

AGENDA

Plans and Programs Policy Committee

March 21, 2012

12:00 p.m.

Location

SANBAG

Super Chief Conference Room
1170 West 3rd Street, 2nd Floor
San Bernardino, CA

Plans and Programs Committee Membership

Chair

Bill Jahn, Mayor
City of Big Bear Lake

East Valley Representatives

Larry McCallon, Mayor
City of Highland

Patrick Morris, Mayor
City of San Bernardino

Dick Riddell, Mayor
City of Yucaipa

West Valley Representatives

Paul Eaton, Mayor
City of Montclair

Alan Wapner, Council Member
City of Ontario

Vice Chair

L. Dennis Michael, Mayor
Rancho Cucamonga

Mountain/Desert Representatives

Rick Roelle, Council Member
Town of Apple Valley

George Huntington, Council Member
Town of Yucca Valley

San Bernardino County

Brad Mitzelfelt, Supervisor

Janice Rutherford, Supervisor

Neil Derry, Supervisor

Gary Ovitt, Supervisor

Josie Gonzales, Supervisor

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

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

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

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

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

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

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

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

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

Plans and Programs Policy Committee

**March 21, 2012
12:00 p.m.**

**LOCATION:
SANBAG**

*Super Chief Conference Room
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA*

CALL TO ORDER - 12:00 p.m.
(Meeting Chaired by Mayor Bill Jahn)

- I. Attendance
- II. Announcements
- III. Agenda Notices/Modifications – Mary Mayes

1. Possible Conflict of Interest Issues for the SANBAG Plans and Programs Meeting of March 21, 2012 Pg. 6

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

Consent Calendar

Consent Calendar items shall be adopted by a single vote unless removed by Board member request. Items pulled from the consent calendar will be brought up at the end of the agenda.

Administrative Matters

2. Plans and Programs Attendance Roster Pg. 7

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

Notes/Action

Discussion Items

Administrative

3. **Fiscal Year 2012/2013 Budget – Plans and Programs Committee Task Review** Pg. 9

Review and provide direction relative to proposed tasks to be included in the Fiscal Year 2012/2013 Budget. **Ty Schuling**

Regional and Quality of Life Programs

4. **Ontario International Airport** Pg. 55

Adopt Resolution R12-009 supporting the transfer of Ontario International Airport (ONT) to local control. **Ty Schuling**

5. **Lease of frequencies and repeaters for Freeway Service Patrol (FSP) digital radio communications** Pg. 60

Approve Contract No. C12221 between SANBAG and Lucky's Two-Way Radios in an amount not-to-exceed \$20,000 for lease of frequencies and repeaters for FSP digital radio communications. **Duane Baker**

6. **Update on Freeway Service Patrol (FSP) Program and 2011 FSP Driver Recognition Awards** Pg. 69

Receive information pertaining to the San Bernardino FSP Program, and the acknowledgement of the 2011 Top Driver and Drivers of Excellence Awards. **Duane Baker**

7. **Receive information regarding Joint Procurement for Call Box Maintenance Services, and approve Amendment No. 7 to Contract No. 05006 with CASE Systems, Inc., (CASE) for the extension of the Call Box Maintenance Services** Pg. 73

1. Receive information regarding joint procurement for call box maintenance services; and
2. Approve Amendment No. 7 to Contract No. 05006 requesting a ten-month extension through January 31, 2013 with CASE for call box maintenance services. Funds for this extension have been budgeted for Fiscal Year 2011/2012 and in the proposed Fiscal Year 2012/2013 budget as outlined in the Financial Impact Section, **Duane Baker**

Discussion Items-Continued

Transportation Programs and Fund Administration

8. Potential SANBAG Application for Caltrans Bicycle Transportation Account (BTA) Funds for Regional Non-Motorized Transportation Projects Pg. 79

1. Receive information and provide direction on potential SANBAG application(s) for Caltrans BTA funds for countywide non-motorized projects (a regional wayfinding system for cyclists and gap closure for bicycle facilities).
2. Authorize staff to include in the application(s) a future commitment of up to \$350,000 in funds from a combination of the following funding sources: Measure I 1990-2010 Transportation Management and Environmental Enhancement (TMEE) funds, Transportation Enhancement (TE) funds, and/or Transportation Development Act (TDA) Article 3 funds.to use as a match for the grant(s), or as supplemental funds to the grant, should SANBAG be successful in receiving the grant funds. **Joe Walcek**

9. Annual Determination of Local Government Conformance to the Congestion Management Program (CMP) Pg. 82

Approve annual determination of conformance with the CMP for local governments within San Bernardino County pursuant to California Government Code Section 65089.3. **Joe Walcek**

Comments from Committee Members

Public Comment

ADJOURNMENT

Additional Information

Acronym List

Pg. 84

Complete packages of this agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information, contact Mary Mayes at (909) 884-8276.

Meeting Procedures and Rules of Conduct

Meeting Procedures

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

Accessibility

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

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting. Complete packages of this agenda are available for public review at the SANBAG offices and our website: www.sanbag.ca.gov. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

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

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

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

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

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

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

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

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

Basic Agenda Item Discussion

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on “Request to Speak” forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee.
- Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.

The Vote as specified in the SANBAG Bylaws

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

Amendment or Substitute Motion

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

Call for the Question

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

The Chair

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

Courtesy and Decorum

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

Adopted By SANBAG Board of Directors January 2008



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

Minute Action

AGENDA ITEM: 1

Date: March 21, 2012

Subject: Information Relative to Possible Conflict of Interest

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

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

Item No.	Contract No.	Contractor/Agents	Subcontractors
5	C12221	Lucky's Two Way Radios <i>James A. Kay, Jr.</i>	N/A
7	C05006-07	CASE Systems, Inc. <i>Sebastian Gutierrez</i>	N/A

Financial Impact: This item has no direct impact on the budget.

Reviewed By: This item is prepared monthly for review by the Board of Directors and Policy Committee members.

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	<p><i>Approved</i> Plans and Programs Committee</p> <p>Date: _____</p> <p>Moved: _____ Second: _____</p> <p>In Favor: _____ Opposed: _____ Abstained: _____</p> <p>Witnessed: _____</p>
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COG		CTC	<input checked="" type="checkbox"/>	CTA	<input checked="" type="checkbox"/>	SAFE		CMA	
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Check all that apply.

AGENDA ITEM: 2

PLANS & PROGRAMS POLICY COMMITTEE ATTENDANCE RECORD - 2012

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Bill Jahn, Chair Big Bear Lake	X	X										
L. Dennis Michael, Vice Chair City of Rancho Cucamonga	X											
Rick Roelle Town of Apple Valley	X	X										
Larry McCallon, Chair City of Highland	X	X										
Paul Eaton City of Montclair	X	X										
Alan Wapner City of Ontario	X	X										
Patrick Morris City of San Bernardino	X	X										
Dick Riddell City of Yucaipa	X	X										
George Huntington Town of Yucca Valley	X	X										
Gary Ovitt Board of Supervisors	X	X										
Josie Gonzales Board of Supervisors	X	X										
Neil Derry Board of Supervisors	Self-Suspension 5/3/2011	X										
Janice Rutherford Board of Supervisors	X											
Brad Mitzelfelt Board of Supervisors	X	X										

X = Member attended meeting. Empty box = Member did not attend meeting. Crossed out box = Not a member at the time.

AGENDA ITEM: 2

PLANS & PROGRAMS POLICY COMMITTEE ATTENDANCE RECORD - 2011

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Rick Roelle Town of Apple Valley	X	X	X	X	X		X	X	X	X	X	X
Bill Jahn Big Bear Lake	X	X	X	X	X	X	X	X	X	X	X	X
Larry McCallon City of Highland			X	X	X				X	X	X	X
Paul Eaton City of Montclair		X		X		X		X	X		X	X
Alan Wapner City of Ontario	X	X	X	X	X	X	X	X	X	X	X	X
L. Dennis Michael City of Rancho Cucamonga			X	X	X	X	X	X	X	X	X	X
Diane Williams City of Rancho Cucamonga		X										
Patrick Morris City of San Bernardino	X	X	X	X	X		X	X	X	X	X	X
Dick Riddell City of Yucaipa	X	X	X	X	X	X	X	X	X	X	X	X
George Huntington Town of Yucca Valley	X	X	X	X	X	X	X	X	X	X	X	X
Neil Derry Board of Supervisors	X	X	X		Self Suspension as of 5/3/2011							
Josie Gonzales Board of Supervisors	X		X	X	X		X	X	X			
Brad Mitzelfelt Board of Supervisors	X	X	X		X	X	X	X		X	X	
Gary Ovitt Board of Supervisors	X	X	X		X	X	X	X	X	X		X
Janice Rutherford Board of Supervisors		X	X			X	X	X	X	X	X	X

X = Member attended meeting. Empty box = Member did not attend meeting. Crossed out box = Not a member at the time.



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

Minute Action

AGENDA ITEM: 3

Date: March 21, 2012

Subject: Fiscal Year 2012/2013 Budget – Plans and Programs Committee Task Review

Recommendation:* Review and provide direction relative to proposed tasks to be included in the Fiscal Year 2012/2013 Budget.

Background: The proposed Fiscal Year 2012/13 Budget amounts include prior year Board approved appropriations to be expended in Fiscal Year 2012/2013. The narratives provide information on prior year budget commitments.

SANBAG staff has developed tasks for inclusion in the Fiscal Year 2012/2013 Budget. Included with this item are narrative descriptions and draft total budget information for tasks under the purview of the Plans and Programs Committee. This review of tasks is intended to gain input on the appropriateness of the type and scope of the work effort. At this time, budget amounts and fund types are preliminary pending completion of agency-wide staff and SANBAG policy committee review.

The following tasks are presented for Committee review:

*

Approved
Plans and Programs Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

COG	X	CTC	X	CTA	X	SAFE		CMA	X
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Check all that apply.

Task	Air Quality & Traveler Services Program	Manager	Proposed Budget	Page No.
0102	Air Quality Activities	Baker	\$3,471,266	12
0406	Traveler Services	Baker	\$2,235,273	15
0702	Call Box System	Baker	\$1,033,265	18
0704	Freeway Service Patrol/State	Baker	\$1,919,702	21
0706	Intelligent Transportation Systems	Baker	\$97,948	24

Task	Transportation Fund Administration Program	Manager	Proposed Budget	Page No.
0373	Federal/State Fund Administration	Fund Administrator	\$948,371	26
0500	Transportation Improvement Program	Fund Administrator	\$366,270	29
0515	Measure I Valley Apportionment & Allocation	Fund Administrator	\$4,435,350	32
0609	Strategic Planning/Delivery Planning	Fund Administrator	\$377,238	34
0610	Measure I 2010-2040 Project Advancement	Fund Administrator	\$16,849,916	36

Task	Regional and Sub-Regional Planning Program	Manager	Proposed Budget	Page No.
0110	Regional Planning	Schuiling	\$507,268	38
0203	Congestion Management	Schuiling	\$104,944	41
0404	Sub-Regional Planning	Schuiling	\$1,045,817	44

Task	General-Council of Governments Support Program	Manager	Proposed Budget	Page No.
0492	Joint Solar Power Purchase Agreement	Baker	\$178,704	47
0495	Greenhouse Gas	Schuiling	\$497,422	49
0601	County Transportation Commission – General	Schuiling	\$495,109	51
0708	Property Assessed Clean Energy (PACE)	Baker	\$145,147	53

The Plans and Programs Policy Committee serves as the primary policy committee for review of these task budgets, and this agenda item provides for task level review.

The following should be noted about the task structure for Fiscal Year 2012/2013:

- Tasks 0111 (Freight Movement Planning) and 0112 (Growth Forecasting and Planning) from Fiscal Year 2011-2012 have been consolidated into Task 0110 for the Fiscal Year 2012-2013 budget. These tasks have elements highly interrelated with Regional Planning, and consolidating these tasks will reduce the administrative accounting burden.

- Tasks 0202 (Transportation Modeling and Forecasting), 0409 (Data Management and Development), and 0526 (Subregional Transportation Monitoring) from Fiscal Year 2011-2012 have been consolidated into Task 0404 for the Fiscal Year 2012-2013 budget. These tasks have elements highly interrelated with subregional planning (i.e. planning at the County and subarea levels).
- Task 0203 (Congestion Management Program) remains its own task, given that it is a function of SANBAG's state-mandated role as Congestion Management Agency (CMA).
- Several new tasks are shown in the FY 2012/2013 budget:
 - 0495 (Greenhouse Gas) – This task includes the ongoing work on the countywide Greenhouse Gas Inventory and Reduction Plan, in which most cities are participating. The activities of this task were previously included under Task 0490 in Fiscal Year 2011/2012. The GHG Inventory and Reduction Plan has been underway since 2009.
 - 0492 (Joint Solar Power Purchase Agreement)
 - 0708 (Property Assessed Clean Energy - PACE program)
- Tasks 0373 (Federal/State Fund Administration), 0500 (Transportation Improvement Program), 0515 (Measure I Valley Apportionment and Allocation), 0609 (Strategic Planning/Delivery Planning), and 0610 (Measure I 2010-2040 Project Advancement) along with several other tasks (0501/0502/0506/0507/0918, addressed in other agendas) are now grouped under the new Transportation Fund Administration Program. This consolidates multiple financial management functions under one department. The creation of the new department was approved by the SANBAG Board in January 2012.
- Task 0515 includes a proposed \$4,176,710 allocation of Measure I Valley Major Street Program funds Arterial Sub-program. The background behind this allocation is provided in the February 9, 2012 Major Projects Committee agenda.
- Task 0610 includes a proposed \$12,533,250 allocation of Measure I funds for reimbursement of Project Advancement Agreements in the Valley Major Street Program and a proposed \$4,215,200 allocation for PAA reimbursements in the Valley Freeway Interchange Program. The background behind this allocation is also provided in the February 9 Major Projects Committee agenda.

Financial Impact: These tasks will be part of the overall budget adoption which establishes the financial and policy direction for the next fiscal year.

Reviewed By: This item is scheduled for review by the Plans and Programs Committee on March 21, 2012.

Responsible Staff: Ty Schuiling, Interim Executive Director

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.

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:

Existing Contracts:

Contract 1000263, consultant assistance in managing the Department of Energy (DOE) Project, Amount \$75,000;

Contract 1000325, Southern California Association of Governments (SCAG) to assist with the marketing and public relations for the DOE Project, Amount \$40,000;

Contract 1000330, private fleet operator participating in DOE project, 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 A. Baker, Director of Management Services

Task 0102 Air Quality Programs

Budget Detail

Expenditures	2010-2011 Actual	2011-2012 Revised Budget	2012-2013 Budget
Regular Full-Time Employees	36,945	78,700	88,709
Regular Part-Time Employees	1,503	-	-
Fringe Allocation-General	32,709	68,610	81,533
Professional Services	2,951,480	16,183,362	3,088,450
Consulting Services	25,933	62,000	-
Attendance Fees	500	1,200	-
Legal Fees	4,513	-	-
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	550	-
Printing - External	-	300	300
Printing - Internal	-36	300	300
Contributions/Sponsorships	-	-	40,000
Record/Equipment Storage	117	-	-
Pass-Thru Payments	-	-	-
Office Expense	-	325	325
Meeting Expense	41	750	750
Indirect Allocation-General	54,269	122,341	157,849
Total Expenditures	\$ 3,115,829	\$ 16,533,828	\$ 3,471,266

Funding Sources

Local Transportation Fund - Planning	9,725
ARRA FED DOE Clean Cities FY09	3,108,450
MSI Valley Fund-Transit Mgmt Sys	353,091
Total Funding Sources	\$ 3,471,266

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.

CONTRACT INFORMATION:

Existing Contracts:

- Contract: 1000538 For Park N Ride Lot lease Amount: \$10,800
- Contract: 1000486 For Park N Ride Lot lease Amount: \$3,060
- Contract: 1000485 For Park N Ride Lot lease Amount: \$9,240
- Contract: 1000507 For Park N Ride Lot lease Amount: \$8,280

New Contracts:

- Contract: For San Bernardino County Implementation of FY 2012/13 Trip Reduction/Rideshare and 511 Programs. Amount \$1,890,000
- Contract: For new Park 'N Ride Lot Lease. Amount \$9,000

MANAGER: Duane A. Baker, Director of Management Services

Task 0406 Traveler Services

Budget Detail

Expenditures	2010-2011 Actual	2011-2012 Revised Budget	2012-2013 Budget
Regular Full-Time Employees	55,928	53,484	61,780
Regular Part-Time Employees	4,324	-	-
Fringe Allocation-General	48,533	46,627	56,782
Professional Services	1,398,870	1,882,509	1,975,380
Consulting Services	3,960	60,690	25,000
Program Management Fees	-	-	-
Legal Fees	998	800	-
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	109,931
Total Expenditures	\$ 1,599,235	\$ 2,132,253	\$ 2,235,273

Funding Sources

Congestion Mitigation & Air Quality	1,760,334
MSI Valley Fund-Transit Mgmt Sys	468,539
MSI Victor Valley Fund-Transit Mgmt Sys	6,400
Total Funding Sources	\$ 2,235,273

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.

PRODUCT: Operate an efficient Call Box Program providing maximum benefits 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:

Existing Contracts:

- Contract: 1000101, for Call Box Liaison support with CHP Sacramento, Amount: \$4,000
- Contract: 1000018, for Call Box maintenance services, Amount: \$520,000
- Contract: 1000090, for Call Box knockdown recovery services, Amount: \$35,000
- Contract: 1000553, for Call Box Call Answering Services, Amount: \$126,000
- Contract: 1000132, for Call Box cellular services, 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 A. Baker, Director of Management Services

Task 0702 Call Box System

Budget Detail

Expenditures	2010-2011 Actual	2011-2012 Revised Budget	2012-2013 Budget
Regular Full-Time Employees	19,652	63,864	49,608
Regular Part-Time Employees	395	-	-
Overtime	-	-	-
Fringe Allocation-General	17,050	55,677	45,595
Professional Services	772,323	288,500	685,000
Consulting Services	3,780	62,100	60,000
Program Management Fees	21,760	-	-
Legal Fees	1,615	2,000	-
Mountain Avenue Callbox	373	-	-
Maintenance-Motor Vehicles	-	120	120
Maintenance-Office Equipment	-	999,930	-
Maintenance-Call Boxes	-	159,950	-
Training/Membership	-	150	150
Postage	116	100	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	27,728	99,279	88,272
Indirect Allocation-Project Management	3,145	-	-
Total Expenditures	\$ 964,620	\$ 1,880,417	\$ 1,033,265

Funding Sources

SAFE-Vehicle Registration Fees	1,033,265
Total Funding Sources	\$ 1,033,265

TASK NO.: 0704 FREEWAY SERVICE PATROL

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.

CONTRACT INFORMATION:

Existing Contracts:

- Contract: 1000080 For FSP tow services along Beat 1 Amount: \$175,000
- Contract: 1000056 For FSP tow services along Beat 2 Amount: \$188,000
- Contract: 1000028 For FSP tow services along Beat 3 Amount: \$188,000
- Contract: 1000191 For FSP tow services along Beat 4 Amount: \$187,000
- Contract: 1000040 For FSP tow services along Beat 5 Amount: \$175,000
- Contract: 1000055 For FSP tow services along Beat 6 Amount: \$185,752
- Contract: 1000077 For FSP tow services along Beat 7 Amount: \$185,752
- Contract: 1000192 For FSP tow services along Beat 8 Amount: \$184,000

New Contracts:

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

MANAGER: Duane A. Baker, Director of Management Services

Task 0704 Freeway Service Patrol/State

Budget Detail

Expenditures	2010-2011 Actual	2011-2012 Revised Budget	2012-2013 Budget
Regular Full-Time Employees	70,260	73,546	59,213
Regular Part-Time Employees	11,907	-	-
Overtime	-	-	-
Fringe Allocation-General	60,008	64,117	54,422
Professional Services	1,421,854	1,579,504	1,570,704
Consulting Services	18,611	32,400	25,000
Legal Fees	2,841	45,500	-
Mountain Avenue Callbox	-	-	-
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	105,363
Indirect Allocation-Project Management	-	-	-
Total Expenditures	\$ 1,744,296	\$ 2,044,252	\$ 1,919,702

Funding Sources

SAFE-Vehicle Registration Fees	416,060
Freeway Service Patrol	1,284,644
MSI 1990-Valley Fund-TMEE	218,998
Total Funding Sources	\$ 1,919,702

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 A. Baker, Director of Management Services

Task 0706 Intelligent Transportation Systems

Budget Detail

Expenditures	2010-2011 Actual	2011-2012 Revised Budget	2012-2013 Budget
Regular Full-Time Employees	4,813	16,496	15,722
Regular Part-Time Employees	104	-	-
Fringe Allocation-General	4,318	14,381	14,450
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	27,976
Indirect Allocation-Project Management	2,380	-	-
Total Expenditures	\$ 57,158	\$ 96,820	\$ 97,948

Funding Sources

MSI Valley Fund-Transit Mgmt Sys	97,948
Total Funding Sources	\$ 97,948

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.

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

Task 0373 Federal/State Fund Administration

Budget Detail

Expenditures	2010-2011 Actual	2011-2012 Revised Budget	2012-2013 Budget
Regular Full-Time Employees	186,898	226,443	223,650
Regular Part-Time Employees	20,100	25,000	7,200
Fringe Allocation-General	162,845	197,417	205,557
Professional Services	-	30,000	30,000
Consulting Services	6,063	45,000	60,000
Legal Fees	-	-	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	397,964
Total Expenditures	\$ 664,445	\$ 890,576	\$ 948,371

Funding Sources

MSI Valley Admin	531,208
Local Transportation Fund - Admin	417,163
Total Funding Sources	\$ 948,371

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.
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

Task 0500 Transportation Improvement Program

Budget Detail

Expenditures	2010-2011 Actual	2011-2012 Revised Budget	2012-2013 Budget
Regular Full-Time Employees	54,258	68,688	83,755
Regular Part-Time Employees	-	-	-
Fringe Allocation-General	47,598	59,882	76,980
Consulting Services	-	-	50,000
Legal Fees	-	-	-
Training/Membership	-	2,000	2,000
Postage	6	-	300
Travel Expense - Employee	1,099	-	1,200
Travel Expense-Mileage-Employee	698	-	2,000
Printing - Internal	-	-	600
Office Expense	-	-	300
Meeting Expense	-	100	100
Indirect Allocation-General	75,819	106,777	149,035
Total Expenditures	\$ 179,478	\$ 237,447	\$ 366,270

Funding Sources

MSI Valley Admin	211,405
Local Transportation Fund - Admin	154,865
Total Funding Sources	\$ 366,270

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.

PRODUCTS: Improved regional arterial street system in the Valley; annual listing of capital project needs and an allocation planning proposal for consideration in the SANBAG budget.

MANAGER: Director of Fund Administration

Task 0515 Measure I Valley Apportionment & Allocation

Budget Detail

Expenditures	2010-2011 Actual	2011-2012 Revised Budget	2012-2013 Budget
Regular Full-Time Employees	41,647	39,386	69,699
Fringe Allocation-General	37,699	34,337	64,060
Professional Services	26,873	5,000	-
Legal Fees	1,235	-	1,000
Printing - Internal	-	600	200
Major Street Payments	1,198,294	12,968,426	4,176,170
Office Expense	-	500	200
Meeting Expense	-	500	-
Indirect Allocation-General	60,051	61,227	124,021
Total Expenditures	\$ 1,365,799	\$ 13,109,976	\$ 4,435,350

Funding Sources

MSI Valley Admin	207,224
MSI Mtn./Desert Admin	51,956
MSI Valley Fund-Major Street	4,176,170
Total Funding Sources	\$ 4,435,350

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: Development and approval of the first 10-Year Delivery Plan in January 2012.

DESCRIPTION: 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.

WORK ELEMENTS:

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

Expenditures	2010-2011 Actual	2011-2012 Revised Budget	2012-2013 Budget
Regular Full-Time Employees	34,644	38,673	66,814
Fringe Allocation-General	30,086	33,715	61,408
Professional Services	64,500	16,000	10,817
Program Management Fees	307,656	250,000	100,000
Legal Fees	-	-	-
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	60,118	118,888
Indirect Allocation-Project Management	5,019	29,295	12,691
Total Expenditures	\$ 489,856	\$ 443,909	\$ 377,238

Funding Sources

Local Transportation Fund - Planning	247,110
MSI Valley Fund-Freeway Projects	38,655
MSI Valley Fund-Transit Mgmt Sys	91,473
Total Funding Sources	\$ 377,238

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

Expenditures	2010-2011 Actual	2011-2012 Revised Budget	2012-2013 Budget
Regular Full-Time Employees	7,017	24,086	23,784
Regular Part-Time Employees	-	-	-
Fringe Allocation-General	5,900	20,998	21,860
Professional Services	28,619	5,000	10,000
Legal Fees	1,900	-	2,000
Postage	-	200	200
Travel Expense-Mileage-Employee	-	500	500
Printing - External	-	500	-
Contributions/Sponsorships	-	-	-
Project Advancements Payments	7,240,598	10,800,000	16,748,450
Office Expense	-	300	800
Meeting Expense	-	200	-
Indirect Allocation-General	9,399	37,442	42,322
Total Expenditures	\$ 7,293,434	\$ 10,889,226	\$ 16,849,916

Funding Sources

MSI Valley Admin	101,466
MSI Valley Fund-Fwy Interchange	4,215,200
MSI Valley Fund-Major Street	12,533,250
Total Funding Sources	\$ 16,849,916

TASK: 0110 REGIONAL PLANNING

(Note: This task consolidates two other tasks into Task 0110: prior Task 0111 Freight Movement Planning; and 0112 Growth Forecasting and 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 intercounty transportation planning and implementation issues.

2. Update GIS coverages for existing land use, General Plan/Specific Plan land use, and student populations. Also acquire and maintain the most current aerial photography coverage.
3. Upgrade the SANBAG GIS growth distribution model to better address issues such as: higher density non-residential development; improved association of non-residential land use with employment sectors; incorporation of more Specific Plan land use mapping; addition of control totals for additional unincorporated areas; and better analysis of infill/redevelopment areas.
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.
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: Ty Schuiling, Director of Planning

Task 0110 Regional Planning

Budget Detail

Expenditures	2010-2011 Actual	2011-2012 Revised Budget	2012-2013 Budget
Regular Full-Time Employees	118,481	130,239	116,444
Fringe Allocation-General	104,510	113,543	107,024
Professional Services	-	1,400	2,000
Legal Fees	333	-	1,000
Training/Membership	200	500	-
Postage	44	60	200
Travel Expense - Employee	710	2,400	1,000
Travel Expense-Mileage-Employee	229	600	2,500
Travel Expense-Other-Metrolink Tickets	71	-	300
Printing - External	-	-	-
Printing - Internal	-	-	-
Contributions/Sponsorships	6,000	-	69,400
Communications	-	-	-
Office Expense	108	60	200
Meeting Expense	458	1,100	-
Indirect Allocation-General	166,476	202,462	207,200
Total Expenditures	\$ 397,619	\$ 452,364	\$ 507,268

Funding Sources

Local Transportation Fund - Planning	434,168
MSI 1990-Valley Fund-TMEE	73,100
Total Funding Sources	\$ 507,268

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, intercounty mitigation, and other issues.
5. Provide travel demand forecasting support to local jurisdictions preparing TIAs, local traffic studies, and Environmental Impact Reports.

PRODUCT: Updated and continued implementation of the Congestion Management Program for San Bernardino County.

LOCAL FUNDING SOURCE DETAIL:

Congestion Management Program Dues \$25,561

MANAGER: Ty Schuiling, Director of Planning

Task 0203 Congestion Management

Budget Detail

Expenditures	2010-2011 Actual	2011-2012 Revised Budget	2012-2013 Budget
Regular Full-Time Employees	23,997	37,612	27,645
Regular Part-Time Employees	98	-	-
Fringe Allocation-General	19,419	32,790	25,408
Legal Fees	-	-	500
Postage	-	200	200
Travel Expense - Employee	-	300	300
Travel Expense-Mileage-Employee	-	1,000	1,000
Printing - Internal	-	200	200
Office Expense	-	500	500
Meeting Expense	-	200	-
Indirect Allocation-General	30,933	58,469	49,191
Total Expenditures	\$ 74,446	\$ 131,271	\$ 104,944

Funding Sources

General Fund-Local/Other	25,561
MSI 1990-Valley Fund-TMEE	79,383
Total Funding Sources	\$ 104,944

TASK: 0404 SUBREGIONAL PLANNING

(Note: This task consolidates three other tasks into Task 0404: prior Task 0202 Transportation Modeling and Forecasting; 0409 Data Development and Management; and 0526 Subregional Transportation Monitoring)

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.
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: Ty Schuiling, Director of Planning

Task 0404 Subregional Planning

Budget Detail

Expenditures	2010-2011 Actual	2011-2012 Revised Budget	2012-2013 Budget
Regular Full-Time Employees	154,048	180,791	197,571
Regular Part-Time Employees	27,640	-	40,000
Overtime	-	-	-
Fringe Allocation-General	136,584	157,613	181,588
Professional Services	5,000	30,800	10,000
Consulting Services	146,523	103,478	200,000
Legal Fees	-	-	2,000
Information Technology Services	7,139	-	-
Maintenance-Office Equipment	57	9,000	9,000
Training/Membership	780	5,000	5,500
Postage	-	300	200
Travel Expense - Employee	2,351	6,300	7,000
Travel Expense-Mileage-Employee	684	2,200	1,000
Printing - External	-	1,200	-
Printing - Internal	-	300	200
Contributions/Sponsorships	31,693	-	-
Communications	90	-	-
Office Expense	93	500	1,000
Meeting Expense	-	1,000	200
Office Equip/Software-Inventorial	29,340	5,500	-
Computer Hardware & Software	-	31,500	39,000
Indirect Allocation-General	256,153	281,045	351,558
Total Expenditures	\$ 798,174	\$ 816,527	\$ 1,045,817

Funding Sources

Local Transportation Fund - Planning	380,338
MSI 1990-Valley Fund-TMEE	665,479
Total Funding Sources	\$ 1,045,817

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:

Existing Contract: A contract will be issued for RFP 12-142; Budgeted amount \$30,000.

New Contract: 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	-	-	7,761
Fringe Allocation-General	-	-	7,133
Professional Services	-	-	150,000
Indirect Allocation-General	-	-	13,810
Total Expenditures	\$ -	\$ -	\$ 178,704

Funding Sources

General Assessment Dues	28,704
General Fund-Local/Other	150,000
Total Funding Sources	\$ 178,704

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.

MANAGER: Ty Schuiling, Director of Planning

Task 0495 Greenhouse Gas

Budget Detail

Expenditures	2010-2011 Actual	2011-2012 Revised Budget	2012-2013 Budget
Regular Full-Time Employees	-	-	7,414
Fringe Allocation-General	-	-	6,815
Consulting Services	-	-	470,000
Office Expense	-	-	-
Indirect Allocation-General	-	-	13,193
Total Expenditures	\$ -	\$ -	\$ 497,422

Funding Sources

Greenhouse Gas Fund	230,000
MSI 1990-Valley Fund-TMEE	267,422
Total Funding Sources	\$ 497,422

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: Ty Schuiling, Director of Planning

Task 0601 County Transportation Commission - General

Budget Detail

Expenditures	2010-2011 Actual	2011-2012 Revised Budget	2012-2013 Budget
Regular Full-Time Employees	73,259	89,061	92,256
Regular Part-Time Employees	12	-	-
Fringe Allocation-General	64,310	77,643	84,793
Professional Services	-	5,000	5,000
Attendance Fees	57,200	80,000	81,000
Legal Fees	5,763	-	2,000
Training/Membership	25,000	28,000	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	13,000	14,000
Indirect Allocation-General	102,458	138,448	164,160
Total Expenditures	\$ 349,679	\$ 454,052	\$ 495,109

Funding Sources

MSI Valley Admin	114,700
MSI Mtn./Desert Admin	14,000
Local Transportation Fund - Planning	341,409
SAFE-Vehicle Registration Fees	25,000
Total Funding Sources	\$ 495,109

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:

Existing Contract: 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.

LOCAL FUNDING SOURCE DETAIL:

It is estimated that \$100,000 will be generated by fees assessed from program participants to support the program's administration.

MANAGER: Duane Baker, Director of Management Services

Task 0708 Property Assessed Clean Energy (PACE)

Budget Detail

Expenditures	2010-2011 Actual	2011-2012 Revised Budget	2012-2013 Budget
Regular Full-Time Employees	-	-	12,207
Fringe Allocation-General	-	-	11,219
Professional Services	-	-	100,000
Office Expense	-	-	-
Indirect Allocation-General	-	-	21,721
Total Expenditures	\$ -	\$ -	\$ 145,147

Funding Sources

General Assessment Dues	45,147
Property Assessed Clean Energy Fund	100,000
Total Funding Sources	\$ 145,147



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

Minute Action

AGENDA ITEM: 4

Date: March 21, 2012

Subject: Ontario International Airport

Recommendation:* Adopt Resolution R12-009 supporting the transfer of Ontario International Airport (ONT) to local control.

Background: Ontario International Airport (ONT) has been under control of the Los Angeles World Airports (LAWA) since 1967. LAWA is a branch of the City of Los Angeles and is governed by a seven-member board appointed by the Mayor of Los Angeles and approved by the City Council. Because much of the annual activity at ONT during the 1960s was accommodating diverted airplanes from LAX during periods of inclement weather, the Cities of Ontario and Los Angeles believed it would be in the best interests of the Southern California region for LAWA to take responsibility for operating ONT. In addition, Los Angeles was expected to bring more air service to ONT, thereby attracting businesses and creating jobs. In 1967, these discussions resulted in a Joint Powers Agreement (JPA) between the City of Los Angeles and the City of Ontario. Because these two airports coordinated so much, it made economic and organizational sense to place them under control of the same Board.

ONT experienced significant growth from the late 1970s until the mid-2000s, but passenger volumes at the airport have declined by 37% and departures by 56% since 2007. Comparable Southern California airports and other medium hub airports nationwide have not experienced similar declines. Southwest Airlines is

*

Approved
Plans and Programs Committee

Date: _____

Moved: _____ *Second:* _____

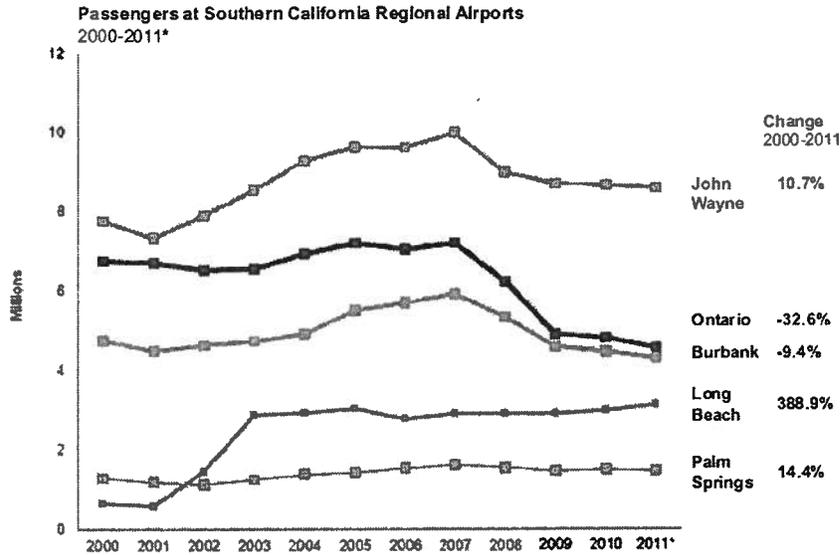
In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

COG	X	CTC		CTA		SAFE		CMA	
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Check all that apply.
 PPC1203a-ty
 Attachments: RES12009

now the only low-cost carrier serving ONT. LAWA has cut ONT's marketing resources by an estimated 85% since 2007 as well.

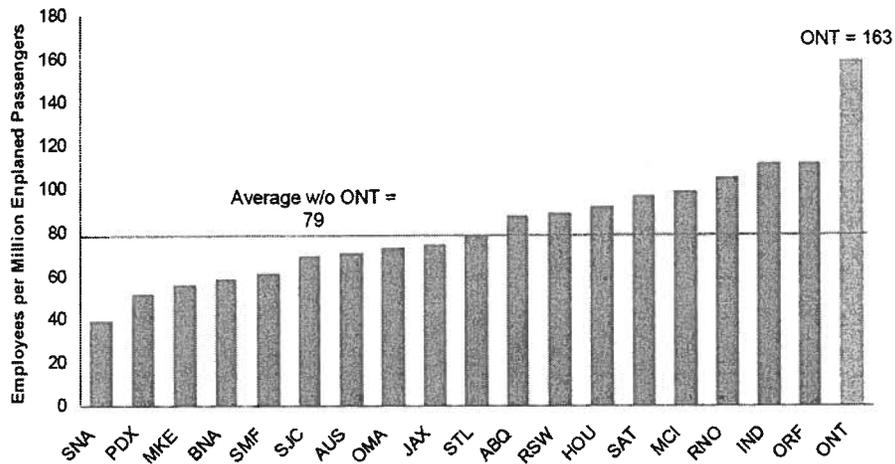


Costs to airlines at ONT have been significantly higher than other secondary airports in Southern California and among the highest-cost medium hub airports in U.S., contributing to the downturn in passenger service and ridership the airport has recently experienced. Airport costs are typically measured in terms of the Cost per Enplaned Passenger (CPE), which represents the sum of the charges paid by the airlines to an airport, divided by the number of passengers departing from that airport. While the U.S. median CPE was most recently reported at \$6.76 in 2008, ONT's CPE estimate for 2010 according to LAWA was \$14.50, more than twice the national median and significantly higher than at LAX. Operations and maintenance costs are also high at ONT compared to other airports. Airlines have difficulty charging higher fares at ONT to compensate for the higher airport costs because in a region with competing airports, travelers are often not willing to pay higher airfares to fly from ONT than other nearby airports. Low-cost carriers especially have little ability to increase their fares, which is why JetBlue and other low-cost airlines have eliminated flights to and from ONT. According to several reports, if the Ontario Airport had had a competitive CPE, the airport could have retained air service that was lost between 2008 and 2011.

The City of Ontario examined potential causes of increasing costs in its 2010 Recovery Plan for the Ontario Airport. This study found that ONT has relatively low debt when compared with similar-sized airports, and has higher non-airline revenues (from rental car fees, parking, and food and retail sales).

These revenues would normally lower the fees that airlines must pay, yet ONT's costs are so high that they have caused air service to decline during a period while comparable airports saw growth. A primary cause of high costs at ONT is the airport's large workforce combined with higher compensation levels compared to other medium-size airports. In addition, ONT pays LAWA an administrative fee of 15% of its operating expenses.

Employees per Million Enplaned Passengers – Medium U.S. Hubs
 Most Recent Fiscal Year



These declines have had a significant impact on this area's economy: a decline in the airport's positive economic impact from \$1.3 billion in 2007 to \$849 million in 2011, and the loss of an estimated 9,000 mostly well-paid jobs over that period. Consequently, even Los Angeles-based organizations such as the Los Angeles Economic Development Corporation (LAEDC), as well as the Southern California Association of Governments and the Western Riverside Council of Governments have enacted resolutions that call for a return of ONT to local control to enable it to operate in a manner similar to Burbank, Orange County, Long Beach, and Palm Springs. A draft resolution is attached.

Financial Impact: This item is consistent with the approved SANBAG Fiscal Year 2011-2012 Budget, Task 0110.

Reviewed By: This item will be considered by the Plans and Programs Policy Committee on March 21, 2012.

Responsible Staff: Ty Schuiling, Interim Executive Director

RESOLUTION NO. RES 12-009

**A RESOLUTION OF SAN BERNARDINO ASSOCIATED GOVERNMENTS
(SANBAG) IN SUPPORT OF THE TRANSFER OF ONTARIO
INTERNATIONAL AIRPORT TO LOCAL CONTROL**

WHEREAS, local control of airports in Southern California has been shown to be conducive to development of successful regional airports because the airport sponsor has a vested interest in the airport making the greatest contribution to its economy; and

WHEREAS, local control of ONT will help ensure that all of Southern California will have sufficient airport capacity to meet the long-term demand for air travel in the region; and

WHEREAS, on January 7, 2011, the Los Angeles Economic Development Corporation called on Los Angeles World Airports (LAWA) to shift control of ONT – as well as the responsibility and risk that comes with that control – to another entity so LAWA can focus more of its energy on modernizing Los Angeles International Airport; and

WHEREAS, on November 29, 2010, the Alliance for a Regional Solution to Airport Congestion (ARSAC) urged the Los Angeles Board of Airport Commissioners to transfer ONT airport management decisions to the local Ontario area in pursuit of a regional airport system that can better address ONT patronage decline and regional service demands; and

WHEREAS, on September 2, 2010, the Southern California Association of Governments (SCAG) Regional Council enacted a resolution recommending the transfer of ONT to local control as being in the best interests of Los Angeles and the Southern California region. SCAG further stated that under local control, ONT can recover from the economic downturn of the past several years while positioning itself for long-term growth, consistent with the reorganization of air traffic contemplated in SCAG's Regional Transportation Plan; and

WHEREAS, after transfer to local control, ONT can operate on the same basis as airports in Burbank, Orange County, Long Beach and Palm Springs - as low-cost secondary airports under local control; and

NOW, THEREFORE, BE IT RESOLVED, that SANBAG does hereby support the transfer of ONT to local control in furtherance of airport regionalization and the region's economy.

BE IT FURTHER RESOLVED, SANBAG requests the cities of Los Angeles and Ontario commit the necessary resources and effort to affect the transfer of ONT to local control at the earliest possible date, and the Clerk of the Board shall communicate this action of SANBAG to the Mayors of Los Angeles and Ontario, the Administrator of the Federal Aviation Administration, and state and federal elected representatives.

*

*

*Approved
Board of Directors*

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed:

has been challenging in getting coverage for our FSP Beat areas. Part of this is the quality of analog radio and the sites from which we have our frequency transmitting. Signal strength is declining and a search for better coverage was needed due to the nature of the program which focuses on motorist safety.

For the past few years, SANBAG has looked into various options for better coverage for the FSP program. SANBAG staff and CHP Officers evaluated two different providers of digital radio frequencies. Acquiring digital radio has been the goal for the past few years which came with specific needs. The companies evaluated were: Bearcom and Fisher Wireless. Staff also looked into the San Bernardino County digital radio system but found that it would be far too costly in comparison to leasing the frequency from a private company. Staff also looked into purchasing their own frequency which also turned out to be very costly. After coordinating an evaluation of the signal strength, coverage, and reliability of their systems, we have finally found a company that will give us the tools and coverage needed. The company is Lucky's Two-Way Radios of Van Nuys, and they are granting the FSP Program exclusivity to prevent "busy-outs". "Busy out" would give our CHP Officers and FSP drivers a busy tone or signal in a time of crisis when all lines would be busy. No other company was able to provide this exclusivity which was crucial for the CHP Officers. After thorough testing by the FSP CHP Officer's, they feel this system is the best and has the coverage needed.

All sixteen FSP tow trucks and seven back-up tow trucks will be outfitted in new digital radio equipment. The quality of digital radio will bring more secure and safer communications between FSP Drivers and our CHP Officer's; therefore, creating a better, effective and safer program.

Financial Impact: Funds for this contract were included in the Fiscal year (FY) 2011/2012 Budget and will be funded 80% State FSP funding and 20% 1990 Valley TMEE Funds. Future funding to reimburse the Contract in subsequent FY's will be included in those respective budgets.

Reviewed By: This item will be reviewed by the Plans and Programs Committee on March 21, 2012. This item has been reviewed by legal counsel and the SANBAG Contracts Manager; however, this contract is currently being reviewed by the Contractor and any changes will be made and communicated before the Board, if necessary.

Responsible Staff: Duane A. Baker, Director of Management Services



CONTRACT SUMMARY SHEET

Contract No. C 12221 Amendment No. _____

By and Between

Lucky's Two-Way Radios

and San Bernardino Associated Governments

Contract Description Lease Agreement for FSP digital radio frequencies.

Board of Director's Meeting Date: 4/4/12
Overview of BOD Action:

Is this a Sole-Source procurement? Yes No

CONTRACT OVERVIEW

Original Contract Amount	\$	\$15,048	Original Contingency Amount	\$	4,952
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$		Revised Contingency Amount <i>Inclusive of prior amendments</i>	\$	
Current Amendment Amount	\$		Contingency Amendment	\$	
TOTAL CONTRACT VALUE	\$	15,048	TOTAL CONTINGENCY VALUE	\$	4,952
TOTAL BUDGET AUTHORITY (contract value + contingency)					\$ 20,000

Contract Start Date 5/1/2012	Current Contract Expiration Date 5/31/2015	Revised Contract Expiration Date
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Has the contract term been amended? No Yes - please explain.

FINANCIAL INFORMATION

Budget authority for this contract currently exists in Task No. 70412000.

A Budget Amendment is required.

How are we funding current FY?

Federal Funds
 State Funds
 Local Funds
 TDA Funds
 Measure I Funds

Provide Brief Overview of the Overall Funding for the duration of the Contract:

80% of funds for task 70412000 come from State FSP funding and the remaining 20% comes from 1990 Valley TMEF funds.

Payable Receivable

CONTRACT MANAGEMENT INFORMATION

Check all applicable boxes:

Retention? If yes, indicate % _____.

Disadvantaged Business Enterprise (DBE) Goal _____ %
 Underutilized DBE (UDBE) Goal _____ %

3/12/12
mu

 Task Manager Signature	Date	 Project Manager Signature	Date
	3-12-12		3/12/12

Chief Financial Officer Signature	Date	Contracts Manager Signature	Date
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LUCKY'S TWO-WAY RADIOS
P.O. Box 7835
Van Nuys, CA 91409
(818) 894-3566

No. C12221

Lease Agreement

This lease Agreement ("Agreement") is made this _____ day of _____, 20____, by and between Lucky's Two-Way Radios, Van Nuys, CA 91409, hereinafter referred to as "Lessor", and San Bernardino Associated Governments hereinafter referred to as "Lessee".

1. For and in consideration of the covenants and conditions herein contained, Lessor hereby leases to Lessee, and Lessee does hereby rent and hire from Lessor, the use of Lessor's mobile relay station equipment located at **Sunset Peak, Santiago Peak, and Sansivine Peak** in California ("Premises"). The mobile relay station equipment as defined within this Agreement consists of each site, it's frequencies, its repeaters, wiring, and any other parts related to each site. Lessor agrees to make the use of the mobile relay station equipment available to the Lessee on a, shared basis for the full term of this Agreement. The Lessee agrees and understands that the Lessor will not be in any way responsible for downtime on the mobile relay station due to mechanical or electrical failure which includes an act of nature (wind, falling tower, lightning, earthquake, fire, etc.). Lessor agrees to repair the mobile relay station in a reasonable time according to the failure. The parties agree that in every instance "reasonable time" means 24 hours with the exception of an unusual circumstance such as an area wide catastrophic event at which time the parties shall discuss timing of repair.

2. In the trunking system, Lessee shall have the highest queue of any user of the mobile relay station so that, in any situation, Lessee shall have priority access at all times. Trunking repeaters will be set up so that one repeater shall be dedicated to Lessee traffic at each site to avoid or prevent a "busy-out" situation. For the purposes of this agreement, the term "busy-out" is defined as a situation where a catastrophic event or any other event occurs that causes all radio channels to become extremely busy, and a busy signal is reached. Due to the fact that this agreement shall be used by law enforcement (California Highway Patrol) for a safety program (Freeway Service Patrol), it is essential that the Lessee not reach a "busy-out" signal.

3. Lessee shall pay to Lessor the sum of _____\$5,016.00_____ per year, payable in ___12___ installments of _____\$418.00_____ each, payable in advance commencing with the second month's use. Invoice must arrive by the first of the prior month for payment to be turned around with 45 days or the 15th of the succeeding month. The not-to-exceed amount of this contract is \$20,000.00 over a three year term which includes a \$4,952.00 contingency to be used by the Lessor only with written permission by the Lessee. Exhibit "B" is incorporated into this Agreement and details payment schedule breakdown. Lessee shall pay to the Lessor the sum of _____\$836.00_____ concurrently with the execution of this lease as payment for the first and last month's rent. On the 45th day after payment is due the Lessee will be delinquent, and service will be disconnected. A \$20 reconnection fee will be charged. Because law enforcement is involved in use of Lessor's frequencies, prior to service being disconnected and \$20 reconnection fee being assessed, Lessor shall notify Lessee within five business days in writing about the delinquency and allow an additional 10-15 business days for payment turnaround.

4. The rental rate specified in paragraph 3 will cover Lessee's use of Lessor's mobile relay station in association _____19_____ units and ___??___ control stations. An additional fee will be charged for any additional radios. Frequency (s) authorized are:

____Santiago_____ with sub-audible tone of _____ only.

____Sunset_____ with sub-audible tone of _____ only.

____Sansivine_____ with sub-audible tone of _____ only.

5. The term of this Agreement shall be through May 30, 2015, unless earlier terminated in accordance with this Agreement. The term shall commence on the date of the installation of Lessee's radio system.

6. Lessee shall submit monthly checks made payable to LUCKY'S TWO-WAY RADIOS, P.O. Box 7835, Van Nuys, CA 91409.

7. Notwithstanding the provisions of preceding paragraph 5, this lease shall terminate upon Lessor's being prevented by the action of the Federal, State, County, or Municipal governments or any other authority from continuing to use the premises in the same manner and for the same purposes for which they are to be used by Lessee pursuant to this Agreement. Lessor shall, within 60 days of such termination, notify and refund to Lessee the prorated amount of monthly fees identified herein for the time period affected by such termination. Either party may, in its own discretion terminate this Agreement by giving sixty (60) days prior written notice to the other.

8. The Lessee will be solely responsible for the proper and legal use of all radio equipment at all times. Lessee will comply with all FCC rules and regulations. Lessor shall maintain the mobile relay station equipment at all times in good condition and repair, and in accordance with all federal and state laws, rules, and regulations.

9. Indemnity- Lessee agrees to indemnify, defend, and hold harmless the Lessor and its authorized officers, employees, and agents for any damage caused by the Lessee's use of the Premises during the term of this Agreement, except to the extent any such damages or expenses suffered by the Lessor are the result of the Lessor's negligent or wrongful acts or the acts of any persons acting under or on behalf of the Lessor and/or where the Lessee is found to have no liability by reason of any immunity arising by or from statute or common law in connection with the fulfillment of Lessee's constitutional and statutory public responsibilities, where such indemnification and/or defense is prohibited by law. The Lessor is not responsible for any loss of business or money due to downtime on the mobile relay station. The Lessor will credit the Lessee on a prorated basis for downtime on the mobile relay station only when downtime exceeds 24 hours. Lessee shall notify the Lessor within two hours of its knowledge of such failure.

Lessor shall defend, indemnify and hold harmless Lessee and its officers, employees, contractors, and agents for any damages or expenses, other than loss of business, arising out of injury to persons or property to the extent cause by the sole negligence or wrongful acts of Lessor, its employees, agents, or contractors.

10. The distance at which usable radio signals may be transmitted and received by the radio equipment and or mobile relay station herein under shall be as set forth in Exhibit "A" attached hereto and incorporated herein by

reference. Lessee is hereby notified that all radio systems are subject to degradation of service from natural and man-made phenomena such as interference, intermodulation, co-channel interference, power lines, ignition noise and interference from users of the same or adjacent radio frequencies. The Lessor is not responsible for interference due to any of the above or other causes, however will make every effort to resolve the interference, including relocation to another frequency.

11. Lessee will not furnish communication service for hire or render the service to others by use of these frequencies. The foregoing shall not limit Lessee's ability to make the frequencies available for use by contractors of Lessee in the provision of Freeway Service Patrol Services.
12. If Lessee does not make payments stated in paragraph 3 of this Agreement or if Lessee is otherwise in default or in violation of this Agreement and fails to correct such default or violation upon notice by Lessor, Lessor may declare entire unpaid balance immediately due and payable. In the event suit is brought against the Lessee by reason of a default or violation on the part of the Lessee, Lessee hereby promises to pay the Lessor court costs and reasonable attorney's fees.
13. All notices and demands required, or permitted to be given or made hereunder, shall be in writing and shall be deemed duly given upon actual delivery, if delivery is by hand; or upon receipt by the transmitting party of confirmation or answer back if delivery is by facsimile (or e-mail); or five days following receipt of delivery. Each notice to be sent at the address indicated below or to any other address or person that the respective party may later designate by written notice delivered pursuant hereto:

Lessee: San Bernardino Associated Governments
 1170 W. 3rd Street
 San Bernardino CA 92410
 Attn: FSP Program Manager
 Phone: (909) 884-8276
 Fax: (909) 885-4407

Lessor: Lucky's Two-Way Radios
 P.O. Box 7835
 Van Nuys, CA 91409
 Attn: _____
 Phone: _____
 Fax: _____

14. This Agreement shall be governed by the laws of the State of California and constitutes the entire agreement between the parties and supersedes all prior negotiations, discussions, and preliminary understanding. This Agreement may be amended by the parties as they shall mutually agree in writing. Lessee may not assign this Agreement except with the prior written approval of Lessor.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the dates set forth below.

LUCKY'S TWO-WAY RADIOS

By _____

Title: _____

Date: _____

Lessor

San Bernardino Associated Governments

By _____

Title: _____

Date: _____

Lessee

Approved as to Legal Form:

By: _____

Penny Alexander-Kelley

SANBAG Counsel

By: _____

Kathleen Murphy-Perez

SANBAG Contracts Manager

EXHIBIT A

DISTANCES AT WHICH USABLE SIGNALS SHALL BE TRANSMITTED AND RECEIVED BY THE RADIO EQUIPMENT AND/OR MOBILE RELAY STATION

At minimum, the following highway segments and a **2mile radius** around the length of these segments shall be covered.

San Bernardino: (each segment in both directions)

SBBeat #1 – I-10 from Indian Hill (Los Angeles County line) to Haven Avenue

SBBeat #2 – I-10 from Haven Avenue to Sierra Avenue

SBBeat #3 – I-10 from Sierra Avenue to Waterman Avenue

SBBeat #4 – SR-60 from Reservoir Street (Los Angeles County line) to Milliken Avenue

SBBeat #5 – I-15 from Jurupa Street (Riverside County Line) to Summit Avenue

SBBeat #6 – I-215 from Center Street (Riverside County line) to 2nd Street

SBBeat #7 – I-215 from 2nd Street to Palm/Kendall Avenue

SBBeat #8 – I-10 from Waterman Avenue to University Avenue

SR- 210 from LA County Line to the I-10 Freeway

I-15 from Summit Avenue to Nisqualli Road in Victorville

I-215 from Palm/Kendall Avenue to I-15/I-215 interchange

I-10 from University Avenue to Riverside County Line.

Riverside: (each segment in both directions)

RVBeat #1 – SR-91 from Orange County line to Lincoln Ave.

RVBeat #2 – SR-91 from Lincoln Ave. to Magnolia Ave.

RVBeat #4 – SR-91 from Magnolia Ave. to 60/91/215

RVBeat #7 – SR-60 from Milliken St. to Main St.

RVBeat #8 – SR-60/215 Interchange to Theodore St.

RVBeat #18 – I-215 from Riverside County line to Alessandro

RVBeat #19 – I-215 from Alessandro to SR-74/4th St.

RVBeat #25 – I-15 from Hidden Valley Pkwy. to SR-60/I-15 Interchange

RVBeat #26 – I-15 from Hidden Valley Pkwy. to Temescal Canyon Rd.

C12221

EXHIBIT B

Payment Schedule

Payment C12221

Overview of Contract 12221 with Lucky's Two-Way Radios for FSP digital radio frequencies

Contract Term: May 1, 2012 - May 3, 2015

Fiscal Year	Number of months	Monthly rate	# of units	Cost	Total cost
FY 11/12	2	\$22.00	19	\$836.00	\$836.00
Fy 12/13	12	\$22.00	19	\$5,016.00	\$5,016.00
FY 13/14	12	\$22.00	19	\$5,016.00	\$5,016.00
FY 14/15	10	\$22.00	19	\$4,180.00	\$4,180.00
Contingency				\$4,952.00	\$4,952.00
TOTAL	36	\$22.00	19	\$20,000.00	\$20,000.00

SANBAG shall pay first and last months payment at commencement of contract per the contract.

Compensation is based on a per month/per mobile unit radio rate of \$22.00.

Contract not to exceed \$20,000.00



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

Minute Action

AGENDA ITEM: 6

Date: March 21, 2012

Subject: Update on Freeway Service Patrol (FSP) Program and 2011 FSP Driver Recognition Awards

Recommendation:* Receive information pertaining to the San Bernardino FSP Program, and the acknowledgement of the 2011 Top Driver and Drivers of Excellence Awards.

Background: FSP consists of a fleet of tow trucks that travel on selected San Bernardino County freeways during peak commute hours to assist motorists with car trouble. The stretch of highway that the fleet roams up and down is referred to as a "Beat". FSP programs are extremely beneficial to the motoring public by reducing the amount of time a motorist is in an unsafe condition, reduce traffic congestion, as well as decrease fuel consumption, vehicular emissions and secondary incidents. San Bernardino began its program in January 2006 and now has eight separate Beats in operation with an average of 35,000 assists per year.

Attachment "A" provides statistical information on the FSP Program. Since the program's inception, the FSP Program has assisted more than 180,000 motorists on San Bernardino County highways. The assists range from a flat tire change to a battery jump start. Or from providing a gallon of gas to performing a driver safety check, which is when a driver will check on a vehicle that is parked alongside the freeway to see if the motorist, if available, is in need of assistance and provide information on the program. Since 2006, FSP drivers have assisted with more than 30,000 flat tires, and helped with more than 10,000 overheated vehicles. The FSP program has received more than 6,500 comments from

*

Approved
Plans and Programs Committee

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

COG		CTC	X	CTA	X	SAFE	X	CMA	X
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Check all that apply.
 PPC1203a-jh
 Attachment: PPC1103a1-jh

motorists that have been assisted by San Bernardino FSP drivers. Overall, 99.6% rated their experience as excellent or good.

For the past four years, the Top Driver and the Drivers of Excellence of the prior calendar year are selected and recognized. Awards are based on the following criteria:

1. The driver must perform a minimum of 1,000 assists in the prior calendar year.
2. The driver must not have any “write-ups” during the period (occurs when a driver does not follow FSP procedures).
3. The driver must not have any “late arrivals” when starting their “Beat”.
4. The driver’s accuracy rating when entering assist data into the data device must be extremely high, with approximately less than a one percent error rate.
5. The driver received numerous compliments from the motorists they assisted.

The following drivers were recognized on March 6th for their outstanding efforts, high level of professionalism and the customer service they provided to stranded motorists along San Bernardino County freeways.

- **Top Driver-** Matthews Smith, with Roy and Dot’s Towing of Rialto. Matthews has been with the San Bernardino FSP Program for two years and assisted more than 3,000 motorists during the 2011 calendar year.
- **Three Drivers of Excellence**, who collectively provided more than 5,400 assists during the 2011 calendar year are as follows:
 1. Cesar Rendon of Steve’s Towing in Rancho Cucamonga
 2. Hector Reyes of JLM Towing in San Bernardino
 3. Josh Tillet of Pepe’s Towing in Colton

These four FSP drivers provided more than 8,500 motorist assists in 2011. Congratulations to these four drivers and all the other drivers that help make the San Bernardino FSP Program a huge success.

Financial Impact: There is no financial impact related to this informational item. The San Bernardino FSP Program receives an annual allocation from the State of California to implement FSP services, which is matched 20% by local revenue (1990 Valley Traffic Management and Environmental Enhancement funds), Task 0704.

Plans and Programs Agenda Item
March 21, 2012
Page 3

Reviewed By: This item will be reviewed by the Plans and Programs Committee on March 21, 2012.

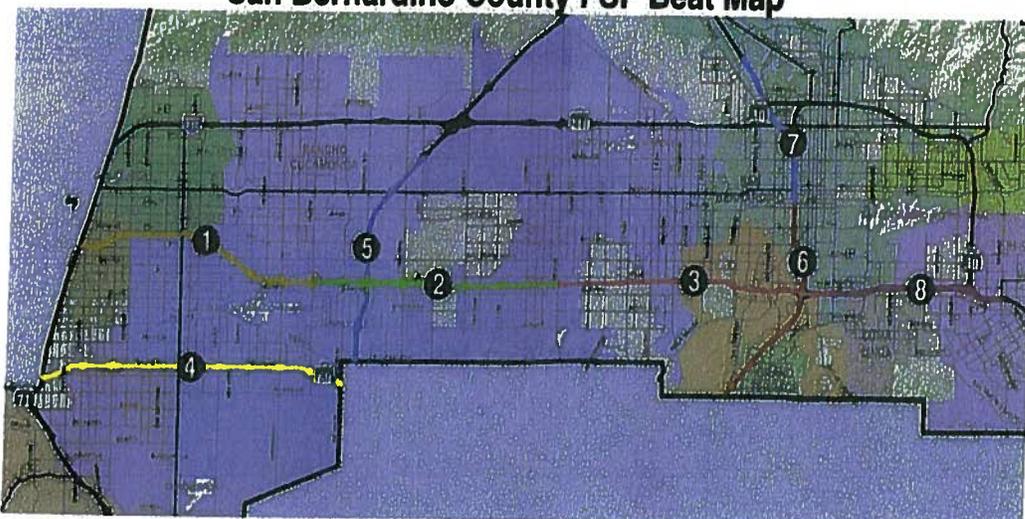
Responsible Staff: Duane A. Baker, Director of Management Services

Governments
SANBAG
 Working Together



FREWAY SERVICE PATROL Fact Sheet 2012

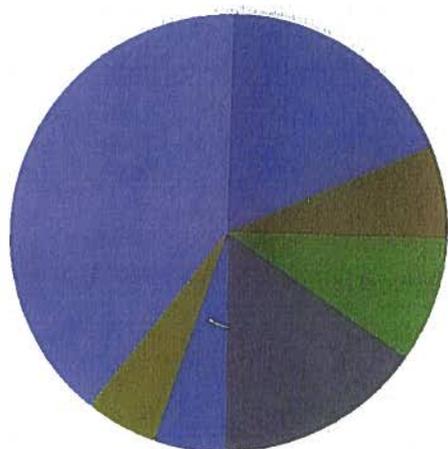
San Bernardino County FSP Beat Map



San Bernardino County Freeway Service Patrol (FSP) began operations in January of 2006. FSP is a roving team of tow trucks that travel on selected San Bernardino County freeways during peak commute hours to assist motorists with car trouble. FSP provides help at no cost to drivers who run out of gas, have a flat tire or need minor mechanical assistance.

SANBAG, the California Highway Patrol (CHP) and Caltrans offer this service through state and local funds. The goal of this partnership and of the FSP the program is to keep the freeways moving, reduce the chance of secondary accidents, and to help make the freeways safer and less congested. The FSP Program is part of an overall plan to improve transportation throughout San Bernardino County.

Sample of Assists



- Flat Tire (27,000+)
- Accidents (10,000+)
- Out of Gas (14,000+)
- Mechanical Problem (23,000+)
- Debris Removal (8,000+)
- Over Heated (8000+)
- Other (60,000+)

Since inception, the FSP Program has assisted 180,000+ motorists. The assists range in type, but may include: flat tire change, battery jump start, out of gas, etc.

Since 2006, the FSP Program has received over 6,000 comments from motorists that have been assisted. Overall, 99.6% of the motorists that use the program have rated their experience as Excellent or Good. Some of the comments received from motorist are:

2011 Testimonials

"First time ever to use these services and very happy they exist. This program is very accommodating to stranded drivers. I got more help than I ever expected." - January 2011

"DRIVER WAS WONDERFUL! VERY HELPFUL, SAVED MY LIFE." - February 2011

"He was so professional, he restored my faith in humanity. He was very willing and helpful." - April 2011

"This is a very good CHP training program. I really appreciated his help today. If I did not get his help, I would have had a hard time in a very dangerous situation on the freeway." - October 2011



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

Minute Action

AGENDA ITEM: 7

Date: March 21, 2012

Subject: Receive information regarding Joint Procurement for Call Box Maintenance Services, and approve Amendment No. 7 to Contract No. 05006 with CASE Systems, Inc., (CASE) for the extension of Call Box Maintenance Services

- Recommendation:***
1. Receive information regarding joint procurement for call box maintenance services; and
 2. Approve Amendment No. 7 to Contract No. 05006 requesting a ten-month extension through January 31, 2013 with CASE for call box maintenance services. Funds for this extension have been budgeted for Fiscal Year 2011/2012 and in the proposed Fiscal Year 2012/2013 budget as outlined in the Financial Impact Section.

Background: The San Bernardino Service Authority for Freeway Emergencies (SAFE) operates approximately 1,200 call boxes on freeways and highways throughout the County. Each call box is a battery-powered, solar-charged roadside terminal with a microprocessor and a built-in digital cellular telephone. The network has assisted more than 1.4 million callers since inception.

The last procurement process for a maintenance provider was conducted in the summer of 2004. A Request for Proposal (RFP) was released to upgrade the system from an analog to a digital cellular signal, to provide improvements anticipated to bring the system into compliance with the Americans with Disabilities Act, and to provide routine corrective and preventative maintenance.

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Approved
Plans and Programs Committee

Date: March 21, 2012

Moved: Second:

In Favor: Opposed: 0 Abstained: 0

Witnessed: _____

COG		CTC		CTA		SAFE	X	CMA	
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Check all that apply.
 PPC1203a-k1.docx
 Attachment:C05006-07

As a result of this RFP process, in November of 2004 Comarco Wireless Technologies (CWT) was selected as the call box maintenance provider. In June 2008, CWT sold its call box division to CASE Systems, Incorporated (CASE). After review and approval by the SAFE Board, the CWT contract was notated to CASE and CASE agreed to uphold all the same terms and conditions of the initial CWT contract. The initial term of the CASE contract was scheduled to end on June 30, 2011. In June 2011, the SANBAG Board approved a six-month extension of the CASE contract, ending December 31, 2011. Subsequently, an additional three-month extension was approved on November 2, 2011, taking the contract through March 31, 2012. Riverside County Transportation Commission (RCTC) is also currently in a contract with CASE for call box maintenance services with their contract ending on March 31, 2012, as well.

In order to maximize resources, RCTC and SANBAG decided to issue a joint RFP for call box maintenance service, with RCTC taking the lead. The procurement of call box maintenance services will be conducted by RCTC. RCTC plans to release a competitive-based call box maintenance RFP, and SANBAG staff will be part of the Evaluation Team as well. Currently, RCTC is waiting on some guidance from the State on some outstanding issues and, therefore, the RFP can't be completed. Staff has been advised that this process could take several months, with a suggestion to allow for ten months. Once all of the issues have been resolved, a joint RFP for call box maintenance services is planned to be released with RCTC taking the lead. Once a successful vendor is selected, Staff will return to the SANBAG Board of Directors for approval of a contract with a call box maintenance vendor.

Though there are several one-year options available to SANBAG, under the current Agreement, staff is requesting only an additional ten-month extension to the current CASE contract (05006), which will provide staff the required time needed to release a competitive based Request for Proposal (RFP) for Call Box Maintenance Services.

While the RFP is being procured, the ten-month extension of the CASE call box maintenance contract will allow for continued on-going maintenance of the San Bernardino Call Box Program.

Staff requests that the current CASE contract for ongoing maintenance services be extended until January 31, 2013. The ten-month extension to the contract will not increase the current budget as there are unexpended funds from the current contract in the approximate amount of \$500,000.

Financial Impact: This item is consistent with the 2011/2012 adopted budget under Task 0702. Funding for the 2012/2013 portion of this contract has been addressed in the proposed budget.

Reviewed By: This item will be reviewed by the Plans and Programs Policy Committee on March 21, 2012. This item has been reviewed, as to form, by the Contracts Manager and SANBAG Legal Counsel.

Responsible Staff: Duane A. Baker, Director of Management Services



CONTRACT SUMMARY SHEET

Contract No. C 05006 Amendment No. 07

By and Between

CASE Systems, Inc.

and San Bernardino Associated
Governments

Contract Description Extension of Agreement for call box maintenance services

Board of Director's Meeting Date: 4/4/12 Overview of BOD Action:
Is this a Sole-Source procurement? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

CONTRACT OVERVIEW					
Original Contract Amount	\$	5,785,129	Original Contingency Amount	\$	
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$	2,884,076	Revised Contingency Amount <i>Inclusive of prior amendments</i>	\$	
Current Amendment Amount	\$	0	Contingency Amendment	\$	
TOTAL CONTRACT VALUE	\$	8,671,250	TOTAL CONTINGENCY VALUE	\$	
TOTAL BUDGET AUTHORITY (contract value + contingency)					\$

Contract Start Date 11/3/04	Current Contract Expiration Date 3/31/12	Revised Contract Expiration Date 1/31/13
Has the contract term been amended? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes - please explain. Extension for services while RFP is drafted and sent out.		

FINANCIAL INFORMATION					
<input checked="" type="checkbox"/> Budget authority for this contract currently exists in Task No. <u>0702</u> . <input type="checkbox"/> A Budget Amendment is required.					
How are we funding current FY?					
<input type="checkbox"/> Federal Funds	<input checked="" type="checkbox"/> State Funds	<input type="checkbox"/> Local Funds	<input type="checkbox"/> TDA Funds	<input type="checkbox"/> Measure I Funds	
Provide Brief Overview of the Overall Funding for the duration of the Contract: The California Department of Motor Vehicles collects the annual \$1 vehicle registration fee from vehicles registered in San Bernardino County for use in maintaining and operating the Call Box program.					
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable					

CONTRACT MANAGEMENT INFORMATION	
Check all applicable boxes:	
<input type="checkbox"/> Retention? If yes, indicate % _____.	
<input type="checkbox"/> Disadvantaged Business Enterprise (DBE) Goal _____ % <input type="checkbox"/> Underutilized DBE (UDBE) Goal _____ %	

Task Manager Signature	3-12-12 Date	Project Manager Signature	3/12/12 Date
Chief Financial Officer Signature	3/12/12 Date	Contracts Manager Signature	Date

AMENDMENT NO. 7 TO

CONTRACT NO. 05-006

BY AND BETWEEN

**SAN BERNARDINO SERVICE AUTHORITY FOR FREEWAY
EMERGENCIES**

AND

CASE SYSTEMS INC.

FOR

CALL BOX MAINTENANCE AND INSTALLATION

THIS AMENDMENT NO. 7 is effective on the "Effective Date" defined herein, by and between the San Bernardino Service Authority For Freeway Emergencies ("SAFE") and Case Systems, Inc., ("CONTRACTOR").

RECITALS:

WHEREAS, "SAFE" and CONTRACTOR, entered into an Contract No. C05-006 effective November 3, 2004, as amended in Amendment No's 1 – 7 and:

WHEREAS, SAFE engaged CONTRACTOR to install, repair and maintain the motorist aid call box system on freeways and state highways within the boundaries of San Bernardino County and upgrade the system to a digital cellular signal; which agreement is hereinafter referred to as the "Agreement";

NOW THEREFORE, SAFE and CONTRACTOR agree to amend the Agreement as follows:

1. Amend Section I, Scope of Services, No. 2 shall be amended as follows:

Term. Upon SAFE Board approval and unless earlier terminated as provided herein, the term of this Contract shall be from November 3, 2004 through January 31, 2013.

2. All other portions of this Agreement, which are not altered by this Amendment No. 7, shall remain in full force and effect and are incorporated herein by this reference.

3. The "Effective Date" is defined as the date SAFE executes this Amendment.

IN WITNESS WHEREOF, the authorized parties have below signed and executed this Amendment to the Agreement, and shall be effective on the date set forth above.

SAN BERNARDINO SAFE

CASE SYSTEMS, INC.

By: _____
Larry McCallon, Board President

By: _____
Sebastian Gutierrez, Chief Executive Officer

APPROVED AS TO FORM FOR SAFE:

By: _____
Penny Alexander-Kelley, SAFE Counsel

CONCURRENCE:

By: _____
Kathleen Murphy-Perez, Contracts Manager



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

Minute Action

AGENDA ITEM: 8

Date: March 21, 2012

Subject: Potential SANBAG Application for Caltrans Bicycle Transportation Account (BTA) Funds for Regional Non-Motorized Transportation Projects

Recommendation:^{*}

1. Receive information and provide direction on potential SANBAG application(s) for Caltrans BTA funds for countywide non-motorized projects (a regional wayfinding system for cyclists and gap closure for bicycle facilities).
2. Authorize staff to include in the application(s) a future commitment of up to \$350,000 in funds from a combination of the following funding sources: Measure I 1990-2010 Transportation Management and Environmental Enhancement (TMEE) funds, Transportation Enhancement (TE) funds, and/or Transportation Development Act (TDA) Article 3 funds, to use as a match for the grant(s), or as supplemental funds to the grant, should SANBAG be successful in receiving the grant funds.

Background: On April 4, 2011, the Board of Directors approved the 2011 update to the San Bernardino County Non-Motorized Transportation Plan (NMTP), which contains an extensive amount of information on current and future conditions for pedestrians and bicyclists. Specifically, the NMTP details plans for each jurisdiction, policies for encouraging “active transportation”, guidelines for developing future non-motorized infrastructure, and implementation priorities for regional projects.

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	<p><i>Approved</i> <i>Plans and Programs Committee</i></p> <p>Date: _____</p> <p>Moved: _____ Second: _____</p> <p>In Favor: _____ Opposed: _____ Abstained: _____</p> <p>Witnessed: _____</p>
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COG		CTC	X	CTA		SAFE		CMA	
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Check all that apply.

Two of the priorities identified in the NMTP are the development of a regional wayfinding system for bicyclists and the identification and closure of gaps in Class II and Class III bikeways. Class II bikeways are bicycle lanes on roadways that include appropriate signage and lane striping, usually adjacent to the curb or parking spaces. Class III bikeways are also known as bicycle routes, which is a generic term for any road, street, path, or way that in some manner is specifically designated for bicycle travel. A recent trend is to have bicycle routes marked with “sharrows” on the pavement along with appropriate signage such as “share the road.” Both projects follow the emphasis on active transportation in Southern California, which is being promoted in SCAG’s 2012 Regional Transportation Plan (RTP) and the San Bernardino County Vision Project.

A regional wayfinding system would be a coordinated system of uniform signs that would provide directions and information for bicyclists using major bikeways throughout the county. This would lead to a better “sense of a system” that will assist travelers to identify where they are on the non-motorized transportation system and how they can reach primary destinations. These signs will not supplant existing wayfinding signage erected by a jurisdiction, but rather will highlight regional destinations and have a greater geographic scope. Signs within a particular jurisdiction would have ample room for local embellishments or artwork. For example, a sign may not only indicate travel distance to major destinations, but also feature the city seal or a unique design from a local artist. Such details will be worked out later in the project with close collaboration and input from the jurisdictions. Such wayfinding systems are being developed in cities such as San Diego, Long Beach, Irvine, and Los Angeles.

The gap closure project would identify key gaps in the existing bicycle infrastructure. Connectivity on Class II and Class III bicycle facilities (bicycle lanes and bicycle routes, respectively) can be increased by prioritizing the “low-hanging fruit” – parts of the regional system that are low-cost and also able to provide connections to significant destinations. Actual signing and striping of key gaps in the Class II and Class III network could be a part of the funded activities, with that portion of the funds passed through to jurisdictions or managed by SANBAG under a cooperative agreement with the jurisdictions, at the discretion of the jurisdictions involved.

SANBAG staff has discussed the potential BTA application with the Transportation Technical Advisory Committee (TTAC) and will be coordinating with local jurisdictions to identify possible geographic areas for inclusion. Staff will also ensure that there is no duplication of projects for which jurisdictions may apply on their own. The notification of BTA applications was posted by Caltrans on March 5, with a due date of April 27. A status report on the application process will be provided at the April Plans and Programs Committee meeting.

At this time, SANBAG staff is exploring which project should be submitted for BTA funds, or if both projects could be submitted in tandem. Submittal would require a minimum local match of 10%, but staff may wish to include up to 50% match, to increase the competitiveness of the application. Input on this strategy will be sought from the local jurisdiction partners. The match amount would be up to \$100,000 for the regional wayfinding system or \$250,000 for the gap closure project. SANBAG staff is also assessing the feasibility of using other sources of funding for these projects independent of the BTA grant process, which could include Transportation Enhancement, Measure I Transportation Management and Environmental Enhancement, or Transportation Development Act Article 3 funds.

The State currently allocates over \$7 million per year from the BTA to bicycle transportation improvements. Since 2001, the cities of Colton, Grand Terrace, Highland, Rancho Cucamonga and Yucaipa have received approximately \$1.6 million in BTA funds for projects such as the Pacific Electric Trail and the Colton Avenue Bike Path. By having SANBAG take the lead in regional projects, it frees member jurisdictions to apply for their own localized bicycle projects.

Active transportation is growing in importance throughout Southern California, especially in San Bernardino County. In December 2011, \$3,775,514 in TDA Article 3 funds was distributed to jurisdictions for local non-motorized projects.

The ongoing *Improvement to Transit Access for Cyclists and Pedestrians* project, which commenced last July and will finish this June, will identify major areas of improvement for non-motorized users around the Metrolink and future sbX stations. The regional wayfinding and gap closure projects will build on these successful endeavors to make San Bernardino County an even more conducive environment for active transportation.

Financial Impact: This item is consistent with the current adopted FY11/12 Budget, Task No. 40412000 Subregional Transportation Planning. However, successful receipt of grant funding would necessitate a future budget amendment ranging from \$100,000 to \$350,000 from TMEE or other sources, as explained above. A budget amendment would not be requested until the results of the grant process are known.

Reviewed By: This item will be reviewed by the Plans and Programs Committee on March 21, 2012.

Responsible Staff: Joe Walcek, Transportation Planning Analyst



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

Minute Action

AGENDA ITEM: 9

Date: March 21, 2012

Subject: Annual Determination of Local Government Conformance to the Congestion Management Program (CMP)

Recommendation:* Approve annual determination of conformance with the CMP for local governments within San Bernardino County pursuant to California Government Code Section 65089.3.

Background: Government Code Section 65089.3 requires Congestion Management Agencies to monitor implementation of all elements of the congestion management program. Annually, the agency shall determine if the county and the cities are conforming to the CMP, including, but not limited to, the following:

(1) Consistency with levels of service and performance standards, except as provided in subdivisions (b) and (c) of the government code.

(2) Adoption and implementation of a program to analyze the impacts of land use decisions, including the estimate of the costs associated with mitigating these impacts.

All jurisdictions are in conformance with the CMP Monitoring and the traffic impact analysis requirements of the CMP, consistent with paragraph (1) above.

Local jurisdictions meet the CMP requirements identified in paragraph (2) above in two ways. First, in November 2005, the Board of Directors amended the CMP to require local jurisdictions in the urbanized portions of the San Bernardino and

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Approved
Plans and Programs Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

COG		CTC		CTA		SAFE		CMA	X
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Check all that apply.

the Victor Valley to implement a development mitigation program that generates the minimum fair share development mitigation requirements identified in the Nexus Study (Appendix K of the CMP) as a means of complying with the land use-transportation program of the CMP. Second, jurisdictions outside of the urbanized portions of the San Bernardino and Victor Valleys meet this requirement by preparing Traffic Impact Analysis reports in accordance with the requirements contained in Chapter 4 and Appendix C of the CMP. All jurisdictions are currently complying with the land use-transportation component of the CMP identified in paragraph (2) above.

Financial Impact: This item is consistent with the adopted Fiscal Year 2011-2012 budget, Task 0203. Funds derived through local development mitigation programs are essential elements of the funding estimates contained in the Expenditure Plan for Measure I 2010-2040.

Reviewed By: This item will be reviewed by the Plans and Programs Committee on March 21, 2012.

Responsible Staff: Joe Walcek, Transportation Planning Analyst

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

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

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

San Bernardino Associated Governments



MISSION STATEMENT

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

- Improve cooperative regional planning

- Develop an accessible, efficient, multi-modal transportation system

- Strengthen economic development efforts

- Exert leadership in creative problem solving

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

Approved June 2, 1993
Reaffirmed March 6, 1996