of the Transportation Fund Administration Program budget is financed with available undesignated fund balances.

Goals and Objectives

Measure I Apportionment and Allocation and Project Advancement:

1. Manage the allocations of SANBAG public funds (non-pass through) such as Measure I, 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 receiving additional state and federal funds revenue in the form of Obligation Authority, apportionments as well as new grants.
3. Manage SANBAG's annual STP and CMAQ Obligation Authority (OA) Delivery Plan to achieve 100% OA delivery.
4. Develop and amend the Regional Transportation Improvement Program (RTIP) for projects within San Bernardino County as required by law.
5. Develop and amend the State Transportation Improvement Program (STIP) as required by the California Transportation Commission (CTC).
6. Provide support to local jurisdictions in the area of RTIP development, local assistance and fund management strategies that have an impact on SANBAG's public funds.

7. Develop implementation guidelines for the Ten-Year Delivery Plan.
8. Evaluate public fund revenue when revenue assumptions change and make allocation planning recommendations for consideration in the SANBAG budget.
9. Manage Measure I reimbursement programs for the Valley
 - For the arterial portion of the Measure I 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.
10. Administer distribution and expenditure of TDA and STA funds.

Performance/Workload Indicators

| | 2010/2011 Actual | 2011/2012 Estimated | 2012/2013 Estimated |
|---|---------------------|------------------------|------------------------|
| State and Federal Funds Delivery | N/A | 134% OA | 100% |
| FTIP Amendments | N/A | 26 | 20 |
| Additional State Funds Received | N/A | \$ 70,000,000 | \$ 20,000,000 |
| Additional Federal Funds Received | N/A | \$ 4,000,000 | \$ 5,000,000 |
| Programming Changes Processed | N/A | 100 | 200 |
| Ten-Year Delivery Plan-Implementation Guidelines | N/A | N/A | By 12/1/12 |
| Measure I Valley Major Street/Arterial Allocation | \$ 6,351,000 | \$ 8,400,000 | \$ 4,176,710 |
| Project Advancement Allocation-Valley Interchange | \$ 2,911,000 | \$ 3,830,000 | \$ 4,215,200 |
| Project Advancement Allocation-Valley Arterials | \$ 5,293,000 | \$ 6,970,000 | \$ 12,533,250 |
| Project Advancement Agreements | 24 | 24 | 24 |
| Arterial Program Jurisdiction Master Agreements | 16 | 16 | 16 |

Transportation Fund Administration Program Task Listing

| | | 2010/2011 Actual | 2011/2012 Revised Budget | 2012/2013 Budget |
|---------------------|---|----------------------|--------------------------------|----------------------|
| Expenditures | | | | |
| 0373 | Federal/State Fund Administration | 664,445 | 890,576 | 979,994 |
| 0500 | Transportation Improvement Program | 179,478 | 237,447 | 358,424 |
| 0501 | Federal/Transit Act Programming | 22,566 | 38,628 | 96,969 |
| 0502 | TDA Administration | 233,536 | 669,104 | 470,005 |
| 0504 | Measure I Administration | 6,057,461 | 17,001,445 | 426,634 |
| 0506 | Local Transportation Fund | 111,714,287 | 117,364,904 | 83,337,751 |
| 0507 | State Transit Assistance Fund | - | 43,632,954 | 26,330,985 |
| 0515 | Measure I Valley Apportionment & Allocation | 1,366,369 | 13,109,976 | 4,427,761 |
| 0609 | Strategic Planning/Delivery Planning | 489,856 | 443,909 | 365,824 |
| 0610 | Measure I 2010-2040 Project Advancement | 7,293,434 | 10,889,226 | 16,846,857 |
| 0918 | Measure I Local Pass Through | 32,173,848 | 31,001,230 | 34,453,800 |
| Total | | \$160,195,280 | \$235,279,399 | \$168,095,004 |

Measure I Administration, Task 0504, 2012/2013 budget decreased from \$17,001,445 to \$426,634 due to encumbrance carryovers for stimulus payments in FY 2011/2012 from prior year.

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 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. It also provides the mechanism for receiving feedback from our residents through an annual survey.

The Intergovernmental and Legislative tasks contained in this program are essential to the on-going work with state and federal legislators; local, state and federal agencies; and regional transportation agencies to assure that transportation funding and project preparation are progressing relative to priorities established by the SANBAG Board.

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.

Other tasks provide for the maintenance and operations of the Santa Fe Depot which serves as SANBAG's office and general support functions related to SANBAG's role as the County Transportation Commission.

Also in this program are tasks related to SANBAG's work as the Council of Governments. These tasks 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.

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 feedback to policymakers by continuing with the annual survey of residents' attitudes towards local government and public policy issues.
6. 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.
7. Continue to facilitate the partnerships necessary to address the recently adopted San Bernardino County Vision.

Performance/Workload Indicators

| | 2010/2011 Actual | 2011/2012 Estimated | 2012/2013 Estimated |
|--|---------------------|------------------------|------------------------|
| Average yield on investments | 1.5% | 1.0% | 1.5% |
| Sales tax revenue note/bond rating (S&P/Fitch) | SP-1+/F1+ | AAA/AA+ | AAA/AA+ |
| Measure I sales tax revenue forecast | Yes | Yes | Yes |
| Capital budget cash flow bond needs analysis | Yes | Yes | Yes |
| Long-term/short-term bond issuance | N/A | Yes | Yes |
| Form PACE Program with at least 20 agencies | N/A | N/A | Yes |
| City/County Conference | Yes | Yes | Yes |
| Properties installing efficiency projects | N/A | N/A | 1500 |
| Photo voltaic sites installed | N/A | N/A | 30 |

General - Council of Governments Support Program Task Listing

| | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|---|---------------------|--------------------------------|---------------------|
| Expenditures | | | |
| 0104 Intergovernmental Relations | 299,585 | 365,865 | 442,441 |
| 0490 Council of Governments New Initiatives | 427,370 | 604,460 | 80,585 |
| 0492 Joint Solar Power Purchase Agreement | - | - | 176,732 |
| 0495 Greenhouse Gas | - | - | 495,481 |
| 0503 Legislation | 521,911 | 665,327 | 613,473 |
| 0601 County Transportation Commission-General | 349,679 | 454,052 | 483,591 |
| 0605 Publications and Public Outreach | 363,018 | 509,237 | 576,842 |
| 0708 Property Assessed Clean Energy (PACE) | - | - | 141,514 |
| 0805 Building Operations & Maintenance | 595,716 | 113,703 | 89,115 |
| 0942 Financial Management | 201,788 | 1,116,382 | 228,102 |
| Total | \$2,759,067 | \$3,829,026 | \$3,327,876 |

Debt Service Program

Description

This program accounts for the debt service principal, interest and fiscal charges attributed to the outstanding bonded indebtedness of SANBAG. The FY 2012/2013 budget includes the 2012A 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 Estimated | 2012/2013 Estimated |
|---|---------------------|------------------------|------------------------|
| Debt Service: | | | |
| Principal | \$ - | \$ 250,000,000 | \$ - |
| Interest | \$ 11,609,500 | \$ 34,018,998 | \$ 3,851,087 |
| Arbitrage Calculation | N/A | Yes | N/A |
| Debt continuing disclosure requirements | Yes | Yes | Yes |

| Debt Service Program Task Listing | | | | |
|--------------------------------------|------------------------------|---------------------|--------------------------------|---------------------|
| | | 2010/2011 Actual | 2011/2012 Revised Budget | 2012/2013 Budget |
| Expenditures | | | | |
| 0960 | 2009A Sales Tax Revenue Note | 11,477,825 | 261,335,100 | - |
| 0965 | 2012A Sales Tax Revenue Bond | - | - | 5,916,411 |
| Total | | \$11,477,825 | \$261,335,100 | \$5,916,411 |

#####

**San Bernardino Associated Governments
Task Listing
Fiscal Year 2012/2013**

Air Quality & Traveler Services Program

| <u>Task</u> | <u>Task Description</u> | <u>Mgr.</u> |
|-------------|------------------------------------|-------------|
| 0102 | Air Quality Programs | DB |
| 0406 | Traveler Services | DB |
| 0702 | Call Box System | DB |
| 0704 | Freeway Service Patrol/State | DB |
| 0706 | Intelligent Transportation Systems | DB |

Regional and Subregional Planning Program

| <u>Task</u> | <u>Task Description</u> | <u>Mgr.</u> |
|-------------|---|-------------|
| 0110 | Regional Planning | SS |
| 0203 | Congestion Management | SS |
| 0213 | High Desert Corridor Studies | DB |
| 0404 | Subregional Planning | SS |
| 0941 | Mtn. /Desert Planning & Project Development | DB |

Major Project Delivery Program

| <u>Task</u> | <u>Task Description</u> | <u>Mgr.</u> |
|-------------|---|-------------|
| 0701 | Valley Signal Coordination Program | GC |
| 0815 | Measure I Program Management | GC |
| 0817 | State Route 60 Sound Wall | GC |
| 0819 | Hwy 62 & Rotary Way Traffic Signal Project | DB |
| 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/Cherry 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 Interchange | GC |
| 0842 | I-10 Tippecanoe Interchange | GC |
| 0845 | I-215 Mt. Vernon/Washington 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 St./University Parkway Grade Separation | GC |
| 0874 | Palm Ave. Grade Separation | GC |
| 0876 | South Milliken Ave. Grade Separation | GC |
| 0877 | Vineyard Ave. Grade Separation | GC |
| 0879 | Colton Crossing BNSF/UPRR Grade Separation | GC |
| 0880 | I-15/I-215 Devore Interchange | GC |
| 0881 | Lenwood Ave. Grade Separation | GC |
| 0882 | North Milliken Ave. Grade Separation | GC |
| 0883 | State Route 210 Pepper Ave. Interchange | GC |
| 0884 | Laurel Ave. Grade Separation | GC |
| 0885 | 9 th Street Rail Improvements | GC |
| 0886 | Colton Quiet Zone | GC |
| 0887 | State Route 210 Lane Addition | GC |
| 0888 | I-15 La Mesa/Nisqualli Interchange | GC |
| 0889 | Yucca Loma Bridge | DB |
| 0890 | I-15 Rancho Interchange | GC |

Transit and Passenger Rail Program

| <u>Task</u> | <u>Task Description</u> | <u>Mgr.</u> |
|-------------|--------------------------|-------------|
| 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

| <u>Task</u> | <u>Task Description</u> | <u>Mgr.</u> |
|-------------|---|-------------|
| 0373 | Federal/State Fund Administration | FA |
| 0500 | Transportation Improvement Program | FA |
| 0501 | Federal/Transit Act Programming | FA |
| 0502 | TDA Administration | FA |
| 0504 | Measure I Administration | DB |
| 0506 | Local Transportation Fund | FA |
| 0507 | State Transit Assistance Fund | FA |
| 0515 | Measure I Valley Apportionment & Allocation | FA |
| 0609 | Strategic Planning/Delivery Planning | FA |
| 0610 | Measure I 2010-2040 Project Advancement | FA |
| 0918 | Measure I Local Pass-Through | WS |

General - Council of Governments Support Program

| <u>Task</u> | <u>Task Description</u> | <u>Mgr.</u> |
|-------------|--|-------------|
| 0104 | Intergovernmental Relations | DB |
| 0490 | Council of Governments New Initiatives | DB |
| 0492 | Joint Solar Power Purchase Agreement | DB |
| 0495 | Greenhouse Gas | SS |
| 0503 | Legislation | JF |
| 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

| <u>Task</u> | <u>Task Description</u> | <u>Mgr.</u> |
|-------------|-------------------------------------|-------------|
| 0960 | 2009A Sales Tax Revenue Note | WS |
| 0965 | 2012A Sales Tax Revenue Bond | WS |

BOLD/ITALICS = NEW TASK FISCAL YEAR 2012/13
Italics = Name Change

**San Bernardino Associated Governments
Task Modifications
Fiscal Year 2012/2013**

Closed Tasks

| <u>Task</u> | <u>Title</u> | <u>Manager</u> |
|--------------------|---|-----------------------|
| 0111 | Freight Movement Planning (Combined with Task 0110) | Smith |
| 0112 | Growth Forecasting and Planning (Combined with Task 0110) | Smith |
| 0202 | Transportation Modeling & Forecasting (Combined with Task 0404) | Smith |
| 0409 | Data Development & Management (Combined with Task 0404) | Smith |
| 0526 | Subregional Transportation Monitoring (Combined with Task 0404) | Smith |
| 0875 | Main Street Grade Separation | Cohoe |
| 0812 | Clean Fuels Implementation (Combined with Task 0102) | Baker |
| 0315 | Omnitrans (Combined with Task 0309) | Alderman |
| 0316 | Barstow-County Transit (Combined with Task 0309) | Alderman |
| 0317 | Victor Valley Transit (Combined with Task 0309) | Alderman |
| 0318 | Morongo Basin Transit (Combined with Task 0309) | Alderman |
| 0319 | Social Service Transportation Plan (Combined with Task 0309) | Alderman |
| 0320 | Needles Transit (Combined with Task 0309) | Alderman |
| 0321 | Mountain Area Transit (Combined with Task 0309) | Alderman |
| 0380 | Redlands Rail Extension (Combined with Task 0379) | Alderman |
| 0381 | Gold Line Phase II (Combined with Task 0379) | Alderman |
| 0382 | San Bernardino Transit Center (Combined with Task 0311) | Alderman |
| 0513 | Measure I Valley Senior & Disabled (Combined with Task 0310) | Alderman |
| 0806 | Building Improvements (Combined with Task 0805) | Baker |

New Tasks

| <u>Task</u> | <u>Title</u> | <u>Manager</u> |
|--------------------|---------------------------------------|-----------------------|
| 0310 | Transit Operating | Alderman |
| 0311 | Transit Capital | Alderman |
| 0492 | Joint Solar Power Purchase Agreement | Baker |
| 0495 | Greenhouse Gas | Smith |
| 0708 | Property Assessed Clean Energy (PACE) | Baker |
| 0965 | 2012A Sales Tax Revenue Bond | Stawarski |

Tasks Moved To New Program

| <u>Task</u> | <u>From</u> | <u>To</u> | <u>Manager</u> |
|--------------------|--|---------------------------|-----------------------|
| 0373 | Regional/Subregional Planning Program | Transportation Fund Admin | Fund Admin. |
| 0500 | Regional/Subregional Planning Program | Transportation Fund Admin | Fund Admin. |
| 0501 | Transit & Passenger Rail | Transportation Fund Admin | Fund Admin. |
| 0609 | Regional/Subregional Planning Program | Transportation Fund Admin | Fund Admin. |
| 0701 | Regional/Sub-Regional Planning Program | Major Project Delivery | Cohoe |

Program Name Change

| <u>From</u> | <u>To</u> |
|---|---|
| Transportation Planning & Programming Program | Regional and Subregional Planning Program |
| New | Debt Service Program |

San Bernardino Associated Governments
Budget Summary
Fiscal Year 2012/2013

| EXPENDITURES | Measure 1 | | | | | | | | | | LTF/STAF | Capital Bonds | Grants / Other Revenue * | Grant / Revenue Type | Total | | | | | | | | | | |
|------------------------------|---------------------------------------|---------------------------|---------------------------|---------------|----------------------------------|----------------------------|-------------------------------------|---------------------|---------------------------|--|-----------|---------------|--------------------------|----------------------|------------|------------|-----------|------------|-----------|-----------|-----------|------------|-----------|------------|-------------|
| | 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 | | | | | | | | | | | | | | | |
| 0701 | Valley Signal Coordination Program | - | - | - | - | 798,995 | - | - | - | - | - | - | - | - | - | 1,478,995 | | | | | | | | | |
| 0815 | Measure 1 Program Management | 3,316,627 | 1,069,167 | - | 734,255 | - | - | - | - | - | - | - | - | - | - | 5,120,049 | | | | | | | | | |
| 0817 | SR 60 Sound Wall | 71,163 | - | - | - | - | - | - | - | - | - | - | - | - | - | 71,163 | | | | | | | | | |
| 0819 | Hwy 62/Rotary Way Traffic Signal | - | - | - | - | - | - | - | - | - | 450,000 | - | - | - | - | 450,000 | | | | | | | | | |
| 0820 | SR 210 Final Design | 245,170 | - | - | - | - | - | - | - | - | - | - | - | - | - | 245,170 | | | | | | | | | |
| 0822 | SR 210 Right of Way Acquisition | 3,298,494 | - | - | - | - | - | - | - | - | - | - | - | - | - | 3,298,494 | | | | | | | | | |
| 0824 | SR 210 Construction | 2,875,168 | - | - | - | - | - | - | - | - | - | - | - | - | - | 2,875,168 | | | | | | | | | |
| 0825 | I-10 Corridor Project Development | 4,123,966 | - | - | - | - | - | - | - | - | - | - | - | - | - | 4,123,966 | | | | | | | | | |
| 0826 | I-10 Cherry/Cirrus Interchange | - | 9,358,468 | - | - | - | - | - | - | - | - | - | - | - | - | 9,358,468 | | | | | | | | | |
| 0830 | I-215 SANRIV Project Development | 15,804 | - | - | - | - | - | - | - | - | - | - | - | - | - | 15,804 | | | | | | | | | |
| 0834 | I-215 Final Design | 366,579 | - | - | - | - | - | - | - | - | - | - | - | - | - | 366,579 | | | | | | | | | |
| 0836 | I-215 Right of Way Acquisition | 161,919 | - | - | - | - | - | - | - | - | - | - | - | - | - | 161,919 | | | | | | | | | |
| 0838 | I-215 Construction | 7,184,601 | - | - | - | - | - | - | - | - | - | - | - | - | - | 7,184,601 | | | | | | | | | |
| 0839 | I-215 HOV Gap Closure Project | 15,298,419 | - | - | - | - | - | - | - | - | - | - | - | - | - | 15,298,419 | | | | | | | | | |
| 0840 | I-215 Barton Road Interchange | 10,771,111 | - | - | - | - | - | - | - | - | - | - | - | - | - | 10,771,111 | | | | | | | | | |
| 0841 | I-10 Riverside Interchange | 59,947 | 21,265 | - | - | - | - | - | - | - | - | - | - | - | - | 81,212 | | | | | | | | | |
| 0842 | I-10 Trippance Interchange | 877,372 | 1,464,436 | - | - | - | - | - | - | - | - | - | - | - | - | 2,341,808 | | | | | | | | | |
| 0845 | I-215 Mt. Vernon Washington Interch. | 466,087 | - | - | - | - | - | - | - | - | - | - | - | - | - | 466,087 | | | | | | | | | |
| 0850 | Alternative Project Financing | 1,954,815 | 291,300 | - | - | - | - | - | - | - | - | - | - | - | - | 2,246,115 | | | | | | | | | |
| 0862 | I-10 Westbound Lane Addition-Yucaipa | 643,521 | - | - | - | - | - | - | - | - | - | - | - | - | - | 643,521 | | | | | | | | | |
| 0869 | Glen Helen Parkway Grade Separation | - | - | - | 32,131 | - | - | - | - | - | - | - | - | - | - | 32,131 | | | | | | | | | |
| 0870 | Hunts Lane Grade Separation | 439,166 | - | - | - | - | - | - | - | - | - | - | - | - | - | 439,166 | | | | | | | | | |
| 0871 | Slate St./University Pkwy. Grade Sep. | 328,306 | - | - | 183,731 | - | - | - | - | - | - | - | - | - | - | 512,037 | | | | | | | | | |
| 0874 | Palm Avenue Grade Separation | - | - | - | 132,837 | - | - | - | - | - | - | - | - | - | - | 132,837 | | | | | | | | | |
| 0876 | So. Milliken Avenue Grade Separation | - | - | - | 1,016,456 | - | - | - | - | - | - | - | - | - | - | 1,016,456 | | | | | | | | | |
| 0877 | Vineyard Avenue Grade Separation | - | - | - | 770,073 | - | - | - | - | - | - | - | - | - | - | 770,073 | | | | | | | | | |
| 0879 | Colton Crossing BNSF/UPRR Grade | 225,337 | - | - | - | - | - | - | - | - | - | - | - | - | - | 225,337 | | | | | | | | | |
| 0880 | I-15/I-215 Devore Interchange | - | 218,444 | - | - | - | - | - | - | - | - | - | - | - | - | 218,444 | | | | | | | | | |
| 0881 | Lenwood Road Grade Separation | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | | |
| 0882 | No. Milliken Avenue Grade Separation | - | - | - | 38,782 | - | - | - | - | - | - | - | - | - | - | 38,782 | | | | | | | | | |
| 0883 | SR 210 Pepper Ave Interchange | 2,277,989 | - | - | 1,810,949 | - | - | - | - | - | - | - | - | - | - | 4,088,938 | | | | | | | | | |
| 0884 | Laurel Ave Grade Separation | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | | |
| 0885 | 9th Street Rail Improvement Project | 4,216,173 | - | - | - | - | - | - | - | - | - | - | - | - | - | 4,216,173 | | | | | | | | | |
| 0886 | Colton/BNSF Quiet Zone Project | 3,047,427 | - | - | - | - | - | - | - | - | - | - | - | - | - | 3,047,427 | | | | | | | | | |
| 0887 | SR 210 Lane Addition | 1,063,515 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1,063,515 | | | | | | | | | |
| 0888 | I-15 La Mesa/Nisqualli Interchange | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | | |
| 0889 | Yucaipa Loma Bridge | - | - | - | - | - | - | - | - | - | 790,727 | - | - | - | - | 790,727 | | | | | | | | | |
| 0890 | I-15 Rancho Interchange | - | - | - | - | - | - | - | - | - | 1,118,383 | - | - | - | - | 1,118,383 | | | | | | | | | |
| Total Major Project Delivery | | 63,328,676 | 12,423,080 | 4,719,214 | 798,995 | 114,941 | 45,325,535 | 369,449,478 | 12,584,715 | 328,306 | 9,899,031 | 6,840,456 | 1,732,673 | 91,530,337 | 22,086,076 | 17,119,616 | 2,277,989 | 15,864,368 | 4,216,173 | 3,147,427 | 1,063,515 | 16,184,871 | 7,062,129 | 13,351,699 | 499,260,198 |

San Bernardino Associated Governments
Budget Summary
Fiscal Year 2012/2013

| | Measure 1 | | | | | | | | | | Total | | | |
|--|---|---------------------------|---------------------------|---------------|----------------------------------|----------------------------|-------------------------------------|---------------|-----------------------------|--|--------------|--------------|---------------|--------------------------|
| | 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 Highway | Senior / Disabled / Transit | Project Development / Traffic Management Systems | | LTF/STAF | Capital Bonds | Grants / Other Revenue * |
| RECAP | | | | | | | | | | | | | | |
| Estimated Beginning Fund Balance | 1,694,396 | 86,152,767 | 8,717,098 | 17,074,370 | 13,575,076 | 12,383,325 | 100,525 | 10,251,600 | 857,815 | 882,769 | 49,908,196 | 67,550,000 | 765,474 | 269,913,411 |
| Total Revenues | 19,903,900 | 28,303,110 | 13,820,120 | 19,005,160 | 17,200,630 | 2,002,610 | 15,769,900 | 5,781,190 | 1,149,490 | 462,700 | 80,051,903 | - | 381,862,019 | 585,312,732 |
| Total Expenditures | 21,598,296 | 63,884,862 | 18,862,855 | 23,848,445 | 16,326,707 | 3,107,183 | 15,870,425 | 4,372,304 | 1,142,400 | 321,341 | 141,939,723 | 45,325,535 | 382,237,067 | 738,837,143 |
| Excess of Revenues Over (Under) Expenditures | (1,694,396) | (35,581,752) | (5,042,735) | (4,843,285) | 873,923 | (1,104,573) | (100,525) | 1,408,886 | 7,090 | 141,359 | (61,887,820) | (45,325,535) | (375,048) | (153,524,411) |
| Estimated Prior Year Budgeted Revenues | - | - | - | - | - | - | - | - | - | - | 52,349,400 | - | - | 52,349,400 |
| Transfers In (Out) | - | (5,564,536) | (2,096,024) | (3,801,032) | (1,907,536) | 62,500 | - | (1,156,238) | - | (62,500) | - | - | - | (14,909,180) |
| 20% Reserve | - | 45,006,459 | 1,578,339 | 8,430,053 | 12,541,443 | 10,957,478 | - | 10,504,248 | 864,905 | 961,628 | 40,369,776 | 22,224,465 | 390,426 | 153,829,220 |
| Estimated Ending Fund Balance | - | (4,117,632) | - | - | - | - | - | - | - | - | - | 4,117,632 | - | - |
| Cash Flow Borrowing | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Grant/Revenue Type Legend | <p>ARRA - American Recovery & Reinvestment Act CMAQ - Congestion Mitigation Air Quality CMIA - Corridor Mobility Improvement Account DEMO - Federal Demonstration Funds TLSP - Traffic Light Synchronization Program</p> <p>FSP - Freeway Service Patrol FTA - Federal Transit Administration IIP - Interregional Improvement Program CEC - California Energy Commission BOND - Sales Tax Revenue Bond Proceeds</p> <p>LOC - Local Funds/Reimbursements DOE - Department of Energy PNRS - Projects of National & Regional Significance PPM - Planning, Programming & Monitoring PTMISEA - Public Transportation Modernization, Improvement and Service Enhancement Account</p> <p>TCIF - Trade Corridor Improvement Fund RAR - Rail Asset Revenue RIP - Regional Improvement Program SAFE - Service Authority for Freeway Emergencies</p> <p>SHOPP - State Highway Operation & Protection Program STP - Surface Transportation Program TCRP - Traffic Congestion Relief Program TEA - Transportation Enhancement Activities</p> | | | | | | | | | | | | | |

San Bernardino Associated Governments
Measure I Recap
Fiscal Year 2012/2013

| | Measure I | | | | | | | | | | Total | |
|--|-------------------------------------|---------------------------|---------------------------|---------------|----------------------------------|----------------------------|-------------------------------------|-----------------------------------|---------------------------|--|------------|--------------|
| | 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/Local Streets | Senior / Disabled Transit | Project Development / Traffic Management Systems | | |
| MEASURE I RECAP | | | | | | | | | | | | |
| Estimated Beginning Fund Balance | - | - | - | - | - | - | - | - | - | - | - | - |
| Measure 1990-2010 | 1,694,396 | 51,546,308 | 8,717,098 | 17,074,370 | 5,464,660 | 3,985,665 | 100,525 | 10,251,600 | 857,815 | 882,769 | 100,525 | 882,769 |
| Measure 2010-2040 | 1,694,396 | 86,152,767 | 8,717,098 | 17,074,370 | 13,575,076 | 12,383,325 | 100,525 | 10,251,600 | 857,815 | 882,769 | 100,525 | 882,769 |
| Total Revenues: | | | | | | | | | | | | |
| Measure 1990-2010 | - | 480,330 | - | - | 83,970 | 83,740 | - | - | - | - | - | - |
| Measure 2010-2040 | 19,903,900 | 27,822,780 | 13,820,120 | 19,005,160 | 17,116,660 | 1,918,870 | 15,769,900 | 5,781,190 | 1,149,490 | 462,700 | 15,769,900 | 462,700 |
| Total Expenditures: | | | | | | | | | | | | |
| Measure 1990-2010 | - | 30,224,273 | - | - | 1,400,000 | 1,910,911 | - | - | - | - | - | - |
| Measure 2010-2040 | 21,598,296 | 33,660,589 | 18,862,855 | 23,848,445 | 14,926,707 | 1,196,272 | 15,870,425 | 4,372,304 | 1,142,400 | 321,341 | 15,870,425 | 321,341 |
| Total | 21,598,296 | 63,884,862 | 18,862,855 | 23,848,445 | 16,326,707 | 3,107,183 | 15,870,425 | 4,372,304 | 1,142,400 | 321,341 | 15,870,425 | 321,341 |
| Excess of Revenues Over (Under) Expenditures: | | | | | | | | | | | | |
| Measure 1990-2010 | - | (29,743,943) | - | - | (1,316,030) | (1,827,171) | - | - | - | - | - | - |
| Measure 2010-2040 | (1,694,396) | (5,837,809) | (5,042,735) | (4,843,285) | 2,189,953 | 722,598 | (100,525) | 1,408,886 | 7,090 | 141,359 | (100,525) | 141,359 |
| Total | (1,694,396) | (5,837,809) | (5,042,735) | (4,843,285) | 873,923 | (1,104,573) | (100,525) | 1,408,886 | 7,090 | 141,359 | (100,525) | 141,359 |
| Estimated Prior Year Budgeted Revenues: | | | | | | | | | | | | |
| Measure 1990-2010 | - | - | - | - | - | - | - | - | - | - | - | - |
| Measure 2010-2040 | - | - | - | - | - | - | - | - | - | - | - | - |
| Total | - | - | - | - | - | - | - | - | - | - | - | - |
| Transfers In (Out): | | | | | | | | | | | | |
| Measure 1990-2010 | - | - | - | - | - | - | - | - | - | - | - | - |
| Measure 2010-2040 | - | - | - | - | - | 62,500 | - | - | - | (62,500) | - | (62,500) |
| Total | - | - | - | - | - | 62,500 | - | - | - | (62,500) | - | (62,500) |
| 20% Reserve: | | | | | | | | | | | | |
| Measure 1990-2010 | - | - | - | - | - | - | - | - | - | - | - | - |
| Measure 2010-2040 | - | (5,564,556) | (2,096,024) | (3,801,032) | (1,907,556) | (383,774) | - | (1,156,238) | - | - | - | (14,909,180) |
| Total | - | (5,564,556) | (2,096,024) | (3,801,032) | (1,907,556) | (383,774) | - | (1,156,238) | - | - | - | (14,909,180) |
| Estimated Ending Fund Balance: | | | | | | | | | | | | |
| Measure 1990-2010 | - | 4,862,516 | - | - | 6,794,386 | 6,632,989 | - | - | - | - | - | - |
| Measure 2010-2040 | - | 40,143,943 | 1,578,339 | 8,430,053 | 5,747,057 | 4,324,489 | - | 10,504,248 | 864,905 | 961,628 | - | 961,628 |
| Total | - | 45,006,459 | 1,578,339 | 8,430,053 | 12,541,443 | 10,957,478 | - | 10,504,248 | 864,905 | 961,628 | - | 961,628 |
| Cash Flow Borrowing | | | | | | | | | | | | |
| Measure 1990-2010 | - | - | - | - | - | - | - | - | - | - | - | - |
| Measure 2010-2040 | - | (4,117,632) | - | - | - | - | - | - | - | - | - | (4,117,632) |
| Total | - | (4,117,632) | - | - | - | - | - | - | - | - | - | (4,117,632) |

SANBAG

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 specified state and federal transportation funds among priority projects in the County and designates a lead agency to administer implementation of the projects. Once the SANBAG Board of Directors approves the allocation and a project is programmed in the Regional Transportation Improvement Program, the lead agency is responsible for applying for funds through SANBAG, state, or federal agencies and is responsible for meeting appropriate requirements. State and federal funds allocated by the SANBAG Board of Directors do not flow through the SANBAG budget unless SANBAG itself is the lead agency for project implementation.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), was enacted August 10, 2005, for the five-year period from 2005 to 2009. SAFETEA-LU authorized federal transportation funds for investment in highways, transit, intermodal projects, and technologies such as Intelligent Transportation Systems, while providing state and local flexibility in the use of funds. Although SAFETEA-LU expired in fall 2009, federal transportation funding has been legislatively extended through June 30, 2012. The passage of a new federal transportation act is anticipated sometime in 2012. In similar past cases, the flow of the federal funds described below has been maintained by continuing resolutions of Congress at levels similar to those authorized by the expired federal transportation act. In the FY 2012/2013 budget, federal fund revenues available to SANBAG are assumed at the SAFETEA-LU level. A budget amendment may be needed after passage of the new federal transportation act if it results in changes to funding of SANBAG managed projects.

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

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 SAFETEA-LU and its extensions projected to September 30, 2012, is approximately \$139.4 million.

In April 2009, the SANBAG Board of Directors 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 SANBAG Board of Directors 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 to define 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 change. Every two years the Ten-Year Delivery Plan will be updated by the Board to capture the revisions and updates to stay current.

Below is the list of projects that will receive new FY 2012/2013 STP funds as approved in the Ten-Year Delivery Plan.

| Surface Transportation Program (STP) Projects | | |
|--|----------------------|---------------------|
| FUND/PROJECT | LEAD AGENCY | ALLOCATION |
| Yucca Loma Bridge over Mojave River | Town of Apple Valley | \$15,000,000 |
| I-15 / I-215 I/C Improvements – Devore I/C | SANBAG | \$59,323,000 |
| I-10 and Tippecanoe Avenue * | SANBAG | \$15,549,000 |
| TOTAL Allocated | | \$89,872,000 |

Congestion Mitigation and Air Quality Funds (CMAQ) – Under SAFETEA-LU, CMAQ funds are authorized to fund transportation projects or programs which 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 conditioned on analyses showing that the projects 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 signalization and signal synchronization, and public fleet conversions to cleaner fuels. The total amount of CMAQ funds apportioned from SAFETEA-LU, including the year prior to the implementation of SAFETEA-LU and its extensions projected to September 30, 2012, is approximately \$188.9 million. Approximately \$35 million will be allocated to the Mojave Desert Air Basin (MDAB) and \$153.9 million in the South Coast Air Basin (SCAB) within San Bernardino County.

Below is the list of projects that will receive new FY 2012/2013 STP funds as approved in the Ten-Year Delivery Plan.

| Congestion Mitigation and Air Quality (CMAQ) Projects SCAB and MDAB | | |
|--|--------------------|------------------------|
| FUND/PROJECT | LEAD AGENCY | CMAQ Allocation |
| South Coast Air Basin Rideshare Program | SANBAG | \$3,665,225 |
| I-215 Bi-County High Occupancy Vehicle (HOV) Gap Closure | SANBAG | \$34,850,000 |
| On-going Transit Needs | SANBAG | \$5,098,500 |
| Metrolink Extension | SANBAG | \$10,306,234 |
| Redlands First Mile | SANBAG | \$16,325,000 |
| TOTAL Allocated | | \$70,244,959 |

Transportation Enhancement (TE) Funds –The TE program 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. TE funds are derived from the STP funds apportioned to the state. Projects eligible for TE 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, establishment of transportation museums, projects to reduce vehicle-caused wildlife mortality, restoration of historic transportation facilities, and removal of outdoor advertising.

In California, County Transportation Commissions like SANBAG select TE projects to be funded within the county. As of FY 2003/2004, TE projects are programmed by SANBAG in the State Transportation Improvement Program (STIP) and allocated by the California Transportation Commission. The total amount of TE funds available during the 2012 STIP is approximately \$20.89 million. Projects approved for TE funding in San Bernardino County are as follows:

| Transportation Enhancement (TE) Projects 2012-2017 | | |
|---|--------------------------|---------------------|
| FUND/PROJECT | LEAD AGENCY | ALLOCATION |
| Santa Ana River Trail Project | County of San Bernardino | \$3,921,000 |
| Riverwalk Trail Project | City of Victorville | \$2,000,000 |
| SR-210 Corridor Landscaping (Segments 11) | Caltrans | \$2,500,000 |
| TOTAL Allocated* | | \$8,421,000 |
| TE Anticipated Five Year Total | | \$20,893,000 |
| TOTAL Estimated TE Unallocated | | \$12,472,000 |

*Further action of the SANBAG Board will be required to allocate funds in excess of those listed.

Congressional Authorizations – In the adoption of SAFETEA-LU, the United States Congress included specific project funding authorizations for certain transportation programs and facilities, which were identified as Projects of National and Regional Significance (PNRS), High Priority Projects (HPP), and Transit Projects. Authorizations for many projects in San Bernardino County were included in these categories, as listed below. Although SANBAG does not have allocation authority over Congressional Authorizations, the SANBAG Board took action to initiate and actively advocate for funding of several projects in this listing. Others were the direct result of efforts of members of congress and/or sponsoring agencies. These efforts resulted in an additional \$180 million in transportation project funding authorized for projects within San Bernardino County. Once provisions for the full funding of these projects are developed, it is the responsibility of SANBAG to program the projects in the Regional Transportation Improvement Program (RTIP).

| Congressional Authorizations | | |
|--|--------------------------|----------------------|
| FUND/PROJECT | LEAD AGENCY | AUTHORIZATION |
| Alameda Corridor East (PNRS) | Various | \$31,250,000 |
| Inland Empire Goods Movement Gateway Project (PNRS) | Various | \$55,000,000 |
| Inland Empire Goods Movement Gateway Project (HPP) | Various | \$20,000,000 |
| I-10/Riverside Ave Interchange (HPP) | SANBAG | \$1,600,000 |
| I-10/Grove Ave Corridor Interchange (HPP) | City of Ontario | \$2,400,000 |
| I-10 / Tippecanoe I/C Reconfiguration | SANBAG | \$11,500,000 |
| I-10/Cypress Ave Overpass (HPP) | City of Fontana | \$2,400,000 |
| I-15/Baseline Rd Interchange (HPP) | City of Rancho Cucamonga | \$4,000,000 |
| I-15/La Mesa/Nisqualli Interchange (HPP) | City of Victorville | \$1,200,000 |
| I-215/ University Parkway Interchange | City of San Bernardino | \$5,000,000 |
| I-215 / Barton Road Interchange | SANBAG | \$2,000,000 |
| US-395 Realignment and Widening (HPP) | Caltrans | \$1,600,000 |
| Mt Vernon Ave Grade Separation (HPP) | City of Colton | \$1,600,000 |
| Ranchero Rd Grade Separation (HPP) | City of Hesperia | \$4,000,000 |
| Ramona Ave Grade Separation (HPP) | City of Montclair | \$1,600,000 |
| Palm Avenue Grade Separation (HPP) | County of San Bernardino | \$1,600,000 |
| Lenwood Rd Grade Separation (HPP) | City of Barstow | \$1,200,000 |
| Washington/La Cadena Grade Separations (HPP) | City of Colton | \$400,000 |
| Hunts Lane Grade Separation (HPP) | SANBAG | \$5,000,000 |
| Monte Vista Ave Grade Separation (HPP) | City of Montclair | \$1,600,000 |
| Riverside Ave RR Bridge Improvements (HPP) | City of Rialto | \$400,000 |
| Pine Ave Extension (HPP) | City of Chino | \$6,860,000 |
| Peyton Dr., Eucalyptus Ave, English Channel Improvements (HPP) | City of Chino Hills | \$6,040,000 |
| High Desert Corridor (HPP) | City of Victorville | \$7,800,000 |
| Inland Empire TMC in Fontana (HPP) | Caltrans | \$1,200,000 |
| Safety Improvements (HPP) | Town of Yucca Valley | \$1,600,000 |
| El Garces Intermodal Facility (Transit) FTA 5309 | City of Needles | \$1,670,000 |
| Omnitrans Center in Ontario (Transit) | Omnitrans | \$836,000 |
| Santa Fe Depot (Transit) | City of San Bernardino | \$418,000 |
| TOTAL Authorizations | | \$180,162,888 |

American Recovery Reinvestment Act (ARRA) of 2009 – In February 2009, Congress passed the American Recovery Reinvestment Act to partially address a nationwide economic decline and job loss associated with the most severe recession in recent history. Nationwide the Act will provide \$27.5 billion for highway improvements and \$8.34 billion for transit projects. In March 2009, SANBAG was apportioned a total of \$80,931,585 in ARRA funds as a result of ABX3-20 (Bass), which directs the state to sub-allocate a 62.5% ARRA share directly to the regions. This amount also includes \$2.05 million to be used for projects within the rural area. SANBAG also received \$49,120,000 in ARRA funds from the state to be programmed for the I-215 North project. On April 1, 2009, the SANBAG Board of Directors approved allocation of the full amount of ARRA funds under the discretion of SANBAG to the I-215 North project. The ARRA funding for transit projects is distributed using the conventional FTA formula programs to urban and rural areas. San Bernardino County received over \$32.5 million for transit projects. In addition, SANBAG established a \$31.4 million local stimulus program funded through Measure I to every local jurisdiction within the county for infrastructure capital improvement projects to stimulate the local economy. By February 2010, SANBAG and local jurisdictions obligated 100% of ARRA funds apportioned to the region. As of March 2012, SANBAG has spent a majority of the ARRA funds on the I-215 North project and will continue to expend ARRA funds in FY 2012/2013 until its completion.

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 SAFETEA-LU. Federal formula apportionments to urban areas (San Bernardino Valley and the Victor Valley) are authorized under Title 49 U.S.C. Section 5307. SAFETEA-LU authorized increases to the nationwide investment in transit over the six-year period (FY 2003/2004 through 2008/2009) in the amount of \$52.6 billion, up 46% from TEA-21. The SAFETEA-LU Extension continues to provide a similar level of funding until the enactment of a new transportation authorization, possibly in late 2012.

SAFETEA-LU authorizes the apportionment of Job Access and Reverse Commute (Section 5316) and the New Freedom Program (Section 5317) funds by formula to large urban, small urban and rural areas. The Southern California Association of Governments is the designated recipient for Sections 5316 and 5317 funds apportioned and allocated to the San Bernardino Valley. The Victor Valley Transit Authority is the designated recipient for funds apportioned to the Victor Valley. The Governor of the State of California is the designated recipient for all of the Section 5310 funds apportioned to the state and the Sections 5316 and 5317 funds apportioned to small urban and rural areas.

Rural federal formula assistance (Section 5311) funds have increased significantly as a result of SAFETEA-LU. These funds are apportioned to the Governor of the State of California, who then allocates the funds to the regional transportation planning agencies.

SANBAG, acting as the County Transportation Commission, must approve the use of the FTA funds through its approval of each operator's biennial Short Range Transit Plan as well as insure the approved projects are included the Regional Transportation Improvement Program (RTIP).

As noted above, Section 5310 funds are apportioned to states for support of transit services for the elderly and persons with disabilities. These funds are currently made available through a competitive process administered by the California Transportation Commission. 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. As of the date for this budget message, local agencies were still awaiting final

Congressional appropriations. Estimates of the amounts expected to be available for transit agencies are shown below.

| Federal Transit Administration (FTA) Formula Funds | |
|--|---------------------------------------|
| Apportionment Area (Includes Sections 5307, 5309, 5311, 5316, AND 5317) | Estimated Appropriation/Allocation |
| San Bernardino Valley – 5307 | \$9,000,000 |
| San Bernardino Valley – 5316 | \$1,100,000 |
| San Bernardino Valley – 5317 | \$458,000 |
| Victor Valley – 5307 | \$2,500,000 |
| Victor Valley – 5316 | \$163,000 |
| Victor Valley – 5317 | \$75,000 |
| San Bernardino County Rural | 996,841 |
| Total Estimated Appropriation/Allocation | \$14,292,841 |

Federal Transit Administration (FTA) Capital Investment Funds – Historically, Congress has annually appropriated funds for transit capital investment (Section 5309) in three broad categories: fixed guideway modernization, new starts (rail and fixed guideway bus), and bus or bus related equipment as authorized by TEA-21. SAFETEA-LU continues these three categories and adds a new category of small starts (rail and fixed guideway bus) under which projects of less than \$250 million may receive grants of up to \$75 million. Fixed guideway modernization funds are apportioned to areas operating rail systems of at least seven years of age. The San Bernardino Valley is expected to receive \$4,350,000 from the fixed guideway modernization fund for rail capital projects in FY 2012/2013.

STATE FUNDING SOURCES

The widely recognized inadequacy of the state gasoline excise tax to address the state’s transportation needs led to passage of Proposition 42 in 2002. Proposition 42 dedicated the sales tax on gasoline, in addition to the gasoline excise tax, to funding of transportation. However, it did not ensure against the repeated borrowing of these funds by the state to balance the state budget. The passage of Proposition 1A in 2006, provided protection for Proposition 42 funding by requiring that such loans could occur no more than twice in any ten-year period, and must be fully repaid within three years. However, in March 2010, the Governor signed legislation that eliminated the statewide sales tax on gasoline, and increased the state gasoline excise tax with an inflation adjustment to maintain revenue neutrality. Other provisions of the legislation provided increased transit funding and relief to the state general fund. This change is viewed favorably by the transportation community because it provides separation between state transportation revenues and the state general fund.

SANBAG is authorized by statute to prioritize and allocate state funds as follows:

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

In August 2011, the CTC adopted the 2011 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 2011 FE period covers state FY 2012/2013 through 2016/2017.

STIP projects add capacity to the state's transportation infrastructure. After funding the 2010 STIP commitments, the new STIP programming capacity is \$1.35 billion statewide. Program capacity represents the total value of projects that can be funded each year, and includes construction, Right-of-Way (R/W), and support. Support consists of preliminary engineering, planning, and design. As a result of the new STIP program capacity forecast in the 2011 FE, some programmed projects needed to be moved to later years where sufficient program capacity is estimated to be available.

To assist regions in developing their STIP submittal, the CTC published three target programming amounts for each region. The first is the amount available through the first four years (through 2015/2016). SANBAG's target is \$64.966 million. The second target is the minimum share for the duration of the 2012 STIP (through 2019/2020). SANBAG's target is \$103.298 million. The third target is the maximum share for the duration of the 2012 STIP (through 2019/2020). SANBAG's target is \$213.911 million. SANBAG's targets include an un-programmed carry over balance of \$45.28 million.

Given these targets and SANBAG's Ten-Year Delivery Plan, the SANBAG Board of Directors recommended project programming totaling \$255,088,000 in RIP funds in the 2012 STIP, which includes a previously un-programmed share amount of \$45,286,000.

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 to receive RIP funds developed by SANBAG. In December 2011, the SANBAG Board of Directors recommended allocation of STIP funds totaling \$255 million in the 2012 STIP to be used for priority projects in combination with federal fund allocations, state funds, Measure I revenue, and private contributions. These projects include completion of US-395, SR-138 and I-215 Bi-County HOV Gap closure project; reconstruction or construction of several interchanges along I-15, and I-215, as well as the I-15/I-215 Devore Interchange project. On March 31, 2012, the CTC adopted the 2012 STIP. SANBAG received a total of \$105.6 million in new capacity. The I-15/I-215 Devore Interchange project received new STIP funding. However, because of a lack of STIP capacity in FY 2011/2012 and FY 2012/2013, the right of way phase for the I-215/Barton Rd. Interchange project was delayed from FY 2012/2013 to FY 2013/2014. SANBAG's TE reserves for FY 2013/2014 and FY 2014/2015 are not programmed.

Interregional Improvement Program (IIP) – The remaining 25% of STIP funding is programmed by Caltrans and similarly subject to approval by the CTC. SANBAG works with Caltrans District 8 to develop project lists for consideration. The CTC can fund an IIP project that is nominated by SANBAG rather than Caltrans, only if the project can be shown to be a more efficient use of resources. The 2012 STIP proposal by Caltrans included \$152.5 million in additional IIP funds to augment approximately \$232.3 million in funding from prior STIPs for major interregional improvements, including widening of Interstate 15 northbound, widening of SR-138 and SR-58, a truck climbing lane on I-15, and interchange improvements.

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. Several of these programs have been initiated and are funding projects in San Bernardino County.

STIP Augmentation – Proposition 1B provided \$2 billion to the Transportation Facilities Account to augment the funds normally provided under the STIP. These funds were programmed by the CTC in June 2007, and provided an additional \$97.3 million to San Bernardino County projects in the STIP.

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 \$175.8 million in CMIA funding through application by SANBAG or by joint application with Caltrans as follows:

| Proposition 1B Corridor Mobility Improvement Program | |
|---|----------------------|
| PROJECT | ALLOCATION |
| I-10 Westbound Mixed Flow Lanes | \$26,500,000 |
| State Route 210/I-215 Connectors | \$22,000,000 |
| I-215 North Segments 1 & 2 | \$49,120,000 |
| I-215 North Segment 5 | \$59,000,000 |
| I-10 Auxiliary Lanes and Ramp Improvements in Fontana | \$19,233,000 |
| I-15 La Mesa Road-Nisqualli Road Interchange | \$21,324,000 |
| TOTAL | \$197,177,000 |

The state budget crisis has affected the availability of CMIA funds. To maintain the delivery schedules of the I-215 projects listed above, the SANBAG Board of Directors approved a funding plan for I-215 Improvement projects that included the purchase of state Private Investment Bonds (PIBs) to enable timely use of CMIA funds for the project. The PIBs will mature in three years, and funds repaid to SANBAG by the state will be returned to the Measure I program. CMIA savings from I-215 North have now been reprogrammed to the I-215 Bi-County project. In the meantime, CMIA savings continue to occur in FY 2011/2012. SANBAG submitted approximately \$50 million in CMIA savings requests for four projects in March 2012.

Trade Corridors Improvement Fund (TCIF) – Proposition 1B provided \$2 billion to the Trade Corridors Improvement Fund (TCIF) for infrastructure improvements along federally designated "Trade Corridors of National Significance" in this state or along other corridors that have a high volume of freight movement. The TCIF program was expanded to about \$3.1 billion during its development by the CTC through the addition of State Highway Operation and Protection Funds and a commitment of additional funding from the next federal transportation act. San Bernardino County received \$212.5 million in TCIF funding through application by SANBAG as part of the Los Angeles-Inland Empire Trade Corridor Southern California Consensus Group as follows:

| Proposition 1B Trade Corridors Improvement Fund | |
|--|-------------------|
| PROJECT | ALLOCATION |
| Colton Crossing | \$91,305,000 |
| I-10 Corridor Logistics Access Project (Cherry IC Reconstruction) | \$30,773,000 |
| I-10 Corridor Logistics Access Project (Citrus IC Reconstruction)* | \$23,600,000 |

| Proposition 1B Trade Corridors Improvement Fund | |
|---|----------------------|
| I-10 Corridor Logistics Access Project (Riverside IC Reconstruction) | \$10,262,000 |
| Glen Helen Pkwy Railroad Grade Separation | \$7,172,000 |
| North Milliken Ave Railroad Grade Separation at UPRR (later reprogrammed to S. Milliken) | \$0 |
| South Milliken Grade Separation at UP Los Angeles | \$14,521,000 |
| Laurel Grade Separation | \$11,917,000 |
| Palm Grade Separation at BNSF/UP Cajon | \$9,390,000 |
| Lenwood Grade Separation at BNSF Cajon | \$6,694,000 |
| Vineyard Grade Separation at UP Alhambra | \$6,884,000 |
| TOTAL | \$212,518,000 |

*SANBAG has entered into a Letter of No Prejudice (LONP) Agreement with the state to deliver this project with federal funds under SANBAG's discretion. The state will repay TCIF funds to SANBAG beginning 2014/15.

State Local Partnership Program Funds (SLPP) – Proposition 1B provided \$1 billion to the State Local Partnership Program Funds for providing matching funds for transportation projects funded with local transportation sales tax or local transportation fees. There are two subprograms under SLPP, specifically the formula program and the competitive program. Although they require the CTC's approval, the programming recommendation for formula programming is the responsibility of the Regional Transportation Planning Agency such as SANBAG. For the five-year period (FY 2008/2009 to FY 2012/2013), SANBAG will receive a total of \$55 million of SLPP formula funds. In January 2011, the SANBAG Board of Directors approved a SLPP allocation policy to distribute consistently SLPP funds on the basis of 50% population and 50% centerline miles between the regions of the Valley and Mountain Desert.

The list of projects that will receive new FY 2012/2013 SLPP funds as approved in the Ten-Year Delivery Plan are listed below.

| Proposition 1B State Local Partnership Program Funds (SLPP) | |
|--|---------------------|
| PROJECT | ALLOCATION |
| South Milliken Ave Grade Separation (formula SLPP) | \$20,102,889 |
| North Vineyard Ave Grade Separation (formula SLPP) | \$15,025,000 |
| Lenwood Road Grade Separation (formula SLPP) | \$2,161,000 |
| Yucca Loma Corridor (formula SLPP) | \$9,950,000 |
| US 395 Corridor Interim Widening (formula SLPP) | \$3,250,000 |
| Total | \$50,488,889 |

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

Local Transportation Fund (LTF) – SANBAG, acting as the County Transportation Commission, is responsible for administering the LTF. The LTF is derived from one-quarter cent of the 7.75 cent sales tax collected within the County of San Bernardino. The adopted LTF apportionment for FY 2012/2013 is \$75,744,649 which includes unrestricted fund balances.

As the LTF administering agency, SANBAG anticipates the receipt of \$850,000 in FY 2012/2013 for its administrative functions, including the fiscal and compliance audits of all recipients of LTF except Omnitrans. SANBAG also receives up to 3% of the LTF for apportionment, or \$2,272,339, 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. In FY 2010/2011, SANBAG awarded \$4,574,186 of Article 3 funds in FY 2011/2012. The next biennial “call for projects” is anticipated to be conducted in FY 2013/2014. Consequently, the 2% of TDA funds for bicycle and pedestrian improvements will be set aside in this current fiscal year so that the funds can be used during the next call.

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 FY 2012/2013, 73% of the remaining balance, or \$51,255,277, 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. Included in the SANBAG budget is up to \$19,462,950 for the Metrolink commuter rail operations, with the balance of \$31,792,327 made available to other eligible projects in the Valley Apportionment Area, including Omnitrans operations and future set aside for the Redlands Rail program. The remaining 38%, or \$19,331,404, 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 2012/2013 | |
| AREA | APPORTIONMENT |
| County Auditor Administration | \$27,000 |
| SANBAG Administration | \$850,000 |
| SANBAG Planning * | \$2,272,339 |
| SCAG Planning | \$568,085 |
| Article 3 - Pedestrian Bicycle | \$1,440,544 |
| Valley Transit | \$51,255,277 |
| Mountain/Desert Transit and Streets | \$19,331,403 |
| TOTAL | \$75,744,648 |

*SANBAG planning does not reflect article 4 planning of \$100,000 which is included in the FY 2012/2013 budget.

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 FY 2008/2009. However, as part of the budget compromise in February 2009, the Legislature further reduced the apportionment of STAF for FY 2008/2009 by half, to \$153 million statewide and eliminated funding for the STAF program through FY 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 FY 2009/2010 and FY 2010/2011. Since the adoption of the gas tax swap, STAF funding has started to stabilize. During FY 2011/2012, SANBAG will have received \$13,964,106.

To counter act the lingering instability of the funding source SANBAG has historically allocated the funds one year in arrears. This budget includes the \$13,964,106 received during FY 2011/2012. The revenue estimate provided to SANBAG by the State Controller’s Office for FY 2012/2013 is \$14,101,952. Should the revenue projected materialize, SANBAG would then include the FY 2012/2013 STAF revenue as part of the FY 2013/2014 budget.

Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) - Proposition 1B will provide \$3.6 billion statewide to Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) for distribution by the State Controller using the STA distribution formula by FY 2016/2017. SANBAG’s total share of PTMISEA funding is \$83,923,135 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 FY 2009/2010 state budget included an initial allocation of \$600 million of PTMISEA revenue. The FY 2008/2009 state budget included \$400 million of PTMISEA revenue. In FY 2009/2010 SANBAG worked with public transit operators to swap carryover STAF funds to take the place of PTMISEA funds until the PTMISEA funds become available. SANBAG does not have any new expenditure of PTMISEA included its FY 2012/2013 Budget. The only budgeted PTMISEA funds are prior year carryover from a Barstow vehicle replacement project. The actual allocation and disbursement of these funds remain unclear. Below is a list of prior projects for which our transit agencies have been provided funding.

| Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account Prior Projects | | |
|---|--|-------------------------------|
| PROJECT | TRANSIT OPERATOR | ALLOCATION¹ |
| Replacement Vehicles & Equipment | Morongo Basin Transit Authority | \$1,450,000 |
| Rolling Stock Replacement | Mountain Area Regional Transit Authority | \$168,000 |
| E Street sbX Project | Omnitrans | \$5,636,846 |
| Elderly & Disabled Program | Omnitrans | \$286,112 |
| Replacement Vehicles | Omnitrans | \$5,614,118 |
| Positive Train Control | Metrolink | \$608,100 |
| San Bernardino Extension & Rialto Parking Retrofit | Metrolink | \$2,644,000 |
| Replacement Vehicles | Victor Valley Transit Authority | \$1,701,809 |
| Replacement Vehicles | City of Barstow | \$420,000 |
| TOTAL | | \$17,239,816 |

¹ Includes operator and population allocations

Transit System Safety, Security, and Disaster Response Account (TSSDRA) – Proposition 1B will provide \$1 billion to the Transit System Safety, Security, and Disaster Response Account (TSSDRA) for distribution by the Office of Homeland Security. 60% 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. In FY 2012/2013 SANBAG and its transit operators will receive \$1,907,764 for transit system security and safety capital projects. SANBAG has been awarded \$1,459,313 in FY 2010/2011 and \$154,560 in FY 2011/2012. The funds are currently being held for use on the Downtown San Bernardino Passenger Rail project and will be budgeted at the time a construction contract is awarded for the project.

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Staffing Overview

This section of the SANBAG budget provides information relative to human resources requirements for FY 2012/2013. 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. Seven 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*.

Staffing

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

The reclassifications are to promote employees at entry level professional positions to the next level based on their performance and experience. It is proposed that an Accounting Assistant be reclassified to a Senior Accounting Assistant, a Transportation Planning Specialist be reclassified to a Transportation Analyst and a Public Information Specialist be reclassified to a Public Information Analyst. In all of these cases, the individuals have shown the ability to perform above the entry level and can provide greater service to SANBAG in these proposed new roles. In addition, these reclassifications will help SANBAG retain talented employees as they gain experience.

The additional positions being requested in this budget are one Chief of Transit and Rail position, one additional Administrative Assistant, and a half-time Accountant.

The Chief of Transit and Rail is sought to assist our Transit and Commuter Rail group in coordinating the increased workload associated with SANBAG's involvement in transit programs throughout the County and the initiation of new rail programs. SANBAG does not provide transit programs directly, however, we do coordinate transit planning, funding and grant applications with our many transit providers in the County. While SANBAG does participate with Metrolink, we have never been directly responsible for a rail construction project or rail operations. This may change with the expansion of rail to downtown San Bernardino and the addition of the Redlands Rail project. The increased work load in this area calls for additional staff resources.

The new Administrative Assistant is to provide additional administrative support needed for the Procurement Manager, Director of Fund Administration and General Counsel positions approved in FY 2011/2012, as well as and the Chief of Transit and Rail requested in this budget.

The half-time Accountant is to make permanent a temporary Accountant that has been providing support for implementing Measure I 2010-2040. This new Measure I is more complex with many more programs than the old Measure I, and this requires additional financial due diligence to insure proper accounting and financial control.

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.

The FY 2012/2013 budget provides funding for a total of 49.5 regular employees and temporary employees.

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, legislative advocacy, 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 pays dividends both organizationally and fiscally to meet the changing human resources demands of the organization.

Salaries and Benefits

The *Salaries and Benefits Schedule* contained in this budget illustrates the total estimated costs for salaries and benefits during the FY 2012/2013 budget, as estimated in April, 2012. The total salary and benefit cost proposed in the budget is \$7,322,866 which represents 0.9% of the total budgeted new expenditures.

Included in this budget is a 2.7% Cost of Living Adjustment (COLA) to SANBAG's salaries. The 2.7% is based on the change in the Consumer Price Index from 2010 to 2011 for the Los Angeles/Riverside/Orange County metropolitan area. This will be the first COLA for SANBAG staff since FY 2008/2009.

This budget proposes to add a health and dental insurance premium subsidy of \$1,500 annually for each employee. This will be in addition to the existing flexible benefit plan provided to employees to pay for insurance premiums. This amount has not been adjusted in seven years while at the same time premiums for health insurance have increased by as much as 57%. Last year, SANBAG received another health insurance premium increase for our employees of either 9.88% or 15.18%, depending on the insurance plan. SANBAG's health benefit is also below the average of health benefits provided by thirteen comparable agencies. SANBAG's health benefit is 15.5% below market for support staff; 21.1% below market for administrative/professional staff; and 49.3% below market for senior management staff. The current flexible benefit is \$8,473 a year. The additional health and dental insurance premium can only be used towards paying the annual health or dental insurance premium paid by SANBAG employees. Those employees that receive their health or dental coverage through a spouse or another mechanism will not see any change and will not receive any benefit. This change is to assist those employees who receive health or dental insurance through SANBAG with meeting the increasing premium costs.

The other change to SANBAG's benefits included in the budget is to increase the alternative transportation incentive from \$105/month to the amount allowed annually by the IRS which is \$125/month. SANBAG currently provides an incentive to employees who ride the train, take a bus or ride in a vanpool. The incentive is used to help employees offset some of the cost of using alternative forms of transportation to commute. The IRS sets an amount annually, much like it does for vehicle mileage reimbursement. This budget will authorize a change to SANBAG policy to convert the incentive from a fixed amount, to one that will float up or down based on the IRS guideline.

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* provides a visual display of human resources distributed by program. Also provided in this section 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* 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.

SANBAG Organization Chart

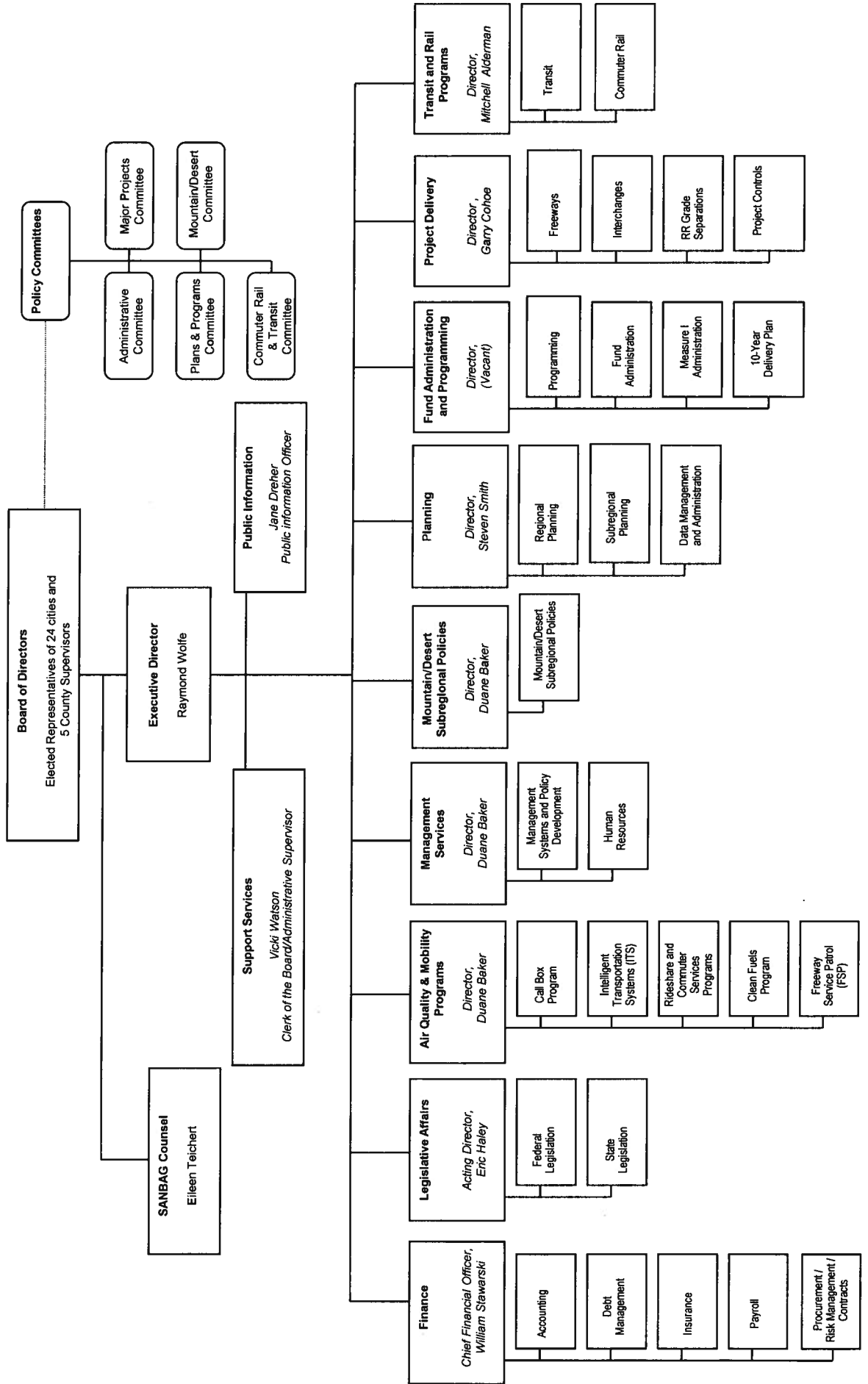


Table of Regular Positions
Fiscal Year 2012/2013

| Support Group | FY 10/11 | FY 11/12 | FY 12/13 |
|--|-----------------|-----------------|-----------------|
| Accountant | 1 | 1 | 1.5 |
| Accounting Assistant | 2 | 2 | 1 |
| Accounting Assistant, Senior | 0 | 0 | 1 |
| Administrative Assistant | 1 | 1 | 2 |
| Administrative Assistant, Senior | 4 | 4 | 4 |
| Assistant to the Clerk of the Board | 1 | 1 | 1 |
| Office Assistant | 1 | 1 | 1 |
| Receptionist | 1 | 1 | 1 |
| Transportation Programming Technician | 1 | 1 | 1 |
| Total Support Group | 12 | 12 | 13.5 |
| Administrative/Professional Group | | | |
| Accounting Manager | 1 | 1 | 1 |
| Air Quality/Mobility Specialist | 1 | 2 | 2 |
| Chief of Alternative Project Financing | 1 | 1 | 1 |
| Chief of Air Quality & Mobility Programs | 1 | 1 | 1 |
| Chief of Planning | 1 | 1 | 1 |
| Chief of Programming | 1 | 0 | 1 |
| Chief of Transit and Rail Programs | 0 | 0 | 1 |
| Clerk of the Board/Administrative Supervisor | 1 | 1 | 1 |
| Construction Manager | 1 | 1 | 1 |
| Contracts/Controls Manager | 1 | 0 | 0 |
| GIS Administrator | 1 | 1 | 1 |
| Human Resources/Information Services Administrator | 1 | 1 | 1 |
| Legislative Analyst | 1 | 1 | 1 |
| Management Services Specialist | 1 | 1 | 1 |
| Procurement/Risk Management/Contract Administrator | 0 | 1 | 1 |
| Project Delivery Manager | 2 | 2 | 2 |
| Programming/Project Controls Manager | 0 | 1 | 0 |
| Public Information Analyst | 0 | 0 | 1 |
| Public Information Officer | 1 | 1 | 1 |
| Public Information Specialist | 1 | 1 | 0 |
| Transit Analyst, Senior | 0 | 0 | 0 |
| Transit Analyst | 2 | 2 | 2 |
| Transit Specialist | 1 | 1 | 1 |
| Transportation Planning Analyst | 2 | 1 | 2 |
| Transportation Programming Analyst | 1 | 1 | 1 |
| Transportation Programming Analyst, Senior | 1 | 1 | 1 |
| Transportation Planning Specialist | 1 | 2 | 1 |
| Total Administrative/Professional Group | 25 | 26 | 27 |

Table of Regular Positions Continued on the next page.....

Table of Regular Positions
Fiscal Year 2012/2013
(Continued)

| | | | |
|---|-----------|-----------|-------------|
| Senior Management Group | | | |
| Chief Financial Officer | 1 | 1 | 1 |
| Director of Air Quality & Mobility Programs | 1 | 0 | 0 |
| Director of Fund Administration and Programming | 0 | 1 | 1 |
| Director of Legislative Affairs | 1 | 1 | 1 |
| Director of Management Services | 1 | 1 | 1 |
| Director of Planning | 1 | 1 | 1 |
| Director of Project Delivery | 1 | 1 | 1 |
| Director of Transit & Rail Programs | 1 | 1 | 1 |
| Executive Director | 1 | 1 | 1 |
| General Counsel | 0 | 1 | 1 |
| Total Senior Management Group | 8 | 9 | 9 |
| TOTAL REGULAR POSITIONS | 45 | 47 | 49.5 |

#####

**San Bernardino Associated Governments
Salaries and Benefits Schedule at Budgeted Rates
For Fiscal Year 2012/2013**

| | Salaries | Retirement* | Deferred Comp. | Worker's Comp. | Medicare | Medical Retire Trust | UI** | Flexible Benefits | Auto Allowance | Contracted County Supp.*** | Total |
|--|--------------------|--------------------|------------------|------------------|-----------------|----------------------|-----------------|-------------------|-----------------|----------------------------|--------------------|
| Support Group | \$824,413 | \$279,376 | \$38,691 | \$26,416 | \$11,954 | \$1,771 | \$4,675 | \$134,859 | \$0 | \$13,500 | \$1,335,653 |
| Accounting (3) | | | | | | | | | | | |
| Assistant to the Clerk of the Board | | | | | | | | | | | |
| Office Assistant/Receptionist (2) | | | | | | | | | | | |
| Administrative Assistants (7) | | | | | | | | | | | |
| Administrative/Professional Group | \$2,198,518 | \$820,268 | \$164,889 | \$70,445 | \$31,879 | \$2,415 | \$6,875 | \$235,825 | \$8,400 | \$28,810 | \$3,568,323 |
| Accounting Manager | | | | | | | | | | | |
| Procurement/Risk Management/Contract Administrator | | | | | | | | | | | |
| Air Quality/Mobility Positions (3) | | | | | | | | | | | |
| Clerk of the Board/Administrative Supervisor | | | | | | | | | | | |
| Chief of Alternative Project Financing | | | | | | | | | | | |
| Construction Manager | | | | | | | | | | | |
| Project Delivery Manager (2) | | | | | | | | | | | |
| Data Management | | | | | | | | | | | |
| Human Resources/Information Svcs Positions (2) | | | | | | | | | | | |
| Legislative Specialist | | | | | | | | | | | |
| Planning/Programming Positions (7) | | | | | | | | | | | |
| Public Information Positions (2) | | | | | | | | | | | |
| Transit Positions (4) | | | | | | | | | | | |
| Senior Management Group | \$1,520,196 | \$541,742 | \$114,015 | \$48,710 | \$22,043 | \$4,986 | \$2,475 | \$89,757 | \$64,800 | \$10,186 | \$2,418,910 |
| 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 | \$4,543,127 | \$1,641,386 | \$317,594 | \$145,571 | \$65,875 | \$9,172 | \$14,025 | \$460,441 | \$73,200 | \$52,496 | \$7,322,886 |

| Employer Provided Benefits: | |
|--|------------------|
| Retirement | \$145,571 |
| Deferred Compensation | 65,875 |
| Flexible Benefit Plan | 14,025 |
| Contracted County Supplemental Benefit | |
| Auto Allowance | |
| Medical Retirement Trust | |
| Total | \$225,471 |

* Includes Survivor Benefits
 ** Unemployment Insurance
 *** Includes Short Term Disability, Long Term Disability and Vision

San Bernardino Associated Governments
STAFF UTILIZATION REPORT
Fiscal Year 2012/2013

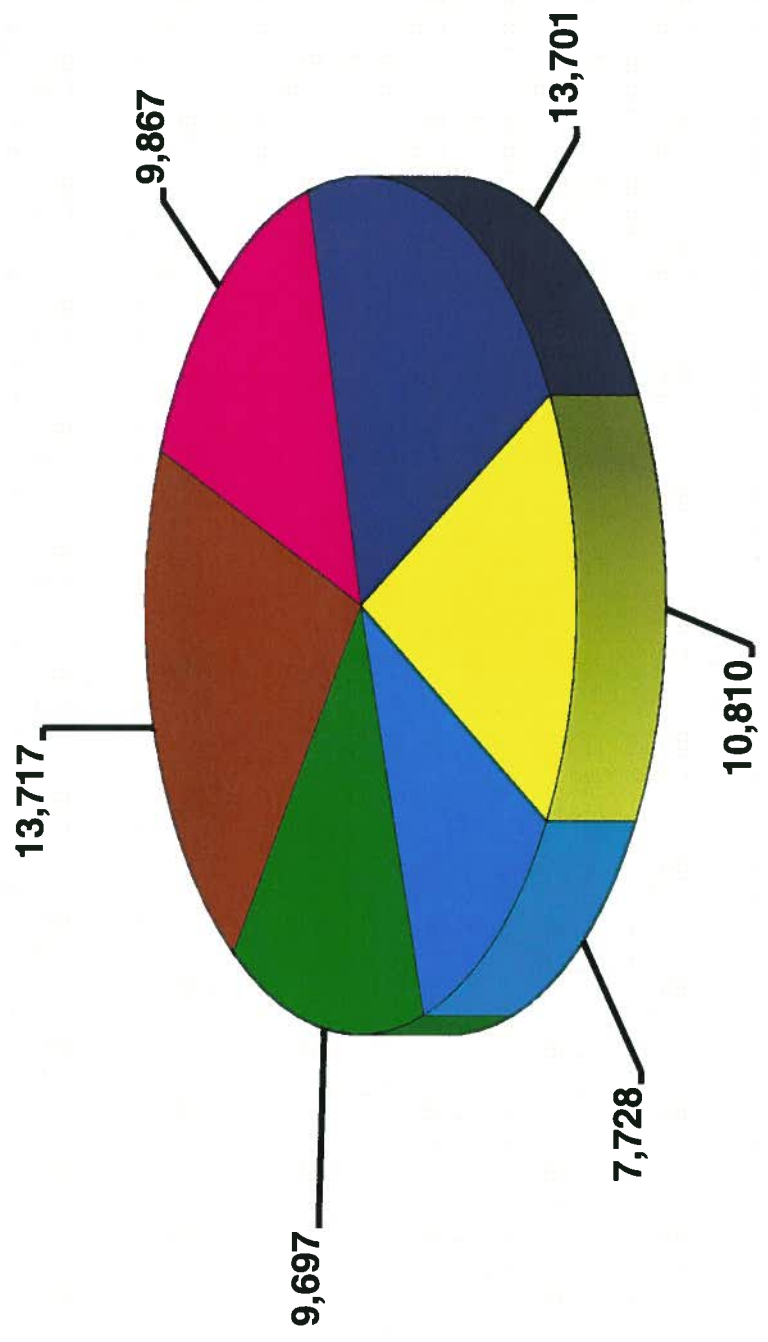
| | Director of Transit/Rail Programs | Director of Management Services | Director of Legislative Affairs | Executive Director | SANBAG Counsel | Director of Project Delivery | Director of Fund Administration | Director of Planning | Chief Financial Officer | OTHER STAFF* | TOTAL |
|--|---|---------------------------------------|---------------------------------------|-----------------------|-------------------|------------------------------------|---------------------------------------|-------------------------|-------------------------------|-----------------|--------|
| AIR QUALITY & TRAVELER SERVICES PROGRAM | | | | | | | | | | | |
| 0102 | 150 | | | 25 | | | | | | 2,157 | 2,332 |
| 0406 | 100 | | | 5 | | | | | | 1,723 | 1,828 |
| 0702 | 100 | | | 5 | | | | | | 1,211 | 1,311 |
| 0704 | 100 | | | 5 | | | | | | 1,772 | 1,877 |
| 0706 | 30 | | | 5 | | | | | | 345 | 380 |
| | 480 | | | 40 | | | | | | 7,208 | 7,728 |
| REGIONAL AND SUB-REGIONAL PLANNING | | | | | | | | | | | |
| 0110 | | | | 80 | | | | 808 | | 916 | 1,804 |
| 0203 | | | | 15 | | | | 120 | | 388 | 600 |
| 0213 | 50 | | | 20 | | | | 248 | | 80 | 145 |
| 0404 | 200 | | | 40 | | | | | | 5,562 | 6,030 |
| 0841 | 260 | | | 155 | | | | 1,176 | | 1,170 | 1,410 |
| | | | | | | | | | | 8,116 | 9,697 |
| MAJOR PROJECT DELIVERY PROGRAM | | | | | | | | | | | |
| 0701 | | | | 130 | 1,196 | 650 | | | | 1,010 | 1,010 |
| 0815 | | | | | | | | | | 3,475 | 5,651 |
| 0817 | | | | | | | | | | 80 | 80 |
| 0819 | | | | | | | | | | | |
| 0820 | | | | | | | | | | | |
| 0822 | | | | | | | | | | | |
| 0824 | | | | | | | | | | | |
| 0825 | | | | | | 150 | | | | 25 | 175 |
| 0826 | | | | | | 10 | | | | 120 | 130 |
| 0830 | | | | | | 50 | | | | 421 | 471 |
| 0834 | | | | | | 20 | | | | 440 | 460 |
| 0836 | | | | | | | | | | 25 | 25 |
| 0838 | | | | | | | | | | 20 | 20 |
| 0839 | | | | | | 40 | | | | 660 | 700 |
| 0840 | | | | | | 80 | | | | 70 | 150 |
| 0841 | | | | | | 20 | | | | 20 | 40 |
| 0842 | | | | | | 20 | | | | 60 | 70 |
| 0845 | | | | | | 20 | | | | 395 | 415 |
| 0850 | | | | | | 20 | | | | 20 | 40 |
| 0852 | | | | | | 106 | | | | 1,395 | 1,501 |
| 0859 | | | | | | 10 | | | | 176 | 176 |
| 0870 | | | | | | 10 | | | | 45 | 55 |
| 0871 | | | | | | 20 | | | | 441 | 461 |
| 0874 | | | | | | 20 | | | | 180 | 200 |
| 0876 | | | | | | 20 | | | | 46 | 66 |
| 0877 | | | | | | | | | | | |
| 0879 | | | | | | 110 | | | | 170 | 280 |
| 0880 | | | | | | 100 | | | | 455 | 555 |
| 0881 | | | | | | 20 | | | | 285 | 305 |
| 0882 | | | | | | 10 | | | | 120 | 130 |
| 0883 | | | | | | 10 | | | | 7 | 17 |
| 0884 | | | | | | 20 | | | | 115 | 135 |
| 0885 | | | | | | 10 | | | | 50 | 60 |
| 0886 | | | | | | 10 | | | | 25 | 35 |
| 0887 | | | | | | 20 | | | | 305 | 315 |
| 0888 | | | | | | 10 | | | | | |
| 0889 | | | | | | | | | | | |
| 0890 | | | | | | | | | | | |
| | | | | 130 | 1,196 | 1,766 | | 1,176 | | 10,635 | 13,717 |
| TOTAL MAJOR PROJECT DELIVERY PROGRAM | | | | | | | | | | | |
| * OTHER STAFF comprised of (41) FULL-TIME PROFESSIONAL STAFF, (3) PART-TIME. | | | | | | | | | | | |

San Bernardino Associated Governments
STAFF UTILIZATION REPORT
Fiscal Year 2012/2013

| | Director of Transit/Rail Programs | Director of Management Services | Director of Legislative Affairs | Executive Director | SANBAG Counsel | Director of Project Delivery | Director of Fund Administration | Director of Planning | Chief Financial Officer | OTHER STAFF * | TOTAL |
|--|-----------------------------------|---------------------------------|---------------------------------|--------------------|----------------|------------------------------|---------------------------------|----------------------|-------------------------|---------------|----------------|
| TRANSIT & PASSENGER RAIL PROGRAM | | | | | | | | | | | |
| 0309 | 250 | - | - | 55 | 150 | - | - | - | - | 1,970 | 2,425 |
| 0310 | 150 | - | - | - | - | - | - | - | - | 575 | 725 |
| 0311 | 100 | - | - | - | - | - | - | - | - | 1,075 | 1,175 |
| 0352 | 476 | - | - | 100 | 70 | - | - | - | - | 2,295 | 2,841 |
| 0377 | - | - | - | - | - | - | - | - | - | 300 | 300 |
| 0379 | 750 | - | - | - | - | - | - | - | - | 1,551 | 2,301 |
| TOTAL TRANSIT & PASSENGER RAIL PROGRAM | 1,726 | - | - | 155 | 220 | - | - | - | - | 7,786 | 9,857 |
| TRANSPORTATION FUND ADMINISTRATION | | | | | | | | | | | |
| 0373 | - | - | - | 60 | - | - | 400 | - | - | 5,663 | 6,123 |
| 0500 | - | - | - | 5 | - | - | 50 | - | - | 1,811 | 1,851 |
| 0501 | - | - | - | 5 | - | - | 100 | - | - | 200 | 305 |
| 0502 | 50 | - | - | 20 | - | - | 200 | - | - | 1,325 | 1,695 |
| 0504 | - | 150 | - | 60 | - | - | - | - | 260 | 745 | 1,215 |
| 0506 | - | - | - | - | - | - | - | - | - | - | - |
| 0507 | - | - | - | - | - | - | - | - | - | - | - |
| 0515 | - | - | - | 30 | - | - | 482 | 120 | - | 410 | 1,042 |
| 0609 | - | - | - | 20 | - | - | 500 | 40 | - | 405 | 885 |
| 0610 | - | - | - | 40 | 20 | - | - | 20 | - | 496 | 576 |
| 0918 | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL TRANSPORTATION FUND ADMINISTRATION | 50 | 150 | - | 235 | 20 | 20 | 1,732 | 180 | 260 | 11,054 | 13,701 |
| GEN-COUNCIL OF GOVERNMENTS SUPPORT PROGRAM | | | | | | | | | | | |
| 0104 | - | 100 | 540 | 130 | - | - | - | - | - | 1,357 | 2,127 |
| 0490 | - | 70 | - | - | - | - | - | 20 | - | 50 | 120 |
| 0492 | - | - | - | - | - | - | - | - | - | 130 | 130 |
| 0495 | - | - | - | - | - | - | - | - | - | 130 | 130 |
| 0503 | - | - | 840 | 130 | 20 | - | - | 60 | - | 1,310 | 2,460 |
| 0601 | - | - | - | 180 | 100 | - | 60 | 300 | - | 1,165 | 1,695 |
| 0605 | - | 50 | 216 | - | - | - | - | - | - | 2,521 | 2,837 |
| 0706 | - | 100 | - | - | - | - | - | - | - | 100 | 200 |
| 0805 | - | - | - | - | - | - | - | - | - | 300 | 320 |
| 0942 | - | - | - | 11 | - | - | - | - | - | 420 | 691 |
| TOTAL GEN-COUNCIL OF GOVTS. SUPPORT PROGRAM | - | 340 | 1,896 | 601 | 120 | - | 60 | 360 | 260 | 7,353 | 10,310 |
| FRINGE & INDIRECT | | | | | | | | | | | |
| FRINGE Fringe | 304 | 280 | 304 | 344 | 224 | 304 | 288 | 344 | 304 | 9,807 | 12,603 |
| INDIRECT Indirect | - | 680 | 80 | 420 | 300 | - | - | - | 1,298 | 24,840 | 27,478 |
| TOTAL FRINGE & INDIRECT | 304 | 860 | 384 | 764 | 524 | 304 | 288 | 344 | 1,602 | 34,747 | 40,073 |
| GRAND TOTALS | 2,080 | 2,080 | 2,080 | 2,080 | 2,080 | 2,080 | 2,080 | 2,080 | 2,080 | 86,879 | 105,099 |

* OTHER STAFF comprised of (1) FULL-TIME PROFESSIONAL STAFF; (2) PART-TIME.

San Bernardino Associated Governments
Hourly Staff Utilization by Program
 Fiscal Year 2012/2013 - 65,520 Hours



Legend

- General - Council of Governments Support Program (16%)
- Transportation Fund Administration (21%)
- Transit & Passenger Rail Program (15%)
- Major Project Delivery Program (21%)
- Transportation Planning & Programming (15%)
- Air Quality & Traveler Services Program (12%)

Task 0102 Air Quality Programs

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), Assembly Bill (AB) 2766 committees within the South Coast Air Quality Management District (SCAQMD), Moyer program outreach, as well as participation on the bi-annual Mojave Desert Air Quality Management District's (MDAQMD) subvention fund call for projects. These efforts have led to leveraging substantial funding for air quality programs to the County.

SANBAG has had significant participation in the development/deployment of alternative and clean fuels strategies, the conversion of vehicles/fleets to alternative fuels, and the resulting infrastructure within the region. Staff has secured funding from Assembly Bill (AB) 2766 and other public and private funding sources, worked closely with local utilities in research and development for deployment, coordinated proposals and projects within the County, attracted significant research efforts for the Inland Empire, and participated on key local, State and Federal committees which develop/implement alternative fuel strategies. 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. SANBAG has also been a key participant in the Interstate Clean Transportation Corridor (ICTC) which has developed an implementation plan for the placement of alternative fuel infrastructure throughout the Western United States and has worked closely with county fleets towards conversion to clean fuels. In 2009, SANBAG was awarded \$20 million in grant funding, to transition 202 heavy duty vehicles from a private fleet operator, over to natural gas. Contracts have been executed and efforts are underway in implementing this four year project.

Work Elements

1. Represent SANBAG through participation in technical committees of the SCAQMD, MDAQMD, MSRC and other groups for implementation of attainment strategies in AQMPs and SIP.
2. Provide information and analysis to the SANBAG Board regarding SCAQMD, CARB and 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. Support through regulatory or legislative means any assistance towards the introduction of alternative fuel vehicles into California.
6. 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.
7. Complete implementation of the Alternative Fuel project by completing LNG/CNG fueling stations in Fontana and Orange.
8. 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.
9. As funding opportunities arise, assist the High Desert stakeholders in funding vehicle conversions in the Barstow, Morongo Basin, and the Victor Valley areas.
10. Assist private sector agencies with securing funding as well as implementation of alternative fuel projects.
11. 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.

Task 0102 Air Quality Programs

Product

1. Completion of LNG/CNG fueling stations in Fontana and Orange.
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.

Contract Information

a. Existing Contracts

- i. 1000263, consultant assistance in managing the Department of Energy (DOE) Project, Budgeted Amount \$75,000.
- ii. 1000325, Southern California Association of Governments (SCAG) to assist with the marketing and public relations for the DOE Project, Budgeted Amount \$40,000.
- iii. 1000330, private fleet operator participating in DOE project, Budgeted Amount \$2,099,002.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$ 2,139,002.

Manager

Duane Baker, Director of Management Services

Task 0102 Air Quality Programs

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|---------------------------------|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 36,945 | 78,550 | 87,007 |
| Regular Part-Time Employees | 1,503 | - | - |
| Overtime | - | 150 | - |
| Fringe Allocation-General | 32,709 | 68,610 | 79,385 |
| Professional Services | 2,951,480 | 16,183,262 | 3,088,450 |
| Consulting Services | 25,933 | 61,800 | - |
| Attendance Fees | 500 | 1,200 | - |
| Legal Fees | 4,513 | 300 | - |
| Maintenance-Motor Vehicles | - | 440 | 450 |
| Training/Membership | 3,620 | 9,050 | 7,250 |
| Postage | 115 | 350 | 350 |
| Travel Expense - Employee | 3,049 | 5,550 | 5,000 |
| Travel Expense-Mileage-Employee | 1,071 | 350 | - |
| Printing - External | - | 300 | 300 |
| Printing - Internal | -36 | 300 | 300 |
| Contributions/Sponsorships | - | - | 40,000 |
| Record/Equipment Storage | 117 | - | - |
| Office Expense | - | 325 | 325 |
| Meeting Expense | 41 | 750 | 750 |
| Indirect Allocation-General | 54,269 | 122,341 | 148,134 |
| Total Expenditures | \$3,115,829 | \$16,533,828 | \$3,457,701 |

Funding Sources

| | |
|--------------------------------------|--------------------|
| Local Transportation Fund - Planning | 9,725 |
| ARRA FED DOE Clean Cities FY09 | 3,108,450 |
| MSI Valley Fund-Transit Mgmt Sys | 339,526 |
| Total Funding Sources | \$3,457,701 |

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, Caltrans Directors meetings, 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.

1. Participation in the Self-Help Counties Coalition, Mobility 21, Caltrans Directors meetings, 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.

Product

1. Monthly meeting of the City/County Managers Technical Advisory Committee.
2. Annual City/County Conference.

Manager

Duane Baker, Director of Management Services

Task 0104 Intergovernmental Relations

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 71,816 | 67,507 | 86,649 |
| Overtime | - | 500 | - |
| Fringe Allocation-General | 61,484 | 59,289 | 79,059 |
| Professional Services | 10,000 | 50,000 | - |
| Maintenance-Motor Vehicles | - | 200 | 200 |
| Dues & Subscriptions | - | 500 | 500 |
| Training/Membership | 46,398 | 65,100 | 56,500 |
| Postage | 32 | 200 | 200 |
| Travel Expense - Employee | 3,218 | 3,950 | 4,000 |
| Travel Expense - Non-Employee | 1,382 | 1,400 | 1,500 |
| Travel Expense-Mileage-Employee | 374 | 500 | 500 |
| Travel Expense-Mileage-Non-Employee | 564 | 1,000 | 1,000 |
| Travel Expense-Other-Metrolink Tickets | - | 100 | - |
| Printing - External | - | 100 | 100 |
| Printing - Internal | - | 100 | 100 |
| Contributions/Sponsorships | 6,000 | 5,900 | 11,000 |
| Communications | - | 150 | - |
| Other Service Charges | 87 | - | - |
| Office Expense | - | 100 | 100 |
| Meeting Expense | 290 | 3,550 | 53,509 |
| Indirect Allocation-General | 97,939 | 105,719 | 147,524 |
| Total Expenditures | \$299,585 | \$365,865 | \$442,441 |
| Funding Sources | | | |
| General Assessment Dues | | | 33,654 |
| MSI Valley Admin | | | 397,087 |
| MSI Mtn./Desert Admin | | | 11,700 |
| Total Funding Sources | | | \$442,441 |

Task 0110 Regional Planning

Purpose

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

Accomplishments

Consistent with SANBAG's Memorandum of Understanding and subsequent contracts with SCAG, SANBAG coordinates and provides subregional and County Transportation Commission input to the 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 (see Task 40413000). 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 will begin the groundwork for the 2016 RTP/SCS in FY 2012-2013. SANBAG will coordinate with SCAG, other County Transportation Commissions, and other subregions to address regional or inter-county transportation planning and implementation issues.
2. Update GIS coverage's 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.
4. Prepare an updated growth distribution for San Bernardino County for use in the county-wide transportation plan to be initiated in FY 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.

Task 0110 Regional Planning

Work Elements, Continued

6. Develop technical input and policy recommendations as needed through and 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 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

Steve Smith, Director of Planning

Budget Detail

Expenditures

| | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Regular Full-Time Employees | 118,481 | 129,734 | 114,272 |
| Fringe Allocation-General | 104,510 | 113,103 | 104,262 |
| Professional Services | - | 1,400 | 2,000 |
| Legal Fees | 333 | 1,038 | 1,000 |
| Training/Membership | 200 | 700 | - |
| Postage | 44 | 60 | 200 |
| Travel Expense - Employee | 710 | 2,400 | 1,000 |
| Travel Expense-Mileage-Employee | 229 | 798 | 2,500 |
| Travel Expense-Other-Metrolink Tickets | 71 | 380 | 300 |
| Contributions/Sponsorships | 6,000 | - | 69,400 |
| Office Expense | 108 | 40 | 200 |
| Meeting Expense | 458 | 1,120 | - |
| Indirect Allocation-General | 166,476 | 201,591 | 194,553 |
| Total Expenditures | \$397,619 | \$452,364 | \$489,687 |

Funding Sources

| | |
|--------------------------------------|------------------|
| Local Transportation Fund - Planning | 416,587 |
| MSI 1990-Valley Fund-TMEE | 73,100 |
| Total Funding Sources | \$489,687 |

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 (SBTAM, see Task 40413000) 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 2012. 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.
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, inter-county 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.

Local Funding Source Detail

- i. Congestion Management Program Dues: \$24,541.

Manager

Steve Smith, Director of Planning

Task 0203 Congestion Management

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|---------------------------------|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 23,997 | 37,312 | 27,156 |
| Regular Part-Time Employees | 98 | 730 | - |
| Fringe Allocation-General | 19,419 | 32,541 | 24,776 |
| Legal Fees | - | - | 500 |
| Postage | - | 200 | 200 |
| Travel Expense - Employee | - | 70 | 300 |
| Travel Expense-Mileage-Employee | - | 643 | 1,000 |
| Printing - Internal | - | - | 200 |
| Office Expense | - | 500 | 500 |
| Meeting Expense | - | 200 | - |
| Indirect Allocation-General | 30,933 | 59,075 | 46,233 |
| Total Expenditures | \$74,446 | \$131,271 | \$100,865 |
| Funding Sources | | | |
| General Fund-Local/Other | | | 24,541 |
| MSI 1990-Valley Fund-TMEE | | | 76,324 |
| Total Funding Sources | | | \$100,865 |

Task 0213 High Desert Corridor Studies

Purpose

Identify a regionally significant right-of-way alignment for a transportation corridor bounded by Route 14 in the communities of Lancaster and Palmdale and 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 U.S. 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

Duane Baker, Director of Management Services

Task 0213 High Desert Corridor Studies

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|---|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 4,135 | 5,912 | 7,632 |
| Fringe Allocation-General | 3,743 | 5,154 | 6,964 |
| Professional Services | - | 301,000 | 200,000 |
| Maintenance-Motor Vehicles | - | 100 | 100 |
| Postage | - | 100 | 100 |
| Travel Expense-Mileage-Employee | 121 | 400 | 400 |
| Indirect Allocation-General | 5,962 | 9,190 | 12,995 |
| Total Expenditures | \$13,961 | \$321,856 | \$228,191 |
| Funding Sources | | | |
| Local Transportation Fund - Planning | | | 28,191 |
| MSI Victor Valley Fund-Transit Mgmt Sys | | | 200,000 |
| Total Funding Sources | | | \$228,191 |

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), Needles Area Transit (NAT), and Valley Transportation Services (VTS) (aka VTrans).

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 the draft SCAG 2012 Regional Transportation Plan, and continued membership in the following transit associations: California Transit Association (CTA), California Association for Coordinated Transportation (CalACT), American Public Transportation Association (APTA), and Community Transportation Association of America.

While the subsequent transit related tasks provide a description of the technical process which must be followed to insure the flow of Federal, State, and local funds to support individual transit system operating and capital improvements, this task will be used to summarize the performance of the seven public transit systems, excluding commuter rail, in San Bernardino County during Fiscal Year 2012/2013. The seven systems are: Valley Transportation System (VTA), Barstow Area Transit (BAT), Morongo Basin Transit Authority (MBTA), Mountain Area Regional Transit Authority (MARTA), Needles Area Transit (NAT), Omnitrans, and the Victor Valley Transit Authority (VVTA).

Omnitrans, serving the urbanized San Bernardino Valley, is by far the largest operator in the County; carrying approximately 15.3 million passengers during Fiscal Year 2010/2011. VVTA, carrying 1.686 million passengers, increased ridership by 13.74%; MBTA carried 354,883 passengers; BAT carried 214,532 passengers, MARTA carried 135,273 passengers and NAT carried 34,582 passengers.

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.

The task also includes legal professional 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.

Task 0309 General Transit

Work Elements, Continued

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.
4. Share new 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, Budgeted Amount \$137,297.
 - ii. 1000411, Comprehensive Operational Analysis of Omnitrans, Budgeted Amount \$100,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$237,297.

Manager

Mitch Alderman, Director of Transit and Rail Programs

Task 0309 General Transit

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 171,397 | 199,669 | 110,669 |
| Overtime | - | 250 | - |
| Fringe Allocation-General | 149,379 | 174,290 | 100,974 |
| Professional Services | 1,383,149 | 3,441,848 | 362,297 |
| Consulting Services | 7,952 | 909,843 | - |
| Attendance Fees | 1,000 | 3,300 | 3,300 |
| Legal Fees | 1,086,322 | 1,530,159 | 5,000 |
| Utilities | - | 700 | - |
| Right of Way Capital | 4,085,653 | 3,000,000 | - |
| Dues & Subscriptions | 150 | 750 | 12,750 |
| Training/Membership | 14,725 | 17,700 | 17,500 |
| Postage | 368 | 3,057 | 750 |
| Travel Expense - Employee | 2,008 | 11,000 | 5,000 |
| Travel Expense-Mileage-Employee | 2,688 | 7,500 | 1,000 |
| Travel Expense-Mileage-Non-Employee | 172 | - | 500 |
| Travel Expense-Other-Metrolink Tickets | - | 300 | - |
| Advertising | 162 | 2,300 | 1,500 |
| Printing - External | 464 | 7,600 | 1,000 |
| Printing - Internal | - | 6,375 | 300 |
| Contributions/Sponsorships | 2,638,547 | 4,494,832 | 60,000 |
| Office Expense | 15 | 17,100 | 1,000 |
| Meeting Expense | 764 | 2,100 | 500 |
| Indirect Allocation-General | 237,948 | 310,780 | 188,419 |
| Total Expenditures | \$9,782,862 | \$14,141,453 | \$872,459 |
| Funding Sources | | | |
| Local Transportation Fund - Planning | | | 712,459 |
| Local Transportation Fund Art 4-Planning | | | 100,000 |
| MSI Valley Fund-Senior/Disabled | | | 60,000 |
| Total Funding Sources | | | \$872,459 |

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 has created a new Consolidated Services Transportation Agency (CTSA) in 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 provide for financial assistance to offset the cost associated with providing Paratransit by the transit operators for those that meet the qualifications for the service under the Americans with Disabilities Act. The operating funds administered under this task are also used to provide subsidized fares for seniors.

Work Elements

Coordinate Measure I Senior and Disabled program funds for disbursement to the transit operators within each of the Measure I Subareas.

Product

Operating fund for Transit Operators.

Contract Information

a. Existing Contract

- 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 \$1,916,000.

Manager

Mitch Alderman, Director of Transit and Rail Programs

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|-----------------------------|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | - | - | 31,279 |
| Fringe Allocation-General | - | - | 28,539 |
| Contributions/Sponsorships | 6,178,047 | 7,050,250 | 8,710,000 |
| Indirect Allocation-General | - | - | 53,254 |
| Total Expenditures | \$6,178,047 | \$7,050,250 | \$8,823,072 |

Funding Sources

| | |
|---|--------------------|
| Local Transportation Fund - Planning | 113,072 |
| MSI Valley Fund-Senior/Disabled | 7,567,600 |
| MSI Victor Valley Fund-Senior/Disabled | 670,000 |
| MSI North Desert Fund-Senior/Disabled | 278,500 |
| MSI Colorado River Fund-Senior/Disabled | 11,000 |
| MSI Morongo Basin Fund-Senior/Disabled | 92,400 |
| MSI Mountain Fund-Senior/Disabled | 90,500 |
| Total Funding Sources | \$8,823,072 |

Task 0311 Transit Capital

Purpose

Evaluate the effectiveness and efficiency of existing capital improvements proposed by the transit agencies within the County of San Bernardino.

Accomplishments

1. BARSTOW AREA TRANSIT (BAT) helped launch the new BV link service in January 2011 which connects communities of Barstow, Apple Valley, and Victorville, 3 days per week, 3 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 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. It may be completed during Fiscal year 2012/2013, pending resolution of right-of-way issues.
6. VICTOR VALLEY TRANSIT (VVTA): SANBAG was able to secure 3 years of 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 BL Link from Victorville to San Bernardino. Victor Valley Transit has also recently received \$1.491 million dollars of Federal Transit Administration Section 5309 discretionary grants to create and operate a successful vanpool program for the High Desert and Barstow areas.
7. VALLEY TRANSPORTATION SERVICES (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 V.A. 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 help to reduce access service demands.

Work Elements

1. Continue work on the "E" Street BRT Project.
2. Continue work on Rialto and "E" Street Transit Station.
3. Continue work on the Van Pool program for the High Desert including the Barstow Area.

Product

Start construction of the Omnitrans Rialto Avenue and E Street bus facility.
Funding sbX.

Contract Information

- a. Existing Contract
 - i. 1000133, Allocation of Proposition 1B PTMISEA Funds for Purchase of Three Paratransit Vehicles, Budgeted Amount \$70,069.
 - ii. 1000251, Cooperative Agreement between SANBAG for Design, Construction & Administration of E street sbX BRT project, Budgeted Amount \$1,664,405.
 - iii. 1000584, Construction Management Services for the Omnitrans Bus Facility, Budgeted Amount \$200,000.
 - iv. 1000363, Legal Services for E Street sbX Right-of-Way Acquisition, Budgeted Amount \$400,000.
 - v. 1000612, Architectural and Engineering Services for the San Bernardino Transit Center Omnitrans Bus Facility, Budgeted Amount \$2,155,272.

Task 0311 Transit Capital

Local Funding Source Detail

i. Omnitrans - \$1,081,913.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$2,825,341.

Manager

Mitch Alderman, Director of Transit and Rail Programs

| Budget Detail | 2010-2011 | 2011-2012 | 2012-2013 |
|---------------------------------|------------------|--------------------|--------------------|
| Expenditures | Actual | Revised | Budget |
| Regular Full-Time Employees | - | 6,000 | 43,959 |
| Overtime | - | 1,000 | - |
| Fringe Allocation-General | - | 6,103 | 40,109 |
| Professional Services | - | - | 2,355,272 |
| Consulting Services | - | 8,915,090 | - |
| Legal Fees | - | 3,000 | 1,050,000 |
| Postage | - | - | 500 |
| Travel Expense-Mileage-Employee | - | - | 150 |
| Contributions/Sponsorships | - | - | 1,767,474 |
| Indirect Allocation-General | - | 12,068 | 74,843 |
| Total Expenditures | \$- | \$8,943,261 | \$5,332,307 |

Funding Sources

| | |
|--|--------------------|
| Public Trans Modern, Improve & Svc Enhance | 70,069 |
| MSI Valley Fund-Express Bus//Rapid Trans | 1,697,405 |
| Local Projects Fund | 1,081,913 |
| Transit Center Project Fund | 2,482,920 |
| Total Funding Sources | \$5,332,307 |

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.

1. During Fiscal Year 2011/2012, continuing into Fiscal Year 2012/2013, SANBAG worked with the four other County Transportation Commissions and SCRRA to purchase additional Crash Energy Management rail cars and implement Positive Train Control.
2. During Fiscal Year 2011/2012, continuing into Fiscal Year 2012/2013, SANBAG negotiated with the host railroads in an effort to increase passenger rail service in exchange for the public investment in capital improvements on private railroads.
3. During Fiscal Year 2011/2012, SANBAG procured a property management consulting firm to manage SANBAG's railroad property portfolio. Since the purchase of SANBAG's railroad properties from the railroads in 1992, property management has been handled by the LACMTA. The service provided by LACMTA was terminated in November 2011.

SANBAG continued to coordinate activities with the California High Speed Rail Authority through its 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 TAC 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. Update the Fiscal Year 2009/2010 to 2014/2015 Passenger Rail SRTP.
7. Participate in negotiations with host railroads for the operations of additional passenger trains.
8. 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.

Manager

Mitch Alderman, Director of Transit and Rail Programs

Task 0352 General Commuter Rail

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--------------------------------------|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 64,167 | 52,856 | 132,629 |
| Regular Part-Time Employees | 1,544 | - | - |
| Overtime | - | 600 | - |
| Fringe Allocation-General | 56,675 | 46,603 | 121,011 |
| Professional Services | 65,016 | 403,292 | 280,000 |
| Attendance Fees | 3,000 | 12,100 | 9,900 |
| Legal Fees | 20,304 | 22,534 | 2,000 |
| Dues & Subscriptions | 736 | 3,000 | 5,000 |
| Training/Membership | 1,725 | 4,000 | 4,000 |
| Postage | - | 400 | 500 |
| Travel Expense - Employee | 8,566 | 8,800 | 10,000 |
| Travel Expense - Non-Employee | 1,878 | 5,000 | 5,000 |
| Travel Expense-Mileage-Employee | 184 | 2,000 | 1,000 |
| Travel Expense-Mileage-Non-Employee | 517 | 750 | 1,000 |
| Advertising | 375 | 100 | 2,000 |
| Printing - External | - | 250 | 150 |
| Printing - Internal | - | 1,400 | - |
| Office Expense | 73 | 150 | 300 |
| Meeting Expense | 445 | 2,500 | 500 |
| Indirect Allocation-General | 92,505 | 83,099 | 225,807 |
| Total Expenditures | \$317,709 | \$649,434 | \$800,797 |
| Funding Sources | | | |
| Local Transportation Fund - Planning | | | 800,797 |
| Total Funding Sources | | | \$800,797 |

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 Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), the American Recovery and Reinvestment Act of 2009 (ARRA), a potential new Federal authorization, 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 Activities (TEA), State Transportation Improvement Program (STIP), Corridor Mobility Improvement Account (CMIA), Trade Corridor Improvement Fund (TCIF), and State - Local Partnership Program (SLPP).

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 ARRA, STIP, STP, CMAQ, TEA and other Programs listed above. SANBAG has developed program management procedures to maximize State/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/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, 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 guard against loss.
7. Monitor and track progress on the obligation and implementation of State and Federally funded projects to protect SANBAG's fiscal allocations pursuant to AB 1012, SAFETEA-LU federal funds rescission and Proposition 1B Baseline Agreements.
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.
9. Provide expertise to local agencies for facilitation and implementation of local projects utilizing State and Federal funds (Local Assistance activities). Participate on Project Development Teams as needed.
10. Provide travel demand modeling support to local project sponsors and provide technical document reviews as needed.
11. 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.
12. Perform programming activities including fund allocation and fund management through obligation, implementation, and completion of projects.
13. Coordinate on activities listed above with member agencies through the Transportation Technical Advisory Committee (TTAC) and other interagency forums.

Task 0373 Federal/State Fund Administration

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.

Manager

Director of Fund Administration

Budget Detail

| Budget Detail | 2010-2011 | 2011-2012 | 2012-2013 |
|---------------------------------|------------------|---------------------------|------------------|
| Expenditures | Actual | Revised Budget | Budget |
| Regular Full-Time Employees | 186,898 | 226,293 | 223,084 |
| Regular Part-Time Employees | 20,100 | 25,000 | 7,200 |
| Overtime | - | 150 | - |
| Fringe Allocation-General | 162,845 | 197,417 | 203,541 |
| Professional Services | - | 29,800 | 30,000 |
| Consulting Services | 6,063 | 45,000 | 60,000 |
| Legal Fees | - | 200 | 10,000 |
| Training/Membership | 295 | 1,700 | 1,700 |
| Postage | 228 | 500 | 500 |
| Travel Expense - Employee | 654 | 8,000 | 8,000 |
| Travel Expense-Mileage-Employee | 153 | 2,500 | 2,500 |
| Printing - External | - | 600 | 600 |
| Printing - Internal | - | 500 | 500 |
| Office Expense | - | 200 | 200 |
| Meeting Expense | 39 | 700 | - |
| Indirect Allocation-General | 287,170 | 352,016 | 432,169 |
| Total Expenditures | \$664,445 | \$890,576 | \$979,994 |

Funding Sources

| | |
|-----------------------------------|------------------|
| MSI Valley Admin | 547,020 |
| Local Transportation Fund - Admin | 432,974 |
| Total Funding Sources | \$979,994 |

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. During the last fiscal year, express train service was initiated between San Bernardino and Los Angeles Union Station (LAUS). The 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 maintenance. Levels of commuter rail service proposed for Fiscal Year 2012/2013 will remain the same as the previous fiscal year. This task also includes the reimbursement of other agencies' expenses for maintenance of railroad right-of-way 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 right-of-way, including determining work location, schedule, field verification of work performed, and processing payments.

Product

Provision for high-quality commuter rail passenger service and maintenance of railroad rights-of-way owned by SANBAG.

Contract Information

- a. Existing Contract
 - i. 1000472, On-call Railroad Right-of-Way Property Management, Budgeted Amount \$750,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$750,000.

Manager

Mitch Alderman, Director of Transit and Rail Programs

Task 0377 Commuter Rail Operating

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|---------------------------------|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 1,183 | 4,831 | 9,615 |
| Fringe Allocation-General | 1,037 | 4,212 | 8,773 |
| Professional Services | 3,215 | 193,802 | - |
| Legal Fees | - | 2,375 | 5,000 |
| Utilities | 252 | 2,269 | 300 |
| Rail Maintenance of Way | 95,211 | 1,580,814 | 751,000 |
| Postage | 595 | 50 | 100 |
| Travel Expense-Mileage-Employee | 19 | - | - |
| Contributions/Sponsorships | 9,614,698 | 10,427,058 | 11,342,700 |
| Meeting Expense | 26 | - | - |
| Indirect Allocation-General | 1,652 | 7,510 | 16,370 |
| Total Expenditures | \$9,717,888 | \$12,222,921 | \$12,133,858 |

Funding Sources

| | | | |
|--|--|--|---------------------|
| Local Transportation Fund - Rail | | | 11,342,700 |
| Rail Assets | | | 751,000 |
| MSI Valley Fund-Metrolink/Rail Service | | | 40,158 |
| Total Funding Sources | | | \$12,133,858 |

Task 0379 Commuter Rail Capital

Purpose

Fund capital improvements and projects that will 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 rights-of-way 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 is now directed at maintaining that investment as well as seeking additional funding to support implementation of Positive Train Control (PTC), expansion of parking at stations, additional track and signal improvements, replacement and rehabilitation of locomotives to meet upcoming emission requirements, replacement and rehabilitation of passenger cars, expanded maintenance facilities, and development of the Redlands Rail project from the San Bernardino Multi Modal Transit Center to the University of Redlands.

Work Elements

For the Southern California Regional Rail Authority (SCRRA) (or Metrolink) Financing required for 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, LACMTA, RCTC, VCTC, and 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. New capital projects which will include sealed corridor improvements on the San Gabriel Subdivision; and
5. The design and construction of the Redlands Rail Project which consists of Downtown San Bernardino Passenger Rail Project (DSBPRP) and the Redlands Passenger Rail Project (RPRP). The DSBPRP will expand the SCRRA Eastern Maintenance Facility located in the City of Colton just south of Mill Street, and extend Metrolink to the San Bernardino Transit Center, a new multi-modal transit center consisting of a 4-track Metrolink station, a 22-bus bay Omnitrans facility, the sbX E Street bus rapid transit (BRT) system now under construction, and the eastern terminus of the RPRP.

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 Redlands Rail Project will be included in the SANBAG budget. SCRRA is not proposing to do any capital projects that affect SANBAG for this budget year.

Product

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

Contract Information

- a. Existing Contracts
 - i. 1000248, Design services for DSBPRP and RPRP, Amount Budgeted \$8,815,000.
 - ii. 1000571, Legal Services for DSBPRP and RPRP, Amount Budgeted \$2,000,000.
 - iii. 1000583, Construction Management Services DSBPRP, Amount Budgeted \$1,500,000.
- b. New Contracts
 - i. Construction services for Eastern Maintenance Facility, Amount Budgeted \$9,790,000.

Task 0379 Commuter Rail Capital

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$12,315,000.

Manager

Mitch Alderman, Director of Transit and Rail Programs

| Budget Detail | 2010-2011 | 2011-2012 | 2012-2013 |
|-----------------------------------|---------------------|---------------------|---------------------|
| Expenditures | Actual | Revised | Budget |
| Regular Full-Time Employees | 42,834 | 53,639 | 127,531 |
| Fringe Allocation-General | 36,660 | 46,762 | 116,359 |
| Professional Services | 18,311 | 11,864,555 | 1,515,000 |
| Consulting Services | 6,540,365 | 22,403,890 | 8,871,000 |
| Legal Fees | 5,083 | 16,476 | 2,000,500 |
| Rail Maintenance of Way | - | 576,616 | 147,300 |
| Construction Capital | - | - | 9,790,000 |
| Postage | 22 | 525 | 500 |
| Travel Expense - Employee | 67 | 600 | - |
| Travel Expense-Mileage-Employee | 153 | 750 | 500 |
| Advertising | - | 386 | 500 |
| Printing - Internal | - | 125 | - |
| Contributions/Sponsorships | 10,607,791 | 3,422,524 | 630,250 |
| Meeting Expense | - | 250 | - |
| Office Equip/Software-Inventorial | 5,731 | - | - |
| Computer Hardware & Software | - | 42,718 | - |
| Indirect Allocation-General | 58,397 | 83,383 | 217,128 |
| Total Expenditures | \$17,315,415 | \$38,513,200 | \$23,416,568 |

Funding Sources

| | |
|--|---------------------|
| Local Transportation Fund - Rail | 14,183,268 |
| State Transit Assistance Fund - Rail | 2,300,000 |
| MSI Valley Fund-Metrolink/Rail Service | 5,533,300 |
| MSI 1990-Valley Fund-Commuter Rail | 1,400,000 |
| Total Funding Sources | \$23,416,568 |

Task 0404 Subregional Planning

Purpose

Optimize SANBAG investments in transportation infrastructure through a comprehensive, coordinated, and continuing process of identification and evaluation of multimodal transportation options and funding solutions. SANBAG will develop and maintain a long-range county-wide 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. SANBAG also supported the development of the County-wide 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 15 datasets that are needed for regional and subregional planning activities. The DMO provided mapping and analysis support for all SANBAG departments.

Work Elements

1. Initiate work on the San Bernardino County Multi-modal Transportation Plan (SBTrans). This activity is envisioned as a two-year effort to better position SANBAG and its partner agencies for the 2016 Regional Transportation Plan. SBTrans will integrate highway and transit infrastructure needs with land use, air quality, and long term financial strategies. Together with work on the county-wide 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 transportation modeling and analysis.
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 FY 2011-2012, and is based on the SCAG regional model and socio-economic data (SED) developed for the 2012 RTP. The model includes a more detailed network and zone system and is based on SCAG's TransCAD version 5 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.
6. Support SANBAG project development efforts with traffic analyses and impact assessments.
7. 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.
8. Maintain data management capabilities including the Data Management Office Network, GIS workstations and data sets needed to support SANBAG programs.

Task 0404 Subregional Planning

Work Elements, Continued

9. 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.
10. As needed, provide assistance to local jurisdictions to access and manage planning and project data disseminated by SANBAG.
11. Maintain a monitoring database in coordination with the Congestion Management Program and GIS-based regional planning data.
12. Maintain the GIS based collision records and analysis system, including a service and support program.
13. Collect and compile data, and distribute data as appropriate to other agencies and organizations.

Product

Long Range 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 SB Trans, Long Range Transit Plan, Modal Alternatives Analyses, and related activities.

Manager

Steve Smith, Director of Planning

Task 0404 Subregional Planning

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|-----------------------------------|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 154,048 | 160,541 | 195,301 |
| Regular Part-Time Employees | 27,640 | 22,505 | 40,000 |
| Overtime | - | 250 | - |
| Fringe Allocation-General | 136,584 | 157,613 | 178,193 |
| Professional Services | 5,000 | 29,720 | 10,000 |
| Consulting Services | 146,523 | 103,178 | 200,000 |
| Legal Fees | - | 300 | 2,000 |
| Information Technology Services | 7,139 | 18,144 | - |
| Maintenance-Office Equipment | 57 | 1,359 | 9,000 |
| Training/Membership | 780 | 6,943 | 5,500 |
| Postage | - | 300 | 200 |
| Travel Expense - Employee | 2,351 | 4,100 | 7,000 |
| Travel Expense-Mileage-Employee | 684 | 2,150 | 1,000 |
| Printing - External | - | 990 | - |
| Printing - Internal | - | 300 | 200 |
| Contributions/Sponsorships | 31,693 | 200,000 | - |
| Communications | 90 | 110 | - |
| Office Expense | 93 | 500 | 1,000 |
| Meeting Expense | - | 790 | 200 |
| Office Equip/Software-Inventorial | 29,340 | 17,350 | - |
| Computer Hardware & Software | - | 8,339 | 39,000 |
| Indirect Allocation-General | 256,153 | 281,045 | 404,292 |
| Total Expenditures | \$798,174 | \$1,016,527 | \$1,092,886 |

Funding Sources

| | |
|--------------------------------------|--------------------|
| Local Transportation Fund - Planning | 395,875 |
| MSI 1990-Valley Fund-TMEE | 697,011 |
| Total Funding Sources | \$1,092,886 |

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 LACMTA, OCTA, and VCTC for the provision and maintenance of a regional rideshare database.

Accomplishments include the creation of a regional database of commuter information, a regional website www.CommuteSmart.info, 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, four leased PNRs have been added to the County's network of 13 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 ride sharing 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.

Product

1. Add at least one new PNR lot 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.

Task 0406 Traveler Services

Contract Information

a. Existing Contracts

- i. 1000538, For Park N Ride Lot lease, Budgeted Amount \$10,800.
- ii. 1000486, For Park N Ride Lot lease, Budgeted Amount \$3,060.
- iii. 1000485, For Park N Ride Lot lease, Budgeted Amount \$9,240.
- iv. 1000507, For Park N Ride Lot lease, Budgeted Amount \$8,280.

b. New Contracts

- i. San Bernardino County Implementation of FY 2012/13 Trip Reduction/Rideshare and 511 Programs, Budgeted Amount \$1,890,000.
- ii. New Park 'N Ride Lot Lease, Budgeted Amount \$9,000.

Manager

Duane Baker, Director of Management Services

Budget Detail

| Expenditures | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|---------------------------------|-----------------------------|---|-----------------------------|
| Regular Full-Time Employees | 55,928 | 53,484 | 60,354 |
| Regular Part-Time Employees | 4,324 | - | - |
| Fringe Allocation-General | 48,533 | 46,627 | 55,067 |
| Professional Services | 1,398,870 | 1,882,809 | 1,975,380 |
| Consulting Services | 3,960 | 60,460 | 25,000 |
| Legal Fees | 998 | 730 | - |
| Maintenance-Motor Vehicles | - | 200 | 200 |
| Training/Membership | 1,250 | 2,150 | 2,000 |
| Postage | 15 | 100 | 100 |
| Travel Expense - Employee | 1,412 | 280 | 2,000 |
| Travel Expense - Non-Employee | -767 | - | - |
| Travel Expense-Mileage-Employee | 791 | 850 | 500 |
| Printing - External | 3 | 800 | 1,000 |
| Printing - Internal | - | 100 | 100 |
| Office Expense | - | 271 | 250 |
| Meeting Expense | 373 | 250 | 250 |
| Indirect Allocation-General | 83,544 | 83,142 | 102,756 |
| Total Expenditures | \$1,599,235 | \$2,132,253 | \$2,224,957 |

Funding Sources

| | |
|---|--------------------|
| Congestion Mitigation & Air Quality | 1,760,334 |
| MSI Valley Fund-Transit Mgmt Sys | 458,223 |
| MSI Victor Valley Fund-Transit Mgmt Sys | 6,400 |
| Total Funding Sources | \$2,224,957 |

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 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 assisting with 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 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 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 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 2011/2012, \$28,653 of the general assessment dues has been budgeted in Task No. 10412000, 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

Task 0490 Council of Governments New Initiatives

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|------------------------------|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 3,505 | 17,925 | 1,582 |
| Fringe Allocation-General | 3,173 | 15,627 | 1,443 |
| Professional Services | 365,639 | 478,606 | - |
| Legal Fees | - | 95 | - |
| Contributions/Sponsorships | 50,000 | 64,342 | 74,867 |
| Indirect Allocation-General | 5,054 | 27,865 | 2,693 |
| Total Expenditures | \$427,370 | \$604,460 | \$80,585 |
| Funding Sources | | | |
| General Assessment Dues | | | 80,585 |
| Total Funding Sources | | | \$80,585 |

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

This is a new Task. In Fiscal Year 2011/2012 the SANBAG Board of Directors approved the release of a Request for Proposals (RFP) to engage a consultant to assist with the necessary site evaluation and financial analysis. That work will commence in Fiscal Year 2012/2013.

Work Elements

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

1. Conduct educational seminars with public agencies on the program and the benefits of participating.
2. Distribute a survey to public agencies asking them to identify potential solar power sites.
3. Conduct a preliminary analysis of all identified sites to determine the likely candidates from an installation and financial standpoint.
4. Prepare detailed final analysis of sites and prepare bid documents.
5. Send out an Invitation for Bid for firms to finance and install solar sites.
6. 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 Contract
 - i. A contract will be issued for RFP 12-142, Budgeted Amount \$30,000.
- b. New Contract
 - i. The existing contract will be amended to add phase II estimated at approximately \$150,000 to be funded by participating agencies.

Local Funding Source Detail

SANBAG is expecting to receive \$150,000 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

Task 0492 Joint Solar Power Purchase Agreement

Budget Detail

Expenditures

| | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|-----------------------------|-----------------------------|---|-----------------------------|
| Regular Full-Time Employees | - | - | 7,395 |
| Fringe Allocation-General | - | - | 6,747 |
| Professional Services | - | - | 150,000 |
| Indirect Allocation-General | - | - | 12,590 |
| Total Expenditures | \$- | \$- | \$176,732 |

Funding Sources

| | | | |
|------------------------------|--|--|------------------|
| General Assessment Dues | | | 26,732 |
| General Fund-Local/Other | | | 150,000 |
| Total Funding Sources | | | \$176,732 |

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 plan will provide information that can be used by each 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.

As of spring 2011, work had largely been completed on the GHG inventory based on 2008 pre-census data, the most current data available at the time. However, adjustments were made to the inventory based on the availability of the 2010 Census information. In addition, the consultant has waited for analysis from the Southern California Association of Governments (SCAG) based on the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Revision of the inventory was delayed until the analysis could be obtained from SCAG in February 2012. Completion of the Plan is anticipated by December 2012. The PEIR will be completed in early 2013.

Work Elements

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

Product

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

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$470,000 which was previously accounted for in task 0490.

Manager

Steve Smith, Director of Planning

Task 0495 Greenhouse Gas

Budget Detail

Expenditures

| | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|-----------------------------|-----------------------------|---|-----------------------------|
| Regular Full-Time Employees | - | - | 7,049 |
| Fringe Allocation-General | - | - | 6,431 |
| Consulting Services | - | - | 470,000 |
| Indirect Allocation-General | - | - | 12,001 |
| Total Expenditures | \$- | \$- | \$495,481 |

Funding Sources

| | |
|------------------------------|------------------|
| Greenhouse Gas Fund | 230,000 |
| MSI 1990-Valley Fund-TMEE | 265,481 |
| Total Funding Sources | \$495,481 |

Task 0500 Transportation Improvement Program

Purpose

In cooperation with other County Transportation Commissions, the California Transportation Commission (CTC), Caltrans, and the Southern California Association of Governments (SCAG), prepare accurate, timely County Transportation Improvement Program (TIP) submittals for inclusion in the Regional Transportation Improvement Program (RTIP) 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 RTIPs and STIPs that facilitated development of regionally significant projects, air quality conformity findings, and obligation of State and Federal funds; and creation of a programming database that allow local jurisdictions to make electronic RTIP amendment submittals via the website. 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 RTIP 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 RTIP 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 RTIP projects meet eligibility requirements, including fiscal constraint. Prepare timely implementation reports on projects identified in the RTIP as Transportation Control Measures for air quality conformity purposes. Track implementation of all projects in adopted RTIP, with particular focus on obligation deadlines for projects funded with State and Federal funds. Participate in the RTIP public process as needed, such as testifying for projects on behalf of local agencies during RTIP hearings.
2. Provide fund estimates for Regional Share allocations, and prepare recommendations for project funding from the 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 RTIP and STIP including review of amendment requests for eligibility and completeness; transmitting amendment requests as appropriate to the SANBAG Board for approval; preparing and transmitting RTIP amendment requests to SCAG and STIP amendment requests to Caltrans District 8; preparing a financial report for each amendment; and tracking amendment requests through the amendment process.
4. Represent San Bernardino countywide programming interests at statewide meetings such as the Regional Transportation Planning Agencies' (RTPA) meeting, CTC meetings, Southern California's Programming/Planning group meeting, Transportation Conformity Working Group meetings, and the California Federal Programming Group meetings.
5. Provide assistance in responding to inquiries from Board members, local agency staff, Caltrans, the press, and the public about the programming status of various transportation projects.
6. Maintain the accuracy of the database to track all projects listed in State and Federal programming documents, such as RTIP, STIP, Prop 1B, ARRA and various other fund types that provide financial contributions to projects that SANBAG is responsible to program, implement or administer. Coordinate these efforts with SCAG and Caltrans database efforts to ensure the accuracy of the project records.

Task 0500 Transportation Improvement Program

Work Elements, Continued

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

Approved RTIP, amendments, and RTP Programming Database.

Manager

Director of Fund Administration

Budget Detail

| | 2010-2011 | 2011-2012 | 2012-2013 |
|---------------------------------|------------------|---------------------------|------------------|
| Expenditures | Actual | Revised Budget | Budget |
| Regular Full-Time Employees | 54,258 | 68,688 | 83,521 |
| Fringe Allocation-General | 47,598 | 59,882 | 76,204 |
| Consulting Services | - | - | 50,000 |
| Training/Membership | - | 750 | 2,000 |
| Postage | 6 | - | 300 |
| Travel Expense - Employee | 1,099 | 100 | 1,200 |
| Travel Expense-Mileage-Employee | 698 | 850 | 2,000 |
| Printing - Internal | - | - | 600 |
| Office Expense | - | - | 300 |
| Meeting Expense | - | 400 | 100 |
| Indirect Allocation-General | 75,819 | 106,777 | 142,199 |
| Total Expenditures | \$179,478 | \$237,447 | \$358,424 |

Funding Sources

| | |
|-----------------------------------|------------------|
| MSI Valley Admin | 207,482 |
| Local Transportation Fund - Admin | 150,942 |
| Total Funding Sources | \$358,424 |

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

Annual SANBAG has validated apportionment formulas and allocated FTA Sections 5307 (urban formula bus and rail), 5309 (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 evaluated, recommended and programmed projects for receipt of FTA Section 5310 fund (Special Needs for Senior Individuals and Individuals with Disabilities), and annually determined the distribution of FTA Section 5311 (rural formula bus) to eligible rural transit operators. SANBAG staff has participated in advising the State in its administration of the FTA Sections 5310. SANBAG has also coordinated and supported requests for discretionary FTA funding from various transit operators. The Board has adopted a policy that the determination of Congestion Mitigation Air Quality (CMAQ) awards for transit projects would be based upon the biennial multi-year short range transit plans (SRTP) prepared by the eligible operators. Transit CMAQ awards for Fiscal Year 2011/2012 will require the filing of grants to the FTA.

Work Elements

This project includes determining the distribution of Federal Transit Administration (FTA) Sections 5307, 5309, 5310, 5311, 5311(f), 5316 and 5317 funds as well as CMAQ funds committed to transit projects. It 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).
2. Provide assistance in preparing Section 5311 grant applications.
3. Monitor Congressional appropriation of FTA funds and FTA regulation promulgation.
4. Provide assistance to Omnitrans in preparation of Section 5307 POP and grant application.
5. Provide assistance to Victor Valley Transit Service Authority in preparing Section 5307 POP and grant application.
6. Provide assistance to transit operators in preparing CMAQ grant applications.
7. Provide concurrence with the use of Section 5307 and/or 5309 apportioned to the San Bernardino Valley by the Southern California Regional Rail Authority.
8. Conduct a call for projects for available Section 5316 and 5317 funds in the San Bernardino Valley and Victor Valley areas.
9. Maintain Federal Sections 5307, 5309, 5311, 5316 and 5317 formula grant monitoring system to ensure timely commitment of funds.
10. Participate in review and prioritization of FTA Sections 5310 and 5311(f) applications and prepare recommendation for Board support.
11. Support operators' requests for discretionary capital funds.

Product

Programming of Federal Transit Act funding for eligible transit operator projects.

Manager

Director of Fund Administration

Task 0501 Federal/Transit Act Programming

Budget Detail

Expenditures

| | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|---------------------------------|-----------------------------|---|-----------------------------|
| Regular Full-Time Employees | 3,695 | 6,930 | 21,292 |
| Fringe Allocation-General | 3,345 | 6,042 | 19,427 |
| Auditing & Accounting | 10,197 | 14,233 | 20,000 |
| Postage | - | 50 | - |
| Travel Expense - Employee | - | 250 | - |
| Travel Expense-Mileage-Employee | - | 200 | - |
| Printing - Internal | - | 50 | - |
| Meeting Expense | - | 100 | - |
| Indirect Allocation-General | 5,329 | 10,773 | 36,250 |
| Total Expenditures | \$22,566 | \$38,628 | \$96,969 |

Funding Sources

Local Transportation Fund - Planning

Total Funding Sources

| |
|-----------------|
| 96,969 |
| \$96,969 |

Task 0502 TDA Administration

Purpose

Ensure timely and effective use of Local Transportation Funds (LTF) and the remaining balance of State Transit Assistance Funds (STAF) made available by the Transportation Development Act (TDA). Ensure all requirements are met by SANBAG and the recipients of TDA funds.

Accomplishments

The Board adopts the definition of "Unmet Needs" and "Reasonable to Meet" each July when it sets the dates for conducting the unmet transit needs public hearings. In February 2011 the Board adopted the formal findings from the September 2010 hearings. In March 2011 the Board approved an apportionment of LTF for Fiscal Year 2011/2012 in the amount of \$63.6 million of which \$60.8 million is new revenue and the balance from undesignated fund balances. These funds are made available for transportation planning, fund administration, pedestrian and bicycle, transit and street improvements. The LTF apportionment reflects a return to growth in sales tax receipts due to an improving economy. The State Transit Assistance Funds (STAF) allocation from the State was reduced to zero for the Fiscal Year 2010/2011 and SANBAG anticipates receipt of \$10.8 million during Fiscal Year 2011/2012 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. This task will also include an award of a contract for the updating of the SANBAG TDA Fund Application Manual. During Fiscal Year 2011/12 the TDA Triennial Performance of all transit agencies including SANBAG will be completed. The proposed budget of \$478,407 will be funded with new Local Transportation Fund Administration apportionment of \$478,407 and the undesignated fund balance.

1. For Fiscal Year ending June 30, 2012, 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 2011/2012 if needed and prepare the LTF estimate and apportionments for Fiscal Year 2012/2013 for Board approval.
8. Coordinate with contract auditor the conducting of fiscal and compliance audit of all claimants receiving TDA funds during Fiscal Year 2011/2012. Review all draft audits for accuracy.
9. Attend and participate in Statewide TDA Advisory Committee meetings.

Task 0502 TDA Administration

Work Elements, Continued

- 10. Prepare and issue a Request for Proposal for the SANBAG TDA Fund Application Manual contract. Obtain Board approval to award contract for update of the TDA Fund Manual.
- 11. Prepare and issue a Request for Proposal for the TDA Triennial Performance Audits of all transit agencies and SANBAG.

Product

Fulfill statutory responsibility to allocate and disburse TDA funds.

Contract Information

- a. Existing Contracts
 - i. 1000031, TDA, PTMISEA, CTS GP-CTAF and Measure I Pass-Through Auditing Services, Budgeted Amount \$56,243.
 - ii. C12100, Transportation Development Act Triennial Performance Audits, Budgeted Amount \$30,994.

Manager

Director of Fund Administration

Budget Detail

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|---------------------------------|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 25,508 | 49,499 | 63,948 |
| Regular Part-Time Employees | 15,779 | - | - |
| Fringe Allocation-General | 22,662 | 43,153 | 58,346 |
| Professional Services | 5,000 | 148,800 | 150,000 |
| Consulting Services | - | 25,000 | - |
| Auditing & Accounting | 104,817 | 320,505 | 87,237 |
| Legal Fees | 285 | 333 | 500 |
| Postage | - | 500 | 500 |
| Travel Expense - Employee | 396 | 1,000 | - |
| Travel Expense-Mileage-Employee | 35 | 500 | 100 |
| Advertising | 120 | 868 | 300 |
| Printing - External | - | 1,500 | 100 |
| Printing - Internal | - | 500 | 100 |
| Record/Equipment Storage | 66 | - | - |
| Other Service Charges | 18 | - | - |
| Indirect Allocation-General | 58,850 | 76,947 | 108,874 |
| Total Expenditures | \$233,536 | \$669,104 | \$470,005 |

Funding Sources

| | |
|-----------------------------------|------------------|
| Local Transportation Fund - Admin | 470,005 |
| Total Funding Sources | \$470,005 |

Task 0503 Legislation

Purpose

Monitor, analyze and advocate for legislation regarding funding, policy, and administrative action that advances transportation priorities in the County and enables the efficient delivery of transportation projects.

Accomplishments

SANBAG continues to work with its member jurisdictions and State/Federal advocates in advancing transportation policies and priority regional projects. More specifically, SANBAG staff and Board advocated in Washington, D.C.; engaged in coalition-building and advocacy efforts for the I-15/I-215 Devore Interchange; and participated in advocacy efforts for Colton Crossing, which received Federal Transportation Investment Generating Economic Recovery (TIGER) grant funds.

The work supported by this task included legislative research, support materials for elected officials pertaining to SANBAG's policy positions and projects, coordination meetings, briefings for State/Federal elected officials and their staffs, and advocacy trips.

As part of SANBAG's Federal legislative program, SANBAG staff and Board members went to Washington D.C. to highlight regionally significant projects, advocate for regulatory reform, alternative funding programs and Federal authorization for Public-Private Partnerships.

SANBAG partnered with the Coalition for Americas Gateways and Trade Corridors, a national goods movement organization, to raise awareness of the need for a national strategy and for a new funding program for goods movement infrastructure projects.

While working on Federal issues, SANBAG simultaneously worked with the California Legislature to protect and continue transportation funding for the State Transportation Improvement Program, local streets and roads, and State highway maintenance.

Work Elements

This program has three components; 1) monitoring State and Federal legislation; 2) providing written information to the Board and recommending SANBAG positions on legislation to implement the Board's goals; and 3) creating legislative proposals, sponsoring and directly advocating legislation to carry out SANBAG legislative and administrative platform.

The task budget contains funding for two professional services contractor, which represent the agency in Sacramento and Washington, D.C.

1. Manage contracts for State/Federal advocacy services and coordinate SANBAG's advocacy efforts, including staff and Board advocacy visits to Washington, D.C. and Sacramento, and visits from our State/Federal advocates to SANBAG.
2. Direct contact with State/Federal elected officials, including special briefings and/or periodic briefings for State/Federal legislative staff to discuss SANBAG's priorities.
3. Coordinate legislative strategies and positions with member agencies and regional partner agencies.
4. Prepare legislative updates and bill analyses for SANBAG Board.

Product

Products of this work element include enhanced knowledge of State and Federal transportation issues among the SANBAG Board, as well as fiscal and regulatory benefits accruing from the passage of SANBAG sponsored legislation. Through the Fiscal Year 2012/13 SANBAG legislative program, actions will be taken to maintain transportation funding at the State and Federal level, promote a Federal goods movement policy and role in funding national freight priorities, and actively participate in the legislative process consistent with the SANBAG legislative platform.

Manager

Jennifer Franco, Director of Legislative Affairs

Task 0503 Legislation

| Budget Detail | 2010-2011 | 2011-2012 | 2012-2013 |
|-------------------------------------|------------------|---------------------------|------------------|
| Expenditures | Actual | Revised Budget | Budget |
| Regular Full-Time Employees | 93,130 | 118,303 | 105,822 |
| Overtime | - | 1,000 | - |
| Fringe Allocation-General | 80,078 | 104,008 | 96,552 |
| Professional Services | 197,204 | 187,306 | 163,182 |
| Legal Fees | 475 | 525 | - |
| Dues & Subscriptions | - | 6,250 | 7,000 |
| Training/Membership | 620 | 10,779 | 4,000 |
| Postage | 75 | 350 | 350 |
| Travel Expense - Employee | 12,163 | 12,700 | 24,000 |
| Travel Expense - Non-Employee | 6,224 | 28,946 | 21,000 |
| Travel Expense-Mileage-Employee | 824 | 2,000 | 3,000 |
| Travel Expense-Mileage-Non-Employee | 87 | 400 | 300 |
| Printing - External | - | 1,000 | 2,000 |
| Printing - Internal | - | 600 | 600 |
| Communications | - | 1,000 | - |
| Office Expense | 183 | 500 | 500 |
| Meeting Expense | 3,291 | 4,200 | 5,000 |
| Indirect Allocation-General | 127,558 | 185,460 | 180,167 |
| Total Expenditures | \$521,911 | \$665,327 | \$613,473 |
| Funding Sources | | | |
| MSI Valley Admin | | | 328,599 |
| MSI Mtn./Desert Admin | | | 77,649 |
| MSI Valley Fund-Freeway Projects | | | 156,661 |
| MSI 1990-Valley Fund-Major Projects | | | 50,564 |
| Total Funding Sources | | | \$613,473 |

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; 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

Administered the Measure I Program since its inception in 1989. The new Measure I Program began on April 1, 2010 for a period of 30 years.

Administer, distribute and audit Local Stimulus Program funds to local agencies. This program was approved in Fiscal Year 2009/2010 and is anticipated to continue until 2013.

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 will review 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. Administer Local Stimulus Program.
11. Provide support to the Independent Taxpayer Oversight Committee (ITOC).

Product

1. Monthly distribution checks.
2. Annual audit reports.
3. Local Stimulus Program payments.
4. Annual Measure I Pass-Through Funds Audit Summary Report to Board of Directors.
5. Annual Summary Report of All Member Agencies Capital Improvement Plans for their Measure I Pass-Through Funds.

Contract Information

- a. Existing Contract
 - i. 1000031, For Annual Audit of Measure I Pass-Through Funds, Budgeted Amount \$160,000.

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

Task 0504 Measure I Administration

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|---------------------------------|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 42,853 | 60,721 | 60,536 |
| Fringe Allocation-General | 37,551 | 52,937 | 55,233 |
| Professional Services | 66,019 | 19,600 | 9,600 |
| Auditing & Accounting | 56,225 | 151,572 | 160,000 |
| Attendance Fees | 33,600 | 34,800 | 34,800 |
| Legal Fees | 1,093 | 870 | - |
| Maintenance-Motor Vehicles | - | 500 | 500 |
| Training/Membership | 1,800 | - | - |
| Postage | 159 | 200 | 200 |
| Travel Expense - Employee | 972 | 60 | - |
| Travel Expense-Mileage-Employee | 437 | 1,040 | 1,000 |
| Printing - Internal | - | 500 | 500 |
| Stimulus Payments | 5,756,938 | 16,583,622 | - |
| Office Expense | - | 430 | 1,000 |
| Meeting Expense | - | 200 | 200 |
| Indirect Allocation-General | 59,816 | 94,393 | 103,065 |
| Total Expenditures | \$6,057,461 | \$17,001,445 | \$426,634 |

Funding Sources

| | |
|------------------------------|------------------|
| MSI Valley Admin | 339,634 |
| MSI Mtn./Desert Admin | 82,200 |
| General Fund-Local/Other | 4,800 |
| Total Funding Sources | \$426,634 |

Task 0506 Local Transportation Fund

Purpose

To serve as a depository for San Bernardino County Local Transportation Fund (LTF) prior to allocation and disbursement to transit agencies and local jurisdictions.

Accomplishments

As the administrator of the San Bernardino County Local Transportation Fund (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 the actual 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 Transportation Development Act (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 7.75-cent retail sales tax collected within San Bernardino County. The State Board of Equalization returns the 1/4-cent to the County according to the amount of tax collected. LTF is allocated in a specific priority order, 1) Administration Allocations, sums as are necessary for SANBAG and the County Auditor/Controller to administer the Fund, 2) Planning and Programming Allocations, up to three percent (3%) of the annual revenues for SANBAG and a three quarter percent (3/4%) share to SCAG 3) Pedestrian and Bicycle Allocations, two percent (2%) of the remaining annual revenues, 4) Rail Passenger Service up to area of apportionment, 5) Community Transit Service Allocation up to five percent (5%) of the annual revenue, 6) Public Transportation Allocations up to area of apportionment, 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 April 2012 the Board approved an apportionment of \$75,744,649 million for Fiscal Year 2012/2013, of which \$65.9 million is new revenue and the balance from undesignated fund balance. New appropriations for this task are \$62,202,310 for Fiscal Year 2012/2013.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$30,198,391.

Manager

Director of Fund Administration

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|---------------------------|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Pass-Thru Payments | 111,714,287 | 117,364,904 | 83,337,751 |
| Total Expenditures | 111,714,287 | 117,364,904 | 83,337,751 |

Funding Sources

| | |
|--|-------------------|
| Local Transportation Fund - Pass Through | 83,337,751 |
| Total Funding Sources | 83,337,751 |

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 State Transit Assistance Fund (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 the actual 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 State Transit Assistance Fund (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 to Southern California Regional Rail Authority (SCRRA) based on the ratio of total fare and local support revenue of all the 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 to fund administration or street and road projects. Over the past several years, the STAF program has been inconsistently funded by the State. In Fiscal Year 2009/2010 the State allocated to SANBAG \$13.1 million as payment for Fiscal Years 2009/2010 and 2010/2011. With 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. In Fiscal Year 2011/2012, SANBAG is on pace to receive a total of \$13,964,106, including both the 99313 and 99314 allocations. These funds are included as part of the appropriation in the Fiscal Year 2012/2013. New appropriations for this task are \$12,678,847 for Fiscal Year 2012/2013.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$15,952,138.

Manager

Director of Fund Administration

Budget Detail

| | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|---------------------------|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Pass-Thru Payments | - | 43,632,954 | 26,330,985 |
| Total Expenditures | \$- | \$43,632,954 | \$26,330,985 |

Funding Sources

| | | | |
|--|--|--|---------------------|
| State Transit Assist Fund - Pass Through | | | 26,330,985 |
| Total Funding Sources | | | \$26,330,985 |

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 process. 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. The first year of the apportionment process has helped to establish procedures for this ongoing activity as part of the implementation of Measure I 2010-2040. Allocation planning for Fiscal Year 2012-2013 was able to take advantage of the 10-Year Delivery Plan. The 10-year Delivery Plan provides an overall framework for project funding and scheduling in the early part of the Measure, 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. Develop and 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

Improve regional arterial street systems in the Valley; an annual listing of capital project needs and an allocation planning proposal for consideration in the SANBAG budget.

Manager

Director of Fund Administration

Task 0515 Measure I Valley Apportionment & Allocation

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|------------------------------|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 41,647 | 39,286 | 69,210 |
| Fringe Allocation-General | 37,699 | 34,250 | 63,147 |
| Professional Services | 26,873 | 5,000 | - |
| Legal Fees | 1,235 | 238 | 1,000 |
| Postage | - | 360 | - |
| Printing - Internal | - | 600 | 200 |
| Major Street Payments | 1,198,294 | 12,968,188 | 4,176,170 |
| Office Expense | - | 500 | 200 |
| Meeting Expense | - | 500 | - |
| Indirect Allocation-General | 60,051 | 61,054 | 117,834 |
| Total Expenditures | \$1,365,799 | \$13,109,976 | \$4,427,761 |
| Funding Sources | | | |
| MSI Valley Admin | | | 201,153 |
| MSI Mtn./Desert Admin | | | 50,438 |
| MSI Valley Fund-Major Street | | | 4,176,170 |
| Total Funding Sources | | | \$4,427,761 |

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 35 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.

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.

Product

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

Manager

Steve Smith, Director of Planning

Task 0601 County Transportation Commission - General

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|-------------------------------------|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 73,259 | 87,761 | 91,202 |
| Regular Part-Time Employees | 12 | - | - |
| Overtime | - | 600 | - |
| Fringe Allocation-General | 64,310 | 77,033 | 83,213 |
| Professional Services | - | 5,000 | 5,000 |
| Attendance Fees | 57,200 | 80,000 | 81,000 |
| Legal Fees | 5,763 | 4,070 | 2,000 |
| Training/Membership | 25,000 | 26,147 | 28,000 |
| Travel Expense - Employee | 1,012 | 5,000 | 5,000 |
| Travel Expense-Mileage-Employee | 101 | 500 | 500 |
| Travel Expense-Mileage-Non-Employee | 11,521 | 15,200 | 16,000 |
| Contributions/Sponsorships | 1,000 | - | - |
| Record/Equipment Storage | 439 | 2,000 | 2,000 |
| Office Expense | - | 200 | 400 |
| Meeting Expense | 7,603 | 13,300 | 14,000 |
| Indirect Allocation-General | 102,458 | 137,241 | 155,276 |
| Total Expenditures | \$349,679 | \$454,052 | \$483,591 |

Funding Sources

| | |
|--------------------------------------|------------------|
| MSI Valley Admin | 114,700 |
| MSI Mtn./Desert Admin | 14,000 |
| Local Transportation Fund - Planning | 329,891 |
| SAFE-Vehicle Registration Fees | 25,000 |
| Total Funding Sources | \$483,591 |

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 perform the Inland Empire Annual Survey, Quarterly Economic Report, 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 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. Sponsor the Inland Empire Annual Survey.
7. 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.
8. 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

Work Elements, Continued

9. The new budget request of \$25,000 is proposed to improve the public information/public outreach/communication program by investing in more advanced technical audio/visual equipment. The goal is to communicate with the public more effectively in ways they are accustomed to utilizing today, such as internet, video website, Facebook, Twitter, You Tube, more powerful presentations at public meetings, etc. This will give SANBAG a more technologically-advanced image in order to be more competitive with other transportation agencies, cities, the County, and related organizations. This image enhancement will be seen by Legislators and decision-makers, as well as the public. These funds will be used to purchase a variety of items, including: video camera equipment and accessories, video editing and production equipment, dedicated computer and necessary software, portable podium with built-in PA system and microphones for indoor public meetings, professional quality sound system and speakers for public events outdoors, auxiliary lighting, telephoto lens for Canon SLR still camera, cabinet and work station for a television/radio media center to monitor ongoing news or during SANBAG project emergencies, and other smaller Public Information equipment.

Product

SANBAG public information notices, press releases, specialized brochures, project facts sheets, ongoing newsletters, Inland Empire Annual Survey, Quarterly Economic Reports, City-County Conference, Annual Washington Advocacy publication, Year in Review publication, Annual General Assembly, transportation-related research, special events materials and coordination, speech-writing, program development, and media outreach efforts in support of overall SANBAG activities.

Manager

Jane Dreher, Public Information Officer

Task 0605 Publications and Public Outreach

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 99,357 | 118,185 | 130,221 |
| Regular Part-Time Employees | 18 | - | - |
| Overtime | - | 600 | - |
| Fringe Allocation-General | 84,635 | 103,556 | 118,814 |
| Professional Services | 7,693 | 26,000 | 20,000 |
| Consulting Services | 24,800 | 32,800 | 33,000 |
| Maintenance-Motor Vehicles | - | 300 | - |
| Maintenance-Office Equipment | - | 1,000 | 1,000 |
| Dues & Subscriptions | 432 | 1,000 | 1,000 |
| Training/Membership | 5,600 | 11,000 | 4,000 |
| Postage | 358 | 1,500 | 3,000 |
| Travel Expense - Employee | 817 | 600 | 1,000 |
| Travel Expense-Mileage-Employee | 1,093 | 545 | 1,000 |
| Advertising | 2,434 | 7,000 | 7,000 |
| Public Information Activities | - | 14,078 | 500 |
| Printing - External | 489 | 3,000 | 6,000 |
| Printing - Internal | - | 2,000 | 2,000 |
| Other Service Charges | 56 | - | 100 |
| Office Expense | -84 | 500 | 500 |
| Meeting Expense | 479 | 1,000 | 1,000 |
| Office Equip/Software-Inventorial | - | - | 25,000 |
| Indirect Allocation-General | 134,843 | 184,573 | 221,707 |
| Total Expenditures | \$363,018 | \$509,237 | \$576,842 |
| Funding Sources | | | |
| MSI Valley Admin | | | 225,712 |
| MSI Mtn./Desert Admin | | | 10,414 |
| MSI Valley Fund-Freeway Projects | | | 312,472 |
| MSI Valley Fund-Metrolink/Rail Service | | | 28,244 |
| Total Funding Sources | | | \$576,842 |

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 10 years of the new Measure.

Accomplishments

Developed and received approval of the first 10-Year Delivery Plan in January 2012.

Work Elements

Activities under this task include updating and maintenance of the approved 10 Year Delivery Plan as project scopes, schedules, and priorities change. Guidelines will be developed on how to process plan updates the policy framework of SANBAG's Strategic Plan. These updates will be performed through the utilization of Primavera and the 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 10-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

10-Year Delivery Plan Update Guidelines and 10-Year Delivery Plan updates.

Manager

Director of Fund Administration

Task 0609 Strategic Planning/Delivery Planning

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 34,644 | 41,673 | 66,655 |
| Fringe Allocation-General | 30,086 | 36,330 | 60,816 |
| Professional Services | 64,500 | 16,000 | 10,817 |
| Program Management Fees | 307,656 | 399,213 | 100,000 |
| Training/Membership | - | - | 2,000 |
| Postage | 24 | - | - |
| Travel Expense - Employee | - | 16,108 | 1,220 |
| Travel Expense - Non-Employee | - | - | 2,400 |
| Travel Expense-Mileage-Employee | - | - | 500 |
| Travel Expense-Mileage-Non-Employee | - | - | 500 |
| Indirect Allocation-General | 47,925 | 65,290 | 113,484 |
| Indirect Allocation-Project Management | 5,019 | 29,295 | 7,432 |
| Total Expenditures | \$489,856 | \$603,909 | \$365,824 |
| Funding Sources | | | |
| Local Transportation Fund - Planning | | | 240,955 |
| MSI Valley Fund-Freeway Projects | | | 36,489 |
| MSI Valley Fund-Transit Mgmt Sys | | | 88,380 |
| Total Funding Sources | | | \$365,824 |

Task 0610 Measure I 2010-2040 Project Advancement

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 a Board-determined amount of Measure I funds in any given year to the Valley Freeway Interchange, Major Street, and Major Local Highway Programs to reimbursement of project advancement agreements (PAA) based on policies in the Measure I Strategic Plan. This amount has typically been 40 percent for the Valley PAA program and 20 percent for the Victor Valley Major/Local Highway Program. 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

Director of Fund Administration

Task 0610 Measure I 2010-2040 Project Advancement

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|---------------------------------|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 7,017 | 24,086 | 23,488 |
| Fringe Allocation-General | 5,900 | 20,998 | 21,430 |
| Professional Services | 28,619 | 5,000 | 10,000 |
| Legal Fees | 1,900 | 300 | 2,000 |
| Postage | - | 200 | 200 |
| Travel Expense-Mileage-Employee | - | 500 | 500 |
| Printing - External | - | 500 | - |
| Project Advancements Payments | 7,240,598 | 10,799,700 | 16,748,450 |
| Office Expense | - | 300 | 800 |
| Meeting Expense | - | 200 | - |
| Indirect Allocation-General | 9,399 | 37,442 | 39,989 |
| Total Expenditures | \$7,293,434 | \$10,889,226 | \$16,846,857 |
| Funding Sources | | | |
| MSI Valley Admin | | | 98,407 |
| MSI Valley Fund-Fwy Interchange | | | 4,215,200 |
| MSI Valley Fund-Major Street | | | 12,533,250 |
| Total Funding Sources | | | \$16,846,857 |

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 10 to 15 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 & 2 of the program was completed in September 2008. SANBAG's responsibility for operation and maintenance for Tier 1 & 2 was completed in June 2011. Construction of Tiers 3 & 4 of the program was completed in March 2012. A three year on-call maintenance contract for Tiers 1 & 2 was awarded in November 2011 and a one year monitoring and maintenance contract for Tiers 3 & 4 was awarded in April 2012.

Work Elements

1. Continue the on-call and monitoring and maintenance phase for Tiers 1 & 2 and Tiers 3 & 4.
2. Prepare an analysis of system-wide traffic operation before-and-after program implementation of Tiers 3 & 4.

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

Existing agreements include an on-call maintenance contract for Tiers 1 & 2 and monitoring and maintenance contract for Tiers 3 & 4 will remain in effect for the fiscal year. No new contracts are anticipated during the fiscal year.

Manager

Garry Cohoe, Director of Project Delivery

Task 0701 Valley Signal Coordination Program

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 19,339 | 15,593 | 16,330 |
| Regular Part-Time Employees | - | - | 7,200 |
| Fringe Allocation-General | 17,078 | 13,594 | 14,900 |
| Professional Services | 2,500 | 905,465 | - |
| Consulting Services | 1,989,709 | 2,255,676 | 1,400,000 |
| Program Management Fees | 132,201 | 182,535 | 2,226 |
| Legal Fees | 618 | 2,000 | 250 |
| Construction Capital | 1,093,907 | 2,197,806 | - |
| Postage | - | 150 | 150 |
| Travel Expense - Employee | 307 | 100 | - |
| Travel Expense-Mileage-Employee | - | 300 | - |
| Advertising | - | 2,000 | - |
| Printing - External | 1,495 | - | 1,000 |
| Meeting Expense | - | 100 | - |
| Indirect Allocation-General | 27,203 | 24,240 | 36,774 |
| Indirect Allocation-Project Management | 7,451 | 3,515 | 165 |
| Total Expenditures | \$3,291,808 | \$5,603,074 | \$1,478,995 |
| Funding Sources | | | |
| Congestion Mitigation & Air Quality | | | 680,000 |
| MSI 1990-Valley Fund-TMEE | | | 798,995 |
| Total Funding Sources | | | \$1,478,995 |

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. Beginning in 2002, when a motorist uses an Inland Empire Call Box it first goes to a private Call Answering Center (CAC). Any calls that involve an emergency such as fire, accidents, and medical assistance are transferred to law enforcement immediately. In recent years, the system was upgraded for a digital cellular signal, TTY's (devices to assist the hearing and speech impaired), and improvements were made to provide better access to persons with physical and mobility disabilities.

Work Elements

Survey each call box to analyze and determine if each call box is 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 satellite technology to reach areas with no digital signal. Continue contracts to implement the program, as described more fully below.

Implement a call box demonstration project along Fort Irwin Road between the I-15 and the Fort Irwin military facility. These call boxes will include a digital cellular signal and TTY devices.

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 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. As needed, make presentations to SANBAG Policy Committees and Board, regarding updates to the San Bernardino Call Box Program, upgrades to the system, as well as other safety and other improvements needed to the existing network.
6. Address funding and/or legislative action(s) that may impact the call box program so that the program may continue to be maintained and operated.
7. Temporarily remove and/or install call boxes along highway construction corridors throughout the county, assisting Caltrans/CHP with traffic mitigation.
8. Continue to review and perhaps remove call boxes in the urban/Valley area, where call volume is low or where there are other existing motorist aid services.
9. Coordinate the transfer of all Call Box equipment from the CHP Inland Communication Center to the new Traffic Management Center in Fontana.

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 sample of recorded Call Box calls for quality control purposes.
2. Install Call Boxes on Ft. Irwin Road in the Barstow area.
3. Prompt repair or replacement of damaged Call Boxes.

Contract Information

- a. Existing Contracts
 - i. 1000101, for Call Box Liaison support with CHP Sacramento, Budgeted Amount \$4,000.
 - ii. 1000018, for Call Box maintenance services, Budgeted Amount \$520,000.
 - iii. 1000090, for Call Box knockdown recovery services, Budgeted Amount \$35,000.
 - iv. 1000553, for Call Box Call Answering Services, Budgeted Amount \$126,000.
 - v. 1000132, for Call Box cellular services, Budgeted Amount \$92,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$333,200.

Manager

Duane Baker, Director of Management Services

Task 0702 Call Box System

| Budget Detail | 2010-2011 | 2011-2012 | 2012-2013 |
|--|--------------------|--------------------|--------------------|
| Expenditures | Actual | Revised | Budget |
| | <hr/> | <hr/> | <hr/> |
| Regular Full-Time Employees | 54,786 | 63,814 | 48,816 |
| Regular Part-Time Employees | 1,100 | - | - |
| Overtime | - | 50 | - |
| Fringe Allocation-General | 47,533 | 55,677 | 44,540 |
| Professional Services | 772,323 | 369,500 | 685,000 |
| Consulting Services | 3,780 | 25,700 | 60,000 |
| Program Management Fees | 21,760 | - | - |
| Legal Fees | 1,615 | 4,000 | - |
| Mountain Avenue Callbox | 373 | 400 | - |
| Maintenance-Motor Vehicles | - | 120 | 120 |
| Maintenance-Office Equipment | - | 952,930 | - |
| Maintenance-Call Boxes | - | 159,650 | - |
| Training/Membership | - | 150 | 150 |
| Postage | 116 | 400 | 100 |
| Travel Expense - Employee | 393 | 4,150 | 4,150 |
| Travel Expense-Mileage-Employee | 211 | 620 | 620 |
| Travel Expense-Mileage-Non-Employee | - | 250 | - |
| Advertising | - | 1,000 | - |
| Printing - External | - | 500 | 500 |
| Printing - Internal | - | 150 | 150 |
| Communications | 95,245 | 136,077 | 92,000 |
| Record/Equipment Storage | 834 | 5,000 | 5,000 |
| Office Expense | - | 500 | 1,500 |
| Meeting Expense | - | 500 | 500 |
| Indirect Allocation-General | 77,303 | 99,279 | 83,112 |
| Indirect Allocation-Project Management | 3,145 | - | - |
| Total Expenditures | \$1,080,517 | \$1,880,417 | \$1,026,258 |

Funding Sources

| | |
|--------------------------------|--------------------|
| SAFE-Vehicle Registration Fees | 1,026,258 |
| Total Funding Sources | \$1,026,258 |

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

In 2004, SANBAG sponsored legislation, Assembly Bill 2498, to require the State to provide FSP funding to new agencies entering the program. This legislation was signed into law in September 2004, at which time SANBAG's application to the State's FSP funding program was approved. As a result, 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, a new radio frequency, and an automatic vehicle locator (AVL) system installed in each tow truck.

Work Elements

The eight beats operating along 65 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 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. Throughout the year, additional agreements and purchase orders will be executed as needed for supplies, brochures, surveys, class 3 safety vests and other materials necessary to maintain the program.
2. Explore further technology to enhance program efficiency, in addition to those mentioned above.
3. Prepare monthly reports and invoices to the State for funding reimbursement.
4. Coordinate the program with the Riverside County Transportation Commission, local and state CHP, and local and state Caltrans. Attend Inland Empire coordination meetings, statewide FSP meetings, and other meetings as needed throughout the year.
5. Continue to seek administrative and legislative measures to protect, as well as expand and enhance the program for future years.
6. Coordinate the transfer of all FSP radio equipment from the CHP Inland Communication Center to the new Traffic Management Center in Fontana.
7. Convert the current analog communication system to a digital radio system for better quality and overall safety.
8. 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.

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. Replace all radios and repeaters with digital radio systems.
2. Implement wireless data transfer from drivers in the field to the FSP server.
3. Conduct periodic driver meetings to reinforce safety, customer service and FSP policies.

Task 0704 Freeway Service Patrol/State

Contract Information

a. Existing Contracts

- i. 1000080, For FSP tow services along Beat 1, Budgeted Amount \$175,000.
- ii. 1000056, For FSP tow services along Beat 2, Budgeted Amount \$188,000.
- iii. 1000028, For FSP tow services along Beat 3, Budgeted Amount \$188,000.
- iv. 1000191, For FSP tow services along Beat 4, Budgeted Amount \$187,000.
- v. 1000040, For FSP tow services along Beat 5, Budgeted Amount \$175,000.
- vi. 1000055, For FSP tow services along Beat 6, Budgeted Amount \$185,752.
- vii. 1000077, For FSP tow services along Beat 7, Budgeted Amount \$185,752.
- viii. 1000192, For FSP tow services along Beat 8, Budgeted Amount \$184,000.

b. New Contracts

- i. C12175, for FSP daily oversight and supervision, Budgeted Amount \$50,000.
- ii. C12221, for FSP digital radio frequencies, Budgeted Amount \$6,500.

Manager

Duane Baker, Director of Management Services

Task 0704 Freeway Service Patrol/State

| Budget Detail | 2010-2011 | 2011-2012 | 2012-2013 |
|---------------------------------|--------------------|---------------------------|--------------------|
| Expenditures | Actual | Revised Budget | Budget |
| Regular Full-Time Employees | 70,260 | 73,246 | 59,076 |
| Regular Part-Time Employees | 11,907 | - | - |
| Overtime | - | 300 | - |
| Fringe Allocation-General | 60,008 | 64,117 | 53,901 |
| Professional Services | 1,421,854 | 1,578,904 | 1,570,704 |
| Consulting Services | 18,611 | 32,400 | 25,000 |
| Legal Fees | 2,841 | 46,100 | - |
| Maintenance-Motor Vehicles | - | 400 | 400 |
| Maintenance-Office Equipment | 4 | - | - |
| Training/Membership | - | 300 | 300 |
| Postage | 724 | 1,706 | 1,500 |
| Travel Expense - Employee | 1,121 | 2,500 | 2,500 |
| Travel Expense-Mileage-Employee | 665 | 400 | 400 |
| Printing - External | 21,600 | 28,750 | 30,000 |
| Printing - Internal | - | 500 | 500 |
| Communications | 21,134 | 98,400 | 66,300 |
| Office Expense | 24 | 700 | 700 |
| Meeting Expense | 789 | 1,200 | 2,400 |
| Indirect Allocation-General | 112,756 | 114,329 | 100,579 |
| Total Expenditures | \$1,744,296 | \$2,044,252 | \$1,914,260 |
| Funding Sources | | | |
| SAFE-Vehicle Registration Fees | | | 416,060 |
| Freeway Service Patrol | | | 1,284,644 |
| MSI 1990-Valley Fund-TMEE | | | 213,556 |
| Total Funding Sources | | | \$1,914,260 |

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 has 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, has 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 2009/2010, SANBAG worked with Caltrans to install six highway detectors along the eastern portion of SR 210, to fill out the detection in the urban area/valley of the County.

Work Elements

In the coming fiscal year staff will participate and develop ITS strategies within the County. Monitor the movement of FSP and Call Box equipment from the CHP Inland Communications Center to the TMC. Continue the expansion of the detection/monitoring network especially in the more rural areas of the county and in conjunction with any Caltrans or private sector efforts. A purchase order and/or contracts with technical consultants may be executed for additional assistance for the above activities.

1. Research and identify potential funding sources for projects and programs, assist local jurisdictions in preparing grant applications for funding.
2. Work closely with Caltrans, the CHP and the Riverside County Transportation Commission on the opening 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.

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.

1. Transfer all FSP and Call Box radio and monitoring equipment from CHP Inland Communications Center to the Inland Empire TMC.

Manager

Duane Baker, Director of Management Services

Task 0706 Intelligent Transportation Systems

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 4,813 | 16,346 | 15,709 |
| Regular Part-Time Employees | 104 | - | - |
| Overtime | - | 150 | - |
| Fringe Allocation-General | 4,318 | 14,381 | 14,333 |
| Professional Services | 15,885 | 500 | - |
| Consulting Services | - | 34,900 | 35,000 |
| Program Management Fees | 21,938 | - | - |
| Legal Fees | 665 | 100 | - |
| 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 | 25,643 | 26,745 |
| Indirect Allocation-Project Management | 2,380 | - | - |
| Total Expenditures | \$57,158 | \$96,820 | \$96,587 |
| Funding Sources | | | |
| MSI Valley Fund-Transit Mgmt Sys | | | 96,587 |
| Total Funding Sources | | | \$96,587 |

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

This is a new Task. In Fiscal Year 2011/2012 the SANBAG Board of Directors authorized the release of Request for Proposals 12-141 to engage a firm to develop the financing plan and administrative apparatus necessary to start a PACE program.

Work Elements

Complete the work necessary to start a Regional PACE Program in San Bernardino County. This will include the following elements:

1. Educate cities and the County on the benefits to their residents of a PACE Program and seek their commitment to join the effort.
2. Seek private investment to underwrite the PACE Program.
3. Create the administrative apparatus to handle property owner applications from the initial stage through funding.
4. Hold workshops for the contracting community to encourage their participation.
5. Create a public education and marketing campaign to make property owners aware of the Program.

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 Contract
 - i. A contract will be issued for RFP 12-141 but there is no budgeted amount as the work for the contract will be performed at risk by the consultant.

Manager

Duane Baker, Director of Management Services

Budget Detail

| | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|-----------------------------|---------------------|--------------------------------|---------------------|
| Expenditures | | | |
| Regular Full-Time Employees | - | - | 11,484 |
| Fringe Allocation-General | - | - | 10,478 |
| Professional Services | - | - | 100,000 |
| Indirect Allocation-General | - | - | 19,552 |
| Total Expenditures | \$- | \$- | \$141,514 |

Funding Sources

| | |
|-------------------------------------|------------------|
| General Assessment Dues | 41,514 |
| Property Assessed Clean Energy Fund | 100,000 |
| Total Funding Sources | \$141,514 |

Task 0805 Building Operations & Maintenance

Purpose

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

Accomplishments

Pursuant to the SANBAG Board of Directors action in May 2000, all staff was consolidated into one building. 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 Whistle Stop snack shop, and 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.

Past improvements at the historic Santa Fe Depot include the crack repair, fog coating, and trim painting to the exterior completed in March 2011 and the removal and remediation of an abandoned electrical transformer in the basement completed in June 2011.

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.

Contract Information

- a. Existing Contract
 - i. 1000001, Provide property management Services, Budgeted Amount \$41,040.

Local Funding Source Detail

The fund that tracks this activity is a proprietary fund and is more commonly treated as an internal service fund. This will be the first year the Building Improvements and Building Operations tasks have been combined into one task. SANBAG receives \$4,800 from AMTRAK for the rail station host program.

Manager

Duane Baker, Director of Management Services

Budget Detail

| Budget Detail | 2010-2011 | 2011-2012 | 2012-2013 |
|-----------------------------|------------------------------|------------------------------|-----------------------------|
| Expenditures | Actual | Revised | Budget |
| | <hr/> | <hr/> | <hr/> |
| Regular Full-Time Employees | 5,984 | 8,613 | 10,710 |
| Fringe Allocation-General | 5,193 | 7,509 | 9,771 |
| Professional Services | 4,800 | 4,500 | 4,800 |
| Legal Fees | 1,615 | 300 | - |
| Maintenance-Buildings | 40,553 | 69,392 | 45,600 |
| Buildings & Structures | 529,299 | 10,000 | - |
| Indirect Allocation-General | 8,272 | 13,389 | 18,234 |
| Total Expenditures | <hr/> \$595,716 <hr/> | <hr/> \$113,703 <hr/> | <hr/> \$89,115 <hr/> |

Funding Sources

| | | | |
|------------------------------|--|--|-----------------------------|
| Rail Assets | | | 84,315 |
| General Fund-Local/Other | | | 4,800 |
| Total Funding Sources | | | <hr/> \$89,115 <hr/> |

Task 0815 Measure I Program Management

Purpose

Manage the Project Delivery Program.

Accomplishments

Management of the Project Delivery Program resulted in project development, awarding of construction projects, and the completion of numerous transportation enhancements. Individual project accomplishments can be found in the task-specific narratives.

A Project Control System (PCS) to communicate and align with the finance software was instituted. 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: (i) development of standard templates for professional services and construction procurements, and (ii) implementation of Independent Cost Estimates for professional services contracts and amendments was implemented (Risk Management Oversight); the Phase one and two mitigation plan development were completed and phase three was begun to establish master regulatory permits to expedite future project delivery.

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 comparison estimates. Negotiate contracts that are fair and reasonable and in the best interest of the agency. Review consultant invoices for compliance with contract terms.
4. **Contract Management and Invoicing:** Perform routine contract management and invoicing tasks. Utilize contract controls and track consultant expenditures and budgets in coordination with the PCS and Finance Department.
5. **Quality Assurance and Quality Control Reviews:** Conduct QA/QC reviews and peer reviews to ensure that SANBAG products and deliverables meet quality standards. Development, tracking, and implementation of QA/QC reviews are performed under this work element.
6. **Contract Procurement:** Complete reviews and updates to boiler plate contract and agreement language; review and update procurement processes and, in coordination with PCS and Finance, review and update the contract management monitoring process.
7. **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, and provide input into the SANBAG, policy development process.

Fund the activities of the Major Projects Committee including project delivery commissioner 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.

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

The existing contracts for program management services, on-call environmental services, an independent project manager, an independent right of way advisor, and right of way legal services, will remain in effect. It is anticipated that a new on call right-of-way services contract will be executed.

Manager

Garry Cohoe, Director of Project Delivery

Task 0815 Measure I Program Management

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 188,265 | 223,155 | 349,362 |
| Regular Part-Time Employees | 13,790 | - | - |
| Overtime | - | 300 | - |
| Fringe Allocation-General | 162,463 | 194,808 | 318,758 |
| Professional Services | 1,181,083 | 731,809 | 460,756 |
| Consulting Services | - | 1,635,836 | 980,355 |
| Program Management Fees | 2,101,948 | 2,298,000 | 1,887,256 |
| Attendance Fees | 15,900 | 14,000 | 30,000 |
| Legal Fees | 22,775 | 13,300 | 185,000 |
| Dues & Subscriptions | 199 | 7,500 | 8,000 |
| Training/Membership | 1,949 | 5,100 | 5,000 |
| Postage | 183 | 2,200 | 6,660 |
| Travel Expense - Employee | 1,842 | 5,050 | 5,500 |
| Travel Expense - Non-Employee | - | - | 8,000 |
| Travel Expense-Mileage-Employee | 35 | 1,500 | 1,500 |
| Travel Expense-Mileage-Non-Employee | 2,128 | 9,650 | 1,500 |
| Travel Expense-Other-Metrolink Tickets | - | 50 | 250 |
| Printing - External | 100 | 19,700 | 15,000 |
| Printing - Internal | - | 5,000 | 9,000 |
| Communications | 301 | 5,400 | 8,500 |
| Record/Equipment Storage | - | 10,000 | 10,000 |
| Other Service Charges | 46 | - | - |
| Office Expense | 243 | 22,600 | 22,000 |
| Meeting Expense | 2,210 | 2,000 | 3,000 |
| Office Furniture & Equipment | - | 10,650 | 11,000 |
| Office Equip/Software-Inventorial | 3,837 | - | - |
| Computer Hardware & Software | 25,881 | 38,900 | 43,000 |
| Indirect Allocation-General | 278,675 | 347,367 | 594,805 |
| Indirect Allocation-Project Management | 175,362 | 246,076 | 155,847 |
| Total Expenditures | \$4,179,214 | \$5,849,951 | \$5,120,049 |

Funding Sources

| | |
|-------------------------------------|--------------------|
| MSI Valley Fund-Freeway Projects | 725,671 |
| MSI Valley Fund-Fwy Interchange | 437,365 |
| MSI Valley Fund-Major Street | 734,255 |
| MSI Cajon Pass Fund | 631,802 |
| MSI 1990-Valley Fund-Major Projects | 2,590,956 |
| Total Funding Sources | \$5,120,049 |

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 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 16-foot high Right-of-Way sound wall on westbound SR-60, between Pipeline Avenue and Ramona Avenue in the City of Chino in San Bernardino County. A contract for a design consultant exists. In October the Board authorized advertising the construction contract and on January 4, 2012 the contract was awarded. Sound wall work started on March 5, 2012 and is anticipated to be completed in early summer followed by one year plant establishment. Construction management services during construction will be provided through existing on-call contracts. The project will be constructed under a Caltrans Encroachment Permit.

Work Elements

1. Complete construction of the new sound wall.
2. Manage contracts, budgets, and schedules.

Product

Construct a sound wall along the State Route 60 (SR-60) Freeway in the City of Chino including landscape planting and establishment.

Contract Information

The existing design consultant contract and construction contract will remain in effect during this fiscal year. Construction management services during construction will be performed through existing on-call services contracts.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$52,153.

Manager

Garry Cohoe, Director of Project Delivery

Task 0817 State Route 60 Sound Wall

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 601 | 10,070 | 3,173 |
| Regular Part-Time Employees | 210 | - | - |
| Fringe Allocation-General | 518 | 8,779 | 2,895 |
| Professional Services | 27,967 | 5,000 | 8,000 |
| Consulting Services | 94,065 | 31,576 | - |
| Program Management Fees | 16,886 | 35,000 | 32,153 |
| Legal Fees | - | 500 | 1,000 |
| Construction Capital | - | 870,000 | 15,000 |
| Postage | 60 | 150 | 150 |
| Printing - External | - | 1,500 | 1,000 |
| Indirect Allocation-General | 1,128 | 15,654 | 5,402 |
| Indirect Allocation-Project Management | 1,549 | 4,101 | 2,390 |
| Total Expenditures | \$142,984 | \$982,330 | \$71,163 |
| Funding Sources | | | |
| MSI 1990-Valley Fund-Major Projects | | | 71,163 |
| Total Funding Sources | | | \$71,163 |

Task 0819 Hwy 62 & Rotary Way Traffic Signal Project

Purpose

Construct intersection improvements and install a signal at the intersection of State Route 62 and Rotary Way in the Morongo Basin, which is an entrance to Copper Mountain College. This project is funded by Measure I Major Local Highway Program funds.

Accomplishments

A contract has been entered into the County of San Bernardino and Copper Mountain College to jointly participate in a project to install traffic control signals at the intersection of Rotary Way and State Highway 62 located in the Joshua Tree area.

Work Elements

1. Execute a funding agreement with San Bernardino County and Copper Mountain College for \$450,000 in Major Local Highway Program funds.
2. Monitor the expenditures and progress of the project.
3. Provide Major Local Highway Program funds when invoiced.

Product

1. Completed PS&E package.
2. Completed Right of Way.
3. Completed Construction of intersection and traffic signal.

Contract Information

- a. Existing Contract
 - i. 1000569, County of San Bernardino, Copper Mountain College and SANBAG, Budgeted Amount \$450,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$450,000.

Manager

Duane Baker, Director of Management Services

Budget Detail

| | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|---------------------------|---------------------|--------------------------------|---------------------|
| Professional Services | - | 450,000 | 450,000 |
| Total Expenditures | \$- | \$450,000 | \$450,000 |

Funding Sources

| | |
|--|------------------|
| MSI Morongo Basin Fund-Major Local Hwy | 450,000 |
| Total Funding Sources | \$450,000 |

Task 0820 State Route 210 Final Design

Purpose

Complete the final design of the 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, with the exception of the landscape design for Segment 11 located in the City of San Bernardino.

Work Elements

1. Complete the final design for the Segment 11 landscape project.
2. Provide design support during construction for the SR-210/I-215 direct connector project.
3. Manage the contracts, budget, and schedule.

Product

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

Contract Information

The existing cooperative agreement with Caltrans will remain in effect through the fiscal year. It is anticipated that a new contract for construction of Segment 11 landscaping will be entered into this year.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$245,170.

Manager

Garry Cohoe, Director of Project Delivery

Budget Detail

Expenditures

| | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Regular Full-Time Employees | 814 | - | - |
| Regular Part-Time Employees | 420 | - | - |
| Fringe Allocation-General | 737 | - | - |
| Professional Services | 74,383 | 29,450 | - |
| Consulting Services | - | 239,821 | 169,050 |
| Program Management Fees | - | 75,000 | 68,899 |
| Legal Fees | - | - | 500 |
| Postage | 20 | 150 | 100 |
| Printing - External | - | 2,000 | 1,000 |
| Printing - Internal | - | 2,000 | 500 |
| Indirect Allocation-General | 1,780 | - | - |
| Indirect Allocation-Project Management | - | 8,788 | 5,121 |
| Total Expenditures | \$78,155 | \$357,209 | \$245,170 |

Funding Sources

| | |
|-------------------------------------|------------------|
| MSI 1990-Valley Fund-Major Projects | 245,170 |
| Total Funding Sources | \$245,170 |

Task 0822 State Route 210 Right of Way Acquisition

Purpose

Complete the right-of-way acquisition and utility relocations required to allow the construction of the SR 210 freeway, a new transportation corridor to enhance the east-west mobility in the San Bernardino County Valley.

Accomplishments

The required right-of-way 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 824). The utility relocations required for the SR-210/I-215 Direct Connector project are continuing.

Lawsuits filed in regards to flood control basins that receive water from SR-210 storm drain improvements remain outstanding. Defense of the lawsuits filed by the County of San Bernardino in regards to the "Colonies" and "Cactus" flood control basins continues. The trial date for these two lawsuits 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 lawsuits.
2. Monitor the reimbursement of defense expenses.
3. Complete the utility relocations required for the Segment 11 - SR-210/I-215 Direct Connector project.
4. Manage the contract and budget.

Product

Complete the right-of-way acquisition and utility relocations required for the State Route 210 (SR-210) Freeway.

Contract Information

The existing Caltrans cooperative agreements and contract with the law firm will remain in effect during the fiscal year. It is anticipated that the contract with the law firm will need to be amended to increase the contract amount.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$106,127.

Manager

Garry Cohoe, Director of Project Delivery

Task 0822 State Route 210 Right of Way Acquisition

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 3,815 | 6,431 | 13,001 |
| Fringe Allocation-General | 3,453 | 5,607 | 11,862 |
| Professional Services | 153,501 | - | - |
| Program Management Fees | 38,212 | 50,000 | 45,933 |
| Legal Fees | 2,601,517 | 2,274,127 | 3,200,000 |
| Postage | 22 | - | 150 |
| Travel Expense-Mileage-Employee | 41 | - | - |
| Printing - External | 1,299 | 150 | - |
| Printing - Internal | - | 2,000 | 2,000 |
| Communications | 47 | - | - |
| Record/Equipment Storage | 1,354 | - | - |
| Meeting Expense | 40 | - | - |
| Indirect Allocation-General | 5,501 | 9,998 | 22,134 |
| Indirect Allocation-Project Management | 2,483 | 5,859 | 3,414 |
| Total Expenditures | \$2,811,286 | \$2,354,172 | \$3,298,494 |
| Funding Sources | | | |
| MSI 1990-Valley Fund-Major Projects | | | 3,298,494 |
| Total Funding Sources | | | \$3,298,494 |

Task 0824 State Route 210 Construction

Purpose

Complete the construction of the 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; and landscape construction, plant establishment and plant maintenance work for Segments 8, 9, 10 and 11.

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's project will be completed in 2013.

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 US Army Corps of Engineers. Coordination with California Department of Fish and Game 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. Plant establishment contracts and construction management services for Segments 1, 2, 3 and 4 were completed in 2011. Construction management services and landscape construction is ongoing for Segments 8, 9 and 10. 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 March 2012 and this segment is currently in the one year plant establishment period. In November 2011, a construction contract was issued for the Segment 9 landscape project and work started in January 2012. In December 2011, a construction contract was issued for the Segment 10 landscape project and work started in January 2012. Landscape installation for both Segments 9 and 10 will be completed in late summer 2012 followed by on year of plant establishment. The Segment 11 landscape PS&E phase is ongoing and is anticipated to be bid in mid-2012.

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 Game for acceptance of the State Street Storm Drain HMMP.
4. Continue coordination of utility relocations.
5. Coordinate with the construction of the Caltrans-managed SR-210/I-215 connector's project.
6. Commence construction of Segment 11 landscape improvements.
7. Administer and manage Segments 8, 9, 10 and 11 landscape planting and plant establishment construction and construction management contracts.
8. Award, administer and manage the Segment 8 four year extended landscape planting maintenance contract.

Product

Complete landscaping of SR-210 Segments 8, 9, 10 and 11, and complete construction to allow all the SR-210 Freeway improvements to be utilized by the motoring public.

Task 0824 State Route 210 Construction

Contract Information

Existing agreements which will remain in effect for the next fiscal year include: A) Cooperative agreements with Caltrans for Interstate 215 north to west and east to south high speed connectors to SR-210, and four cooperative agreements for landscape construction and maintenance for Segments 8, 9, 10 and 11. B) Existing construction contracts for landscaping construction for Segments 8, 9, and 10. C) Existing professional services contract for design support services for the construction of the I215/SR-210 connectors and one landscape construction management contract. There is one upcoming construction contract for Segment 11 and one extended plant maintenance contract for Segment 8 in 2012.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$5,749,093.

Manager

Garry Cohoe, Director of Project Delivery

| Budget Detail | 2010-2011 | 2011-2012 | 2012-2013 |
|--|--------------------|-----------------------|--------------------|
| Expenditures | Actual | Revised Budget | Budget |
| Regular Full-Time Employees | 9,324 | 8,878 | 7,445 |
| Fringe Allocation-General | 7,409 | 7,740 | 6,793 |
| Professional Services | 233,698 | 909,492 | 639,300 |
| Consulting Services | - | 1,431,816 | 1,000,000 |
| Program Management Fees | 82,947 | 119,000 | 73,493 |
| Legal Fees | 2,945 | 2,600 | - |
| Utilities | - | 60,000 | - |
| Landscaping Care | 903,578 | 184,207 | - |
| Rentals-Buildings | 16,220 | - | - |
| Construction Capital | 23,120 | 10,850,748 | 7,202,300 |
| Postage | 49 | 150 | - |
| Advertising | 526 | 1,600 | - |
| Printing - External | 1,365 | 2,300 | - |
| Indirect Allocation-General | 11,802 | 14,987 | 12,675 |
| Indirect Allocation-Project Management | 7,097 | 9,374 | 5,462 |
| Total Expenditures | \$1,300,079 | \$13,602,892 | \$8,947,468 |

Funding Sources

| | |
|-------------------------------------|--------------------|
| Surface Transportation Program | 2,749,000 |
| Regional Improvement Program | 3,323,300 |
| MSI 1990-Valley Fund-Major Projects | 2,875,168 |
| Total Funding Sources | \$8,947,468 |

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 33 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 the studies have commenced. The original PA/ED contract was amended to include the Express Lane alternative in addition to the HOV alternative.

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 in each direction.

Contract Information

The existing preliminary engineering and environmental contract and the environmental peer-review contract will remain in effect through the fiscal year.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$1,882,710.

Manager

Garry Cohoe, Director of Project Delivery

Task 0825 Interstate 10 Corridor Project Development

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 1,856 | 16,124 | 28,213 |
| Regular Part-Time Employees | 1,750 | - | - |
| Fringe Allocation-General | 1,654 | 14,057 | 25,742 |
| Professional Services | 69,960 | 266,000 | 270,480 |
| Consulting Services | 354,183 | 2,874,705 | 3,600,000 |
| Program Management Fees | - | 50,000 | 45,933 |
| Legal Fees | 475 | 1,500 | 101,000 |
| Postage | - | - | 150 |
| Printing - External | - | 650 | 1,000 |
| Indirect Allocation-General | 5,159 | 25,065 | 48,034 |
| Indirect Allocation-Project Management | - | 5,859 | 3,414 |
| Total Expenditures | \$435,038 | \$3,253,960 | \$4,123,966 |
| Funding Sources | | | |
| MSI Valley Fund-Freeway Projects | | | 4,123,966 |
| Total Funding Sources | | | \$4,123,966 |

Task 0826 Interstate 10 Cherry/Citrus Interchanges

Purpose

Mitigate the existing congestion and accommodate future traffic volumes at the Interstate 10 (I-10)/Cherry Avenue and I-10/Citrus Avenue Interchanges.

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 achieved in November 2008 and February 2009, respectively. In coordination with the County of San Bernardino and the City of Fontana, SANBAG 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 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 and procurement of a construction management firm was completed in August 2011. As these are TCIF funded interchange projects, the Board directed staff to use local federal funds (CMAQ/STP) to issue a Letter of No Prejudice (LONP) to replace the TCIF funds that were unavailable for Citrus Interchange construction in September 2011. Staff worked diligently with Caltrans local assistance to achieve obligation for the Citrus Interchange project funds in September 2011. Staff also completed procurement of construction management services and a construction contractor for the Citrus Interchange in February 2012. Staff is requesting allocation of TCIF funds in March 2012 for Cherry Interchange construction and will advertise the project for construction bids immediately thereafter. The improvements are being jointly funded by SANBAG, the City of Fontana and the County of San Bernardino.

Work Elements

1. Complete the right of way negotiations and eminent domain procedures for both Citrus and Cherry Interchange projects.
2. Proceed with construction of the Citrus and Cherry Interchange projects.
3. Initiate a new task order for an on-call environmental consultant to provide Environmental monitoring for both interchange construction projects.
4. Manage the contracts, budgets, and schedules.

Product

Construction of the Cherry and Citrus Interchange projects.

Contract Information

The existing cooperative agreements with the State, City of Fontana and County, Citrus and Cherry interchange construction, design support during construction, environmental monitoring during construction, and construction management contracts will remain in effect through the fiscal year.

Local Funding Source Detail

- i. County of San Bernardino - \$10,600,283.
- ii. City of Fontana - \$17,149,957.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$17,800,954.

Manager

Garry Cohoe, Director of Project Delivery

Task 0826 Interstate 10 Cherry/Citrus Interchanges

| Budget Detail | 2010-2011 | 2011-2012 | 2012-2013 |
|--|--------------------------------|---------------------------------|---------------------------------|
| Expenditures | Actual | Revised | Budget |
| | <hr/> | <hr/> | <hr/> |
| Regular Full-Time Employees | 17,838 | 22,023 | 25,812 |
| Regular Part-Time Employees | 4,480 | - | - |
| Fringe Allocation-General | 15,672 | 19,200 | 23,551 |
| Professional Services | 87,332 | 68,000 | 316,000 |
| Consulting Services | 3,266,868 | 1,769,601 | 5,400,000 |
| Program Management Fees | 54,331 | 97,400 | 45,933 |
| Legal Fees | 10,213 | 3,000 | 2,000 |
| Construction Capital | - | 41,227,167 | 59,944,028 |
| Right of Way Capital | 2,460,510 | 4,062,834 | 5,897,340 |
| Postage | 17 | 600 | 300 |
| Printing - External | 1,052 | 9,650 | 3,000 |
| Indirect Allocation-General | 31,423 | 34,236 | 43,947 |
| Indirect Allocation-Project Management | 3,021 | 11,718 | 6,828 |
| Total Expenditures | <hr/> \$5,952,756 <hr/> | <hr/> \$47,325,429 <hr/> | <hr/> \$71,708,739 <hr/> |

Funding Sources

| | |
|-------------------------------------|---------------------------------|
| Surface Transportation Program | 14,882,818 |
| Congestion Mitigation & Air Quality | 1,316,598 |
| Demonstration High Priority Program | 1,491,009 |
| Regional Improvement Program | 1,616,272 |
| Trade Corridor Improvement Fund | 15,293,334 |
| MSI Valley Fund-Fwy Interchange | 9,358,468 |
| Local Projects Fund | 27,750,240 |
| Total Funding Sources | <hr/> \$71,708,739 <hr/> |

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 between the SR-60/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 the Riverside County Line to Orange Show Road 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 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. Coordinate with stakeholders (Caltrans, RCTC, Cities).
2. Procure the services of a consultant to prepare a Project Study Report (PSR).
3. Oversee work performed by consultants and other agencies.
4. 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

The existing agreements will remain in effect through the fiscal year and amended as required to support the preparation of the PSR. It is anticipated that a new agreement will be executed with Caltrans.

Manager

Garry Cohoe, Director of Project Delivery

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Program Management Fees | - | 15,000 | 13,780 |
| Legal Fees | - | - | 1,000 |
| Indirect Allocation-Project Management | - | 1,758 | 1,024 |
| Total Expenditures | \$- | \$16,758 | \$15,804 |

Funding Sources

| | | | |
|-------------------------------------|--|--|-----------------|
| MSI 1990-Valley Fund-Major Projects | | | 15,804 |
| Total Funding Sources | | | \$15,804 |

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 designs to allow the I-215 Freeway improvements to be constructed.

Contract Information

Existing contracts include construction cooperative agreements with Caltrans, and one contract with the I-215 designer. No new contracts are anticipated in this fiscal year.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$347,880.

Manager

Garry Cohoe, Director of Project Delivery

Task 0834 Interstate 215 Final Design

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | - | 486 | 606 |
| Fringe Allocation-General | - | 424 | 553 |
| Professional Services | 53,235 | - | - |
| Consulting Services | - | 442,251 | 343,000 |
| Program Management Fees | - | 20,000 | 18,373 |
| Legal Fees | - | - | 500 |
| Postage | - | 150 | 150 |
| Printing - External | - | 2,000 | 1,000 |
| Indirect Allocation-General | - | 756 | 1,032 |
| Indirect Allocation-Project Management | - | 2,344 | 1,365 |
| Total Expenditures | \$53,235 | \$468,411 | \$366,579 |
| Funding Sources | | | |
| MSI 1990-Valley Fund-Major Projects | | | 366,579 |
| Total Funding Sources | | | \$366,579 |

Task 0836 Interstate 215 Right of Way Acquisition**Purpose**

Acquire right-of-way acquisition 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 right-of-way 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 right-of-way. 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 right-of-way capital costs. Caltrans is the lead agency for the right-of-way work; however, SANBAG is the funding agency.

Work Elements

1. Continue utility relocations.
2. Monitor capital and support costs and adjust funding as required.
3. Continue eminent domain activities on properties as required.
4. Finalize any outstanding right of way, utility relocation and funding issues associated with Segment 3 (Orange Show Road to Rialto Avenue). Construction was completed in 2010.

Product

Complete right-of-way 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

The existing cooperative agreements with Caltrans for funding and roles and responsibilities will remain in effect. No new agreements or contracts are anticipated.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$2,894,593.

Manager

Garry Cohoe, Director of Project Delivery

Task 0836 Interstate 215 Right of Way Acquisition

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 335 | 3,042 | 1,338 |
| Regular Part-Time Employees | 70 | - | - |
| Fringe Allocation-General | 303 | 2,652 | 1,220 |
| Program Management Fees | - | 5,000 | 4,593 |
| Legal Fees | 238 | - | 1,000 |
| Right of Way Capital | 4,469,839 | 6,665,061 | 2,890,000 |
| Postage | 25 | - | 150 |
| Printing - External | 51 | 2,150 | 1,000 |
| Indirect Allocation-General | 584 | 4,729 | 2,277 |
| Indirect Allocation-Project Management | - | 586 | 341 |
| Total Expenditures | \$4,471,444 | \$6,683,220 | \$2,901,919 |
| Funding Sources | | | |
| Congestion Mitigation & Air Quality | | | 2,740,000 |
| MSI 1990-Valley Fund-Major Projects | | | 161,919 |
| Total Funding Sources | | | \$2,901,919 |

Task 0838 Interstate 215 Construction

Purpose

Improve safety and reduce traffic congestion on the I-215 between the Interstate 10 freeway interchange and State Route 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 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 COZEEP program.
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 (BNSF) Railroad 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 cooperative agreement with Caltrans for Segments 1 to 5 of the I-215 corridor improvements.

Product

An additional General Purpose Lane and a High Occupancy Vehicle Lane in both directions between Orange Show Road and State Route 210 (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.

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 design and construction and maintenance is anticipated in this fiscal year.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$12,121,289.

Manager

Garry Cohoe, Director of Project Delivery

Task 0838 Interstate 215 Construction

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 54,527 | 36,292 | 34,388 |
| Regular Part-Time Employees | 630 | - | - |
| Overtime | - | 500 | - |
| Fringe Allocation-General | 48,056 | 32,075 | 31,375 |
| Professional Services | 9,731,142 | 1,271,196 | 416,000 |
| Consulting Services | - | 7,681,803 | 14,295,421 |
| Program Management Fees | 281,396 | 236,000 | 114,832 |
| Legal Fees | 10,545 | 10,000 | 10,500 |
| Rentals-Buildings | 72,812 | 80,000 | 64,180 |
| Construction Capital | 44,981,102 | 49,879,656 | 64,343,979 |
| Right of Way Capital | - | 3,743,585 | 3,000 |
| Postage | - | 150 | 150 |
| Public Information Activities | - | 168,000 | 317,010 |
| Printing - External | 1,163 | - | - |
| Printing - Internal | - | 2,000 | 1,500 |
| Contributions/Sponsorships | 412,632 | 160,000 | - |
| Office Expense | 981 | - | - |
| Indirect Allocation-General | 77,458 | 57,194 | 58,546 |
| Indirect Allocation-Project Management | 20,133 | 14,647 | 8,534 |
| Total Expenditures | \$55,692,578 | \$63,373,098 | \$79,699,415 |

Funding Sources

| | |
|---|---------------------|
| Congestion Mitigation & Air Quality | 3,049,103 |
| Transportation Enhancement Activities | 1,162,000 |
| Project National & Regional Significance | 17,304,764 |
| Demonstration High Priority Program | 1,434,978 |
| ARRA Fed Hwy Infrastructure Invest Grants | 35,327,985 |
| Traffic Congestion Relief Program | 4,444,743 |
| Regional Improvement Program | 9,791,241 |
| MSI 1990-Valley Fund-Major Projects | 7,184,601 |
| Total Funding Sources | \$79,699,415 |

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 SR-60/SR-91/I-215 interchange in Riverside, and to encourage ridesharing and improve the efficiency, safety, and operations of traffic moving between the two counties.

Accomplishments

A Public Hearing was held in December 2010 and the Project Study Report-Project Report (PSR-PR) and Environmental Document were approved on April 5, 2011. Draft Plans, Specifications, and Estimates (PS&E) was completed by Caltrans in December 2011. Offers to acquire easements for construction were made to 32 affected property owners and 18 owners have accepted the offers and have executed agreements for sale.

Work Elements

1. Finalize right-of-way acquisition and utility relocation.
2. Monitor the implementation of all environmental commitments/permits.
3. Coordinate with Caltrans staff during construction.
4. Coordinate with BNSF and UPRR.
5. Manage the contracts, budgets, and schedules.

Product

Construction of a High Occupancy Vehicle (HOV) lane in each direction of Interstate 215 (I-215) between the State Route (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 and no new agreements are anticipated.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$3,299,196.

Manager

Garry Cohoe, Director of Project Delivery

Task 0839 Interstate 215 Bi-County HOV Gap Closure Project

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 5,679 | 8,534 | 9,648 |
| Fringe Allocation-General | 5,141 | 7,440 | 8,803 |
| Professional Services | 273,386 | 446,628 | 10,000 |
| Consulting Services | 724,591 | 779,967 | 174,372 |
| Program Management Fees | 174,112 | 220,000 | 68,899 |
| Legal Fees | 1,995 | 5,000 | 4,000 |
| Construction Capital | - | - | 15,000,000 |
| Utilities Capital | - | 1,000,660 | - |
| Right of Way Capital | - | 6,809,340 | 3,546,324 |
| Postage | 12 | 150 | 150 |
| Printing - External | - | 2,000 | 1,000 |
| Indirect Allocation-General | 8,189 | 13,266 | 16,426 |
| Indirect Allocation-Project Management | 13,922 | 8,788 | 5,121 |
| Total Expenditures | \$1,207,026 | \$9,301,773 | \$18,844,743 |
| Funding Sources | | | |
| Congestion Mitigation & Air Quality | | | 3,546,324 |
| MSI Valley Fund-Freeway Projects | | | 15,000,000 |
| MSI 1990-Valley Fund-Major Projects | | | 298,419 |
| Total Funding Sources | | | \$18,844,743 |

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 Environmental Document is approximately 80% complete. SANBAG has negotiated a cooperative agreement with Caltrans for the Plans, Specifications, and Estimates (PS&E) and 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 staff during design.
5. Manage the contracts, budgets, and schedules.

Product

The construction of an improved interchange on I-215 at Barton Road.

Contract Information

Current contracts and agreements will continue to be in effect for this fiscal year, and no new agreements are anticipated.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$337,896.

Manager

Garry Cohoe, Director of Project Delivery

Task 0840 Interstate 215 Barton Road Interchange

Budget Detail

Expenditures

| | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Regular Full-Time Employees | 843 | 3,674 | 2,701 |
| Fringe Allocation-General | 763 | 3,203 | 2,464 |
| Professional Services | 164,070 | 185,000 | 15,000 |
| Consulting Services | 151,065 | 551,935 | 1,900,000 |
| Program Management Fees | 64,442 | 89,000 | 45,933 |
| Legal Fees | - | 1,500 | 200,000 |
| Right of Way Capital | - | - | 8,597,000 |
| Postage | - | 150 | - |
| Printing - External | - | 500 | - |
| Indirect Allocation-General | 1,216 | 5,711 | 4,599 |
| Indirect Allocation-Project Management | 5,081 | 5,859 | 3,414 |
| Total Expenditures | \$387,479 | \$846,532 | \$10,771,111 |

Funding Sources

| | |
|-------------------------------------|---------------------|
| MSI Valley Fund-Freeway Projects | 10,287,000 |
| MSI 1990-Valley Fund-Major Projects | 484,111 |
| Total Funding Sources | \$10,771,111 |

Task 0841 Interstate 10 Riverside 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 (ED) because of a 3-year lapse since approval of the last ED and the presence of an endangered species, the Delhi Sands Flower Loving Fly. In December 2005, SANBAG, at the request of the City of Rialto, took over project management responsibilities. The final Plans, Specifications and Estimates package and Right-of-Way certification was completed in March 2009. A construction management contract was awarded to Berg & Associates in September 2008. An Escrow Agreement was established with the City of Rialto in March 2009. In January 2010 SANBAG awarded a construction contract to C.C. Myers Inc., and construction of the interchange was completed in December 2011. In June 2011 the Board approved a Landscape Construction Cooperative Agreement with the City of Rialto. In December 2011 the Board authorized the advertisement of the landscape construction contract. On February 23, 2012 bids were opened and in March 2012 the Board awarded the landscape construction contract. Construction is anticipated to start in April 2012 and be complete in the summer of 2012 followed by a one year plant establishment period.

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 and ties into SANBAG's new construction.

Product

Additional capacity at the Interstate 10 (I-10) Riverside Avenue Interchange.

Contract Information

In place are existing cooperative agreements with Caltrans for construction and landscaping. The existing project management and escrow agreements with the City of Rialto remain effective. The current construction management contract and landscape construction contract will remain in effect for this fiscal year. It is anticipated that a new extended landscape maintenance contract will be awarded this fiscal year.

Local Funding Source Detail

- i. City of Rialto - \$3,119,035.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$1,591,933.

Manager

Garry Cohoe, Director of Project Delivery

Task 0841 Interstate 10 Riverside Interchange

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 27,749 | 19,851 | 4,181 |
| Regular Part-Time Employees | 2,030 | - | - |
| Fringe Allocation-General | 24,435 | 17,306 | 3,815 |
| Professional Services | 1,881,514 | 91,148 | 28,000 |
| Consulting Services | - | 1,813,666 | 325,000 |
| Program Management Fees | 74,911 | 50,000 | 45,933 |
| Legal Fees | 855 | 1,000 | 7,000 |
| Construction Capital | 7,861,086 | 11,908,303 | 2,774,035 |
| Postage | 18 | 160 | 250 |
| Printing - External | -363 | 1,000 | 1,500 |
| Indirect Allocation-General | 41,851 | 30,859 | 7,119 |
| Indirect Allocation-Project Management | 4,468 | 5,859 | 3,414 |
| Total Expenditures | \$9,918,553 | \$13,939,152 | \$3,200,247 |
| Funding Sources | | | |
| MSI Valley Fund - Fwy Interchange | | | 21,265 |
| MSI 1990-Valley Fund-Major Projects | | | 59,947 |
| Local Projects Fund | | | 3,119,035 |
| Total Funding Sources | | | \$3,200,247 |

Task 0842 Interstate 10 Tippecanoe 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, while the Phase 2 project includes improvements that require acquisition of right of way. 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 were approved by Caltrans and in January 2012 Phase 1 received its right of way certification.

Work Elements

1. Obtain Flood Control, Army Corp of Engineers, and California Department of Fish and Game permits for Phase 1.
2. Obtain project, specification and estimate certification, environmental certification, and an encroachment permit for Phase 1 construction.
3. Manage and award the construction management and construction contracts for Phase 1.
4. Continue work on the final PS&E package and right-of-way acquisition and utility relocation activities for Phase 2.
5. Execute a construction cooperative agreement for Phase 2.
6. Manage the contracts, budgets and schedules.

Product

Phase 1 includes construction of the I-10 eastbound auxiliary lane and improvements to the eastbound off ramp at Tippecanoe Avenue including the widening of the eastbound bridge over San Timoteo Creek channel. The Phase 2 product includes modification of the westbound I-10 ramps, widening of Tippecanoe Avenue, construction of new local street improvements, and landscaping for both phases.

Contract Information

The existing right of way cooperative agreement with Caltrans and the design services contract will remain in effect through the fiscal year. It is anticipated that new agreements for construction management and construction of Phase 1 will be executed.

Local Funding Source Detail

- i. City of Loma Linda - \$3,594,837.
- ii. City of San Bernardino - \$5,103,837.
- iii. Inland Valley Development Agency - \$7,023,837.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$2,276,905.

Manager

Garry Cohoe, Director of Project Delivery

Task 0842 Interstate 10 Tippecanoe Interchange

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 10,064 | 10,745 | 23,265 |
| Regular Part-Time Employees | 770 | - | - |
| Fringe Allocation-General | 8,321 | 9,367 | 21,227 |
| Professional Services | 63,654 | 225,000 | 8,000 |
| Consulting Services | 2,607,491 | 1,111,196 | 733,000 |
| Program Management Fees | 105,296 | 164,500 | 124,937 |
| Legal Fees | 1,330 | 3,000 | 101,000 |
| Construction Capital | - | - | 19,645,334 |
| Right of Way Capital | 4,000 | 12,777,710 | 18,897,586 |
| Postage | 23 | 150 | 150 |
| Printing - External | - | 2,000 | 1,000 |
| Indirect Allocation-General | 14,366 | 16,703 | 39,610 |
| Indirect Allocation-Project Management | 9,208 | 15,936 | 9,285 |
| Total Expenditures | \$2,824,524 | \$14,336,307 | \$39,604,394 |

Funding Sources

| | |
|-------------------------------------|---------------------|
| Surface Transportation Program | 15,549,000 |
| Demonstration High Priority Program | 4,272,000 |
| Interregional Improvement Program | 1,719,075 |
| MSI Valley Fund - Fwy Interchange | 1,464,436 |
| MSI 1990-Valley Fund-Major Projects | 877,372 |
| Local Projects Fund | 15,722,511 |
| Total Funding Sources | \$39,604,394 |

Task 0845 Interstate 215 Mt. Vernon/Washington 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 3rd, 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 completed and submitted for Caltrans review in December 2011. A draft Preliminary Environmental Analysis Report (PEAR) was also completed and included in the PSR-PDS. Two build alternatives have been developed in close coordination with Caltrans and the Cities of Colton and Grand Terrace.

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-Washington.

Contract Information

Current contracts and agreements will continue to be in effect for the fiscal year. In addition, it is anticipated that a new professional services contract for the PA/ED phase with an option for the design phase will be issued.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$29,000.

Manager

Garry Cohoe, Director of Project Delivery

Task 0845 Interstate 215 Mt. Vernon/Washington Interchange

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 65 | 4,353 | 2,701 |
| Fringe Allocation-General | 59 | 3,795 | 2,464 |
| Professional Services | 6,247 | 20,000 | - |
| Consulting Services | 72,525 | 618,060 | 430,000 |
| Program Management Fees | 29,293 | 25,000 | 22,966 |
| Legal Fees | - | - | 500 |
| Postage | - | 160 | 150 |
| Printing - External | - | 2,000 | 1,000 |
| Indirect Allocation-General | 94 | 6,767 | 4,599 |
| Indirect Allocation-Project Management | 2,362 | 2,929 | 1,707 |
| Total Expenditures | \$110,646 | \$683,064 | \$466,087 |
| Funding Sources | | | |
| MSI 1990-Valley Fund-Major Projects | | | 466,087 |
| Total Funding Sources | | | \$466,087 |

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. Accordingly, staff competitively procured Level 2 Toll Feasibility Study consultants in August 2011 responsible for analyzing traffic and revenue and financial toll feasibility for the I-10 and I-15 corridors. In addition, staff procured a consultant in March 2012 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. Proceed with Level 2 Traffic and Revenue and Financial Toll Feasibility for both the I-10 and I-15 corridors.
2. Proceed with the 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.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$1,202,471.

Manager

Garry Cohoe, Director of Project Delivery

Task 0850 Alternative Project Financing

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|---|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 23,923 | 44,377 | 87,059 |
| Regular Part-Time Employees | 630 | - | - |
| Fringe Allocation-General | 20,613 | 38,687 | 79,432 |
| Professional Services | 46,359 | 430,667 | 100,000 |
| Consulting Services | - | 2,306,984 | 3,145,000 |
| Program Management Fees | 32,572 | 100,000 | 91,866 |
| Legal Fees | 855 | 300 | 1,500 |
| Postage | 269 | 550 | 150 |
| Printing - External | - | 1,400 | 1,000 |
| Office Expense | - | 150 | - |
| Indirect Allocation-General | 33,744 | 61,866 | 148,221 |
| Indirect Allocation-Project Management | 104 | 11,718 | 6,828 |
| Total Expenditures | \$159,069 | \$2,996,699 | \$3,661,056 |
| Funding Sources | | | |
| Planning, Programming & Monitoring | | | 1,300,000 |
| MSI Valley Fund-Freeway Projects | | | 1,954,815 |
| MSI Victor Valley Fund-Transit Mgmt Sys | | | 114,941 |
| MSI Cajon Pass Fund | | | 291,300 |
| Total Funding Sources | | | \$3,661,056 |

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 Interstate 10 freeway. In September 2007, a contract was awarded for final design services to CH2M Hill, which includes the Plans, Specification, and 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 expected to last 18-months and be completed in spring 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 COZEEL and the City of Yucaipa and the City of Redlands.

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 added ramp metering at westbound Yucaipa Boulevard onramp.

Contract Information

Existing cooperative agreement with Caltrans, two professional services contracts, and one construction contract will remain in effect throughout this fiscal year. No new contracts are anticipated during the fiscal year.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$2,592,183.

Manager

Garry Cohoe, Director of Project Delivery

Task 0862 Interstate 10 Westbound Lane Addition - Yucaipa/Redlands

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 13,442 | 32,407 | 10,096 |
| Regular Part-Time Employees | 910 | - | - |
| Fringe Allocation-General | 11,722 | 28,252 | 9,212 |
| Professional Services | 569,793 | - | 25,000 |
| Consulting Services | 40,123 | 1,640,000 | 2,712,861 |
| Program Management Fees | 58,915 | 99,800 | 105,646 |
| Auditing & Accounting | 2,500 | - | - |
| Legal Fees | 190 | 500 | 1,500 |
| Rentals-Buildings | 42,360 | 43,309 | 49,984 |
| Construction Capital | 2,134,670 | 10,164,329 | 6,964,591 |
| Right of Way Capital | - | 15,000 | - |
| Postage | 28 | 400 | 100 |
| Advertising | 108 | - | - |
| Printing - External | 5,380 | 1,300 | 2,000 |
| Printing - Internal | - | 150 | 150 |
| Indirect Allocation-General | 19,984 | 50,377 | 17,189 |
| Indirect Allocation-Project Management | 4,549 | 13,476 | 7,852 |
| Total Expenditures | \$2,904,675 | \$12,089,300 | \$9,906,181 |

Funding Sources

| | |
|---|--------------------|
| Surface Transportation Program | 3,608,069 |
| State Highway Operations & Protection Program | 300,000 |
| Corridor Mobility Improvement Account | 5,354,591 |
| MSI 1990-Valley Fund-Major Projects | 643,521 |
| Total Funding Sources | \$9,906,181 |

Task 0869 Glen Helen Parkway Grade Separation

Purpose

Improve safety and reduce traffic congestion at the intersection of Glen Helen Parkway and the BNSF and 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 these efforts. The design and right of way phase is nearly complete and a final construction bid package is being prepared to advertise.

Work Elements

1. Completion of right-of-way activities.
2. Completion of the construction bid package.
3. Advertise and award a construction contract.
4. Oversee the contracts, budgets and schedule, and manage the reimbursements.

Product

Construction of a grade separation on Glen Helen Parkway at the Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe (BNSF) rail grade crossings in unincorporated San Bernardino County.

Contract Information

Existing cooperative agreements for right of way and construction with the County of San Bernardino will remain in effect. No new agreements involving SANBAG are anticipated. The County of San Bernardino will be entering into contracts for the construction of the project.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$4,122,216.

Manager

Garry Cohoe, Director of Project Delivery

Task 0869 Glen Helen Parkway Grade Separation

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 118 | 1,437 | 2,557 |
| Fringe Allocation-General | 107 | 1,253 | 2,333 |
| Consulting Services | 851,342 | 1,000,000 | - |
| Program Management Fees | 5,065 | 20,000 | 18,373 |
| Legal Fees | 95 | 600 | 1,000 |
| Construction Capital | - | 1,000,000 | 3,168,225 |
| Right of Way Capital | 847,394 | 4,114,400 | 1,200,000 |
| Postage | - | - | 150 |
| Printing - External | - | 2,150 | 2,000 |
| Indirect Allocation-General | 171 | 2,234 | 4,353 |
| Indirect Allocation-Project Management | 392 | 2,344 | 1,365 |
| Total Expenditures | \$1,704,684 | \$6,144,418 | \$4,400,356 |
| Funding Sources | | | |
| MSI Valley Fund-Major Street | | | 32,131 |
| Valley Major Street Bond Fund | | | 4,368,225 |
| Total Funding Sources | | | \$4,400,356 |

Task 0870 Hunts Lane Grade Separation

Purpose

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

Accomplishments

In the 2011/2012 fiscal year, the Plans, Specifications and Estimate approval and right-of-way certification were obtained. The project was advertised and bids were received and opened. A construction contract was awarded in spring, 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 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/Union Pacific Railroad (UPRR) Grade Separation in the Cities of Colton and San Bernardino.

Contract Information

Existing agreements with utility companies and cooperative agreements with the Cities of Colton and San Bernardino will stay in effect. In addition, contracts with a construction contractor and a designer will also remain in effect. No new contracts are anticipated during the fiscal year.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$12,294,980.

Manager

Garry Cohoe, Director of Project Delivery

Task 0870 Hunts Lane Grade Separation

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 12,320 | 36,625 | 27,561 |
| Regular Part-Time Employees | 560 | - | - |
| Fringe Allocation-General | 11,023 | 31,930 | 25,146 |
| Professional Services | 107,939 | 30,687 | 8,000 |
| Consulting Services | 5,438 | 3,485,827 | 20,000 |
| Program Management Fees | 93,684 | 192,000 | 367,462 |
| Legal Fees | 103,001 | 53,000 | 32,000 |
| Rail Maintenance of Way | - | 57,169 | 65,000 |
| Construction Capital | - | 11,320,681 | 11,111,818 |
| Utilities Capital | 323,639 | 780,000 | - |
| Right of Way Capital | 628,452 | 2,750,227 | 865,000 |
| Postage | 67 | 450 | 150 |
| Advertising | - | 2,400 | - |
| Printing - External | 2,295 | 4,500 | 2,000 |
| Indirect Allocation-General | 18,367 | 56,935 | 46,923 |
| Indirect Allocation-Project Management | 8,062 | 23,436 | 13,655 |
| Total Expenditures | \$1,314,847 | \$18,825,867 | \$12,584,715 |
| Funding Sources | | | |
| Congestion Mitigation & Air Quality | | | 1,000,000 |
| Project National & Regional Significance | | | 4,200,000 |
| Demonstration High Priority Program | | | 2,711,818 |
| Traffic Congestion Relief Program | | | 3,050,000 |
| Public Utilities Commission | | | 800,000 |
| MSI Valley Fund-Major Street | | | 183,731 |
| MSI 1990-Valley Fund-Major Projects | | | 439,166 |
| Valley Major Street Bond Fund | | | 200,000 |
| Total Funding Sources | | | \$12,584,715 |

Task 0871 State St./University Parkway Grade Separation

Purpose

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

Accomplishments

Traffic Congestion Relief Program funds were allocated for design, right-of-way, and construction of the project; the design was completed in spring 2007 and required right-of-way 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 right-of-way activities including post project disposition of excess right-of-way 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

No new contracts are anticipated in the fiscal year. All existing contracts have been closed out. Some work may be required under multi-task support services contracts to close out final right of way work.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$328,306.

Manager

Garry Cohoe, Director of Project Delivery

Budget Detail

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 660 | 1,886 | 669 |
| Fringe Allocation-General | 598 | 1,644 | 610 |
| Professional Services | 15,105 | 318,000 | 300,000 |
| Program Management Fees | 3,111 | 18,000 | 18,373 |
| Legal Fees | 2,413 | 500 | 5,000 |
| Right of Way Capital | 6,675 | 4,791 | - |
| Postage | 47 | 150 | 150 |
| Printing - External | - | 2,000 | 1,000 |
| Indirect Allocation-General | 952 | 2,932 | 1,139 |
| Indirect Allocation-Project Management | 274 | 2,344 | 1,365 |
| Total Expenditures | \$29,835 | \$352,247 | \$328,306 |

Funding Sources

| | | | |
|-------------------------------------|--|--|------------------|
| MSI 1990-Valley Fund-Major Projects | | | 328,306 |
| Total Funding Sources | | | \$328,306 |

Task 0874 Palm Ave. Grade Separation

Purpose

Improve safety and reduce traffic congestion at the intersection of Palm Avenue and the 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, Efficient Transportation Equity Act - Legacy for Users (SAFETEA-LU) was programmed for the project. In the 2009/2010 Fiscal Year, 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 funding was authorized in September 2011 and work has begun on that phase. The Plans, Specifications, and Estimates have been advanced to 95%. For the upcoming construction, Trade Corridor Improvements Funds in the amount of \$9.4 million are programmed on this project.

Work Elements

1. Preparation of final design plans and specifications.
2. Manage right of way activities and achieve right-of-way certification.
3. Coordinate activities with the BNSF, United States Fish and Wildlife Service, and United States Army Corps of Engineers for final permits.
4. Manage the contracts, budgets, and schedules.
5. Advertise and award a construction management and construction contract.

Product

Construction of a grade separated railroad crossing over the Burlington Northern Santa Fe (BNSF) rail line and Cajon Boulevard in the City of San Bernardino.

Contract Information

The existing professional agreements will remain in effect through the fiscal year and amended as required to support the construction phase. It is anticipated that new agreements for construction management and construction will be entered into.

Local Funding Source Detail

- i. City of San Bernardino - \$1,001,844.
- ii. Burlington Northern Santa Fe (BNSF) - \$60,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$8,049,099.

Manager

Garry Cohoe, Director of Project Delivery

Task 0874 Palm Ave. Grade Separation

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 3,284 | 8,639 | 12,680 |
| Fringe Allocation-General | 2,947 | 7,531 | 11,569 |
| Professional Services | - | 26,000 | 25,000 |
| Consulting Services | 579,390 | 2,542,128 | 900,000 |
| Program Management Fees | 96,439 | 100,000 | 91,866 |
| Legal Fees | 1,473 | 3,000 | 63,150 |
| Construction Capital | - | - | 1,884,350 |
| Right of Way Capital | - | 8,816,170 | 6,880,000 |
| Postage | 35 | 1,880 | - |
| Printing - External | - | - | 2,000 |
| Indirect Allocation-General | 4,694 | 13,429 | 21,588 |
| Indirect Allocation-Project Management | 6,033 | 11,718 | 6,828 |
| Total Expenditures | \$694,294 | \$11,530,495 | \$9,899,031 |

Funding Sources

| | |
|-------------------------------------|--------------------|
| Congestion Mitigation & Air Quality | 4,300,000 |
| Demonstration High Priority Program | 750,000 |
| Trade Corridor Improvement Fund | 784,140 |
| MSI Valley Fund-Major Street | 132,837 |
| Local Projects Fund | 1,061,844 |
| Valley Major Street Bond Fund | 2,870,210 |
| Total Funding Sources | \$9,899,031 |

Task 0876 South Milliken Ave. Grade Separation**Purpose**

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

Accomplishments

At its April 10, 2008 meeting, the California Transportation Commission programmed \$8,031,000 in Trade Corridors Improvement Funds (TCIF) on the South Milliken Avenue Grade Separation. In January 2010, SANBAG approved a funding shift of \$6,490,000 of TCIF funds from the North Milliken Grade Separation Project for construction of this project. The Environmental Document was approved on June 15, 2010. Plans, Specifications, and Estimates (PS&E) are approximately 60% complete. The acquisition of right-of-way and utility relocation activities are in progress.

Work Elements

1. Continue work on final design and right-of-way phases.
2. Coordinate with the City of Ontario and participate in meetings and presentations.
3. Negotiate and execute a construction cooperative agreement with the City of Ontario.
4. Manage budgets and approve reimbursements to the City of Ontario.

Product

Construction of a grade separated railroad crossing at the intersection of South Milliken Avenue and the Union Pacific Railroad (UPRR) in the City of Ontario.

Contract Information

The existing agreements will remain in effect through the fiscal year. It is anticipated that a new agreement will be executed with the City of Ontario for the construction phase of the project.

Local Funding Source Detail

- i. City of Ontario - \$1,647,200.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$4,625,898.

Manager

Garry Cohoe, Director of Project Delivery

Task 0876 South Milliken Ave. Grade Separation

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 280 | 200 | 1,968 |
| Regular Part-Time Employees | 140 | - | - |
| Fringe Allocation-General | 254 | 174 | 1,796 |
| Consulting Services | 1,093,402 | 2,262,598 | 1,575,598 |
| Program Management Fees | 5,720 | 34,281 | 32,153 |
| Legal Fees | 570 | 1,000 | 1,000 |
| Right of Way Capital | - | 4,175,700 | 5,221,000 |
| Postage | 20 | 100 | 100 |
| Printing - External | - | - | 500 |
| Printing - Internal | - | - | 500 |
| Office Expense | - | - | 100 |
| Indirect Allocation-General | 606 | 345 | 3,351 |
| Indirect Allocation-Project Management | 360 | 4,101 | 2,390 |
| Total Expenditures | \$1,101,352 | \$6,478,499 | \$6,840,456 |
| Funding Sources | | | |
| MSI Valley Fund-Major Street | | | 1,016,456 |
| Local Projects Fund | | | 1,647,200 |
| Valley Major Street Bond Fund | | | 4,176,800 |
| Total Funding Sources | | | \$6,840,456 |

Task 0877 Vineyard Ave. 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

At its April 10, 2008 meeting, the California Transportation Commission programmed \$6,884,000 in Trade Corridors Improvement Funds (TCIF) on Vineyard Avenue Grade Separation project. The Environmental Document was approved on June 15, 2010. Plans, Specifications, and Estimates (PS&E) are approximately 60% complete. The acquisition of right-of-way and utility relocation activities are in progress.

Work Elements

1. Continue work on final design and right-of-way phases.
2. Coordinate with the City of Ontario and participate in meetings and presentations.
3. Negotiate and execute a construction cooperative agreement with the City of Ontario.
4. Manage budgets and approve reimbursements to the City of Ontario.

Product

Construction of a grade separated railroad crossing at the intersection of Vineyard Avenue and the Union Pacific Railroad (UPRR) in the City of Ontario.

Contract Information

The existing agreements will remain in effect through the fiscal year. It is anticipated that a new agreement will be executed with the City of Ontario for the construction phase of the project.

Manager

Garry Cohoe, Director of Project Delivery

Budget Detail

| Budget Detail | 2010-2011 | 2011-2012 | 2012-2013 |
|--|------------------|---------------------------|--------------------|
| Expenditures | Actual | Revised Budget | Budget |
| Consulting Services | 823,327 | 154,586 | 1,574,030 |
| Program Management Fees | 8,328 | 5,000 | 32,153 |
| Legal Fees | 285 | 250 | 2,000 |
| Right of Way Capital | - | 7,207,837 | 120,000 |
| Postage | - | - | 100 |
| Printing - External | - | - | 2,000 |
| Indirect Allocation-Project Management | 286 | 4,101 | 2,390 |
| Total Expenditures | \$832,227 | \$7,371,774 | \$1,732,673 |

Funding Sources

| | |
|-------------------------------|--------------------|
| MSI Valley Fund-Major Street | 770,073 |
| Valley Major Street Bond Fund | 962,600 |
| Total Funding Sources | \$1,732,673 |

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 BNSF mainlines and the UPRR mainlines in the City of Colton.

Accomplishments

In 1999 Caltrans, in collaboration with SANBAG, the Riverside County Transportation Commission (RCTC), Burlington Northern Santa Fe (BNSF) and Union Pacific Railroad (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 (MOU) 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. \$91.3 million of Trade Corridor Improvement Funds (TCIF) were programmed for construction. The Environmental Document was approved in May 2011. Final design and right-of-way were completed in June 2011. Construction activities started on October 31, 2011.

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

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

Contract Information

The existing contracts and agreements will remain in effect for this fiscal year. No new contracts are anticipated.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$36,252,992.

Manager

Garry Cohoe, Director of Project Delivery

Task 0879 Colton Crossing BNSF/UPRR Grade Separation

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 21,606 | 26,204 | 18,160 |
| Regular Part-Time Employees | 280 | - | - |
| Fringe Allocation-General | 19,042 | 22,845 | 16,569 |
| Consulting Services | 1,132,345 | 36,000 | - |
| Program Management Fees | 138,332 | 174,150 | 137,799 |
| Legal Fees | 6,983 | 30,600 | 10,000 |
| Construction Capital | - | 36,185,000 | 91,305,000 |
| Postage | 159 | 150 | 150 |
| Travel Expense - Employee | 280 | - | - |
| Travel Expense-Mileage-Employee | 2 | - | - |
| Printing - External | 925 | 2,150 | 1,500 |
| Meeting Expense | 43 | - | - |
| Indirect Allocation-General | 30,736 | 40,735 | 30,918 |
| Indirect Allocation-Project Management | 10,250 | 22,265 | 10,241 |
| Total Expenditures | \$1,360,983 | \$36,540,099 | \$91,530,337 |
| Funding Sources | | | |
| Trade Corridor Improvement Fund | | | 91,305,000 |
| MSI 1990-Valley Fund-Major Projects | | | 225,337 |
| Total Funding Sources | | | \$91,530,337 |

Task 0880 Interstate 15/Interstate 215 Devore Interchange

Purpose

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

Accomplishments

The Project Study Report and Preliminary Environmental Analysis Report were completed in the 2008/2009 Fiscal Year. 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, right of way, and design-build. Caltrans is the lead agency for the environmental phase, right of way, and the design-build implementation with SANBAG supporting Caltrans with existing environmental, engineering, and right of way contracts which cover support through the design build phase of the project.

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 the procurement of the design build contractor.
3. Support Caltrans as-needed for procuring permits, providing project controls, 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 bypass connectors, and reconnection of Cajon Boulevard.

Contract Information

Existing contracts include cooperative agreements with Caltrans for the preliminary engineering phase, the right of way phase, and the design-build phase. In addition, existing contracts are in place for consultant design support during construction, two consultant contracts to manage the right of way acquisition, utility, and railroad work, as well as the utilization of multi-task support contracts for environmental permit work, right of way advisor, and right of way legal support. No new SANBAG contracts are anticipated in the fiscal year.

Manager

Garry Cohoe, Director of Project Delivery

Task 0880 Interstate 15/Interstate 215 Devore Interchange

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 30,927 | 45,441 | 30,042 |
| Regular Part-Time Employees | 9,170 | - | - |
| Fringe Allocation-General | 26,778 | 39,616 | 27,410 |
| Professional Services | 93,232 | 981,559 | 75,000 |
| Consulting Services | 2,708,709 | 1,579,549 | 500,000 |
| Program Management Fees | 172,123 | 193,000 | 91,866 |
| Legal Fees | 5,035 | 2,000 | 10,000 |
| Construction Capital | - | 8,895 | 1,500,000 |
| Right of Way Capital | - | 8,610,993 | 19,792,632 |
| Postage | - | 150 | 150 |
| Printing - External | - | 2,000 | 1,000 |
| Meeting Expense | - | 100 | - |
| Indirect Allocation-General | 55,877 | 73,351 | 51,148 |
| Indirect Allocation-Project Management | 10,678 | 11,718 | 6,828 |
| Total Expenditures | \$3,112,529 | \$11,548,371 | \$22,086,076 |
| Funding Sources | | | |
| MSI Cajon Pass Fund | | | 218,444 |
| MSI 1990-Valley Fund-Major Projects | | | 280,000 |
| Cajon Pass Bond Fund | | | 21,587,632 |
| Total Funding Sources | | | \$22,086,076 |

Task 0881 Lenwood Ave. 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 support. In May 2011, SANBAG, the County of San Bernardino, and the City of Barstow entered into a combined right-of-way and construction cooperative agreement to identify roles and responsibilities and the funding plan for completion of the right-of-way 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 right-of-way 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 will be submitted for final review and approval in February 2012. The RFA for right-of-way and construction was submitted to Caltrans in February 2012. Advertising, awarding, and approving the construction contract is anticipated to occur late in this fiscal year.

Work Elements

1. Complete work on the final design including right-of-way engineering activities.
2. Complete railroad construction and maintenance agreement.
3. Complete right-of-way activities to support right-of-way certification.
4. Advertise and award a construction management and construction contract.
5. Manage the contracts, budgets and schedules.

Product

Construction of a grade separated Burlington Northern Santa Fe (BNSF) rail line and Lenwood Road in the City of Barstow.

Contract Information

The existing professional agreements will remain in effect through the fiscal year and amended as required to support the construction phase. It is anticipated that new contracts for construction management and construction will be executed.

Local Funding Source Detail

- i. County of San Bernardino - \$101,052.
- ii. City of Barstow - \$896,660.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$3,855,187.

Manager

Garry Cohoe, Director of Project Delivery

Task 0881 Lenwood Ave. Grade Separation

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 4,531 | 8,734 | 16,921 |
| Regular Part-Time Employees | 560 | - | - |
| Fringe Allocation-General | 4,076 | 7,614 | 15,439 |
| Professional Services | 14,616 | 11,571 | - |
| Consulting Services | 1,156,898 | 2,548,687 | 1,235,000 |
| Program Management Fees | 65,113 | 110,000 | 101,052 |
| Legal Fees | 1,663 | 5,000 | 32,000 |
| Construction Capital | - | - | 300,000 |
| Right of Way Capital | - | 4,196,095 | 2,950,000 |
| Postage | 25 | 150 | 150 |
| Printing - External | - | 2,000 | 2,000 |
| Indirect Allocation-General | 7,300 | 13,577 | 28,809 |
| Indirect Allocation-Project Management | 6,398 | 12,890 | 7,510 |
| Total Expenditures | \$1,261,180 | \$6,916,318 | \$4,688,881 |
| Funding Sources | | | |
| Surface Transportation Program | | | 2,950,000 |
| MSI North Desert Fund-Major Local Hwy | | | 741,169 |
| Local Projects Fund | | | 997,712 |
| Total Funding Sources | | | \$4,688,881 |

Task 0882 North Milliken Ave. 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 activities leading for this project. 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 the UPRR .

Product

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

Contract Information

The existing cooperative agreement with the City, the construction management services contract, and construction contract will remain in effect through the fiscal year. No new contracts are anticipated.

Local Funding Source Detail

- i. City of Ontario - \$700,646.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$1,550,994.

Manager

Garry Cohoe, Director of Project Delivery

Task 0882 North Milliken Ave. Grade Separation

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 18,510 | 10,319 | 7,367 |
| Fringe Allocation-General | 16,660 | 8,996 | 6,722 |
| Professional Services | 519,718 | - | 241,000 |
| Consulting Services | - | 1,700,000 | 3,112,595 |
| Program Management Fees | 120,835 | 200,000 | 91,866 |
| Legal Fees | 1,473 | 1,000 | 9,000 |
| Construction Capital | 5,604,008 | 36,692,835 | 13,625,545 |
| Postage | 178 | 150 | 150 |
| Advertising | 320 | - | - |
| Printing - External | 6,921 | 1,000 | 6,000 |
| Indirect Allocation-General | 26,538 | 16,041 | 12,543 |
| Indirect Allocation-Project Management | 8,991 | 23,436 | 6,828 |
| Total Expenditures | \$6,324,152 | \$38,653,777 | \$17,119,616 |
| Funding Sources | | | |
| Regional Improvement Program | | | 16,354,643 |
| MSI Valley Fund-Major Street | | | 38,782 |
| Local Projects Fund | | | 700,646 |
| Valley Major Street Bond Fund | | | 25,545 |
| Total Funding Sources | | | \$17,119,616 |

Task 0883 State Route 210 Pepper Ave. 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.

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. Initiate the PS&E phase and begin final design activities.
4. Conduct environmental and design for 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 a full directional interchange at SR-210 and Pepper Avenue.

Contract Information

The existing environmental and design professional agreements will remain in effect through the fiscal year. No new contracts are anticipated for the 2012/2013 Fiscal Year.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$790,824.

Manager

Garry Cohoe, Director of Project Delivery

Task 0883 State Route 210 Pepper Ave. Interchange

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 1,264 | 1,571 | 1,294 |
| Regular Part-Time Employees | 560 | - | - |
| Fringe Allocation-General | 1,144 | 1,370 | 1,181 |
| Professional Services | - | - | 60,000 |
| Consulting Services | 52,463 | 1,494,000 | 2,104,616 |
| Program Management Fees | 66,989 | 99,700 | 91,866 |
| Legal Fees | 570 | - | 10,000 |
| Construction Capital | - | 300 | - |
| Postage | 275 | 150 | - |
| Printing - External | 237 | 2,000 | - |
| Indirect Allocation-General | 2,630 | 2,443 | 2,204 |
| Indirect Allocation-Project Management | 6,351 | 11,718 | 6,828 |
| Total Expenditures | \$132,482 | \$1,613,252 | \$2,277,989 |
| Funding Sources | | | |
| MSI 1990-Valley Fund-Major Projects | | | 2,277,989 |
| Total Funding Sources | | | \$2,277,989 |

Task 0884 Laurel Ave. Grade Separation**Purpose**

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

Accomplishments

A design and environmental cooperative agreement with the City of Colton was approved and an engineering and environmental services contract was awarded in January 2011. In September 2011, a Notice of Exemption pursuant to the California Environmental Quality Act (CEQA) was filed, and in December 2011, a Preliminary Engineering Report was approved. Currently, final design activities are ongoing and right-of-way activities have been initiated.

Work Elements

1. Complete and approve the 100% PS&E and construction bid package.
2. Perform final right-of-way activities.
3. Procure a construction management contract.
4. Procure required permits for construction.
5. Advertise and award a construction contract.
6. Manage the contracts, budgets, and schedules.

Product

Construction of a railroad grade separation at the Laurel Street 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. It is anticipated that a new Construction and Maintenance agreement with BNSF and new contracts for construction management and construction will be entered into.

Local Funding Source Detail

- i. City of Colton - \$1,689,180.
- ii. Union Pacific Railroad (UPRR) - \$1,307,155.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$1,199,356.

Manager

Garry Cohoe, Director of Project Delivery

Task 0884 Laurel Ave. Grade Separation

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 661 | 3,719 | 7,879 |
| Regular Part-Time Employees | 1,820 | - | - |
| Overtime | - | 300 | - |
| Fringe Allocation-General | 412 | 3,504 | 7,189 |
| Professional Services | 2,439 | - | - |
| Consulting Services | 771,125 | 2,476,140 | 1,967,052 |
| Program Management Fees | 86,744 | 125,000 | 91,866 |
| Legal Fees | 190 | 100 | 62,000 |
| Construction Capital | - | - | 12,408,980 |
| Right of Way Capital | - | 5,745,386 | 1,297,510 |
| Postage | 42 | 150 | 150 |
| Advertising | - | 3,000 | - |
| Printing - External | - | 2,000 | 1,500 |
| Indirect Allocation-General | 3,281 | 6,434 | 13,414 |
| Indirect Allocation-Project Management | 7,779 | 11,717 | 6,828 |
| Total Expenditures | \$874,494 | \$8,377,450 | \$15,864,368 |

Funding Sources

| | |
|---------------------------------|---------------------|
| Trade Corridor Improvement Fund | 3,480,000 |
| MSI Valley Fund-Major Street | 1,810,949 |
| Local Projects Fund | 2,996,335 |
| Valley Major Street Bond Fund | 7,577,084 |
| Total Funding Sources | \$15,864,368 |

Task 0885 9th Street Rail Improvements

Purpose

Improve safety and traffic operations and eliminate 11 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 BNSF Railway (BNSF) that was executed in October 2011.

Work Elements

1. Conduct design peer reviews on project deliverables.
2. Manage the contracts, budgets, and schedules.

Product

Relocate the existing UPRR tracks that are located along the center of 9th Street in the City of Colton.

Contract Information

The existing funding agreement with the City of Colton, UPRR, and BNSF will remain in effect through the 2012/2013 Fiscal Year. There are no new contracts anticipated with this task.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$5,000.

Manager

Garry Cohoe, Director of Project Delivery

Budget Detail

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | - | 1,657 | 826 |
| Fringe Allocation-General | - | 1,445 | 754 |
| Professional Services | - | 5,000 | - |
| Program Management Fees | - | 82,000 | 75,330 |
| Legal Fees | - | - | 1,000 |
| Construction Capital | - | - | 4,130,000 |
| Postage | - | 150 | 150 |
| Printing - External | - | 2,000 | 1,000 |
| Indirect Allocation-General | - | 2,576 | 1,514 |
| Indirect Allocation-Project Management | - | 9,609 | 5,599 |
| Total Expenditures | \$- | \$104,437 | \$4,216,173 |

Funding Sources

| | |
|-------------------------------------|--------------------|
| MSI 1990-Valley Fund-Major Projects | 4,216,173 |
| Total Funding Sources | \$4,216,173 |

Task 0886 Colton Quiet Zone**Purpose**

Reduce noise from train horns along the BNSF 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, UPRR, and BNSF Railway (BNSF) that was executed in October 2011. In September 2011, the final design for the project was approved and a Notice of Exemption pursuant to the California Environmental Quality Act (CEQA) was filed, granting environmental approval for the project. In December 2011, crossing closure agreements with BNSF and the City of Colton were executed along with a construction cooperative agreement with the City of Colton. Per the construction cooperative agreement, the City of Colton will Advertise, Award, and Administer (AAA) the construction contract.

Work Elements

1. Coordinate with the City of Colton and BNSF during construction.
2. Project close out activities.
3. Manage the contracts, budgets, and schedules.

Product

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

Contract Information

The existing construction cooperative agreement with the City of Colton and railroad agreements with BNSF will remain in effect through the fiscal year. There are no new contracts anticipated for this task.

Local Funding Source Detail

- i. Burlington Northern Santa Fe (BNSF) - \$100,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$1,899,482.

Manager

Garry Cohoe, Director of Project Delivery

Task 0886 Colton Quiet Zone

Budget Detail

Expenditures

| | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Regular Full-Time Employees | - | 829 | 2,602 |
| Fringe Allocation-General | - | 723 | 2,374 |
| Professional Services | 24,758 | 32,000 | 8,000 |
| Consulting Services | 27,383 | 300 | - |
| Program Management Fees | 292,019 | 355,700 | 286,708 |
| Legal Fees | - | - | 1,000 |
| Construction Capital | - | - | 2,819,855 |
| Right of Way Capital | - | 2,008,000 | - |
| Postage | 99 | 150 | 150 |
| Printing - External | 139 | 2,000 | 1,000 |
| Indirect Allocation-General | - | 1,289 | 4,430 |
| Indirect Allocation-Project Management | 4,255 | 41,716 | 21,308 |
| Total Expenditures | \$348,653 | \$2,442,707 | \$3,147,427 |

Funding Sources

| | |
|-------------------------------------|--------------------|
| MSI 1990-Valley Fund-Major Projects | 3,047,427 |
| Local Projects Fund | 100,000 |
| Total Funding Sources | \$3,147,427 |

Task 0887 State Route 210 Lane Addition

Purpose

Meet projected traffic demand, avoid congestion, and improve the safety and operation of the State Route 210 (SR-210) corridor between Highland Avenue in the City of Highland and Interstate 10 (I-10) in the City of Redlands.

Accomplishments

A Project Study Report-Project Development Support (PSR-PDS) was approved in May 2008. In December 2011, the SANBAG Board authorized staff to release Request for Proposals (RFP) 12137 to procure the services of a consultant firm to prepare the Project Report and Environmental Document for the Project. In April 2012, the SANBAG Board authorized the award of Contract 12137 for the preparation of the Project Report and Environmental Document.

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 one mixed flow lane in each direction; construction of auxiliary lanes between Baseline and 5th Street; acceleration lane at the 5th Street southbound on-ramp; and widening of bridges on SR-210, from Highland Avenue/Arden Avenue to I-10.

Contract Information

Current contracts and agreements will continue to be in effect for the fiscal year. No new contracts are anticipated.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$1,045,061.

Manager

Garry Cohoe, Director of Project Delivery

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | - | 6,003 | 3,325 |
| Fringe Allocation-General | - | 5,233 | 3,033 |
| Consulting Services | - | 1,000,000 | 1,000,000 |
| Program Management Fees | - | 20,000 | 45,933 |
| Legal Fees | - | 700 | 1,000 |
| Postage | - | 150 | 150 |
| Printing - External | - | 1,300 | 1,000 |
| Indirect Allocation-General | - | 9,331 | 5,660 |
| Indirect Allocation-Project Management | - | 2,344 | 3,414 |
| Total Expenditures | \$- | \$1,045,061 | \$1,063,515 |

Funding Sources

| | | | |
|----------------------------------|--|--|--------------------|
| MSI Valley Fund-Freeway Projects | | | 1,063,515 |
| Total Funding Sources | | | \$1,063,515 |

Task 0888 Interstate 15 La Mesa/Nisqualli Interchange**Purpose**

Provide access to the I-15 Freeway at La Mesa and Nisqualli Roads 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. 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 as the project manager for 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 fall of 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 Interstate 15 interchange and associated frontage roads connecting La Mesa Road and Nisqualli Road in the City of Victorville.

Contract Information

The existing cooperative agreements with the City, Caltrans the construction management services contract and construction contract will remain in effect through the fiscal year. No new contracts are anticipated.

Local Funding Source Detail

- i. City of Victorville - \$2,107,432.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$58,553.

Manager

Garry Cohoe, Director of Project Delivery

Task 0888 Interstate 15 La Mesa/Nisqualli Interchange

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|---|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 3,238 | 21,800 | 15,698 |
| Overtime | - | 200 | - |
| Fringe Allocation-General | 1,920 | 19,180 | 14,323 |
| Professional Services | - | 4,000 | - |
| Consulting Services | 42,215 | 1,701,709 | 4,008,000 |
| Program Management Fees | 63,843 | 49,550 | 112,692 |
| Legal Fees | 3,943 | 3,000 | - |
| Construction Capital | - | 16,305,978 | 12,000,000 |
| Postage | 100 | 150 | - |
| Advertising | - | 600 | - |
| Public Information Activities | - | 100 | - |
| Printing - External | - | 5,000 | - |
| Indirect Allocation-General | 3,059 | 37,929 | 26,726 |
| Indirect Allocation-Project Management | 1,171 | 5,860 | 7,432 |
| Total Expenditures | \$119,489 | \$18,155,056 | \$16,184,871 |
| Funding Sources | | | |
| Corridor Mobility Improvement Account | | | 10,800,000 |
| Local Projects Fund | | | 2,107,432 |
| Victor Valley Major Local Hwy Bond Fund | | | 3,277,439 |
| Total Funding Sources | | | \$16,184,871 |

Task 0889 Yucca Loma Bridge

Purpose

Construct a bridge over the Mojave River at Yucca Loma Road to improve traffic circulation in the Victor Valley as a part of a new east west corridor through the region.

Accomplishments

The Project Approval and Environmental Document phase of the project have been completed. The Initial Study/Mitigated Negative Declaration was approved by the Town Council in December 2010. Caltrans, on behalf of FHWA, approved the NEPA Finding of No Significant Impact in January of 2011. Right of Entry to the Mojave River was granted by the California Department of Fish and Game in January 2011 and clearing and tree removal in the bridge area was completed in February 2011. However, the project was delayed because a 6-F conversion was needed on a parcel of property originally purchased by the State of California using National park Service funds. The Town of Apple Valley anticipates that the conversion and a reaffirmation of the environmental document will be completed in early summer 2012 and expects to issue the IFB for the construction in late summer. Construction could begin as early as fall 2012. The current SANBAG Board-approved funding commitment is \$15 million STP-L and \$800,000 in Measure I MLHP funds.

Work Elements

1. Execute a funding agreement with the Town of Apple Valley.
2. Monitor the expenditures and progress of the Town of Apple Valley managed project.
3. Provide Major Local Highway Program funds when invoiced.

Product

Funding Agreement with the Town of Apple Valley for Major Local Highway Program funds for the project.

Contract Information

- a. New Contract
 - i. Funding Agreement with the Town of Apple Valley.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2012/2013 budget includes Board approved Fiscal Year 2011/2012 appropriations in the estimated amount of \$4,296,520.

Manager

Duane Baker, Director of Management Services

Task 0889 Yucca Loma Bridge

Budget Detail

Expenditures

| | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Program Management Fees | - | 5,000 | 176,290 |
| Legal Fees | - | - | 1,000 |
| Construction Capital | - | 4,294,311 | 6,869,737 |
| Postage | - | - | 100 |
| Advertising | - | - | 500 |
| Printing - External | - | - | 900 |
| Printing - Internal | - | - | 500 |
| Indirect Allocation-Project Management | - | 689 | 13,102 |
| Total Expenditures | \$- | \$4,300,000 | \$7,062,129 |

Funding Sources

| | | | |
|--|--|--|--------------------|
| Surface Transportation Program | | | 6,271,402 |
| MSI Victor Valley Fund-Major Local Hwy | | | 790,727 |
| Total Funding Sources | | | \$7,062,129 |

Task 0890 Interstate 15 Ranchero Road Interchange

Purpose

Improve traffic operations and circulation for current and future demand on Ranchero Road at 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 May 2011 the SANBAG Board of Directors nominated the project for Corridor Mobility Improvement Account (CMIA) Funds. In February 2012 the City of Hesperia requested SANBAG take the lead as the project manager for the construction phase of the project. Construction Cooperative Agreements with Caltrans and the City of Hesperia are currently being drafted.

Work Elements

1. Establish Cooperative Agreements with Caltrans and the City of Hesperia for SANBAG to advertise, award, and administer (AAA) the project.
2. Coordinate with the City of Hesperia and Caltrans on the completion of the PS& E and Right of Way phases.
3. Procure both a construction management consultant to oversee the construction of the project and a new construction contract.
4. Manage the contracts, budgets and schedules for the project construction phase as construction continues through the fiscal year.
5. Continue public information activities with the City of Hesperia and Caltrans.
6. Coordinate construction of the interchange project with the City of Hesperia, Caltrans and utility companies.

Product

Construction of a new full service Interstate 15 interchange in the City of Hesperia at Ranchero Road with associated frontage roads and utility relocations.

Contract Information

It is anticipated by June 2012 that a new cooperative agreement will be established with the City and Caltrans and a construction management services contract will have been awarded. A new construction contract is anticipated to be awarded during this fiscal year.

Local Funding Source Detail

- i. City of Hesperia - \$8,520,914.

Manager

Garry Cohoe, Director of Project Delivery

Task 0890 Interstate 15 Ranchero Road Interchange

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | - | 2,000 | - |
| Fringe Allocation-General | - | 1,744 | - |
| Professional Services | - | 27,500 | - |
| Consulting Services | - | 56,373 | 1,039,636 |
| Program Management Fees | - | 5,000 | 140,000 |
| Legal Fees | - | 1,000 | 1,000 |
| Construction Capital | - | - | 6,968,146 |
| Right of Way Capital | - | - | 5,195,565 |
| Postage | - | 150 | 150 |
| Printing - External | - | 2,000 | 2,000 |
| Meeting Expense | - | 200 | - |
| Indirect Allocation-General | - | 3,448 | - |
| Indirect Allocation-Project Management | - | 585 | 5,202 |
| Total Expenditures | \$- | \$100,000 | \$13,351,699 |

Funding Sources

| | |
|---|---------------------|
| Demonstration High Priority Program | 312,976 |
| Regional Improvement Program | 3,399,426 |
| MSI Victor Valley Fund-Major Local Hwy | 78,352 |
| Local Projects Fund | 8,520,914 |
| Victor Valley Major Local Hwy Bond Fund | 1,040,031 |
| Total Funding Sources | \$13,351,699 |

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 1980.

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 1 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.

1. 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

Budget Detail

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|---------------------------|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Pass-Thru Payments | 32,173,848 | 31,001,230 | 34,453,800 |
| Total Expenditures | \$32,173,848 | \$31,001,230 | \$34,453,800 |

Funding Sources

| | |
|--------------------------------------|---------------------|
| MSI Valley Fund-Local Street | 18,918,900 |
| MSI Victor Valley Fund-Local Street | 9,112,100 |
| MSI North Desert Fund-Local Street | 3,786,900 |
| MSI Colorado River Fund-Local Street | 149,400 |
| MSI Morongo Basin Fund-Local Street | 1,255,900 |
| MSI Mountain Fund-Local Street | 1,230,600 |
| Total Funding Sources | \$34,453,800 |

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.
6. Administer contracts with rural jurisdictions for projects funded by Measure I Major Projects funds which were exchanged for Surface Transportation Program Funds.

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

Duane Baker, Director of Management Services

Task 0941 Mtn./Desert Planning and Project Development

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|--------------------------------------|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 56,462 | 56,016 | 56,101 |
| Overtime | - | 1,500 | - |
| Fringe Allocation-General | 48,885 | 50,142 | 51,186 |
| Professional Services | - | 520 | - |
| Program Management Fees | 5,924 | 1,450 | - |
| Attendance Fees | 8,200 | 13,200 | 14,400 |
| Legal Fees | 475 | 485 | - |
| Maintenance-Motor Vehicles | 28 | 100 | 100 |
| Dues & Subscriptions | 15 | - | - |
| Training/Membership | - | 15 | - |
| Postage | 34 | 400 | 400 |
| Travel Expense - Employee | 122 | 730 | 1,500 |
| Travel Expense - Non-Employee | - | 400 | - |
| Travel Expense-Mileage-Employee | 1,424 | 2,300 | 2,500 |
| Travel Expense-Mileage-Non-Employee | 2,904 | 4,000 | 4,000 |
| Printing - External | 623 | - | - |
| Printing - Internal | - | - | 500 |
| Office Expense | 29 | 500 | 500 |
| Meeting Expense | 20 | 500 | 500 |
| Indirect Allocation-General | 77,870 | 89,410 | 95,514 |
| Total Expenditures | \$203,013 | \$221,668 | \$227,201 |
| Funding Sources | | | |
| MSI Mtn./Desert Admin | | | 80,624 |
| Local Transportation Fund - Planning | | | 146,577 |
| Total Funding Sources | | | \$227,201 |

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.

Work Elements

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, Budgeted Amount \$40,000.
 - ii. 1000286, Investment advisory services, Budgeted Amount \$40,500.

Manager

William Stawarski, Chief Financial Officer

Task 0942 Financial Management

| Budget Detail | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|------------------------------|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Regular Full-Time Employees | 20,111 | 34,498 | 33,085 |
| Fringe Allocation-General | 18,048 | 29,952 | 30,187 |
| Professional Services | 3,792 | 611,700 | 60,000 |
| Investment Management Fees | 81,504 | 84,000 | 40,500 |
| Financial/Legal Bonding Fees | 43,020 | 300,000 | - |
| Legal Fees | 1,853 | 2,500 | - |
| Postage | 17 | 100 | - |
| Printing - Internal | -1,098 | 100 | - |
| Administrative Charges | 2,802 | - | - |
| Fiscal Agent Fees | 2,989 | - | 8,000 |
| Indirect Allocation-General | 28,749 | 53,532 | 56,330 |
| Total Expenditures | \$201,788 | \$1,116,382 | \$228,102 |
| Funding Sources | | | |
| MSI Valley Admin | | | 219,602 |
| MSI Mtn./Desert Admin | | | 8,500 |
| Total Funding Sources | | | \$228,102 |

Task 0960 2009A Sales Tax Revenue Note

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 2009A Sales Tax Revenue Note.

Accomplishments

SANBAG monitored the activities of the trustee in the investment and disbursement of note proceeds. This activity relates to the 2009A Sales Tax Revenue Note issuance. The outstanding balance of the revenue note was defeased in early 2012.

Work Elements

This task accounts for the Debt Service of the 2009A Sales Tax Revenue Note. The Note proceeds provided financing for Cajon Pass projects (Devore interchange); Valley Freeway, Interchange and Major Street projects; and Victor Valley Major Highway projects. A portion of the proceeds were also used to purchase a State Obligation Bond to finance the Interstate 215 improvement project.

1. The task contains the accounting of the debt service funds. This task is for accounting purposes only.

Product

Fiscal Accounting.

Manager

William Stawarski, Chief Financial Officer

Budget Detail

| | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|---------------------------|-----------------------------|---|-----------------------------|
| Expenditures | | | |
| Professional Services | - | 100 | - |
| Bond Principal | - | 250,000,000 | - |
| Bond Interest | 11,477,825 | 11,335,000 | - |
| Total Expenditures | \$11,477,825 | \$261,335,100 | \$- |

Funding Sources

| | |
|------------------------------|-------------|
| Total Funding Sources | \$ - |
|------------------------------|-------------|

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 note proceeds. This activity relates to the 2012A Sales Tax Revenue Bond issuance. The outstanding balance of the 2009A Sales Tax Revenue Note was refinanced in early 2012 and funds were financed for various projects.

Work Elements

This is a new task which was not included in the 2011/2012 budget and accounts for the debt service of the 2012A Sales Tax Revenue Bond. The Bond proceeds will provide financing for various projects and defeasance the 2009A Sales Tax Revenue Note.

1. The task contains the accounting of the debt service funds. This task is for accounting purposes only.

Product

Fiscal Accounting.

Manager

William Stawarski, Chief Financial Officer

Budget Detail

| | 2010-2011 Actual | 2011-2012 Revised Budget | 2012-2013 Budget |
|---------------------------|---------------------|--------------------------------|---------------------|
| Expenditures | | | |
| Bond Principal | - | - | 1,930,000 |
| Bond Interest | - | - | 3,982,911 |
| Fiscal Agent Fees | - | - | 3,500 |
| Total Expenditures | \$- | \$- | \$5,916,411 |

Funding Sources

| | |
|--|--------------------|
| MSI Valley Fund-Major Street | 2,419,811 |
| MSI Victor Valley Fund-Major Local Hwy | 1,272,025 |
| MSI Cajon Pass Fund | 2,224,575 |
| Total Funding Sources | \$5,916,411 |

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 |
| AVL | Automatic Vehicle Location |
| AVR | Average Vehicle Ridership |
| BAT | Barstow Area Transit |
| BNSF | Burlington Northern Santa Fe |
| BOE | Board of Equalization |
| BRT | Bus Rapid Transit |
| 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 |
| 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 |
| 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 |

Acronym List Continued.....

| | |
|----------|--|
| DOT | Department of Transportation |
| E&D | Elderly and Disabled |
| EIR | Environmental Impact Report |
| EIS | Environmental Impact Statement |
| EMF | Eastern Maintenance Facility |
| EPA | United States 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 |
| GIS | Geographic Information System |
| 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 |
| IMD | Interstate Maintenance Discretionary |
| ISTEA | Intermodal Surface Transportation Efficiency Act of 1991 |
| IIP/ITIP | 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 |
| LLP | Longer Life Pavement |
| LPA | Locally Preferred Alternative |
| LNG | Liquefied Natural Gas |
| LRTP | Long Range Transit Plan |
| LTF | Local Transportation Funds |
| MAGLEV | Magnetic Levitation |
| MARTA | Mountain Area Regional Transportation Authority |
| MBTA | Morongo Basin Transit Authority |
| McGMAP | Multi-County Goods Movement Action Plan |
| MDAB | Mojave Desert Air Basin |
| MDAQMD | Mojave Desert Air Quality Management District |
| MDLS | Mountain/Desert Local Street |
| MDMLH | Mountain/Desert Major Local Highway |
| MDSDT | Mountain/Desert Senior and Disabled Transit |
| MIS | Major Investment Study |

Acronym List Continued.....

| | |
|---------|--|
| 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 |
| PA&ED | Project Approval and Environmental Document |
| PASTACC | Public and Specialized Transportation Advisory and Coordinating Council |
| PCS | Project Control System |
| PDT | Project Development Team |
| PeMS | Performance Measurement System |
| PEAR | Preliminary Environmental Analysis 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 |
| 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 |
| RSA | Regional Statistical Area |
| RTAC | Regional Transportation Agencies Coalition |
| RTAP | Rural Transit Assistance Program |
| RTIP | Regional Transportation Improvement Program |
| RTP | Regional Transportation Plan |

Acronym List Continued.....

| | |
|------------|--|
| RTPA | Regional Transportation Planning Agencies |
| 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 |
| S RTP | Short Range Transit Plan |
| SSTAC | Social Service Technical Advisory Council |
| STAF | State Transit Assistance Funds |
| STIP | State Transportation Improvement Program |
| STP | Surface Transportation Program |
| TAC | Technical Advisory Committee |
| TAG | Transportation Assistance 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 |
| TIA | Traffic Impact Analysis |
| 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 |
| TTAC | Transportation Technical Advisory Committee |
| ULEV | Ultra Low Emission Vehicle |
| USFWS | United States Fish and Wildlife Service |
| UPRR | Union Pacific Railroad |
| UZAs | Urbanized Areas |

Acronym List Continued.....

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| 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 |
| 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 |

San Bernardino Associated Governments 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 interfund activities when they occur, regardless of the timing of related cash flows.

Annual Budget

A budget that is applicable to a single fiscal year. See 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. See 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 proposed expenditures for a given period and the proposed means of financing them. 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. See 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 12-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 (a) an ongoing financial interest or (b) 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 interfund 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.