Governments SANBAG Working Together

San Bernardino Associated Governments

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

TRANSPORTATION MEASURE I

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

AGENDA

General Policy Committee Meeting

March 13, 2013

9:00 a.m.

Location

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

General Policy Committee Membership

Chair – SANBAG Vice President
Council Member Mike Leonard
City of Hesperia

SANBAG President
Supervisor Janice Rutherford
County of San Bernardino

SANBAG Past President
Mayor Larry McCallon
City of Highland

Mt./Desert Representatives
Mayor Julie McIntyre *(Chair-MDC)*
City of Barstow

Council Member Jim Harris
City of Twentynine Palms

Supervisor Robert Lovingood
County of San Bernardino

East Valley Representatives
Mayor Patrick Morris (*Chair-CRTC*)
City of San Bernardino

Council Member Dick Riddell *(Chair-MVSS)*
City of Yucaipa

Supervisor James Ramos
County of San Bernardino

West Valley Representatives
Mayor L. Dennis Michael
City of Rancho Cucamonga

Vice Mayor Ed Graham
City of Chino Hills

Mayor Dennis Yates
City of Chino

Supervisor Gary Ovitt
County of San Bernardino

Ray Wolfe
Executive Director

Eileen Teichert
SANBAG Counsel

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

AGENDA

General Policy Committee Meeting

March 13, 2013
9:00 a.m.

Location: SANBAG, Super Chief Conference Room, 1170 W. 3rd Street, 2nd Floor, San Bernardino

CALL TO ORDER 9:00 a.m.
(Meeting chaired by Mike Leonard)

I. Pledge of Allegiance
II. Attendance
III. Announcements
IV. Agenda Notices/Modifications – Diane Greve

Notes/Actions

1. Possible Conflict of Interest Issues for the General Policy Committee Meeting March 13, 2013 **Pg. 8**

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Board 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 member request.

Administrative Matters

2. Attendance Register **Pg. 9**

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.

3. February 2013 Procurement Report **Pg. 11**

Receive February 2013 Procurement Report.
William Stawarski

This item is not scheduled for review by any other policy committee or technical advisory committee.

Notes/Actions

Consent Calendar Continued....

Administrative Matters (Cont.)

4. Budget to Actual Report for second quarter ending December 31, 2012 **Pg. 13**

Receive and file Budget to Actual Report for first quarter ending December 31, 2012. **William Stawarski**

This item is not scheduled for review by any other policy committee or technical advisory committee.

Discussion Items

Council of Governments

5. Legislative Update **Pg. 17**

That the Committee recommend the Board:

1. Receive presentation by SANBAG's State Advocate, Mark Watts;
2. Receive Legislative Bill Matrix on State Legislation
   a. Support AB 14 (Lowenthal)
   b. Support AB 417 (Frazier)
   c. Oppose AB 266 (Blumenfeild)
   d. Oppose SB 286 (Yee)
3. Receive Federal update. **Wendy Strack**

This item is not scheduled for review by any other policy committee or technical advisory committee.

Administrative Matters

6. SANBAG Fiscal Year 2013/2014 Budget – General Policy Committee Task Review **Pg. 56**

Review and provide direction relative to proposed tasks to be included in the Fiscal Year 2013/2014 Budget. **William Stawarski**

This item is not scheduled for review by any other policy committee or technical advisory committee.

7. Budget Fiscal Year 2013/2014 Assessment Dues **Pg. 141**

That the committee recommend the Board adopt SANBAG's Fiscal Year 2013/2014 Assessment Dues. **William Stawarski**

This item is not scheduled for review by any policy committee or technical advisory committee

Notes/Actions

Discussion Items Continued....

Administrative Matters Cont....

8. Modification to the Contracting and Procurement Policy 11000 – SANBAG Consultant Selection Process **Pg. 144**

That the Committee recommend the Board approve an amendment to San Bernardino Associated Governments' Contracting and Procurement Policy 11000 which will modify the existing Consultant Selection Process as prescribed in Section V.B. of Policy 11000. **Kathleen Murphy-Perez**

This item is not scheduled for review by any other policy committee or technical advisory committee. SANBAG General Counsel and Contract Administrator have approved this item as to form.

Air Quality/Traveler Services

9. Update on Freeway Service Patrol (FSP) Program and 2012 FSP Driver Recognition Awards **Pg. 146**

Receive information pertaining to the San Bernardino FSP Program, and the acknowledgement of the 2012 Top Driver and Drivers of Excellence Awards. **Duane A. Baker**

This item is not scheduled for review by any other policy committee or technical advisory committee.

10. Update on the progress of the Inland Empire 511 system **Pg. 149**

Receive information on the progress of the Inland Empire 511 system since its launch in April 2010. **Duane A. Baker**

This item is not scheduled for review by any other policy or technical advisory committees.

Regional/Subregional Planning

11. Annual Determination of Local Government Conformance to the Congestion Management Program (CMP) **Pg. 152**

That the Committee recommend the Board approve annual determination of conformance with the CMP for local governments within San Bernardino County pursuant to California Government Code Section 65089.3. **Tim Byrne**

This item is not scheduled for review by any other policy committee or technical advisory committee.

12. Development Mitigation Annual Report for Fiscal Year Ending June 30, 2012 **Pg. 154**

Receive information on the Development Mitigation Annual Report for fiscal year ending June 30, 2012. **Josh Lee**

This item is not scheduled for review by any other policy committee, however the content of this item was distributed to the Transportation Technical Advisory Committee on February 4, 2013.

Notes/Actions

Discussion Items Continued....

Regional/Subregional Planning

13. Amendments to the San Bernardino County Non-Motorized Transportation Plan and SANBAG matching funds for local jurisdiction Statewide Active Transportation grant applications. **Pg. 158**

That the Committee recommend the Board:

1. Approve amendments to the San Bernardino County Non-Motorized Transportation Plan as described below.

2. Approve inclusion of $100,000 in Measure I 1990-2010 Valley Transportation Management and Environmental Enhancement funds and $100,000 in LTF-Planning funds in the Fiscal Year 2013-2014 budget as potential matching funds for local jurisdiction grant applications under the State's Active Transportation call for projects, subject to the provisions stated below. **Josh Lee**

This item is not scheduled for review by any other policy committee or technical advisory committee.

Transportation Fund Administration

14. Local Stimulus Program Procedural Exception and Time Extension **Pg. 172**

That the Committee recommend the Board:

1. Approve an exception to the Local Stimulus Program procedures to allow San Bernardino Associated Governments to use Local Stimulus Program funds allocated to the City of San Bernardino to offset SANBAG invoices for the City's contribution to the Interstate 10/Tippecanoe Interchange project.

2. Approve an extension of time until December 31, 2013 for the completion of the final two City of San Bernardino Local Stimulus Program projects: Westbound 210 at Waterman Ave. Exit Ramp and 30th Street new signal and I-10/Tippecanoe Interchange. **Ellen Pollema**

This item is not scheduled for review by any other Policy Committee or Technical Committee. SANBAG General Counsel has approved this item as to form.

Comments from Committee Members

Brief Comments from Committee Members

Public Comment

Brief Comments by the General Public

Notes/Actions

ADJOURNMENT

Additional Information

Acronym List **Pg. 174**

Complete packages of the SANBAG agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (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 Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item 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. "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

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TRANSPORTATION MEASURE I

■ 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 13, 2013

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
		NONE	

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.

*

Approved
General Policy Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

COG		CTC		CTA		SAFE		CMA	

Check all that apply.

GPC1303z-dab

GENERAL POLICY COMMITTEE ATTENDANCE RECORD – 2013

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Ed Graham City of Chino Hills	X	X										
Jim Harris City of Twentynine Palms	X	X										
Mike Leonard City of Hesperia	X	X										
Robert Lovingood Board of Supervisors		X										
Larry McCallon City of Highland	X											
Julie McIntyre City of Barstow		X										
L. Dennis Michael City of Rancho Cucamonga												
Patrick Morris City of San Bernardino	X	X										
Gary Ovitt Board of Supervisors	X	X										
Dick Riddell City of Yucaipa	X	X										
Janice Rutherford Board of Supervisors	X	X										
James Ramos Board of Supervisors	X	X										
Dennis Yates City of Chino	X	X										

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

***GENERAL POLICY COMMITTEE ATTENDANCE RECORD – 2012

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Rick Roelle Town of Apple Valley	X	X	X			X						
Julie McIntyre City of Barstow							X	X		X		
Bill Jahn City of Big Bear Lake		X										
Dennis Yates City of Chino	X		X	X	X							X
Mike Leonard City of Hesperia	X		X	X	X	X	X	X		X	X	X
Larry McCallon City of Highland	X	X	X	X	X	X		X	X		X	X
Rhodes Rigsby City of Loma Linda	X	X	X	X	X	X						
Ed Scott City of Rialto	X	X	X	X	X							
Ed Graham City of Chino Hills	X	X	X	X	X	X	X	X	X	X	X	X
L. Dennis Michael City of Rancho Cucamonga							X	X		X		X
Patrick Morris City of San Bernardino		X	X	X	X	X		X	X	X	X	
Jim Harris City of Twentynine Palms		X	X	X	X	X	X	X	X	X	X	X
Dick Riddell City of Yucaipa		X	X		X	X	X	X		X	X	
Janice Rutherford Board of Supervisors	X		X	X		X		X	X	X	X	X
Josie Gonzales Board of Supervisors	X	X	X	X	X	X						
Brad Mitzelfelt Board of Supervisors	X		X		X			X	X	X	X	
Robert Lovingood Board of Supervisors												X
Gary Ovitt Board of Supervisors	X	X	X	X		X	X	X	X	X	X	
Neil Derry Board of Supervisors	(Self-Suspension as of 5/3/11)	X	X				X	X				
James Ramos Board of Supervisors												X

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

***On October 3, 2012 the Board approved changing the name of the Administrative Committee to the General Policy Committee

admatt12.docx

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TRANSPORTATION MEASURE I

■ San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
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Minute Action

AGENDA ITEM: 3

Date: March 13, 2013

Subject: February 2013 Procurement Report

Recommendation:* Receive February 2013 Procurement Report.

Background: The Board of Directors adopted the Contracting and Procurement Policy (Policy No. 11000) on January 3, 1997, and approved the last revision on February 6, 2013. The Executive Director, or designee, is authorized to approve Purchase Orders up to an amount of $100,000. All procurements for supplies and services approved by the Executive Director, or designee, in excess of $5,000 shall be routinely reported to the General Policy Committee and to the Board of Directors.

Attached are the purchase orders in excess of $5,000 to be reported to the General Policy Committee for the month of February 2013.

Financial Impact: This item imposes no impact on the Fiscal Year 2012/2013 budget. Presentation of the monthly procurement report will demonstrate compliance with the Contracting and Procurement Policy (Policy No. 11000).

Reviewed By: This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff: William Stawarski, Chief Financial Officer

*

Approved
General Policy Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

COG	X	CTC	X	CTA	X	SAFE	X	CMA	X

Check all that apply.
GP1303a-wws

February 2013 Report of Purchase Orders

PO No.	PO Issue Date	Vendor	Purpose	Amount
4000960	1/28/13	Dennis Connor Sports, Inc.	Speaker fee for Mr. Connor to speak at the 2013 City/County Conference based on his unique qualifications.	$5,000.00
4000971	2/11/13	Southern California Edison (SCE)	SCE is a utility company that has the unique engineering qualifications to provide a preliminary design and cost relating to a potential relocation of SCE-owned transmission towers within the interstate 10 freeway.	$50,000.00
4000972	2/11/13	Sigmanet, Inc.	Purchase ten compaq LCD monitors and seven HP Compaq CPU units.	$14,528.18
4000969	2/7/13	Building Industry Association, Baldy View Chapter	Sponsorship of the 3rd annual SANBAG General Assembly.	$20,000.00
4000967	2/7/13	Spectra Company	The lobby ceiling at the Depot is a safety hazard and must be stabilized and repaired as quickly as possible. Spectra Company specializes in historic buildings and is experienced at adhering to the Secretary of the Interior's Standards for Preserving, Rehabilitating, and Restoring Historic Buildings. Spectra completed the exterior renovation and waterproofing of the Depot in 2011.	$10,920.00
Note: Sole Source justification is noted in the Purpose statement, if applicable.			**Total**	**$100,448.18**

GP1303a-wws

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TRANSPORTATION MEASURE I

■ 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 13, 2013

Subject: Budget to Actual Report for second quarter ending December 31, 2012

Recommendation:* Receive and file Budget to Actual Report for first quarter ending December 31, 2012.

Background: SANBAG's Budget for Fiscal Year 2012/2013 for new activity was adopted by the Board of Directors on June 6, 2012. This report provides a summary of program activity and task activity compared to budget. Budgetary information includes the original and revised budgets, and year to date expenditures.

Financial Impact: This item reports the status of expenditures against the budget and imposes no financial impact on the Fiscal Year 2012/2013 Budget.

Reviewed By: This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff: William Stawarski, Chief Financial Officer

*

Approved
General Policy Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

COG	X	CTC	X	CTA	X	SAFE	X	CMA	X

Check all that apply.

GPC1303b-wws
http://portal.sanbag.ca.gov/mgmt/committee/gpc/gpc2013/gpc1303/AgendaItems/GP1303b1-wws.xlsx

ATTACHMENT 1

San Bernardino Associated Governments
Budget to Actual Report: July 2012 - December 2012
Fiscal Year 2012/2013

AIR QUALITY & TRAVELER SERVICES PROGRAM

TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	REVISED BUDGET	EXPENDITURES	TASK BALANCE	% OF BUDGET EXPENDED
0102	Air Quality Activities	3,457,701	-	-	3,457,701	172,208	3,285,493	4.98%
0406	Rideshare Management	2,224,957	-	6,443	2,231,400	289,351	1,942,049	12.97%
0702	Call Box System	1,026,258	-	-	1,026,258	321,403	704,855	31.32%
0704	Freeway Service Patrol/State	1,914,260	28,751		1,943,011	686,143	1,256,868	35.31%
0706	Intelligent Transportation Systems	96,587	-	-	96,587	-	96,587	0.00%
TOTAL AIR QUALITY & TRAVELER SERVICES PROGRAM		**8,719,763**	**28,751**	**6,443**	**8,754,957**	**1,469,105**	**7,285,852**	**16.78%**

TRANSPORTATION PLANNING & PROGRAMMING PROGRAM

TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	REVISED BUDGET	EXPENDITURES	TASK BALANCE	% OF BUDGET EXPENDED
0110	Regional Transportation Planning	489,687	68,400	-	558,087	147,160	410,927	26.37%
0203	Congestion Management	100,865	-	-	100,865	13,623	87,242	13.51%
0213	High Desert Corridor Studies	228,191	-	-	228,191	5,031	223,160	2.20%
0373	Federal/State Fund Administration	979,994	-	34,160	1,014,154	389,045	625,109	38.36%
0404	Subregional Transportation Planning	1,092,886	100,000	-	1,192,886	624,308	568,578	52.34%
0500	Transportation Improvement Program	358,424	-	-	358,424	162,528	195,896	45.35%
0609	Strategic Planning/Delivery Planning	365,824	-	7,760	373,584	70,235	303,349	18.80%
0701	Valley Signal Coordination	1,478,995	-	-	1,478,995	175,104	1,303,891	11.84%
0941	Mt./Desert Planning & Project Development	227,201	-	-	227,201	63,715	163,486	28.04%
TOTAL TRANSPORTATION PLANNING & PROGRAMMING PROGR/		**5,322,067**	**168,400**	**41,920**	**5,532,387**	**1,650,749**	**3,881,638**	**29.84%**

MAJOR PROJECT DELIVERY PROGRAM

TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	REVISED BUDGET	EXPENDITURES	TASK BALANCE	% OF BUDGET EXPENDED
0815	Measure I Program Management	5,120,049	-	62,249	5,182,298	1,590,200	3,592,098	30.69%
0817	SR-60 Sound Wall	71,163	-	16,321	87,484	43,210	44,274	49.39%
0819	Hwy 62 & Rotary Way Traffic Signal Project	450,000	-	-	450,000	-	450,000	0.00%
0820	SR 210 Final Design	245,170	-	-	245,170	7,710	237,460	3.14%
0822	SR 210 Right of Way Acquisition	3,298,494	-	-	3,298,494	-	3,298,494	0.00%
0824	SR 210 Construction	8,947,468	-	-	8,947,468	3,444,050	5,503,418	38.49%
0825	I-10 Corridor Project Development	4,123,966	-	-	4,123,966	1,849,937	2,274,029	44.86%
0826	I-10 Citrus/Cherry Interchanges	71,708,739	(991,009)	-	70,717,730	9,294,506	61,423,224	13.14%
0830	I-215 San Riv Project Development	15,804	-	-	15,804	-	15,804	0.00%
0834	I-215 Final Design	366,579	-	-	366,579	12,559	354,020	3.43%
0836	I-215 Right of Way Acquisition	2,901,919	75,000	-	2,976,919	328,653	2,648,266	11.04%
0838	I-215 Construction	79,699,415	-	-	79,699,415	17,772,492	61,926,923	22.30%
0839	I-215 Bi- County HOV Gap Closure Project	18,844,743	-	1,388	18,846,131	5,448,622	13,397,509	28.91%
0840	I-215 Barton Road Interchange	10,771,111	-	-	10,771,111	226,220	10,544,891	2.10%
0841	I-10 Riverside Interchange	3,200,247	-	-	3,200,247	508,280	2,691,967	15.88%
0842	I-10 Tippecanoe Interchange	39,604,394	-	-	39,604,394	2,986,164	36,618,230	7.54%

ATTACHMENT 1

San Bernardino Associated Governments
Budget to Actual Report: July 2012 - December 2012
Fiscal Year 2012/2013

0845	Mt. Vernon/Washington Interchange	466,087	-	-	466,087	114,146	351,941	24.49%
0850	Alternative Project Financing	3,661,056	-	-	3,661,056	588,845	3,072,211	16.08%
0862	I-10 Westbound Lane Addition - Yucaipa	9,906,181	-	-	9,906,181	2,591,398	7,314,783	26.16%
0869	Glen Helen Parkway Grade Separation	4,400,356	-	-	4,400,356	8,250	4,392,106	0.19%
0870	Hunts Lane Grade Separation	12,584,715	2,000,000	-	14,584,715	5,064,664	9,520,051	34.73%
0871	State St./University Parkway Grade Separation	328,306	-	-	328,306	8,285	320,021	2.52%
0874	Palm Avenue Grade Separation	9,899,031	-	5,000	9,904,031	6,892,898	3,011,133	69.60%
0876	South Milliken Avenue Grade Separation	6,840,456	-	-	6,840,456	7,159	6,833,297	0.10%
0877	Vineyard Avenue Grade Separation	1,732,673	-	-	1,732,673	6,172	1,726,501	0.36%
0879	Colton Crossing BNSF/UPRR Grade Separation	91,530,337	-	-	91,530,337	11,953	91,518,384	0.01%
0880	I-15/I-215 Devore Interchange	22,086,076	-	14,085	22,100,161	1,840,104	20,260,057	8.33%
0881	Lenwood Avenue Grade Separation	4,688,881	-	-	4,688,881	1,326,394	3,362,487	28.29%
0882	North Milliken Avenue Grade Separation	17,119,616	-	8,011,113	25,130,729	4,763,605	20,367,124	18.96%
0883	SR 210 Pepper Avenue Interchange	2,277,989	-	-	2,277,989	289,825	1,988,164	12.72%
0884	Laurel Avenue Grade Separation	15,864,368	-	-	15,864,368	2,065,234	13,799,134	13.02%
0885	9th Street Rail Improvements	4,216,173	(75,000)		4,141,173	113,918	4,027,255	2.75%
0886	Colton Quiet Zone Project	3,147,427	-	-	3,147,427	28,714	3,118,713	0.91%
0887	SR 210 Lane Addition	1,063,515			1,063,515	397,740	665,775	37.40%
0888	I-15 La Mesa/Nisqualli Interchange	16,184,871	-	50,000	16,234,871	9,809,527	6,425,344	60.42%
0889	Yucca Loma Bridge	7,062,129	-		7,062,129	-	7,062,129	0.00%
0890	I-15 Ranchero Interchange	13,351,699	65,757		13,417,456	120,425	13,297,031	0.90%
0965	2012 A Sales Tax Revenue Bond	5,916,411	-	-	5,916,411	-	5,916,411	0.00%
TOTAL MAJOR PROJECT DELIVERY PROGRAM		**503,697,614**	**1,074,748**	**8,160,156**	**512,932,518**	**79,561,859**	**433,370,659**	**15.51%**

TRANSIT & PASSENGER RAIL PROGRAM

TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	REVISED BUDGET	EXPENDITURES	TASK BALANCE	% OF BUDGET EXPENDED
0309	General Transit	872,459	210,915	7,333	1,090,707	546,047	544,660	50.06%
0310	Transit Operating	8,823,072	154,600		8,977,672	3,416,966	5,560,706	38.06%
0311	Transit Capital	5,332,307	5,000,000		10,332,307	2,188,538	8,143,769	21.18%
0352	General Commuter Rail	800,797	-	187	800,984	206,404	594,580	25.77%
0377	Commuter Rail Operating Expenses	12,133,858	(2,590,000)	18,312	9,562,170	6,346,950	3,215,220	66.38%
0379	Commuter Rail Capital Expenses	23,416,568	12,534,588	57,247	36,008,403	3,491,454	32,516,949	9.70%
0501	Federal Transit Act Programming	96,969	-	-	96,969	7,580	89,389	7.82%
TOTAL TRANSIT & PASSENGER RAIL PROGRAM		**51,476,030**	**15,310,103**	**83,079**	**66,869,212**	**16,203,939**	**50,665,273**	**24.23%**

ATTACHMENT 1

San Bernardino Associated Governments
Budget to Actual Report: July 2012 - December 2012
Fiscal Year 2012/2013

TRANSPORTATION FUND ADMINISTRATION PROGRAM

TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	REVISED BUDGET	EXPENDITURES	TASK BALANCE	% OF BUDGET EXPENDED
0502	TDA Administration	470,005	-	-	470,005	138,856	331,149	29.54%
0504	Measure I Administration	426,634	-		426,634	112,012	314,622	26.25%
0506	Local Transportation Fund	83,337,751	(800,000)	-	82,537,751	-	82,537,751	0.00%
0507	State Transit Assistance Fund	26,330,985	(788,975)	-	25,542,010	-	25,542,010	0.00%
0515	Measure I Valley Apportionment & Allocation	4,427,761	-	4,779,611	9,207,372	1,047,774	8,159,598	11.38%
0610	Measure I 2010-2040 Project Advancement	16,846,857	-	655,517	17,502,374	3,902,084	13,600,290	22.29%
0615	Measure I Local Stimulus	-	-	8,110,653	8,110,653	3,868,078	4,242,575	47.69%
0918	Measure I Local Pass-through	34,453,800	-	-	34,453,800	12,535,236	21,918,564	36.38%
TOTAL TRANSPORTATION FUND ADMINISTRATION PROGRAM		**166,293,793**	**(1,588,975)**	**13,545,781**	**178,250,599**	**21,604,040**	**156,646,559**	**12.12%**

GENERAL - COUNCIL OF GOVERNMENTS SUPPORT PROGRAM

TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	REVISED BUDGET	EXPENDITURES	TASK BALANCE	% OF BUDGET EXPENDED
0104	Intergovernmental Relations	442,441	-	-	442,441	140,591	301,850	31.78%
0490	Council of Governments New Initiatives	80,585	(16,678)	-	63,907	5,391	58,516	8.44%
0492	Joint Solar Purchase Agreement	176,732	16,678		193,410	21,915	171,495	11.33%
0495	Green House Gas	495,481	38,385		533,866	109,998	423,868	20.60%
0503	Legislation	613,473	-	-	613,473	172,221	441,252	28.07%
0601	County Transportation Commission-General	483,591	-	-	483,591	74,475	409,116	15.40%
0605	Publications & Public Outreach	576,842	-	-	576,842	150,508	426,334	26.09%
0708	Property Assessed Clean Energy	141,514			141,514	14,360	127,154	10.15%
0805	Building Operations	89,115	-	-	89,115	10,712	78,403	12.02%
0942	Financial Management	228,102	-	-	228,102	48,155	179,947	21.11%
TOTAL COUNCIL OF GOVERNMENTS SUPPORT PROGRAM		**3,327,876**	**38,385**	**-**	**3,366,261**	**748,326**	**2,617,935**	**22.23%**
GRAND TOTAL ALL PROGRAMS		**738,837,143**	**15,031,412**	**21,837,379**	**775,705,934**	**121,238,018**	**654,467,916**	**15.63%**

CONSOLIDATED BY PROGRAM

PROGRAM DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	REVISED BUDGET	EXPENDITURES	PROGRAM BALANCE	% OF BUDGET EXPENDED
AIR QUALITY & TRAVELER SERVICES PROGRAM	8,719,763	28,751	6,443	8,754,957	1,469,105	7,285,852	16.78%
TRANSPORTATION PLANNING & PROGRAMMING PROGRAM	5,322,067	168,400	41,920	5,532,387	1,650,749	3,881,638	29.84%
MAJOR PROJECT DELIVERY PROGRAM	503,697,614	1,074,748	8,160,156	512,932,518	79,561,859	433,370,659	15.51%
TRANSIT & PASSENGER RAIL PROGRAM	51,476,030	15,310,103	83,079	66,869,212	16,203,939	50,665,273	24.23%
TRANSPORTATION FUND ADMINISTRATION PROGRAM	166,293,793	(1,588,975)	13,545,781	178,250,599	21,604,040	156,646,559	12.12%
GENERAL - COUNCIL OF GOVERNMENTS SUPPORT PROGRAM	3,327,876	38,385	-	3,366,261	748,326	2,617,935	22.23%
GRAND TOTAL ALL PROGRAMS	**738,837,143**	**15,031,412**	**21,837,379**	**775,705,934**	**121,238,018**	**654,467,916**	**15.63%**

Governments SANBAG Working Together

San Bernardino Associated Governments

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TRANSPORTATION MEASURE I

■ 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: 5

Date: March 13, 2013

Subject: Legislative Update

Recommendation:*

1. Receive presentation by SANBAG's State Advocate, Mark Watts
2. Adopt proposed principles on Cap and Trade revenue distribution
3. Receive Legislative Bill Matrix and adopt the following positions on State Legislation:
   a. Support in Concept AB 14 (Lowenthal, D-Long Beach)
   b. Work with Author AB 749 (Gorell, R-Camarillo)
   c. Support in Concept SB 731 (Steinberg, D-Sacramento)
4. Receive discussion on other bills of interest
5. Receive Federal update

Background: Cap and Trade

On February 19th, the State held the second of three scheduled auctions for carbon-emissions allowances from the Cap and Trade program in Fiscal Year (FY) 2012/2013. The first, held November 14, 2012, generated approximately $290 million, with 2013 allowances being auctioned for $10.09/allowance. An allowance is equivalent to 1 metric ton of CO_2. The majority of revenues from the November auction were allocated to independently operated utilities to be

*

COG	X	CTC	X	CTA	X	SAFE	X	CMA	X

Check all that apply.

Approved
General Policy Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

GPC1303a-wvs
http://portal.sanbag.ca.gov/mgmt/committee/gpc/gpc2013/gpc1303/AgendaItems/GPC1303a1-wvs.docx
http://portal.sanbag.ca.gov/mgmt/committee/gpc/gpc2013/gpc1303/AgendaItems/GPC1303a2-wvs.docx
http://portal.sanbag.ca.gov/mgmt/committee/gpc/gpc2013/gpc1303/AgendaItems/GPC1303a3-wvs.docx
http://portal.sanbag.ca.gov/mgmt/committee/gpc/gpc2013/gpc1303/AgendaItems/GPC1303a4-wvs.docx

credited to consumers, resulting in only $55.8 million allocated to the state. The February auction generated approximately $223 million, with 2013 allowances sold for $13.62/allowance. It is not yet known how these funds will be allocated. A third auction is scheduled to be held on May 16, 2013.

In the Governor's FY 2013/2014 January Budget Proposal, the Administration projected that the state would realize $200 million in FY 2012/2013 and $400 million in FY 2013/2014 from this program.

As revenue proceeds begin to materialize, the State is now in the process of developing an investment plan. AB 1532 (Chapter 807, Statutes of 2012) requires the Department of Finance to develop a three-year investment plan for auction proceeds. This plan is scheduled to be released in conjunction with the FY 2013/2014 May Revise. In addition, SB 535 (Chapter 830, Statutes of 2012) further requires that at least 10 percent of the revenues be allocated to disadvantaged communities.

In order to inform this plan, the California Air Resources Board is holding a series of public workshops around the state to receive stakeholder input. SANBAG participated in the February 27, 2013 workshop in Los Angeles. A number of local transportation agencies were in attendance, particularly to support a request by the Secretary of the Business Transportation & Housing Agency (BT&H) to demonstrate a strong transportation presence since the program is set to expand to transportation fuels in 2015. A verbal update on this workshop will be provided at the meeting.

In order to further guide SANBAG's participation in this ongoing discussion, staff proposes the adoption of the following principles. These principles largely mirror the principles of the Transportation Coalition for Livable Communities (Coalition), with slight modifications noted in italics and underlined below to reflect the priorities of the SANBAG Board of Directors.

The Coalition membership includes the California Alliance for Jobs, California Transit Association, Transportation California, California State Association of Counties, League of California Cities, Self Help Counties Coalition and a variety of local agencies including the Southern California Association of Governments and the Metropolitan Transportation Commission. Other Southern California transportation agencies are also on track to adopt principles over the coming months.

- Auction revenue from fuels should implement the AB 32 regulatory program *and Sustainable Communities Strategies as required under SB 375* to reduce greenhouse gas (GHG) emissions from transportation.

- Favor cost-effective and integrated transportation and land use strategies.
- Project funding determinations should be done primarily at regional level *reflecting each region's transportation funding structures* under statewide criteria for evaluating GHG impacts. Criteria for project selection should be uniform statewide and developed by the State of California. Regions shall administer competitive funding processes and select projects based on these criteria.
- Allow flexibility at the regional and local level to develop most cost effective projects.
- Assist local governments in meeting regional GHG reduction goals.
- Create a performance-based approach to maximize regional flexibility with improved modeling and verification systems to ensure effective results.
- Promote innovation, collaboration, economic development and ~~rural~~ sustainability.
- Support co-benefits such as air quality, public health, resource protection, equity, affordable housing, agriculture, and safety.

State Legislation

The deadline for bills to be introduced in Sacramento was February 22, 2013. Approximately 2,200 bills were introduced, with 1,454 of those introduced in the final week prior to the deadline. Staff has been working to review the introduced bill and has so far identified the following bills for the committee's consideration.

AB 14 (Lowenthal, D-Long Beach) State Freight Plan
Recommend: Support in Concept
AB 14 would require BT&H to prepare a comprehensive state freight plan as part of the implementation of the federal transportation reauthorization bill, Moving Ahead for Progress in the 21st Century (MAP-21) freight provisions. This bill would also establish a freight advisory committee comprised of various private and public sector stakeholders to advise BT&H on freight issues, project priorities, and funding needs for the freight plan. The initial state freight plan would be submitted to the Legislature, the Governor, and specified state agencies by December 31, 2014, and updated every five years thereafter.

Staff's recommendation is consistent with SANBAG's 2013-2014 adopted State Legislative Platform under the provision, "Support legislation that reduces freight-related impacts to San Bernardino County, including disparate impacts to disadvantaged communities." A more detailed analysis of this bill is included as Attachment #1.

AB 749 (Gorell, R-Camarillo)
Recommend: Work with Author
AB 749 proposes to modify the current membership and appointment process of the Public Infrastructure Advisory Commission (PIAC), requires PIAC to establish best practices for public-private partnerships, modifies the approval process for future projects, and extends current authority through January 1, 2019.

Staff recommends that the Board of Directors adopt a "Work with Author" position on AB 749 and pursue the following amendments in order to address potential concerns with the current language:

1. Extend the project authority to January 1, 2021.
2. Align PIAC's authority to the Legislature's authority as a commenting party rather than a project approval entity.
3. Modify the criteria proposed for approval to instead guide PIAC's comments on the project and include provisions which more explicitly allow publicly operated facilities.

Staff's recommendation is consistent with SANBAG's 2013-2014 adopted State Legislative Platform under the provision, "Support measures that expand the use of design-build and P3s" and "Support the consideration of P3s in the development of transportation improvements." A more detailed analysis of this bill is included as Attachment #2.

SB 731 (Steinberg, D-Sacramento) Environment: California Environmental Quality Act and sustainable communities strategy
Recommend: Support in Concept
SB 731 is a "spot bill" which mostly contains intent language for the eventual enactment of any proposed California Environmental Quality Act (CEQA) reform efforts anticipated to move forward in the 2013-2014 legislative session. The intent language covers a variety of potential initiatives currently under discussion, although it is still unclear what form the eventual agreement will take. The CEQA Working Group is a key stakeholder in the negotiations representing the transportation and business communities and SANBAG is engaged in these conversations.

Staff's recommendation is consistent with SANBAG's 2013-2014 adopted State Legislative Platform under the provision, "Support legislation and/or administrative reforms to enhance Caltrans project delivery." A more detailed analysis of this bill is included as Attachment #3.

Most of the bills introduced to-date are currently in "spot bill" form without much content and will see significant amendments before policy hearings begin in March and extend through April. Staff will also be monitoring several bills as they move through policy hearings. A list of bills that staff has identified thus far as being of interest to SANBAG is included in this report as Attachment #4.

Other Bills of Interest

A number of bills have also been introduced this legislative session related to the expanded use of high occupancy vehicle (HOV) lanes by alternative fuel vehicles and during non-peak hours. The 2009 Caltrans HOV/Express Lane Business Plan found that nearly 50 percent of the HOV lanes in the state experience periods of degradation in the peak hour according to the federal definition – meaning that average speeds of 45 mph speed or lower have been measured more than 10 percent of the time. Legislation that proposes to add vehicles to the HOV lanes could further exacerbate this growing issue, and as such, staff will be closely monitoring these bills for impacts to our region's ability to manage congestion.

AB 266 (Blumenfield, D-San Fernando Valley) Vehicles: high-occupancy vehicle lanes - Existing law authorizes the Caltrans to designate certain low-emission, hybrid, or alternative fuel vehicles to use HOV lanes until January 1, 2015. AB 266 would extend the operation of those provisions to January 1, 2025.

SB 286 (Yee) Vehicles: high-occupancy vehicle lanes - Existing law authorizes the Caltrans to designate certain low-emission, hybrid, or alternative fuel vehicles to use HOV lanes until January 1, 2015. SB 286 would extend the operation of those provisions to January 1, 2018.

AB 405 (Gatto, D-Burbank) Highways: high-occupancy vehicle lanes: State Highway Route 134 - AB 405 prohibits any HOV lane facility from moving forward on State Route (SR) 134 between SR 170 and Interstate 5 unless the facility is only operated as an HOV during peak hours. During non-peak hours, the lane is to be open for general use. This pilot program is proposed through June 1, 2014.

Another key issue in the 2013-2014 legislative session is how the Legislature intends to help local agencies move forward under a new structure in the "post-redevelopment" landscape. Key amongst these proposals are two bills proposed by the League of California Cities and Senate President pro Tem Darrell Steinberg. These bills are summarized below and a number of other related bills are included in the attached bill matrix.

AB 1080 (Alejo, D-Salinas) – AB 1080 is sponsored by the League of California Cities and authorizes the development of a Community Revitalization and

Investment Area and subsequent adoption of a Community Revitalization Plan in disadvantaged communities. This bill would also include the authority for receiving tax increment funds to implement the plan.

SB 1 (Steinberg, D-Sacramento) – SB 1 would authorize specific entities within a Sustainable Communities Investment Area, as defined, to form a Sustainable Communities Investment Authority and adopt a plan for the area. The bill also authorizes the Authority to receive tax increment funds under specified conditions. SB 1 also contains a number of other provisions related to the requirements and operations of entities authorized under this bill.

Federal Update

In February, President Obama announced his infrastructure investment proposal in his State of the Union address. His proposal has three major themes to it. The first element of the plan is a "Fix it First" policy that calls for investing $50 billion in transportation infrastructure, with $40 billion directed to work on the highways, bridges, transit systems and airports most in need of repair.

The second part of the plan would draw on private investment from across the nation and around the world for federal, state, and local projects. It revives the President's call for creation of a National Infrastructure Bank, which could bring public and private financing together to advance projects. The proposal also calls for the issuance of new America Fast Forward bonds that build on the Build America Bonds program from the American Recovery and Reinvestment Act of 2009, which helped support more than $181 billion in infrastructure projects.

The third portion of the plan would work to eliminate red tape in permitting and review timelines for infrastructure projects, achieving a potential time savings of 50 percent.

SANBAG's Advocacy team traveled to Washington D.C. in early March and met with San Bernardino County's Delegation and other Members, key Administration Officials, and transportation committee staff to advocate for goods movement, reauthorization of the next transportation bill, project streamlining, and expansion of innovative project delivery mechanisms. A verbal update will be provided at the meeting.

Financial Impact: This item has no impact to the FY 2012/2013 SANBAG Budget.

Reviewed By: This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff: Wendy Strack, Director of Legislative Affairs

Governments SANBAG Working Together Bill Analysis

Bill Number: AB 14	Author: Lowenthal (D-Long Beach)
Title: State Freight Plan	

Summary

As part of the state's implementation effort for Moving Ahead for Progress in the 21st Century (MAP-21), AB 14 would require the Business, Transportation & Housing Agency (BT&H) to prepare a comprehensive state freight plan. This plan would cover the immediate and long-range planning and capital investment activities surrounding the movement of freight in California. The initial state freight plan would be submitted to the Legislature, the Governor, and specified state agencies by December 31, 2014, and updated every five years thereafter.

This bill would also require BT&H to establish a freight advisory committee with private and public sector participation from port and shipping stakeholders, the California Transportation Commission, the Department of Transportation, the Public Utilities Commission, the State Lands Commission, the State Air Resources Board, regional and local agencies, as well as environmental, safety, and community organizations. The committee would then be required to advise BT&H on freight issues, project priorities, and funding needs for the freight plan.

Impact on SANBAG

The SANBAG region serves as the primary gateway for the nation's goods movement system. 47 percent of the nation's imports come through the Ports of Long Beach and Los Angeles, with 80 percent of that funneling through San Bernardino County. Although the Ports are a significant component of the overall system, Goods Movement does not begin and end there. Goods movement corridors beyond the port complexes are suffering due to lack of investment, leading to disproportionate and significant impacts on both local communities and the nation.

The state's freight plan will inform the development of the primary freight network and the freight strategic plan at the national level as MAP-21 is further implemented. It is critical that SANBAG ensure that the needs of the entire corridor and our region are reflected in this plan.

Recommendation: Support in Concept

Staff recommends that the Board of Directors adopt a support in concept position on AB 14 in order to allow SANBAG to participate in discussions surrounding this bill as it moves forward through the process. This recommendation is consistent with SANBAG's 2013-2014 adopted State Legislative Platform under the provision, "Support legislation that reduces freight-related impacts to San Bernardino County, including disparate impacts to disadvantaged communities."

Bill History
Introduced: December 3, 2012
Current Disposition: Referred to Assembly Committee on Transportation
Actions to Date: Referred to Committee 1/14/13

GPC1303a1-wvs

Governments SANBAG Working Together Bill Analysis

Bill Number: AB 749	Author: Gorell (R-Camarillo)
Title: Public-private partnerships	

Summary

SB 2x 4 (Chapter 2, Statutes of 2009, Second Extraordinary Session) established authority for the California Department of Transportation (Caltrans) and regional transportation agencies to develop an unlimited number of public-private partnership (P3) projects through January 1, 2017. SB 2x 4 also established the Public Infrastructure Advisory Commission (PIAC) as an entity under the Business Transportation & Housing Agency (BT&H) designed to assist the state and local agencies with project development and best practices. Under current law, the California Transportation Commission (CTC) is designated as the entity to select projects, prior to the development of a final lease agreement, that are consistent with the provisions of SB 2x 4. The final lease agreement itself is not subject to CTC approval. The proposed final lease agreements are then required to be submitted to the Legislature and the PIAC for review and comment at least 60 days prior to executing the agreement. The state or local agency is also required to hold a public hearing during this time period and receive public comment.

The CTC adopted guidelines in October 2009 for project selection and approval. The scope of the approval is limited to: the project's scope and consistency with the requirements of SB 2x 4; the financial plan and allocation of risk; a determination of the project's useful life; and the criteria proposed for the "best value" evaluation of the project.

Under current authority, the Presidio Parkway project in San Francisco is the only project that has been approved to-date.

AB 749 (Gorell, R-Camarillo) proposes to modify the current membership and appointment process of PIAC, requires PIAC to establish best practices for P3s, modifies the approval process for future projects, and extends current authority through January 1, 2019.

Specifically with respect to the organization of PIAC, AB 749 deletes the previous structure under BT&H and creates a more formal body with five members appointed by the Governor, three by the Senate Committee on Rules, and two by the Assembly Speaker. In addition, the Treasurer and the State's General Services Director would serve on PIAC. The terms would be four years in length, beginning on January 1, 2014.

In addition to other minor changes to PIAC's charges, AB 749 contains a provision requiring that when the final lease agreement is submitted to the Legislature and PIAC for the 60 day review period, PIAC is charged with making a binding determination that the project is a suitable P3. In order to receive this determination, the project must meet all of the following criteria:

1. The project is technically complex.
2. The project transfers risk from a public agency to a private partner.
3. The project can benefit from nonstate financing.

4. The project has a revenue source.

Impact on SANBAG

The reconstitution of PIAC and the provision requiring a binding determination not only introduces additional hurdles and potential delays for projects, but the new approval process could also deter potential bidders from engaging in negotiations or bidding on projects altogether. Lastly, the criteria currently present for this finding seems to potentially preclude public facilities from moving forward which were previously allowed under SB 2x 4.

The extension of authority through 2019 is a positive step towards developing a longer term approach to streamlining project delivery through expanded authority for alternative project delivery methods. However, should the SANBAG Board of Directors decide to pursue P3's for the I-10 and I-15 corridors, this timeline is not sufficient for that purpose.

Recommendation: Work with Author

Staff recommends that the Board of Directors adopt a "Work with Author" position on AB 749 and pursue the following amendments in order to address the concerns noted above:

1. Extend the project authority to January 1, 2021.
2. Align PIAC's authority to the Legislature's authority as a commenting party rather than a project approval entity.
3. Modify the criteria proposed for approval to instead guide PIAC's comments on the project and include provisions which more explicitly allow publicly operated facilities.

Staff's recommendation is consistent with SANBAG's 2013-2014 adopted State Legislative Platform under the provision, "Support measures that expand the use of design-build and P3s" and "Support the consideration of P3s in the development of transportation improvements."

Bill History
Introduced: February 21, 2013
Current Disposition: Introduced, not yet assigned to committee
Actions to Date: N/A

GPC1303a2-wvs

Governments SANBAG Working Together Bill Analysis

Bill Number: SB 731	Author: Steinberg (D-Sacramento)
Title: Environment: California Environmental Quality Act and sustainable communities strategy	

Summary

SB 731 is a "spot bill" which mostly contains intent language for the eventual enactment of any proposed California Environmental Quality Act (CEQA) reform efforts anticipated to move forward in the 2013-2014 legislative session. The intent language covers a variety of potential initiatives currently under discussion, although it is still unclear what form the eventual agreement will take.

The CEQA Working Group is a key stakeholder in the negotiations representing the transportation and business communities and SANBAG is engaged in these conversations with the coalition and with other regional and statewide organizations. The Coalition has focused on advancing a number of CEQA reforms which retain the critical environmental and safety protections of the law, but curb CEQA abuses for other purposes. The Coalition also has a top priority to seek reforms that streamline review and approval processes in order to deliver transportation projects to commuters quickly and efficiently.

Impact on SANBAG

As the transportation authority for San Bernardino County, SANBAG is responsible for the development of an effective multi-modal transportation system and the delivery of our sales tax measure for transportation – Measure I. As part of this responsibility, an effective CEQA review process is critical to our mission and potential reforms could heavily impact SANBAG's operations and programs going forward. To the extent reforms can help achieve efficiencies in the process, SANBAG should support these initiatives and ensure that they provide the best possible outcome for affected stakeholders.

Recommendation: Support in Concept

Staff recommends that the Board of Directors adopt a "Support in Concept" position on SB 731 in order to allow SANBAG to participate in discussions surrounding this bill as it moves forward through the process. This recommendation is consistent with SANBAG's 2013-2014 adopted State Legislative Platform under the provision, "Support legislation and/or administrative reforms to enhance Caltrans project delivery."

Bill History
Introduced: February 22, 2013
Current Disposition: Introduced, not yet assigned to committee
Actions to Date: N/A

GPC1303a3-wvs

CA AB 5

AUTHOR: Ammiano (D)
TITLE: Homelessness
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 12/03/2012
DISPOSITION: Pending
LOCATION: Assembly Judiciary Committee
SUMMARY: Enacts the Homeless Person's Bill of Rights and Fairness Act. Provides that no person's rights, privileges, or access to public services may be denied or abridged because he or she is homeless, has a low income, or suffers from a mental illness or physical disability. Provides civil and criminal immunity and immunity from employer retaliation for assisting a homeless person. Provides judicial relief and imposes civil penalties for a violation. Prohibits discrimination regarding health emergency services.
STATUS: 01/24/2013 To ASSEMBLY Committee on JUDICIARY.

CA AB 8

AUTHOR: Perea (D)
TITLE: Alternative Fuel: Vehicle Technologies: Funding Program
FISCAL COMMITTEE: yes
URGENCY CLAUSE: yes
INTRODUCED: 12/03/2012
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY: Provides the State Air Resources Board has no authority to enforce any element of its existing clean fuels outlet regulation or other regulation that requires or has the effect of requiring any person to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen fueling station. Requires the public disclosure of the number of vehicles sold or leased. Requires grants and loans for a sufficient hydrogen fueling network. Extends a vehicle registration charge.
STATUS: 02/04/2013 In ASSEMBLY Committee on TRANSPORTATION: Not heard.

CA AB 14

AUTHOR: Lowenthal B (D)
TITLE: State Freight Plan
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 12/03/2012
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY: Requires the Business, Transportation and Housing Agency to prepare a state freight plan with specified elements to govern the immediate and long-range planning activities and capital

investments of the state with respect to the movement of freight. Requires the agency to establish a freight advisory committee.

STATUS: 01/14/2013 To ASSEMBLY Committee on TRANSPORTATION.

CA AB 21

AUTHOR: Alejo (D)
TITLE: Safe Drinking Water Small Community Grant Fund
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 12/03/2012
LAST AMEND: 02/14/2013
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee

SUMMARY: Authorizes the assessment of a specified annual charge in lieu of interest on loans for water projects made pursuant to the Safe Drinking Water State Revolving Fund, and the deposit of that money into the Safe Drinking Water State Small Community Emergency Grant Fund. Authorizes the expending of the money in the fund for grants for specified water projects that serve disadvantaged and severely disadvantaged communities.

STATUS: 02/14/2013 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

CA AB 29

AUTHOR: Williams (D)
TITLE: Proposition 39: Implementation
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 12/03/2012
DISPOSITION: Pending
LOCATION: ASSEMBLY

SUMMARY: States the intent of the Legislature to use a portion of funds available in the Clean Energy Job Creation Fund to create revolving loan funds for the University of California, the California State University, and the California Community Colleges for energy efficiency retrofit projects, clean energy installations, and other energy system improvements to reduce costs and achieve energy savings and environmental benefits.

STATUS: 12/03/2012 INTRODUCED.

CA AB 39

AUTHOR: Skinner (D)
TITLE: Proposition 39: Implementation
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 12/03/2012

DISPOSITION: Pending
LOCATION: Assembly Natural Resources Committee
SUMMARY: Requires the State Energy Resources Conservation and Development Commission to administer grants, no-interest loans, or other financial assistance to an eligible institution, defined as a public school, for the purpose of projects that create jobs by reducing energy demand and consumption at eligible institutions. Requires the computation and record of energy saved. Sets forth the project prioritization requirements for projects funded by the Jobs Creation Fund.
STATUS: 01/14/2013 To ASSEMBLY Committee on NATURAL RESOURCES.

CA AB 70

AUTHOR: Morrell (R)
TITLE: Budget Bill: Public Availability
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/10/2013
DISPOSITION: Pending
LOCATION: Assembly Budget Committee
SUMMARY: Provides that no vote may be taken in either house of the Legislature on the Budget Bill or other bills providing for appropriations related to the Budget Bill, as defined in the Constitution, until those bills have been made available to the public for 3 days on a publicly available Internet Web site.
STATUS: 01/18/2013 To ASSEMBLY Committee on BUDGET.

CA AB 114

AUTHOR: Salas (D)
TITLE: Proposition 39: Implementation
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/14/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Requires the Employment Development Department, using funds made available from the Clean Energy Job Creation Fund, to administer grants, no-interest loans, or other financial assistance for allocation to existing workforce development programs for the purposes of creating green energy jobs. Requires programs to give higher priority to disadvantaged youth and veterans who reside in an economically disadvantaged community or in a community with a high unemployment rate.
STATUS: 01/14/2013 INTRODUCED.

CA AB 115

AUTHOR: Perea (D)
TITLE: Safe Drinking Water State Revolving Fund
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no

INTRODUCED: 01/14/2013
DISPOSITION: Pending
LOCATION: Assembly Environmental Safety and Toxic Materials Committee
SUMMARY: Relates to the state Safe Drinking Water Act. Authorizes the Department of Public Health to fund projects by grant or loan where multiple water systems apply for funding as a single applicant for the purpose of consolidating water systems or extending services to households relying on private wells. Authorizes funding of a project to benefit a disadvantaged community.
STATUS: 01/18/2013 To ASSEMBLY Committee on ENVIRONMENTAL SAFETY AND TOXIC MATERIALS.

CA AB 153

AUTHOR: Bonilla (D)
TITLE: Global Warming Solutions Act of 2006: Offsets
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/18/2013
DISPOSITION: Pending
LOCATION: Assembly Natural Resources Committee
SUMMARY: Amends the Global Warming Solutions Act of 2006. Requires the State Air Resources Board to adopt a specified process for the review and consideration of new offset protocols and, commencing in 2014 and continuing thereafter, use that process to review and consider new offset protocols.
STATUS: 01/31/2013 To ASSEMBLY Committee on NATURAL RESOURCES.

CA AB 160

AUTHOR: Alejo (D)
TITLE: Public Employees' Pension Reform Act: Exceptions
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/22/2013
DISPOSITION: Pending
LOCATION: Assembly Public Employees, Retirement and Social Security Committee
SUMMARY: Excepts from the Public Employees' Pension Reform Act of 2013 certain multiemployer plans authorized under federal law and retirement plans for public employees whose collective bargaining rights are protected by a specified provision of federal law.
STATUS: 01/31/2013 To ASSEMBLY Committee on PUBLIC EMPLOYEES, RETIREMENT AND SOCIAL SECURITY.

CA AB 164

AUTHOR: Wieckowski (D)
TITLE: Infrastructure Financing
FISCAL COMMITTEE: no
URGENCY CLAUSE: no

INTRODUCED: 01/23/2013
DISPOSITION: Pending
LOCATION: Assembly Local Government Committee
SUMMARY: Requires a lease agreement between a governmental agency undertaking an infrastructure project and a private entity to include performance bonds as security to ensure the completion of the construction of the facility and payment bonds to secure the payment of claims of laborers, mechanics, and material men employed on the work under contract.
STATUS: 01/31/2013 To ASSEMBLY Committee on LOCAL GOVERNMENT.

CA AB 179

AUTHOR: Bocanegra (D)
TITLE: Electronic Transit Fare Collection Systems
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/24/2013
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY: Makes provisions of existing law applicable to a transportation agency that employs an electronic transit fare collection system for payment of transit fares. Requires transportation agencies that obtain personally identifiable information of a person from electronic toll collection or electronic transit fare collection systems to discard that information after 6 months.
STATUS: 01/31/2013 To ASSEMBLY Committee on TRANSPORTATION.

CA AB 193

AUTHOR: Logue (R)
TITLE: Municipal Ballot Measures: Arguments
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 01/28/2013
LAST AMEND: 02/14/2013
DISPOSITION: Pending
LOCATION: Assembly Elections and Redistricting Committee
SUMMARY: Requires city elections officials, for a measure placed on the ballot by the legislative body, to give preference and priority to the argument of the legislative body, to give preference and priority to the argument of a member or members of the body authorized by that body only if the argument is consistent with the position taken by the body on the measure.
STATUS: 02/14/2013 From ASSEMBLY Committee on ELECTIONS AND REDISTRICTING with author's amendments.
02/14/2013 In ASSEMBLY. Read second time and amended. Re-referred to Committee on ELECTIONS AND REDISTRICTING.

CA AB 195

AUTHOR: Hall (D)
TITLE: Counties: Construction Projects: Design-Build
FISCAL yes

COMMITTEE:
URGENCY CLAUSE: no
INTRODUCED: 01/28/2013
DISPOSITION: Pending
LOCATION: Assembly Local Government Committee
SUMMARY: Extends provisions of existing law that authorizes counties to use alternative procedures, known as design-build, for bidding on specified types of construction projects in the county in excess of a specified amount, in accordance with specified procedures, and provides that the procedures include a requirement for contracts awarded after a certain date that a county board of supervisors pay a fee into the State Public Works Enforcement Fund.
STATUS: 02/07/2013 To ASSEMBLY Committee on LOCAL GOVERNMENT.

CA AB 204

AUTHOR: Wilk (R)
TITLE: Vehicles: Green Vehicles: Fees
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 01/30/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Expresses the intent of the Legislature to enact legislation to impose a fee in conjunction with registration on green vehicles to address the costs of those vehicles using public roads and highways.
STATUS: 01/30/2013 INTRODUCED.

CA AB 205

AUTHOR: Pan (D)
TITLE: Public Employees' Retirement: Pension Fund
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 01/30/2013
DISPOSITION: Pending
LOCATION: Assembly Public Employees, Retirement and Social Security Committee
SUMMARY: Extends the authorization to prioritize investment in an in-state infrastructure project to the board of retirement or the board of investments of a retirement system established pursuant to the County Employees Retirement Law of 1937.
STATUS: 02/07/2013 To ASSEMBLY Committee on PUBLIC EMPLOYEES, RETIREMENT AND SOCIAL SECURITY.

CA AB 229

AUTHOR: Perez J (D)
TITLE: Infrastructure and Revitalization Financing Districts
FISCAL COMMITTEE: yes

URGENCY CLAUSE: no
INTRODUCED: 02/04/2013
DISPOSITION: Pending
LOCATION: Assembly Local Government Committee
SUMMARY: Authorizes the creation of an infrastructure and revitalization financing district and the issuance of debt with voter approval. Authorizes the creation of a district for up to 40 years and the issuance of debt with a final maturity date of up to 30 years. Authorizes a district to finance projects in redevelopment project areas and former redevelopment project areas and former military bases.
STATUS: 02/15/2013 To ASSEMBLY Committee on LOCAL GOVERNMENT.

CA AB 243

AUTHOR: Dickinson (D)
TITLE: Local Government: Infrastructure Financing Districts
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/06/2013
DISPOSITION: Pending
LOCATION: Assembly Local Government Committee
SUMMARY: Authorizes the creation of an infrastructure and revitalization financing district and the issuance of debt with voter approval. Authorizes a district to finance projects in redevelopment project areas and former redevelopment project areas and former military bases if special conditions are met. Authorizes a district to fund various projects, including watershed land used for the collection and treatment of water for urban uses, flood management, open space, habitat restoration and development purposes.
STATUS: 02/15/2013 To ASSEMBLY Committee on LOCAL GOVERNMENT.

CA AB 250

AUTHOR: Holden (D)
TITLE: California Innovation Hub Program
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/06/2013
DISPOSITION: Pending
LOCATION: Assembly Jobs, Economic Development, and The Economy Committee
SUMMARY: Creates the state Innovation Hub Program, which requires the Governor's Office of Business and Economic Development to designate Innovation Hubs. Authorizes the office to use vacant or underused state-owned or leased property that is controlled by the Department of General Services. Authorizes specified state property, when authorized by law, to be used as matching funds to meet federal funding requirements.
STATUS: 02/15/2013 To ASSEMBLY Committee on JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY.

CA AB 266

AUTHOR:	Blumenfield (D)
TITLE:	Vehicles: High-Occupancy Vehicle Lanes
FISCAL COMMITTEE:	yes
URGENCY CLAUSE:	no
INTRODUCED:	02/07/2013
DISPOSITION:	Pending
LOCATION:	Assembly Transportation Committee
SUMMARY:	Extends the operation of existing law that authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles, which lanes may also be used by certain low-emission or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane.
STATUS:	02/21/2013 To ASSEMBLY Committee on TRANSPORTATION.

CA AB 284

AUTHOR:	Quirk (D)
TITLE:	Energy: Road to 2050 Board
FISCAL COMMITTEE:	yes
URGENCY CLAUSE:	no
INTRODUCED:	02/11/2013
DISPOSITION:	Pending
LOCATION:	Assembly Natural Resources Committee
SUMMARY:	Requires the State Energy Resources Conservation and Development Commission to convene the Road to 2050 Board. Requires the Board to undertake specified studies regarding the achievement of a goal of reducing greenhouse gas emissions by 80% of the 1990 emissions level by 2050.
STATUS:	02/21/2013 To ASSEMBLY Committees on NATURAL RESOURCES and UTILITIES AND COMMERCE.

CA AB 289

AUTHOR:	Nestande (R)
TITLE:	State Budget: Key Liabilities
FISCAL COMMITTEE:	yes
URGENCY CLAUSE:	no
INTRODUCED:	02/11/2013
DISPOSITION:	Pending
LOCATION:	Assembly Budget Committee
SUMMARY:	Requires the Governor, or the Department of Finance acting on his or her behalf, at the time the Governor's Budget is submitted to the Legislature, to submit specified information to the Legislature, including a list of the state's key liabilities relating to debt, infrastructure, retirement, and other liabilities that will affect the state's financial health in the future.
STATUS:	02/21/2013 To ASSEMBLY Committee on BUDGET.

CA AB 294

AUTHOR: Holden (D)
TITLE: Infrastructure Financing Districts
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/11/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Authorizes an infrastructure financing district to utilize the Educational Revenue Augmentation Fund portion of incremental tax revenue. Requires a district that proposes to utilize the portion of incremental tax revenue to include that intention in the financing plan, and prior to adopting a resolution authorizing the first debt issuance utilizing the share, obtain and submit an economic analysis to the Infrastructure and Economic Development Bank for review and approval.
STATUS: 02/11/2013 INTRODUCED.

CA AB 392

AUTHOR: Jones-Sawyer (D)
TITLE: State Mandates: Prorated Claims
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/15/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Amends existing law requiring the Controller to prorate mandated claims, including school claims, if the amount appropriated for reimbursement is not sufficient to pay all of the claims approved by the Controller, and requiring the controller to report to the Department of Finance when it is necessary to prorate claims. Deletes that reporting requirement. Requires the Controller to determine the most cost-effective allocation method if a specified amount is appropriated.
STATUS: 02/15/2013 INTRODUCED.

CA AB 416

AUTHOR: Gordon (D)
TITLE: Local Emission Reduction Program
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/15/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Creates the Local Emission Reduction Program and requires money to be available from the general fund for providing grants to develop and implement greenhouse gas emission reduction projects in the state, giving consideration to the ability of a project to create local job training and job creation benefits and achieve greenhouse gas emission reduction. Requires the awarding

of moneys under the program to eligible recipients.

STATUS: 02/15/2013 INTRODUCED.

CA AB 427

AUTHOR: Mullin (D)
TITLE: Local Government: Polanco Redevelopment Act
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/15/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Specifies that a successor agency or successor housing entity may implement hazardous cleanup pursuant to the Polanco Redevelopment Act, with regard to enforceable obligations, including brownfield cleanup.
STATUS: 02/15/2013 INTRODUCED.

CA AB 441

AUTHOR: Patterson (R)
TITLE: High-Speed Rail Authority: Contracts
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/19/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Relates to the High-Speed Rail Authority. Requires the Authority to provide a copy of each contract entered into by the authority if the dollar value of the goods or services to be provided or performed under the contract is a specified amount of more, as well as a copy of each contract amendment and contract change order agreed to by the Authority for a specified amount or more.
STATUS: 02/19/2013 INTRODUCED.

CA AB 463

AUTHOR: Logue (R)
TITLE: High-Speed Rail Authority: Contracts
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/19/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Relates to the High-Speed Rail Authority. Requires the authority to provide a copy of each contract entered into by the Authority if the dollar value of the goods or services to be provided or performed is a specified amount as well as a copy of each contract amendment and contract change order agreed to by the Authority for a specified amount or more.

STATUS: 02/19/2013 INTRODUCED.

CA AB 466

AUTHOR: Quirk-Silva (D)
TITLE: Public Transit: Local Transportation Fund
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/19/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Makes a nonsubstantive change to provisions of existing law providing for the allocation by the designated transportation planning agency of funds in a county's local transportation fund derived from the sales tax to transit operators for public transportation purposes and to cities and counties for street and road purposes.
STATUS: 02/19/2013 INTRODUCED.

CA AB 481

AUTHOR: Lowenthal B (D)
TITLE: High-Speed Rail.
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/19/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Enacts exceptions and authorizations relative to real property obtained for high-speed rail purposes by the High-Speed Rail Authority. Enacts new provisions governing acquisition or disposal of right-of-way property by the authority. Requires payments for leases or other conveyances of property controlled by the authority to be deposited with the authority for use in development, improvement, and maintenance of the high-speed rail system.
STATUS: 02/19/2013 INTRODUCED.

CA AB 493

AUTHOR: Daly (D)
TITLE: Toll Facilities
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/20/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Authorizes operators of toll facilities on federal-aid highways to fully implement technologies or business practices that provide for the interoperability of electronic toll collection programs on and after a specified date.
STATUS: 02/20/2013 INTRODUCED.

CA AB 515

AUTHOR: Dickinson (D)
TITLE: California Environmental Quality Act: Judicial Review
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/20/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Provides for at least 2 CEQA compliance court districts within the state, with the appropriate boundaries for the districts and locations for seating CEQA compliance courts to be determined by rule of court. Establishes a CEQA compliance court in every district. Requires the Governor to appoint the judges. Requires the selection of a presiding judge for a district. Gives the courts the jurisdiction over actions and proceedings involving the CEQA. Provides appeals are to the Supreme Court.
STATUS: 02/20/2013 INTRODUCED.

CA AB 516

AUTHOR: Brown (D)
TITLE: Renewable Energy: Transmission Infrastructure
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/20/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: States the intent of the Legislature to enact legislation that would establish a mechanism for permitting the taking of birds, eggs, and nests, subject to reasonable avoidance, minimization, and mitigation measures to facilitate the construction of electrical transmission infrastructure to help achieve the state's renewable energy goals.
STATUS: 02/20/2013 INTRODUCED.

CA AB 564

AUTHOR: Mullin (D)
TITLE: Community Redevelopment: Successor Agencies
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/20/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Amends existing law that dissolved redevelopment agencies and community development agencies and provides for the designation of successor agencies.
STATUS: 02/20/2013 INTRODUCED.

CA AB 574

AUTHOR:	Lowenthal B (D)
TITLE:	State Highways: Relinquishment
FISCAL COMMITTEE:	yes
URGENCY CLAUSE:	no
INTRODUCED:	02/20/2013
DISPOSITION:	Pending
LOCATION:	ASSEMBLY
SUMMARY:	Authorizes the Transportation Commission to relinquish any portion of a state highway or related facility within a county or city to that county or city, subject to an agreement between the Department of Transportation and the local agency, without requiring a legislative enactment deleting the state highway segment from the state highway system.
STATUS:	02/20/2013 INTRODUCED.

CA AB 587

AUTHOR:	Fox (D)
TITLE:	Economic Development: Enterprise Zones
FISCAL COMMITTEE:	no
URGENCY CLAUSE:	no
INTRODUCED:	02/20/2013
DISPOSITION:	Pending
LOCATION:	ASSEMBLY
SUMMARY:	Makes a technical, nonsubstantive change to a provision of the Enterprise Zone Act regarding redesignation of a targeted employment area.
STATUS:	02/20/2013 INTRODUCED.

CA AB 603

AUTHOR:	Cooley (D)
TITLE:	Public Contracts: Design-Build
FISCAL COMMITTEE:	yes
URGENCY CLAUSE:	no
INTRODUCED:	02/20/2013
DISPOSITION:	Pending
LOCATION:	ASSEMBLY
SUMMARY:	Includes in the definition of a local transportation entity, a city, county, city and county, and a joint powers authority. Applies the specified procedural requirements to the state design-build projects. Authorizes the Capital Southeast Connector Joint Powers Authority to use design-build procurement.
STATUS:	02/20/2013 INTRODUCED.

CA AB 668

AUTHOR: Gray (D)
TITLE: Economic Disaster Area
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/21/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Requires any county or city and county with a specified unemployment rate for a specified period to be declared an economic disaster area and to receive priority consideration when the state is making a determination on where to expend state funds with respect to any state contract or award, public works project, bond-financed project, acquisition of real estate, or capital project.
STATUS: 02/21/2013 INTRODUCED.

CA AB 680

AUTHOR: Salas (D)
TITLE: Transportation Funds
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/21/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Makes a technical, nonsubstantive change to provisions of existing law requiring funds in the State Highway Account to be programmed, budgeted, and expended to maximize the use of federal funds and according to specified sequence of priorities, and to provide information to the Legislature to substantiate the department's proposed capital outlay support budget.
STATUS: 02/21/2013 INTRODUCED.

CA AB 690

AUTHOR: Campos (D)
TITLE: Jobs and Infrastructure Financing Districts
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/21/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Revises and recasts the provisions governing infrastructure financing districts. Provides for the creation of jobs and infrastructure financing districts with voter approval. Authorizes a public financing authority to enter into joint powers agreements with affected taxing entities with regard to nontaxing authority or powers only.
STATUS: 02/21/2013 INTRODUCED.

CA AB 745

AUTHOR: Levine (D)
TITLE: Land Use: Housing Element
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/21/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Amends the Planning and Zoning Law. Authorizes a city or county to request the appropriate council of governments to adjust a density to be deemed appropriate if it is inconsistent with city's or county's existing density.
STATUS: 02/21/2013 INTRODUCED.

CA AB 749

AUTHOR: Gorell (R)
TITLE: Public-Private Partnerships
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/21/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Deletes the reference to the Public Infrastructure Advisory Commission established by the Business, Transportation and Housing Agency. Creates a new Public Infrastructure Advisory Commission. Requires the commission to establish best practices for public-private partnerships, and to identify other state departments that would benefit from similar contracting authority.
STATUS: 02/21/2013 INTRODUCED.

CA AB 797

AUTHOR: Gordon (D)
TITLE: Santa Clara County Valley Transportation Authority
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/21/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Authorizes the Santa Clara County Valley Transportation Authority to utilize the Construction Manager/General Contractor project delivery contract method for transit projects within its jurisdiction. Requires the Authority to reimburse the Department of Industrial Relations for costs of performing wage monitoring and enforcement on projects using this contracting method. Requires those funds to be used by the department for enforcement of prevailing wage requirements.
STATUS: 02/21/2013 INTRODUCED.

CA AB 842

AUTHOR: Donnelly (R)
TITLE: High-Speed Rail
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/21/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Prohibits federal and state funds, including state bond funds, from being expended by the authority or any other state agency on the construction of the high-speed rail project, except as necessary to meet contractual commitments entered into before a specified date.
STATUS: 02/21/2013 INTRODUCED.

CA AB 863

AUTHOR: Torres (D)
TITLE: Transit Projects: Environmental Review Process
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/21/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Authorizes the Department of Transportation to assume responsibilities for federal review and clearance under the National Environmental Policy Act for a transit project that is subject to the act. Provides that the state consents to the jurisdiction of the federal courts in that regard, and provides that the department may not assert immunity from suit under the U.S. Constitution with regard to actions brought relative to those responsibilities under federal law.
STATUS: 02/21/2013 INTRODUCED.

CA AB 953

AUTHOR: Ammiano (D)
TITLE: California Environmental Quality Act
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Amends the California Environmental Quality Act, which defines environment and significant effect on the environment for certain purposes. Revises those definitions. Requires a lead agency to include a detailed statement on any effects that may result in the locating a proposed project near natural hazards or adverse environmental conditions.
STATUS: 02/22/2013 INTRODUCED.

CA AB 1002

AUTHOR: Bloom (D)
TITLE: Vehicles: Registration Fee
FISCAL COMMITTEE: yes
URGENCY CLAUSE: yes
INTRODUCED: 02/22/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Imposes, in addition to any other fees specified in the Vehicle Code and the Revenue and Taxation Code, a fee to be paid at the time of registration or renewal of registration of every vehicle subject to registration under the Vehicle Code, all moneys realized pursuant to that provision for deposit in the Sustainable Communities Strategy Subaccount.
STATUS: 02/22/2013 INTRODUCED.

CA AB 1046

AUTHOR: Gordon (D)
TITLE: Department of Transportation: Innovative Delivery
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/22/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: States the intent of the Legislature to enact legislation that would facilitate the implementation of the master agreement executed by the Department of Transportation and the Santa Clara Valley Transportation Authority for the Innovative Delivery Team Demonstration Program.
STATUS: 02/22/2013 INTRODUCED.

CA AB 1070

AUTHOR: Frazier (D)
TITLE: California Transportation Financing Authority
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Relates to the Transportation Financing Authority Act and the Transportation Financing Authority. Provides for the roles of the authority and an issuer of bonds under the act if the project sponsor, rather than the authority, is the issuer of bonds.
STATUS: 02/22/2013 INTRODUCED.

CA AB 1080

AUTHOR: Alejo (D)
TITLE: Community Revitalization & Investment Authorities
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Authorize certain public entities of a community revitalization and investment area to form a community revitalization plan within a community revitalization and investment authority to carry out the Community Redevelopment Law in a specified manner. Requires the authority to adopt a community revitalization plan for a community revitalization and investment area and authorizes the authority to include in that plan a provision for the receipt of tax increment funds.
STATUS: 02/22/2013 INTRODUCED.

CA AB 1081

AUTHOR: Medina (D)
TITLE: Economic Development: Goods-Movement Infrastructure
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Amends existing law that requires the Governor to submit to the Legislature a proposed infrastructure plan containing specified information concerning infrastructure needed by specified entities and a proposal for funding the needed infrastructure. Requires the plan to include information related to infrastructure identified by state and federal transportation authorities and a recommendation for public sector financing.
STATUS: 02/22/2013 INTRODUCED.

CA AB 1096

AUTHOR: Nestande (R)
TITLE: Vehicles: High-Occupancy Vehicle Lanes
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/22/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Makes technical, nonsubstantive changes to provisions authorizing the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles by eligible low-emission hybrid vehicles not carrying the requisite number of passengers.
STATUS: 02/22/2013 INTRODUCED.

CA AB 1179

AUTHOR: Bocanegra (D)
TITLE: Regional Transport Plan: Communities Strategy
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Requires the sustainable communities strategy to identify, in consultation with each local educational agency in the region, future school facilities sites, or existing facilities that may be modernized or expanded.
STATUS: 02/22/2013 INTRODUCED.

CA AB 1272

AUTHOR: Medina (D)
TITLE: Infrastructure and Economic Development Bank
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Revises the definition of economic development facilities to include facilities that are used to provide goods movement and would define goods movement-related infrastructure. Revises the definition of port facilities to specifically reference airports, landports, waterports, and railports. The bill would authorize the bank to join or formally participate in regional, state, national, or international organizations related to infrastructure financing.
STATUS: 02/22/2013 INTRODUCED.

CA AB 1290

AUTHOR: Perez J (D)
TITLE: Transportation Planning
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Provides for 2 additional voting members of the California Transportation Commission to be appointed by the Legislature. Provides for the Secretary of the Transportation Agency, the Chairperson of the State Air Resources Board, and the Director of Housing and Community Development to serve as ex officio members without a vote.
STATUS: 02/22/2013 INTRODUCED.

CA ACA 1

AUTHOR: Donnelly (R)
TITLE: Administrative Regulations: Legislative Approval
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 12/03/2012
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Requires an administrative agency to submit all regulations to the Legislature for approval. Authorizes the Legislature, by means of a concurrent resolution, to approve a regulation adopted by an administrative agency of the state.
STATUS: 12/03/2012 INTRODUCED.

CA ACA 3

AUTHOR: Campos (D)
TITLE: Local Government Finance: Public Safety Services
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 01/22/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Authorizes the imposition, extension, or increase of a special tax for funding fire, emergency response, police, or sheriff services, upon the approval of 55% of the voters voting. Creates an additional exception to the 1% limit for a rate imposed by a city, county, or special district to service bonded indebtedness incurred to fund certain fire, emergency response, police, or sheriff buildings or facilities, and equipment that is approved by 55% of the voters of the city, county, or special district.
STATUS: 01/22/2013 INTRODUCED.

CA ACA 8

AUTHOR: Blumenfield (D)
TITLE: Local Government Financing: Voter Approval
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/13/2013
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY: Creates an additional exception to the 1% limit for an ad valorem tax rate imposed by a city, county, city and county, or special district, to service bonded indebtedness incurred to fund specified public improvements and facilities, or buildings used primarily to provide sheriff, police, or fire protection services, that is approved by 55% of the voters of the city, county, city and county, or special district, as applicable.
STATUS: 02/13/2013 INTRODUCED.

CA SB 1

AUTHOR: Steinberg (D)
TITLE: Sustainable Communities Investment Authority
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 12/03/2012
DISPOSITION: Pending
LOCATION: Senate Governance and Finance Committee
SUMMARY: Authorizes certain public entities of a Sustainable Communities Investment Area to form a Sustainable Communities Investment Authority to carry out the Community Redevelopment Law. Provides for tax increment funding receipt under certain economic development and planning criteria. Establishes prequalification requirements for receipt of funding. Requires monitoring and enforcement of prevailing wage requirements within the area.
STATUS: 01/10/2013 To SENATE Committees on GOVERNANCE AND FINANCE and TRANSPORTATION AND HOUSING.

CA SB 11

AUTHOR: Pavley (D)
TITLE: Alternative Fuel: Vehicle Technologies: Funding Program
FISCAL COMMITTEE: yes
URGENCY CLAUSE: yes
INTRODUCED: 12/03/2012
DISPOSITION: Pending
COMMITTEE: Senate Transportation and Housing Committee
HEARING: 04/02/2013 1:30 pm, Burton Hearing Room (4203)
SUMMARY: Provides the State Air Resources Board has no authority to enforce any element of its existing clean fuels outlet regulation or other regulation that requires or has the effect of requiring any person to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen fueling station. Requires the public disclosure of the number of vehicles sold or leased. Requires grants and loans for a sufficient hydrogen fueling network. Extends a vehicle registration charge.
STATUS: 01/10/2013 To SENATE Committees on TRANSPORTATION AND HOUSING and ENVIRONMENTAL QUALITY.

CA SB 33

AUTHOR: Wolk (D)
TITLE: Infrastructure Financing Districts: Voter Approval
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 12/03/2012
DISPOSITION: Pending
LOCATION: Senate Governance and Finance Committee

SUMMARY: Revises provisions governing infrastructure financing districts. Eliminates the requirement of voter approval for creation of the district and for bond issuance, and authorizes the legislative body to create the district subject to specified procedures. Authorizes the creation of such district subject to specified procedures. Authorizes a district to finance specified actions and project. Prohibits the district from providing financial assistance to a vehicle dealer or big box retailer.

STATUS: 01/10/2013 To SENATE Committee on GOVERNANCE AND FINANCE.

CA SB 34

AUTHOR: Rubio (D)
TITLE: Greenhouse Gas: Carbon Capture and Storage
FISCAL COMMITTEE: yes
URGENCY CLAUSE: yes
INTRODUCED: 12/03/2012
LAST AMEND: 02/15/2013
DISPOSITION: Pending
LOCATION: Senate Environmental Quality Committee

SUMMARY: Requires a final methodology for carbon capture and storage projects to demonstrate sequestration of greenhouse gases under the federal Underground Injection Control program. Requires the regulation of carbon dioxide enhanced oil recovery projects that demonstrate carbon sequestration providing for greenhouse gas emission reduction. Relates to pipeline security regulation and enforcement. Defines land space that can be used for the storage of greenhouse gas.

STATUS:
02/15/2013 From SENATE Committee on ENVIRONMENTAL QUALITY with author's amendments.
02/15/2013 In SENATE. Read second time and amended. Re-referred to Committee on ENVIRONMENTAL QUALITY.

CA SB 64

AUTHOR: Corbett (D)
TITLE: Proposition 39: Implementation
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 01/10/2013
DISPOSITION: Pending
LOCATION: Senate Rules Committee

SUMMARY: States the intent of the Legislature to install clean energy at public schools, universities, and colleges, and at other public buildings and facilities consistent with the California Clean Energy Jobs Act.

STATUS: 01/24/2013 To SENATE Committee on RULES.

CA SB 110

AUTHOR: Steinberg (D)
TITLE: California Transportation Commission: Guidelines
FISCAL COMMITTEE: yes

URGENCY CLAUSE: no
INTRODUCED: 01/14/2013
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY: Establishes specified procedures that the Transportation Commission would be required to utilize when it adopts guidelines relative to its programming and allocation policies. Exempts the adoption of those guidelines from the requirements of the Administrative Procedure Act.
STATUS: 01/24/2013 To SENATE Committee on TRANSPORTATION AND HOUSING.

CA SB 123

AUTHOR: Corbett (D)
TITLE: Environmental and Land-Use Court
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/18/2013
DISPOSITION: Pending
LOCATION: Senate Judiciary Committee
SUMMARY: Requires a presiding judge of each superior court to establish an environmental and land-use division within the court to process civil proceedings brought pursuant to the California Environmental Quality Act or in specified subject areas, including air quality, biological resources, climate change, hazards and hazardous materials, land use planning, and water quality.
STATUS: 01/31/2013 To SENATE Committee on JUDICIARY.

CA SB 133

AUTHOR: DeSaulnier (D)
TITLE: Enterprise Zones: Applications
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 01/28/2013
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY: Provides that, for any application for an enterprise zone designation submitted on or after January 1, 2014, if any portion of the proposed zone is within, or was previously within, the boundaries of a previously designated zone, of if any portions of the proposed zone are within, or previously were within, the boundaries of 2 or more previously designated enterprise zones, the bill prohibits the proposed enterprise zone from exceeding a specified aggregate size.
STATUS: 02/07/2013 To SENATE Committee on TRANSPORTATION AND HOUSING.

CA SB 176

AUTHOR: Galgiani (D)
TITLE: Administrative Procedures
FISCAL COMMITTEE: yes

URGENCY CLAUSE: no
INTRODUCED: 02/06/2013
DISPOSITION: Pending
LOCATION: Senate Governmental Organization Committee
SUMMARY: Requires, in order to increase public participation and improve the quality of regulations, state agencies, boards, and commissions to publish a notice prior to any meeting date or report, provided the meeting or report is seeking public input.
STATUS: 02/14/2013 To SENATE Committee on GOVERNMENTAL ORGANIZATION.

CA SB 228

AUTHOR: Knight (R)
TITLE: Enterprise zones
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/11/2013
DISPOSITION: Pending
LOCATION: Senate Rules Committee
SUMMARY: Makes technical, nonsubstantive changes to the Enterprise Zone Act that provides for various types of economic development areas throughout the state, including, but not limited to, enterprise zones, and authorizes qualifying enterprise zones to receive certain tax and regulatory incentives.
STATUS: 02/21/2013 To SENATE Committee on RULES.

CA SB 230

AUTHOR: Knight (R)
TITLE: Local Transportation Funds: Performance Audits
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/11/2013
DISPOSITION: Pending
LOCATION: Senate Rules Committee
SUMMARY: Amends the Mills-Alquist-Deddeh Act that requires the transportation planning agency to consult with the entity to be audited prior to designating the entity to make the performance audit and defines operating cost for this purpose. Corrects an obsolete cross-reference in this definition of operating costs.
STATUS: 02/21/2013 To SENATE Committee on RULES.

CA SB 286

AUTHOR: Yee (D)
TITLE: Vehicles: High-Occupancy Vehicle Lanes
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no

INTRODUCED: 02/14/2013
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY: Extends the operation of existing law that authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles, which lanes may also be used by certain low-emission or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane.
STATUS: 02/14/2013 INTRODUCED.

CA SB 328

AUTHOR: Knight (R)
TITLE: Counties: Public Works Contracts
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/19/2013
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY: Authorizes a county, with approval of the board of supervisors, to utilize construction manager at-risk construction contracts for public works projects in excess of a specified amount and to award the construction manager at-risk construction contract using either the lowest responsible bidder or best value method.
STATUS: 02/19/2013 INTRODUCED.

CA SB 408

AUTHOR: De Leon (D)
TITLE: Transportation Funds
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/20/2013
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY: Relates to transportation funds available for capital improvement projects. Provides that remaining funds are available for the study of, and development and implementation of, capital improvement projects.
STATUS: 02/20/2013 INTRODUCED.

CA SB 557

AUTHOR: Hill (D)
TITLE: High-Speed Rail
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2013
DISPOSITION: Pending

LOCATION: SENATE

SUMMARY: Relates to existing law that appropriates specified funds from the High Speed Passenger Train Bond Fund and from federal funds for high-speed rail and connecting rail projects. Adds detail to provisions governing the expenditure of certain of those appropriated funds. Specifies that of the moneys appropriated for early high-speed rail improvement projects in the Budget Act of 2012, a specified amount shall be allocated solely for purposes of specified memoranda of understanding.

STATUS: 02/22/2013 INTRODUCED.

CA SB 628

AUTHOR: Beall (D)
TITLE: Infrastructure Financing
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/22/2013
DISPOSITION: Pending
LOCATION: SENATE

SUMMARY: Eliminates the requirement of voter approval for the adoption of an infrastructure financing plan, the creation of an infrastructure financing district, and the issuance of bonds with respect to a transit priority project. Requires a specified percentage of the revenue for increasing, improving, and preserving the supply of lower and moderate-income housing. Provides that income level for continued occupancy. Relates to the approval of such district and its ability to issue bonds.

STATUS: 02/22/2013 INTRODUCED.

CA SB 731

AUTHOR: Steinberg (D)
TITLE: Environment: California Environmental Quality Act
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/22/2013
DISPOSITION: Pending
LOCATION: SENATE

SUMMARY: State the intent of the Legislature to enact legislation revising the California Environmental Quality Act to, among other things, provide greater certainty for smart infill development. States the intent of the Legislature to provide funds annually to the Strategic Growth Council for the purposes of providing planning incentive grants to local and regional agencies to update and implement general plans.

STATUS: 02/22/2013 INTRODUCED.

CA SB 785

AUTHOR: Wolk (D)
TITLE: Design-Build
FISCAL COMMITTEE: yes
URGENCY no

CLAUSE:
INTRODUCED: 02/22/2013
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY: Repeal certain authorizations and enacts provisions that would authorize the Department of General Services, the Department of Corrections and Rehabilitation, and certain local agencies to use the design-build procurement process for specified public works. Provides that specified information is exempt from the Public Records Act.
STATUS: 02/22/2013 INTRODUCED.

CA SB 787

AUTHOR: Berryhill T (R)
TITLE: Environmental Quality: Sustainable Protection
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2013
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY: Enacts the Sustainable Environmental Protection Act. Specifies the environmental review required pursuant for projects related to specified environmental topical areas. Prohibits certain causes of action. Provides that the Act only applies if a lead agency or project applicant has agreed to provide to the public an annual compliance report.
STATUS: 02/22/2013 INTRODUCED.

CA SB 788

AUTHOR: Senate Transportation and Housing Committee
TITLE: Transportation
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2013
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY: Relates to prepayment rate per gallon for aircraft jet fuel. Makes changes concerning setting of the rate. Changes the operative date of provisions requiring an employer to obtain from a driver required to have a commercial driver's license a copy of the driver's medical certification.
STATUS: 02/22/2013 INTRODUCED.

CA SB 798

AUTHOR: De Leon (D)
TITLE: California Green Infrastructure Bank Act
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2013

DISPOSITION: Pending
LOCATION: SENATE
SUMMARY: Enacts the Green Infrastructure Bank Act. Establishes the Green Infrastructure Bank. Provides for certain loans to a subdivision or local government. Amends an existing law which authorizes the allocation of moneys appropriated from Greenhouse Gas Reduction Fund for the purpose of reducing greenhouse gas emissions through investments in programs implemented by local and regional agencies and collaboratives and by nonprofit organizations.
STATUS: 02/22/2013 INTRODUCED.

CA SCA 3

AUTHOR: Leno (D)
TITLE: Taxation: Educational Entities: Parcel Tax
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 12/03/2012
DISPOSITION: Pending
LOCATION: Senate Governance and Finance Committee
SUMMARY: Conditions the imposition, extension, or increase of a parcel tax by a school district, community college district, or county office of education upon the approval of voters if the proposition meets specified requirements.
STATUS: 02/07/2013 To SENATE Committees on GOVERNANCE & FINANCE and ELECTIONS AND CONSTITUTIONAL AMENDMENTS.

CA SCA 4

AUTHOR: Liu (D)
TITLE: Local Government Transportation Project: Voter Approval
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 12/03/2012
DISPOSITION: Pending
LOCATION: Senate Governance and Finance Committee
SUMMARY: Proposes an amendment to the Constitution to provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of a specified percentage of voters voting on the proposition.
STATUS: 02/14/2013 To SENATE Committees on GOVERNANCE AND FINANCE and RULES.

CA SCA 8

AUTHOR: Corbett (D)
TITLE: Transportation Projects: Special Taxes: Voter Approval
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 12/14/2012

DISPOSITION: Pending
LOCATION: Senate Governance and Finance Committee
SUMMARY: Provides that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition.
STATUS: 02/14/2013 To SENATE Committees on GOVERNANCE AND FINANCE and RULES.

CA SCA 9

AUTHOR: Corbett (D)
TITLE: Local Government: Economic Development: Special Taxes
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 12/18/2012
DISPOSITION: Pending
LOCATION: Senate Governance and Finance Committee
SUMMARY: Proposes an amendment to the Constitution to provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for community and economic development projects requires the approval of a specified percentage of its voters voting on the proposition.
STATUS: 02/07/2013 To SENATE Committees on GOVERNANCE AND FINANCE and ELECTIONS AND CONSTITUTIONAL AMENDMENTS.

CA SCA 11

AUTHOR: Hancock (D)
TITLE: Local Government: Special Taxes: Voter Approval
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 01/25/2013
DISPOSITION: Pending
LOCATION: Senate Governance and Finance Committee
SUMMARY: Makes conforming and technical, nonsubstantive changes to provisions relative to special taxation. Proposes an amendment to the Constitution to condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition.
STATUS: 02/07/2013 To SENATE Committees on GOVERNANCE AND FINANCE and ELECTIONS AND CONSTITUTIONAL AMENDMENTS.

Governments SANBAG Working Together

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TRANSPORTATION MEASURE I

■ 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 13, 2013

Subject: SANBAG Fiscal Year 2013/2014 Budget – General Policy Committee Task Review

Recommendation:* Review and provide direction relative to proposed tasks to be included in the Fiscal Year 2013/2014 Budget.

Background: SANBAG staff has been developing tasks relative to the Fiscal Year 2013/2014 Budget. Details included with this item are narrative descriptions and draft total budget information for the tasks which come under the purview of the General Policy 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 agency-wide revenue and expenditure compilation and review by SANBAG policy committees. Budget amounts include prior year Board approved appropriations to be expended in Fiscal Year 2013/2014.

*

Approved
General Policy Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

COG	X	CTC	X	CTA	X	SAFE		CMA	X

Check all that apply.

GPC1303c-wws

Narratives Attached

The following tasks are presented for Committee review:

Task	General /Council Of Governments Support Program	Manager	Proposed Budget
0104	Intergovernmental Relations	Baker	562,570
0490	Council of Governments New Initiatives	Baker	118,150
0492	Joint Solar Power Purchase*	Baker	735,244
0495	Greenhouse Gas*	Smith	195,656
0503	Legislation	Strack	551,793
0601	County Transp. Commission-General*	Smith	269,020
0605	Publications & Public Outreach	Dreher	471,960
0708	Property Assessed Clean Energy Program*	Baker	51,686
0805	Building Operations & Maintenance	Baker	29,272
0942	Financial Management	Stawarski	1,163,793

Task	Air Quality and Traveler Services Program	Manager	Proposed Budget
0102	Air Quality Activities*	Baker	507,361
0406	Rideshare Management*	Baker	2,218,910
0702	Call Box System*	Baker	1,142,713
0704	Freeway Service Patrol/State*	Baker	2,031,009
0706	Intelligent Transportation Systems*	Baker	82,545

Task	Regional and Sub-Regional Planning Program	Manager	Proposed Budget
0110	Regional Planning*	Smith	372,939
0203	Congestion Management*	Smith	165,872
0213	High Desert Corridor Studies*	Smith	3,858
0404	Subregional Transportation Planning*	Smith	1,446,715
0941	Mt./Desert Planning & Project Dev.*	Zureick	212,942

Task	Transportation Fund Administration and Programming Program	Manager	Proposed Budget
0373	Federal/State Fund Administration*	Zureick	630,544
0500	Transportation Improvement Program*	Zureick	357,965
0501	Federal Transit Act Programming	Zureick	78,724
0502	TDA Administration	Zureick	779,466
0504	Measure I Administration	Zureick	529,379

GPC1303c-wws
Narratives Attached

Task	Transportation Fund Administration and Programming Program, Continued	Manager	Proposed Budget
0506	Local Transportation Fund	Zureick	94,858,102
0507	State Transit Assistance Fund	Zureick	50,648,971
0515	Measure I Valley Apportionment & Allocation*	Zureick	11,178,221
0516	Measure I Mtn./Desert Apportionment & Allocation*	Zureick	9,842,859
0609	Strategic Planning/Delivery*	Zureick	359,811
0610	Measure I 2010-2040 Project Advance*	Zureick	18,203,913
0918	Valley Measure I Local Pass Thru	Stawarski	39,082,300

Task	Debt Service Program	Manager	Proposed Budget
0965	2012A Sales Tax Revenue Bond	Stawarski	4,166,840
0966	2014A Sales Tax Revenue Bond	Stawarski	4,153,500

* Tasks reviewed by the Plans & Programs Committee in prior years, now are included in General Policy.

The following new task have been created for Fiscal Year 2013/2014:

- Task No. 0516 to account for Mountain Desert apportionment & Allocation separately from the Valley area. Several tasks (projects) were combined with this task and provide prior year history.

- Task No. 0966 (2014A Sales Tax Revenue Bond) is to account for the debt service of the 2014A Sales Tax Revenue Bond.

The Fiscal Year 2013/2014 Measure I revenue estimate of $139.4 million was previously approved by the Board on December 5, 2012. This represents a 14.3% increase from the previous Fiscal Year budget. Actual Fiscal Year 2011/2012 Measure I revenue increased 12.2% from the Fiscal Year 2010/2011 actual revenue. This reflects the continuing economic recovery which affects taxable sales revenue.

The General Policy Committee serves as the primary policy committee for budget review. This agenda item provides for task level review. In April 2013, the General Policy Committee will be presented anticipated levels of revenue from all sources, staffing, and program level budgets.

GPC1303c-wws
Narratives Attached

Financial Impact: The tasks under the purview of the General Policy Committee are those which deal with the overall agency administration and support. 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 not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff: William Stawarski, Chief Financial Officer

GPC1303c-wws
Narratives Attached

TASK: 0104 INTERGOVERNMENTAL RELATIONS

PURPOSE

To represent SANBAG's interests in a broad range of local, regional, State and Federal governmental settings.

ACCOMPLISHMENTS

SANBAG has collaborated on a range of regional issues with its Southern California Consensus partners, which included Riverside County Transportation Commission (RCTC), Los Angeles County Metropolitan Transportation Authority (LACMTA), Orange County Transportation Authority (OCTA), Ventura County Transportation Commission (VCTC), Alameda Corridor Transportation Authority (ACTA), Alameda Corridor East Construction Authority, Southern California Regional Rail Authority, the California Department of Transportation (Caltrans), the Ports of Los Angeles/Long Beach/Hueneme, South Coast Air Quality Management District (SCAQMD), and the Southern California Association of Governments (SCAG). Together, the Southern California region has effectively promoted regional transportation interests, such as goods movement policy, and Design Build and Public-Private Partnership initiatives.

Additionally, SANBAG is actively engaged in the Self-Help Counties Coalition, Regionwide Transportation Commission CEO's, and Mobility 21. SANBAG also continues to work with the League of California Cities Legislative Task Force and California State Association of Counties on issues of mutual concern.

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

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

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

WORK ELEMENTS

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

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

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

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

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

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

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

PRODUCT

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

MANAGER: Duane Baker, Director of Management Services

General - Council of Governments Support

Task 0104 Intergovernmental Relations

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

Funding Sources	
General Assessment Dues	33,654
MSI Valley Admin	514,716
MSI Mtn./Desert Admin	14,200
Total Funding Sources	562,570

TASK: 0490 COUNCIL OF GOVERNMENTS NEW INITIATIVES

PURPOSE

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

ACCOMPLISHMENTS

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

WORK ELEMENTS

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

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

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

In Fiscal Year 2012/2013, $28,653 of the general assessment dues has been budgeted in Task No. 0104, Intergovernmental Relations, as established by the Board of Directors. The remaining amount of dues collected is budgeted in this Task. The Board also authorized this Task to be available to support new Council of Governments activities as approved by the Board.

1. Reserve local funds from general assessment dues until such time as expenditures of the funds are approved for activities related to SANBAG's Council of Governments role.

PRODUCT

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

MANAGER: Duane Baker, Director of Management Services

General - Council of Governments Support

Task 0490 Council of Governments New Initiatives

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

TASK: 0492 JOINT SOLAR POWER PURCHASE AGREEMENT

PURPOSE

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

ACCOMPLISHMENTS

Held an educational forum for local governments on the proposed joint solar procurement. 22 agencies identified 82 potential solar sites that will be evaluated for their feasibility physically and financially. When the analysis is completed, agencies can decide whether to proceed on to the procurement stage. This is anticipated to happen by June 2013.

WORK ELEMENTS

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

1. Complete a preliminary analysis of all identified sites to determine the likely candidates from an installation and financial standpoint.

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

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

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

PRODUCT

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

CONTRACT INFORMATION

a. Existing Contracts
   i. 1000744, Solar Power Site Assessment Services Phase I to be completed in Fiscal Year 2012/2013.

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

LOCAL FUNDING SOURCE DETAIL

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

MANAGER: Duane Baker, Director of Management Services

General - Council of Governments Support

Task 0492 Joint Solar Power Purchase Agreement

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

Funding Sources	
General Assessment Dues	34,684
Joint Solar Power	700,560
Total Funding Sources	735,244

TASK: 0495 GREENHOUSE GAS

PURPOSE

Facilitate the reduction of greenhouse gas (GHG) emissions through county-wide development of strategies for the reduction of GHGs. The GHG Inventory and Reduction Plan will provide information that can be used by each of the 21 participating jurisdiction as the basis for implementation of both internal and external GHG reduction measures. An accompanying Program Environmental Impact Report (PEIR) will also be prepared. The Plan will also facilitate improvements in energy efficiency and will reduce operating costs.

ACCOMPLISHMENTS

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

A Notice of Preparation for the Environmental Impact Report (EIR) was issued in November 2012. Work was completed on the draft GHG inventory and reduction plan in February 2013. The draft Environmental Impact Report (EIR) was scheduled for completion in Spring 2013, to be followed by a public comment period and certification of the EIR early in Fiscal Year 2013-2014. Each individual jurisdiction will then have the option to adopt their portion of the Plan as their local Climate Action Plan.

WORK ELEMENTS

1. Provide a greenhouse gas reduction measure analysis tool for each participating city to develop its internal inventory and reduction plan; provide technical and decision-making support for this tool as needed.

2. Develop regional and local GHG reduction measures for the following sectors: building energy, water, transportation, goods movement, waste, and stationary fuel combustion.

3. Develop external GHG reduction plans for each participating jurisdiction as individual components of a regional (County-wide) GHG reduction plan.

4. Prepare a Program EIR documenting the impacts of the Plan and make the Plan and EIR available to the participating jurisdictions for potential adoption as their local climate action plan.

PRODUCT

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

PRIOR YEAR BUDGETED COMMITMENTS

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

MANAGER: Steven Smith, Director of Planning

General - Council of Governments Support

Task 0495 Greenhouse Gas

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	-	-	7,049	16,164
Fringe Allocation-General	-	-	6,431	16,320
Consulting Services	-	-	456,885	100,000
Legal Fees	-	-	50,000	40,000
Advertising	-	-	1,500	1,000
Indirect Allocation-General	-	-	12,001	22,172
Total Expenditures	-	-	533,866	195,656

Funding Sources	
Local Transportation Fund - Planning	27,328
Greenhouse Gas Fund	99,063
MSI 1990-Valley Fund-TMEE	69,265
Total Funding Sources	195,656

TASK: 0503 LEGISLATION

PURPOSE

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

ACCOMPLISHMENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

WORK ELEMENTS

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

PRODUCT

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

In Fiscal Year 2013/2014, SANBAG will continue to actively advocate for transportation funding at the State and Federal level, promote the inclusion of SANBAG corridors into federal goods movement policies and plans, support funding for national freight priorities, promote expanded alternative project delivery mechanisms and additional environmental process streamlining, as well as to advance SANBAG's adopted legislative platform through the legislative process.

CONTRACT INFORMATION

a. Existing Contracts
   i. 1000561, Federal Advocacy Services, Amount Budgeted $102,000.
   ii. C09223, State Advocacy Services, Amount Budgeted $59,868.

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

PRIOR YEAR BUDGETED COMMITMENTS

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

MANAGER: Wendy Strack, Director of Legislative Affairs

General - Council of Governments Support

Task 0503 Legislation

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

Funding Sources	
MSI Valley Admin	250,305
MSI Mtn./Desert Admin	79,188
MSI Valley Fund-Freeway Projects	160,300
MSI 1990-Valley Fund-Major Projects	62,000
Total Funding Sources	551,793

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. Accomplishments as part of SANBAG's Transportation Commission activities from this past year are reflected in the Summary of Major Programs and Initiatives provided at the beginning of the budget document.

WORK ELEMENTS

1. Provide technical assistance and coordination for local agencies and Caltrans relative to general transportation planning and programming activities.

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

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

CONTRACT INFORMATION

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

PRODUCT

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

MANAGER: Steven Smith, Director of Planning

General - Council of Governments Support

Task 0601 County Transportation Commission - General

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

Funding Sources	
MSI Valley Admin	113,200
MSI Mtn./Desert Admin	18,000
Local Transportation Fund - Planning	112,820
SAFE-Vehicle Registration Fees	25,000
Total Funding Sources	269,020

TASK: 0605 PUBLICATIONS AND PUBLIC OUTREACH

PURPOSE

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

ACCOMPLISHMENTS

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

WORK ELEMENTS

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

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

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

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

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

4. Manage the SANBAG Internet Web Site.

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

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

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

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

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

PRODUCT

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

MANAGER: Jane Dreher, Public Information Officer

General - Council of Governments Support

Task 0605 Publications and Public Outreach

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

Funding Sources	
MSI Valley Admin	172,039
MSI Mtn./Desert Admin	14,720
MSI Valley Fund-Freeway Projects	265,474
MSI Valley Fund-Metrolink/Rail Service	19,727
Total Funding Sources	471,960

TASK: 0708 PROPERTY ASSESSED CLEAN ENERGY (PACE)

PURPOSE

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

ACCOMPLISHMENTS

In Fiscal Year 2012/2013 the SANBAG Board of Directors approved the formation of a PACE Program (that will be marketed as the HERO Program). The County and 19 cities have agreed to be a part of the program. Agreements were signed with a consultant team to help administer the program and $200 million in private investment was identified to fund the program. It is anticipated that the Program will be open for property owners in the summer of 2013.

WORK ELEMENTS

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

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

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

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

PRODUCT

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

CONTRACT INFORMATION

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

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

MANAGER: Duane Baker, Director of Management Services

General - Council of Governments Support

Task 0708 Property Assessed Clean Energy (PACE)

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

Funding Sources	
Property Assessed Clean Energy Fund	51,686
Total Funding Sources	51,686

TASK: 0805 BUILDING OPERATIONS & MAINTENANCE

PURPOSE

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

ACCOMPLISHMENTS

SANBAG oversees the day to day operations of the Depot which is co-owned by SANBAG and the City of San Bernardino. SANBAG has engaged the services of a property manager to assist in managing and marketing the facility. There are currently four tenants in the building including the San Bernardino Historical Society and Railroad Society museum, Metrolink crew offices, the Iron Horse Cafe, and SCAG's local office and teleconferencing location. The revenue from these leases helps offset operational and maintenance costs of the Depot along with the cost sharing arrangement between SANBAG and the City of San Bernardino.

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

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

WORK ELEMENTS

1. Monthly review of property manager's reports and allocated costs to this task as appropriate.

2. Review budgets quarterly and adjust as necessary.

3. Ongoing oversight of the property management account.

PRODUCT

Active management of the facility.

LOCAL FUNDING SOURCE DETAIL

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

MANAGER: Duane Baker, Director of Management Services

General - Council of Governments Support

Task 0805 Building Operations & Maintenance

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

TASK: 0942 FINANCIAL MANAGEMENT

PURPOSE

Provide administrative support for SANBAG's Financial Management Program.

ACCOMPLISHMENTS

SANBAG has successfully managed all activities relating to bonded indebtedness, investments and cash flow requirements since the inception of the Measure I Program. SANBAG issued the 2012A Sales Tax Revenue Bond to defease the 2009A Sales Tax Revenue Note and to fund various projects. A 2014A Sales Tax Revenue Bond issuance is planned for early 2014 to fund additional projects. Financial/Legal bonding fees include $918,000 for financial advisory service, bond & disclosure counsel, rating agencies, and other costs to be paid from revenue bond proceeds.

WORK ELEMENTS

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

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

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

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

PRODUCT

This activity pursues a conservative Debt Service Management strategy.

CONTRACT INFORMATION

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

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

MANAGER: William Stawarski, Chief Financial Officer

General - Council of Governments Support

Task 0942 Financial Management

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	20,111	24,042	33,085	33,653
Overtime	-	-	100	-
Fringe Allocation-General	18,048	23,555	30,187	33,976
Professional Services	3,792	6,073	57,800	40,000
Investment Management Fees	81,504	73,959	40,500	85,000
Financial/Legal Bonding Fees	43,020	-	-	918,000
Legal Fees	1,853	5,083	2,000	2,500
Postage	17	366	-	-
Travel Expense - Employee	-	1,050	-	-
Printing - External	-	3,592	100	4,500
Printing - Internal	(1,098)	-	-	-
Administrative Charges	2,802	-	-	-
Bank Charges	-	(1)	-	-
Fiscal Agent Fees	2,989	-	8,000	-
Indirect Allocation-General	28,749	37,113	56,330	46,164
Total Expenditures	201,788	174,831	228,102	1,163,793

Funding Sources	
MSI Valley Admin	231,043
MSI Mtn./Desert Admin	14,750
Valley Fwy Interchange Bond Fund	219,400
Valley Major Street Bond Fund	329,560
Valley Metrolink/Rail Bond Fund	88,130
Victor Valley Major Local Hwy Bond Fund	88,130
Cajon Pass Bond Fund	192,780
Total Funding Sources	1,163,793

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), the South Coast Air Quality Management District (SCAQMD), and Mojave Desert Air Quality Management District's (MDAQMD) funding for air quality programs in the County.

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

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

WORK ELEMENTS

1. Represent SANBAG through participation in technical committees of the SCAQMD, MDAQMD, MSRC and other groups for implementation of attainment strategies.

2. Provide information and analysis to the SANBAG Board regarding SCAQMD, 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. Participate with public and private sectors to study air quality issues important to the Inland Empire, and to formulate and advocate positions that will benefit the County.

6. Complete implementation of the Alternative Fuel project by completing a LNG/CNG fueling station in Fontana.

7. Assist San Bernardino County recipients of local, State and Federal funding in the construction of clean fuels infrastructure and the conversion of vehicles to alternative fuels.

8. As funding opportunities arise, assist the High Desert stakeholders in funding vehicle conversions in the Barstow, Morongo Basin, and the Victor Valley areas.

9. Develop an electric vehicle (EV) implementation strategy for the region. Collaborate with local agencies on model ordinances to make EV adoption simpler and more uniform throughout the County.

10. Work with local agencies and Edison in implementing an Energy Leader Program to help each agency decrease everyone's consumption.

PRODUCT

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

2. Completion of a regional EV implementation strategy.

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

4. Identify LNG/CNG funding opportunities to help the Urban Valley improve air quality.

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

CONTRACT INFORMATION

a. Existing Contracts
   i. 1000263, consultant assistance in managing the Department of Energy (DOE) Project, Amount Budgeted $10,000.
   ii. 1000325, Southern California Association of Governments (SCAG) to assist with the marketing and public relations for the DOE Project, Amount Budgeted $50,000.
   iii. 1000330, private fleet operator participating in DOE project, Amount Budgeted $100,000.

PRIOR YEAR BUDGETED COMMITMENTS

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

MANAGER: Duane Baker, Director of Management Services

Air Quality & Traveler Services

Task 0102 Air Quality Activities

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

Funding Sources	
Local Transportation Fund - Planning	31,425
ARRA FED DOE Clean Cities FY09	150,000
MSI Valley Fund-Traffic Mgmt Sys	243,936
MSI 1990-Valley Fund-TMEE	82,000
Total Funding Sources	507,361

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 guaranteed ride home program; and the introduction of 511, a telephone, web (www.ie511.org), and now smart phone application-based service providing transportation solutions, including real-time traffic information, ridesharing options, and bus and rail trip planning.

SANBAG continues its Park'N'Ride (PNR) lease program, which reimburses businesses for the use of their parking spaces for PNR purposes, in lieu of constructing and owning PNR's. To date, five leased PNRs have been added to the County's network of 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 ridesharing resources and increase participation with employees. Work to recruit additional employers to participate in ride share programs.

5. Work closely with air quality grant agencies and other funding programs for ridesharing. Provide feedback, and participate in rideshare studies conducted by other public agencies.

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

7. Evaluate the 511 system, look for ways to improve voice response on the phone system, and smartphone apps to enhance public transit and rail trip generator, and seek improved website technological smartphone apps to enhance public transit and rail access.

PRODUCT

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

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

3. Explore improving the 511 system with improved voice response and public transit and rail trip generation on the web page and smartphone app. Provide assistance to the Southern California Inland Veterans' Transportation One-Call/One-Click Project with more efficient, and more direct access to transit information in the region for veterans.

CONTRACT INFORMATION

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

b. New Contracts
   i. San Bernardino County Implementation of Fiscal Year 2013/2014 Trip Reduction/Rideshare and 511 Programs, Amount Budgeted $1,900,000, Total Estimated Contract Amount $1,900,000.
   ii. New Park 'N Ride Lot Lease, Amount Budgeted $12,000, Total Estimated Contract Amount $12,000.

MANAGER: Duane Baker, Director of Management Services

Air Quality & Traveler Services

Task 0406 Traveler Services

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

Funding Sources	
Congestion Mitigation & Air Quality	1,771,990
MSI Valley Fund-Traffic Mgmt Sys	435,960
MSI Victor Valley Fund-Traffic Mgmt Sys	10,616
MSI North Desert Fund-Traffic Mgmt Sys	344
Total Funding Sources	2,218,910

TASK: 0702 CALL BOX SYSTEM

PURPOSE

Maintain and operate a countywide motorist aid call box system responsive to the needs of motorists in San Bernardino County.

ACCOMPLISHMENTS

The San Bernardino Service Authority for Freeway Emergencies (SAFE) has administered the San Bernardino County Call Box Program since 1987. The current system consists of approximately 1,200 call boxes along 1,800 centerline highway miles and has provided service to more than 1.5 million motorists. Most calls are handled by a private Call Answering Center (CAC). Any calls that involve an emergency such as fire, accidents, medical assistance or an officer needing assistance are transferred to the California Highway Patrol (CHP) immediately. In recent years, the system has been upgraded from an analog to a digital cellular signal system, TTY's (devices to assist the hearing and speech impaired) were installed, and improvements were made to provide better access to motorists with physical and mobility disabilities.

WORK ELEMENTS

To continue to review/survey each call box in the San Bernardino Call system to analyze and determine if each call box is ADA compliant. When the survey is completed a plan to address any non-ADA compliant call box will be developed. Consider development of call boxes that can use alternative technology such as, satellite technology, to reach areas with no digital signal available. Continue contracts to implement the program, as described more fully below.

1. Manage day-to-day operations and maintenance of the Call Box Program.

2. Oversee work performed by consultants and other agencies for the Motorist Aid Call Box System, including the following contracts and/or purchase orders:

   a. Contract(s) with maintenance and installation contractor.
   b. Contract with the California Highway Patrol (CHP) for liaison work.
   c. Contract with a Call Answering Center (CAC) contractor for dispatch services.
   d. Contract with Riverside County Transportation Commission (RCTC) and Orange County Transportation Authority (OCTA) to reimburse SANBAG for CAC services.
   e. Contract with one or more wireless providers.
   f. Purchase orders/contracts with consultants for call box management.
   g. Contract with knockdown recovery services consultant.
   h. Purchase order with a warehouse for excess call box inventory.

3. Ensure knocked down or damaged call boxes are replaced or repaired in a timely manner to minimize inconvenience to motorists.

4. Update and maintain digitized photo log, call box locations via longitude/latitude indicators and global positioning systems, and coordinate transfer of digital data from contractors for input into the SANBAG Data Management Office.

5. Temporarily remove and/or install call boxes along highway construction corridors throughout the county, assisting Caltrans/CHP with traffic mitigation.

6. Continue to review and perhaps reduce call boxes in the urban/Valley area, where call volume is low or where there are other existing motorist aid services are available nearby.

PRODUCT

Operate an efficient Call Box Program providing maximum benefit to the public. Products include the installation of new call boxes where appropriate, the repair or installation of call boxes which have been damaged/knocked down, and other upgrades/improvements. Oversee and monitor the CAC, ensuring a high level of quality assistance to the motoring public.

1. Audit random samples of recorded Call Box calls for quality control purposes.

2. Prompt repair or replacement of damaged Call Boxes.

CONTRACT INFORMATION

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

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

LOCAL FUNDING SOURCE DETAIL

1. Riverside and Orange County Transportation Commissions - $80,000.

2. County of San Bernardino - $400.

PRIOR YEAR BUDGETED COMMITMENTS

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

MANAGER: Duane Baker, Director of Management Services

Air Quality & Traveler Services

Task 0702 Call Box System

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

Funding Sources	
SAFE-Vehicle Registration Fees	1,062,313
SAFE Reimbursement	80,400
Total Funding Sources	1,142,713

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

Four FSP beats began operation in January 2006, two beats began in January 2007 and the two more beats began operation in March 2007. Approximately 36,000 motorists are assisted each year as a result of FSP along the eight beat segments. Since implementation, SANBAG has introduced a variety of technologies to improve program efficiencies, including: a computerized system of data collection, an automated customer survey system, and automatic vehicle locator (AVL) were installed in each primary FSP tow truck. In 2012 staff coordinated the transfer of all FSP radio equipment from the CHP Inland Communication Center to the new Traffic Management Center (TMC) in Fontana. In addition, the analog radio system between the FSP tow trucks and CHP was converted to a digital radio system that greatly improved communications and safety concerns between the FSP tow drivers and California Highway Patrol which oversees the daily operations of the FSP program.

WORK ELEMENTS

The eight beats operating along 67 centerline miles of highway in the Valley area will continue through the multiple contracts identified in the Contract Information section below. Additional contracts for technical, communications, and CHP support will also be executed. Should a Memorandum of Understanding (MOU) be executed with Caltrans for Construction FSP, those tow agreements will be brought to the Board for consideration and approval. Staff will participate on local/statewide FSP committees, and will pursue other demonstration projects, as well as permanent sources of FSP funding which could expand the program for the future.

1. Agreements in place include an MOU with the CHP and Caltrans for FSP operations, an MOU with the CHP for overtime/staff support, eight agreements with tow vendors, and agreement(s) with management consultant(s), wireless providers and an AVL provider. Possible MOU may be executed with Caltrans for Construction FSP and amending current tow vendor agreements to provide that service.

2. Explore further technology to enhance program efficiency, in addition to those mentioned above.

3. Prepare quarterly reports and invoices to the State for funding reimbursement.

4. Coordinate the program with the Riverside County Transportation Commission, local and state CHP, and Caltrans District 8 and Caltrans Headquarters. Attend Inland Empire FSP coordination meetings, statewide FSP meetings, and other meetings as needed throughout the year.

5. Enhance data collection methods by providing a wireless connection feature which will allow for automatic sync of data to be transferred to the FSP server.

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

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

PRODUCT

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

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

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

3. Purchase and install a new FSP Server.

CONTRACT INFORMATION

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

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

MANAGER: Duane Baker, Director of Management Services

Air Quality & Traveler Services

Task 0704 Freeway Service Patrol/State

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

Funding Sources	
Congestion Mitigation & Air Quality	100,000
SAFE-Vehicle Registration Fees	550,737
Freeway Service Patrol	1,380,272
Total Funding Sources	2,031,009

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. In addition, with the completion of TMC, the Freeway Service Patrol (FSP) and Call Box equipment utilized by the CHP was consolidated and successfully transferred over to the new facility.

WORK ELEMENTS

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

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

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

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

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

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

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

PRODUCT

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

MANAGER: Duane Baker, Director of Management Services

Air Quality & Traveler Services

Task 0706 Intelligent Transportation Systems

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

Funding Sources	
MSI Valley Fund-Traffic Mgmt Sys	82,545
Total Funding Sources	82,545

TASK: 0110 REGIONAL PLANNING

PURPOSE

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

ACCOMPLISHMENTS

Consistent with SANBAG's Memorandum of Understanding and subsequent contracts with SCAG, SANBAG coordinates and provides subregional and County Transportation Commission input to the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SANBAG has provided substantive input to the 1994, 1998, 2001, 2004, and 2008 RTPs, as well as the 2012 RTP/SCS. The 2012 RTP/SCS required not only extensive input on transportation projects and funding, but rigorous analysis of land use plans in conjunction with local jurisdictions. The RTP/SCS also serves as the basis for the mobile source elements of the South Coast Air Quality Management Plans (AQMPs). SANBAG has participated in preparation of all South Coast AQMPs since 1994. SANBAG has been very active in many venues in its efforts to address critical RTP issues including impacts of growth, regional aviation, transportation finance, and freight movement, through its leadership in SCAG's Plans and Programs Technical Advisory Committee and Subregional Coordinators Committee. The countywide transportation plan, various subarea and corridor studies, and current project development efforts serve as a basis for SANBAG's input to RTP updates (see Task 0404). This task has also included technical support for SCAG delegates from San Bernardino County on regional transportation and emission reduction planning issues, and coordination with other subregional agencies and County Transportation Commissions in regional transportation, freight, and emission reduction planning, transportation finance, and plan implementation.

WORK ELEMENTS

1. Provide technical input and policy recommendations for incorporation into the next RTP/SCS and mobile source emission reduction elements of the State Implementation Plan for the South Coast Air Basin. SCAG began the groundwork for the 2016 RTP/SCS in Fiscal Year 2012/2013, and this will continue in Fiscal Year 2013/2014. SANBAG will coordinate with SCAG, other County Transportation Commissions, and other subregions to address regional or intercounty transportation planning and implementation issues.

2. Update GIS coverages for existing land use, General Plan/Specific Plan land use, and student populations. Also acquire and maintain the most current aerial photography coverage.

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

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

5. Coordinate with SCAG and other subregions in addressing regional growth-related planning, policy, and implementation issues, including monitoring and implementation of the 2012 RTP/SCS. This activity includes a contribution to SCAG for Phase II of the Express Travel Choices Study.

6. Develop technical input and policy recommendations as needed for regional transportation, aviation, air quality and goods movement studies conducted by SCAG, Caltrans, air districts, other subregional agencies, and transportation commissions, and participate on steering committees for those studies managed by other agencies, including followup to SCAG's Comprehensive Regional Freight Study and Regional Express Travel Choices Study.

7. Coordinate with other subregions, SCAG, and State and Federal Agencies in addressing regional goods movement issues through the Southern California National Freight Gateway Collaboration (SCNFGC).

8. Provide technical support as needed for SCAG delegates regarding the RTP/SCS, air quality issues, and regional goods movement issues.

9. Assist in public outreach and information dissemination regarding technical and policy issues associated with the RTP/SCS, aviation, air quality issues, and goods movement.

10. Coordinate development and inclusion in the RTP of South Coast Air Basin transportation control measures (TCM's) consistent with the TCM structure defined by the State Implementation Plans for ozone and fine particulates.

PRODUCT

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

MANAGER: Steven Smith, Director of Planning

Regional & Subregional Planning Program

Task 0110 Regional Transportation Planning

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

Funding Sources	
Local Transportation Fund - Planning	372,939
Total Funding Sources	372,939

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 0404) have been undertaken periodically within the Valley, Victor Valley, Morongo Basin, and Barstow/Northeast Desert subareas.

WORK ELEMENTS

1. A major update of the entire CMP is anticipated for 2013. The CMP will be administered and updated as needed to reflect changes in conditions and requirements since the last update of the program, including revisions to reflect any statutory changes. Changes to the estimates of costs for the Development Mitigation Nexus Study will be tracked based on the Caltrans Construction Cost Index, with periodic opportunities for new cost estimates.

2. Trends in traffic growth will be tracked through both locally collected traffic counts and regional databases such as the statewide Performance Measurement System (PeMS). These data will be used as a basis for traffic studies for roadway and land development projects and for prioritization of transportation projects by SANBAG for discretionary funding.

3. Review Traffic Impact Analysis (TIA) reports prepared by local governments in the rural Mountain/Desert areas, and monitor compliance with the program as required by law.

4. Represent the Congestion Management Agency in discussions with other counties and regional, State, and Federal agencies regarding CMP and Congestion Management System consistency, performance measurement, data requirements, intercounty mitigation, and other issues.

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

PRODUCT

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

MANAGER: Steven Smith, Director of Planning

Regional & Subregional Planning Program

Task 0203 Congestion Management

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

Funding Sources	
Congestion Management Program	16,338
MSI 1990-Valley Fund-TMEE	149,534
Total Funding Sources	165,872

TASK: 0213 HIGH DESERT CORRIDOR STUDIES

PURPOSE

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

ACCOMPLISHMENTS

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

WORK ELEMENTS

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

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

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

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

PRODUCT

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

MANAGER: Steven Smith, Director of Planning

Regional & Subregional Planning Program

Task 0213 High Desert Corridor Studies

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

TASK: 0404 SUBREGIONAL PLANNING

PURPOSE

Optimize SANBAG investments in transportation infrastructure through a comprehensive, coordinated, and continuing process of identification and evaluation of multimodal transportation options and funding solutions. SANBAG will develop and maintain a long-range countywide transportation plan, consistent with land use projections developed for use in the regional Sustainable Communities Strategy through Task 0110. The long-range plan will identify transportation strategies and related costs to achieve mobility goals for people and goods, consistent with air quality requirements. This long-range plan serves as the foundation for SANBAG's submittal of projects and financial estimates for the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

ACCOMPLISHMENTS

Subregional planning is an ongoing process, and has provided a basis for SANBAG's input to the 1998, 2001, 2004, and 2008 Regional Transportation Plans and the 2012 RTP/SCS. It has served as a foundation for the development of the Expenditure Plan for the reauthorization of Measure I and for the Congestion Management Program (Task 0203), including the Development Mitigation Nexus Study. This task has supported the activities of the Transportation Technical Advisory Committee (TTAC), a key advisory committee for review of technical and policy issues. In addition, a major update was completed of the San Bernardino County Transportation Analysis Model (SBTAM), one of the principal analysis tools used in subregional transportation planning. SBTAM has been applied to support on-going efforts through the Project Delivery department. SANBAG also supported the development of the Countywide Vision Statement and participated in the initiation of implementation of the nine vision elements. The Data Management Office (DMO) supported the maintenance and updating of 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. Continue work on the San Bernardino Countywide Multi-modal Transportation Plan (CTP). This activity is envisioned as a two-year effort to better position SANBAG and its partner agencies for the 2016 Regional Transportation Plan. The CTP will integrate highway and transit infrastructure needs with land use, air quality, and long term financial strategies. Together with work on the countywide vision, the Plan will seek to elevate San Bernardino County's stature as an economic engine of Southern California, which can in turn finance the types of communities and lifestyle enhancements that will attract and retain businesses and residents within San Bernardino County. SANBAG will manage the development of the Plan in-house, with consultant support for selected components, such as cost estimation.

2. Work with SCAG and local jurisdictions to maintain and apply the San Bernardino County Transportation Analysis Model (SBTAM). SBTAM is the forecasting tool used to support traffic and environmental studies for all of SANBAG's primary transportation projects, as well as selected local planning projects and development-related traffic studies. Initial development of SBTAM was completed in FY 2011-2012, and is based on the SCAG regional model and socioeconomic data (SED) developed for the 2012 RTP/SCS. The model includes a more detailed network and zone system and is based on SCAG's TransCAD version 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. Maintain the policies in the Measure I 2010-2040 Strategic Plan.

8. Seek to implement the San Bernardino County Non-Motorized Transportation Plan, in conjunction with local jurisdictions. The Non-Motorized Plan requires updating every five years to maintain project funding eligibility for the State Bicycle Transportation Account.

9. Manage the Active Transportation and Sustainability initiatives for SANBAG as part of the implementation of the SCAG RTP/SCS and in keeping with the goals and objectives of agencies in San Bernardino County.

10. Manage the Foothill/5th Transit Corridor Integrated Land Use and Transportation Study to evaluate future multi-modal mobility opportunities throughout the San Bernardino Valley.

11. Participate in subregional planning efforts led by local jurisdictions, SCAG, transit agencies or other agencies.

12. Maintain data management capabilities including the Data Management Office Network, GIS workstations and data sets needed to support SANBAG programs.

13. Participate in regional, subregional, and local efforts to develop policies and protocols for the development, maintenance and distribution of data needed to support regional planning in San Bernardino County.

14. As needed, provide assistance to local jurisdictions to access and manage planning and project data disseminated by SANBAG.

15. Maintain a monitoring database in coordination with the Congestion Management Program and GIS-based regional planning data.

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

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

CONTRACT INFORMATION

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

PRODUCT

Long-Range Countywide Transportation Plan for San Bernardino County; update of SBTAM; Analysis support for the Measure I Strategic Plan and project development activities; Data and analyses supporting development and updating of the CTP, Modal Alternatives Analyses, Regional Greenhouse Gas Reduction Plan and related activities.

MANAGER: Steven Smith, Director of Planning

Regional & Subregional Planning Program

Task 0404 Subregional Transportation Planning

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

Funding Sources	
MSI Valley Admin	201,734
Local Transportation Fund - Planning	556,152
MSI 1990-Valley Fund-TMEE	688,829
Total Funding Sources	1,446,715

TASK: 0941 MOUNTAIN/DESERT PLANNING AND PROJECT DEVELOPMENT

PURPOSE

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

ACCOMPLISHMENTS

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

WORK ELEMENTS

1. Identify and analyze issues of a routine or special nature that may require policy input specifically from Mountain/Desert jurisdictions, including regional transportation planning, allocation of funds, air quality issues, and legislative issues.

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

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

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

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

PRODUCT

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

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

MANAGER: Andrea Zureick, Director of Fund Administration and Programming

Regional & Subregional Planning Program

Task 0941 Mtn./Desert Planning and Project Development

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

Funding Sources	
MSI Mtn./Desert Admin	212,942
Total Funding Sources	212,942

TASK: 0373 FEDERAL/STATE FUND ADMINISTRATION

PURPOSE

Facilitate and oversee the programming and implementation of transportation projects through funding provided by a variety of Federal and State revenue sources, such as the Moving Ahead for Progress in the 21st Century Act (MAP-21) the State Transportation Improvement Program (STIP), and the State Proposition 1B Bond programs. Funds administered under this task include Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), Transportation Enhancement/Transportation Alternatives (TE/TA), Regional Improvement Program (RIP), Corridor Mobility Improvement Account (CMIA), Trade Corridors Improvement Fund (TCIF), State-Local Partnership Program (SLPP), and various federal appropriations.

ACCOMPLISHMENTS

Accomplishments include obtaining additional State and Federal funding revenues through strategic fund management and timely delivery of existing committed funds. SANBAG manages use of the above funding categories within San Bernardino County and provides local agencies with information on these programs as well, including fund availability through State and Federal transportation programs, and transportation program guidelines, requirements, policies, and schedules. SANBAG is responsible for conducting the project selection, prioritization, and allocation of funds to projects to be funded through State and Federal fund sources such as RIP, STP, CMAQ, TE and other Programs listed above. SANBAG has developed program management procedures to maximize State and Federal funding levels and guard against loss of State and Federal funds administered by SANBAG because of failure to achieve timely obligation. In addition, SANBAG acts as a liaison between Caltrans and local agencies to assist local implementation of projects funded by State and Federal sources.

WORK ELEMENTS

1. Allocate State and Federal funds to maximize delivery of high priority transportation projects within San Bernardino County.

2. Identify opportunities to leverage funding from programs identified above in addition to the typical transportation funds allocated and programmed by SANBAG.

3. Identify eligible candidate projects for various competitive grant programs and identify responsible agencies to submit and implement projects if selected.

4. Prepare or assist in the preparation of complete project applications, approvals, and certifications and assist in meeting other program requirements.

5. Integrate use of State, Federal, local, and private funds in a way that maximizes project delivery and minimizes administrative burdens.

6. Develop program-level annual delivery plans to ensure member agencies deliver projects as planned to maximize funding opportunities and guard against loss.

7. Monitor and track obligation and implementation progress of projects funded with State and Federal funds to protect SANBAG's fiscal allocations pursuant to timely use of funds deadlines.

8. Implement and maintain SANBAG's program/project level database to support program management activities that ensure the region's delivery goals are met or exceeded on an annual basis and equity is maintained within the different subareas of the county.

9. Provide expertise to local agencies as requested for facilitation and implementation of local projects using State and Federal funds by participating on Project Development Teams, providing travel demand modeling support to local project sponsors, providing technical document reviews, and acting as a liaison with State and Federal agencies.

10. Provide assistance to local jurisdictions related to programming funds for projects that are in the SANBAG Development Mitigation Nexus Study funded with State, Federal, and Measure I funds.

11. Perform programming activities including fund allocation and fund management through obligation, implementation, and completion of projects.

12. Coordinate activities listed above with member agencies through the Transportation Technical Advisory Committee (TTAC) and other interagency forums.

PRODUCT

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

CONTRACT INFORMATION

a. New Contracts
   i. RFP, On-call Air Quality Analysis, Amount Budgeted $20,000, Total Estimated Contract Amount $50,000.

MANAGER: Andrea Zureick, Director of Fund Administration and Programming

Transportation Fund Administration

Task 0373 Federal/State Fund Administration

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

Funding Sources	
Local Transportation Fund - Planning	630,544
Total Funding Sources	630,544

TASK: 0500 TRANSPORTATION IMPROVEMENT PROGRAM

PURPOSE

In cooperation with other County Transportation Commissions, the California Transportation Commission (CTC), the California Department of Transportation (Caltrans), and the Southern California Association of Governments (SCAG), prepare accurate, timely County Transportation Improvement Program (TIP) submittals for inclusion in the Federal Transportation Improvement Program (FTIP) and State Transportation Improvement Program (STIP) to allow delivery of transportation projects on schedule and to demonstrate compliance with State and Federal fiscal constraint and air quality conformity requirements.

ACCOMPLISHMENTS

Accomplishments include numerous approved FTIPs and STIPs that facilitate development of regionally significant projects, air quality conformity findings, and obligation of State and Federal funds and creation of an on-line programming database that allows local jurisdictions to make electronic FTIP amendment submittals to SANBAG. The database also serves as a programming data "warehouse" that contains all important programming information.

WORK ELEMENTS

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

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

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

4. Represent San Bernardino countywide programming interests at statewide meetings such as the Regional Transportation Planning Agencies' (RTPA) meeting, CTC meetings, Southern California's Programming/Planning group meeting, Transportation Conformity Working Group meetings, and the California Federal Programming Group meetings.

5. Provide assistance in responding to inquiries from Board members, local agency staff, Caltrans, the press, and the public about the programming status of various transportation projects.

6. Maintain the accuracy of the SANBAG database to track all projects listed in State and Federal programming documents. Coordinate these efforts with SCAG and Caltrans database efforts to ensure the accuracy of the project records.

7. Coordinate with Caltrans District 8 and Caltrans Headquarters to ensure timely SB45 reports are submitted to SANBAG for review and concurrence. Resolve SB45 report issues and coordinate with Caltrans for corrective actions when necessary.

PRODUCT

Programming documents that support the delivery of State and Federal funded projects in San Bernardino County and maintenance of a database that provides programming and project information to local project sponsors.

CONTRACT INFORMATION

a. New Contracts

i. RFP, SCAG FTIP Database Connection, Amount Budgeted $50,000, Total Estimated Contract Amount $50,000.

MANAGER: Andrea Zureick, Director of Fund Administration and Programming

Transportation Fund Administration

Task 0500 Transportation Improvement Program

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

TASK: 0501 FEDERAL/TRANSIT ACT PROGRAMMING

PUPROSE

Ensure timely and effective use of Federal Transit Administration (FTA) funding apportioned to San Bernardino County and seek additional funding from Federal transit discretionary funds to support and improve transit operating and capital investments.

ACCOMPLISHMENTS

SANBAG validates annual apportionment formulas and allocates FTA Sections 5307 (urban formula bus and rail), 5309/5337 (urban rail), 5316 (Job Access – Reverse Commute), and 5317 (New Freedom Initiatives) funds apportioned to the Los Angeles/Long Beach, San Bernardino/Riverside, and Victorville/Hesperia/Apple Valley Urbanized Areas (UZA's). SANBAG also evaluates, recommends, and programs projects for receipt of FTA Section 5310 funds (Special Needs for Senior Individuals and Individuals with Disabilities) and determines the distribution of FTA Section 5311 funds (rural formula bus) to eligible rural transit operators. SANBAG staff has participated in advising the State in its administration of the FTA Section 5310. SANBAG has also coordinated and supported requests for discretionary FTA funding for various transit operators. In addition, the Board has adopted a policy that the determination of Congestion Mitigation Air Quality (CMAQ) awards for transit projects will be based upon the biennial multi-year short range transit plans (SRTP) prepared by the eligible operators.

WORK ELEMENTS

This task includes determining the distribution of FTA formula and CMAQ funds committed to transit projects. It also includes coordinating requests from the transit operators for additional discretionary funding. SANBAG will conduct a call for projects for FTA Sections 5316 and 5317 funds apportioned to the Los Angeles/Long Beach/Santa Ana, Riverside/San Bernardino and Victorville/Hesperia/Apple Valley UZAs and obtain approval of project funding. The task also includes contracting for Federal Single Audits of the small urban and rural operators.

1. Prepare annual Section 5311 Program of Projects (POP), and provide assistance in preparing Section 5311 grant applications.

2. Monitor Congressional appropriation of FTA funds and FTA regulation promulgation.

3. Provide assistance to operators in preparation of Section 5307 POP and grant application.

4. Provide concurrence with the use of Section 5307 and/or 5309/5337 apportioned to the San Bernardino Valley by the Southern California Regional Rail Authority.

5. Conduct a call for projects for available Section 5316 and 5317 funds in the San Bernardino Valley and Victor Valley areas.

6. Maintain Federal Sections 5307, 5309/5339, 5311, 5316 and 5317 formula grant monitoring system to ensure timely commitment of funds.

7. Participate in review and prioritization of FTA Sections 5310 and 5311(f) applications and prepare recommendation for Board support.

8. Support operators' requests for discretionary capital funds.

PRODUCT

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

MANAGER: Andrea Zureick, Director of Fund Administration and Programming

Transportation Fund Administration

Task 0501 Federal/Transit Act Programming

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

TASK: 0502 TDA ADMINISTRATION

PURPOSE

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

ACCOMPLISHMENTS

The Board adopts the definition of "Unmet Needs" and "Reasonable to Meet" each July when it sets the dates for conducting the unmet transit needs public hearings. In April 2013 the Board adopted the formal findings from the September 2012 hearings. In March 2013 the Board approved an apportionment of LTF for Fiscal Year 2013/2014 in the amount of $81.3 million of which $70.7 million is new revenue and the balance is from undesignated fund balances. These funds are made available for transportation planning, fund administration, pedestrian and bicycle, transit and street improvements. SANBAG anticipates STAF receipts of $13.1 million during Fiscal Year 2013/2014 based on communication from the State Controller's Office.

WORK ELEMENTS

Administer the funds made available by the Transportation Development Act - LTF and STAF, including contracting for fiscal and compliance audits of all claimants, including Omnitrans and the newly established Valley Transportation Services. Conduct annual Unmet Transit Needs public hearings within the Mountain/Desert Region of the County and develop formal findings to the testimony received. Continue participation on the State TDA Advisory Committee.

1. For Fiscal Year ending June 30, 2013, prepare State Controller report of LTF and STAF, coordinate with SANBAG auditor for audit of LTF and STAF funds, and monitor contract auditor work and final product for TDA claimants.

2. Provide assistance in preparation of TDA claims and claim amendments.

3. Obtain SANBAG Board approval of LTF and STAF Allocation Resolution.

4. Maintain TDA monitoring systems which include: 1) For the LTF: a monthly tracking of Board of Equalization (BOE) receipts versus estimates; prepare allocation and disbursement instructions; monitor quarterly interest earnings and monthly cash balances, determine status of transit capital allocations, bicycle/pedestrian and bus stop access improvement awards, unpaid allocations and unallocated apportionments and 2) For the STAF: a monthly tracking of allocations and disbursements, interest earnings, cash balances.

5. Forward all approved allocations to Auditor/Controller with copy to appropriate claimant and issue disbursement instructions to the County Auditor/Controller.

6. Schedule, mail and publish notices for annual TDA unmet transit needs public hearings (a minimum of three hearings will be held in the Mountain/Desert Region). Obtain court recorder services for public hearings. Prepare summary of testimony received, recommended staff response and formal findings for review by Public and Specialized Transportation Advisory and Coordinating Council (PASTACC) and the hearing boards. Obtain Board adoption of formal findings.

7. Prepare a revised LTF estimate and apportionments for Fiscal Year 2013/2014 if needed, and prepare the LTF estimate and apportionments for Fiscal Year 2014/2015 for Board approval.

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

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

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

PRODUCT

Fulfill statutory responsibility to allocate and disburse TDA funds.

CONTRACT INFORMATION

a. Existing Contracts
   i. 1000728, Financial and Compliance Auditing Services for Transit Providers, Amount Budgeted $135,950.
   ii. 1000729, Financial and Compliance Auditing Services for TDA Claimants and Measure I Local Pass-Through Revenue Recipients, Amount Budgeted $136,875.

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

MANAGER: Andrea Zureick, Director of Fund Administration and Programming

Transportation Fund Administration

Task 0502 TDA Administration

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

Funding Sources	
Local Transportation Fund - Admin	779,466
Total Funding Sources	779,466

TASK: 0504 MEASURE I ADMINISTRATION

PURPOSE

Administer the Local Pass-Through Funds including: 1) the distribution of funds per the Measure I Expenditure Plan; 2) processing the checks; 3) updating population and tax collection information; and 4) annual performance audits. Administer the Local Stimulus Program. Provide assistance to local jurisdictions in meeting the objectives of the Measure I Expenditure Plan, and provide support to the Independent Taxpayer Oversight Committee.

ACCOMPLISHMENTS

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

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

Per the voter approved requirements of Measure I, an Independent Taxpayer Oversight Committee (ITOC) was formed in Fiscal Year 2010/2011. This group of five community members was selected by the Board of Directors and reviewed the annual Measure I audits to insure consistency with the Expenditure Plan.

WORK ELEMENTS

1. Monthly, after receipt of Board of Equalization (BOE) payment, run the Measure I distribution program.
2. Monthly, produce checks, making necessary adjustments to distribution program amounts due to Debt Service funds held by The Bank of New York Trust Company and overpayments/underpayments due to population or sales tax collection updates.
3. Quarterly, make point of sale adjustments to the distribution programs based on information received from an analysis of sales tax receipts obtained from the Board of Equalization.
4. Annually, make population estimate adjustments to the distribution programs based on information received from the Department of Finance.
5. Annually, contract with an audit firm to conduct financial and compliance audits of cities and the County.
6. Annually, review findings of audit firm prior to finalizing audit reports.
7. Prepare financial forecasts and guidance on adoption of the Five Year Capital Improvement Programs.
8. Maintain contact and relationship with Board of Equalization to perform functions incident to the administration and operation of the tax collection program.
9. Develop and refine policies specific to Measure I Program.
10. Provide support to the Independent Taxpayer Oversight Committee (ITOC).

PRODUCT

1. Monthly distribution of Measure I Pass Through checks.
2. Annual audit reports.
3. Annual Measure I Pass-Through Funds Audit Summary Report to Board of Directors.
4. Annual Summary Report of All Member Agencies Capital Improvement Plans for their Measure I Pass-Through Funds.
5. Annual ITOC review and report to the Board of Directors on the Measure I Expenditure Plan.

CONTRACT INFORMATION

a. Existing Contracts
   i. 1000729, for Annual Audit of Measure I Pass-Through Funds, Amount Budgeted $137,688.

LOCAL FUNDING SOURCE DETAIL

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

MANAGER: Duane A. Baker, Director of Management Services

Transportation Fund Administration

Task 0504 Measure I Administration

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

TASK: 0506 LOCAL TRANSPORTATION FUND

PURPOSE

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

ACCOMPLISHMENTS

As the administrator of the San Bernardino County LTF, SANBAG has annually disbursed the funds based on the Board of Director's adopted apportionment and/or revised apportionment and in accordance with the Transportation Development Act (TDA) Statutes and the California Code of Regulations.

WORK ELEMENTS

This task contains pass-through funds and does not include any budget for SANBAG tasks funded by LTF Administration, Programming and Planning, or Rail. This task is for accounting purposes only.

PRODUCT

Fiscal Accounting. The TDA, also known as the Mills-Alquist Deddeh Act, authorized the creation of the LTF for transportation purposes. LTF revenues are derived from ¼ cent of the retail sales tax collected within San Bernardino County. The State Board of Equalization returns the ¼ cent to the County according to the amount of tax collected. LTF is allocated in a specific priority order: 1) Administration Allocations, which are sums as are necessary for SANBAG and the County Auditor/Controller to administer the Fund; 2) Planning and Programming Allocations, up to 3% of the annual revenues for SANBAG and a 3/4% share to SCAG; 3) Pedestrian and Bicycle Allocations, 2% of the remaining annual revenues; 4) Rail Passenger Service Allocation up to area of apportionment; 5) Community Transit Service Allocation up to 5% of the annual revenue; 6) Public Transportation Allocations up to area of apportionment; and 7) Miscellaneous Transportation Allocations, including contract transit service, street and road projects and projects which are provided for use by pedestrian and bicycles in the Mountain/Desert Region up to area of apportionment. Pursuant to California Code of Regulations Section 6644, prior to March 1st the Commission shall determine and advise all prospective claimants of the amounts of all area apportionments from the fund. In March 2013 the Board approved an apportionment of $75,792,838 million for Fiscal Year 2013/2014, of which $70.7 million is new revenue and the balance is from undesignated fund balance.

PRIOR YEAR BUDGETED COMMITMENTS

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

MANAGER: Andrea Zureick, Director of Fund Administration and Programming

Transportation Fund Administration

Task 0506 Local Transportation Fund

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

TASK: 0507 STATE TRANSIT ASSISTANCE FUND

PURPOSE

To serve as the depository for the San Bernardino County State Transit Assistance Fund (STAF) prior to allocation and distribution to transit agencies and operators.

ACCOMPLISHMENTS

As the administrator of the STAF, SANBAG has annually allocated funds to transit agencies and operators for capital projects based on the Board-approved Short Range Transit Plans (SRTP) and Budgets or amendments thereto from each operator and to SANBAG for rail capital projects in accordance with the Transportation Development Act (TDA) Statutes and the California Code of Regulations.

WORK ELEMENTS

This task contains pass-through funds and does not include any budget for SANBAG tasks funded by STAF Rail. This task is for accounting purposes only.

PRODUCT

Fiscal Accounting. The STAF was created under Chapter 161 of the Statutes of 1979 (SB 620) and provides a second source of TDA funding for transportation planning and mass transportation specified by the Legislature. Funds are derived from the statewide sales tax on gasoline and diesel fuel. The money is appropriated to the State Controller by the legislature. Pursuant to Public Utility Code (PUC) Section 99313, 50% of the Statewide STAF is allocated to SANBAG based on the ratio of the population of the area under its jurisdiction to the total population of the State. In addition, and pursuant to PUC Section 99314, the other 50% is allocated to each of the eligible transit operators and to SANBAG as a member agency of Southern California Regional Rail Authority (SCRRA) based on the ratio of total fare and local support revenue of the local operators during the prior fiscal year to the total fare and local support revenue of all the operators in the State. STAF funds must be disbursed by a resolution adopted by the SANBAG Board and may not be allocated for administration or street and road projects. In the recent past, the STAF program has been inconsistently funded by the State. However, the Gas Tax Swap approved by Assembly Bill x8-6, Senate Bill 70 and Assembly Bill 105 restored a steady revenue stream to the program. According to the California State Controller, San Bernardino County is expected to receive allocations totaling $13,038,596 for Fiscal Year 2013/2014.

PRIOR YEAR BUDGETED COMMITMENTS

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

MANAGER: Andrea Zureick, Director of Fund Administration and Programming

Transportation Fund Administration

Task 0507 State Transit Assistance Fund

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

TASK: 0515 MEASURE I VALLEY APPORTIONMENT & ALLOCATION

PURPOSE

Conduct an apportionment/allocation planning activity to assist in budgeting for capital projects pursuant to a process established through the Measure I 2010-2040 Strategic Plan. The process entails four steps, including the identification of needs, fund apportionment, fund allocation and fund expenditure. This is integrated with fund programming and the State and Federal fund obligation processing. The actual allocations occur through the annual adoption of the SANBAG budget.

ACCOMPLISHMENTS

The first allocation planning process under Measure I 2010-2040 took place for Fiscal Year 2010/2011. The process involved an analysis over the first five years of the new Measure, including: the identification of program needs, projection of Measure I, State and Federal revenues, analysis of cash-flow requirements for each program, and the analysis of the need for bonding against Measure I revenues over the first five years. Since Fiscal Year 2012/2013, the 10-Year Delivery Plan has provided an overall framework for project funding and scheduling and helps guide the annual allocation recommendations. The Ecosys capital project planning, scheduling, and budgeting tool has been developed to assist in multiple project delivery functions, including support for the allocation planning process.

WORK ELEMENTS

1. Distribute requests for Capital Project Needs Analyses to local jurisdictions and SANBAG program managers and compile the responses into a comprehensive assessment of funding needs for each fiscal year.

2. Conduct a cash-flow analysis of needs versus available revenues and develop alternatives for the allocation of Measure I funds, together with the use of State and Federal funds.

3. Prepare an allocation proposal(s) for consideration in the SANBAG budgeting process.

4. Refine a process for tracking Measure I allocations, expenditures, and revenues. Link to the SANBAG financial system to obtain data supporting the financial analyses required to manage Measure I allocations and expenditures.

5. Reimburse jurisdictions for Measure I Valley Major Street/Arterial Sub-Program expenditures and maintain documentation.

PRODUCT

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

MANAGER: Andrea Zureick, Director of Fund Administration and Programming

Transportation Fund Administration

Task 0515 Measure I Valley Apportionment & Allocation

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

TASK: 0516 MEASURE I MOUNTAIN/DESERT ALLOCATIONS

PURPOSE

Measure I 2010-2040 includes the Major Local Highways (MLH) and the Project Development/Traffic Management Systems (PDTMS) Programs for each of the Mountain/Desert Subareas. The MLH Program is funded with 25% of the Measure I revenue collected within the subarea and provides funds for major streets and highways serving as primary routes of travel within the subarea, which may include State highways and freeways, where appropriate. The PDTMS Program is funded with 2% of the Measure I revenue collected within the subarea and provides funds for projects including but not limited to corridor studies, project study reports, projects to improve traffic flow and maximize use of traffic facilities, congestion management, commuter assistance programs, and programs that contribute to environmental enhancement associated with highway facilities. Projects for both Programs are recommended for funding by subarea representatives to the Mountain/Desert Committee and the Board for allocation. Projects are administered on a cost reimbursement basis per the terms of a Project Funding Agreement between SANBAG and the sponsoring agency. Several tasks (projects) were rolled into this task and prior history data is reflected.

ACCOMPLISHMENTS

During development of the 10-Year Delivery Plan, Mountain/Desert Subarea representatives, the Mountain/Desert Committee, and the Board established project priorities for each respective subarea. Mountain/Desert Subarea representatives continue to work together to recommend implementation strategies for these programs to the Mountain/Desert Committee and Board. As the administrator of Measure I 2010-2040, SANBAG will disburse funds based on Board allocations to specific projects in accordance with the Measure I Strategic Plan.

WORK ELEMENTS

1. Facilitate Mountain/Desert Subarea meetings when requests are received for project MLH or PDTMS allocations.

2. Present Mountain/Desert Subarea representatives' allocation recommendations to the Mountain/Desert Committee and Board for approval.

3. Maintain a master list of projects eligible for MLH funding and projects that have received allocations, with anticipated implementation schedules and fund availability.

4. Ensure geographic equity in MLH allocations throughout each Subarea as adjusted to account for the time-value of money.

5. Develop allocation funding agreements and reimburse program funds to local jurisdictions for eligible expenditures based on invoices received.

PRODUCT

Implementation of the Measure I 2010-2040 Mountain/Desert Subarea MLH and PDTMS Programs.

MANAGER: Andrea Zureick, Director of Fund Administration and Programming

Transportation Fund Administration

Task 0516 Measure I Mtn./Desert Apportionment & Allocatic

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	-	-	-	9,589
Fringe Allocation-General	-	-	-	9,681
Program Management Fees	-	18,544	176,290	-
Legal Fees	-	-	1,000	2,000
Construction Capital	-	-	6,869,737	-
Postage	-	-	100	200
Travel Expense - Employee	-	-	-	200
Travel Expense-Mileage-Employee	-	-	-	300
Advertising	-	-	500	-
Printing - External	-	-	900	-
Printing - Internal	-	-	500	200
Major Local Highway Payments	-	-	-	9,672,535
Project Development Traffic Mgmt Sys Pr	-	-	-	135,000
Indirect Allocation-General	-	-	-	13,154
Indirect Allocation-Project Management	-	1,276	13,102	-
Total Expenditures	-	19,820	7,062,129	9,842,859

Funding Sources	
MSI Mtn./Desert Admin	35,324
MSI Victor Valley Fund-Major Local Hwy	7,947,535
MSI Victor Valley Fund-Traffic Mgmt Sys	80,000
MSI Morongo Basin Fund-Major Local Hwy	425,000
MSI Morongo Basin Fund-Traffic Mgmt Sys	30,000
MSI Mountain Fund-Major Local Highway	1,300,000
MSI Mountain Basin Fund-Traffic Mgmt Sys	25,000
Total Funding Sources	9,842,859

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.

WORK ELEMENTS

Activities under this task include updating and maintenance of the approved 10-Year Delivery Plan as project scopes, schedules, and priorities change. Guidelines will be developed on how to process plan updates within the policy framework of SANBAG's Strategic Plan. These updates will be performed through the utilization of Primavera and EcoSys to update cost and schedule data, and to update cash-flow analysis to balance project funding needs with projected revenue. From the cash-flow analysis output, eligible fund types will be assigned to the projects in accordance with the project schedules. The work will be performed by SANBAG staff and SANBAG's Program Management Consultant, Parsons.

1. Develop guidelines for updates to the 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: Andrea Zureick, Director of Fund Administration and Programming

Transportation Fund Administration

Task 0609 Strategic Planning/Delivery Planning

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

Funding Sources	
MSI Valley Admin	303,474
MSI Mtn./Desert Admin	56,337
Total Funding Sources	359,811

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 at least 40% of the Measure I funds available for the Valley Freeway Interchange and Major Street Programs to reimbursement of project advancement agreements (PAA) based on policies in the Measure I Strategic Plan. It is necessary for SANBAG to track these commitments and reimbursement as future liabilities for financial reports.

ACCOMPLISHMENTS

A project advancement strategy was approved by the SANBAG Board of Directors in December 2005. A model interagency agreement to implement the strategy was approved by the Board in April 2006. Policies for reimbursement of PAAs were approved in the Measure I 2010-2040 Strategic Plan in April 2009. Reimbursement of PAAs began according to those policies in Fiscal Year 2010/2011 based on local jurisdiction submittal of consultant/contractor invoices and the chronological reimbursement policy in the Measure I Strategic Plan.

WORK ELEMENTS

1. Track and process reimbursement invoices according to adopted Measure I 2010-2040 Strategic Plan reimbursement policies.

2. Maintain an up-to-date list of current and future reimbursement commitments and accounting.

3. Maintain an appropriate relationship between fair share development contributions and public share contributions according to Measure I Strategic Plan policies.

PRODUCT

Reimbursement to local jurisdictions of prior expenditures for PAA projects.

MANAGER: Andrea Zureick, Director of Fund Administration and Programming

Transportation Fund Administration

Task 0610 Measure I 2010-2040 Project Advancement

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	7,017	3,591	23,488	7,892
Fringe Allocation-General	2,121	3,519	21,430	7,968
Professional Services	23,334	-	10,000	-
Legal Fees	1,283	238	2,000	1,000
Postage	-	-	200	200
Travel Expense-Mileage-Employee	-	-	500	200
Printing - Internal	-	-	-	200
Project Advancements Payments	9,464,838	11,196,902	17,403,967	18,175,627
Office Expense	-	-	800	-
Indirect Allocation-General	3,379	5,544	39,989	10,826
Total Expenditures	9,501,972	11,209,793	17,502,374	18,203,913

Funding Sources	
MSI Valley Admin	28,286
MSI Valley Fund-Fwy Interchange	2,039,283
MSI Valley Fund-Project Adv Agreements	16,136,344
Total Funding Sources	18,203,913

TASK: 0918 MEASURE I LOCAL PASS THROUGH

PURPOSE

Serve as a depository for Measure I Local Pass-Through Funds and provide distribution to local jurisdictions.

ACCOMPLISHMENTS

SANBAG has distributed Measure I funds based on the formula specified by Ordinance to the valley and mountain/desert cities and the County of San Bernardino since 1980.

WORK ELEMENTS

The Measure I ordinance stipulates that a portion of the proceeds from the half cent transactions and use tax collected in San Bernardino County be distributed to local jurisdictions. The Valley portion will be distributed among the Valley cities and the Valley portion of the County based on the ratio of each jurisdiction's population to the total Valley population. The Mountain/Desert Subareas' portion will be distributed among the Mountain/Desert cities and the Mountain/Desert portion of the County with a formula based 50% on sales and use tax generated at point of generation in each subarea and 50% on population. SANBAG annually adjusts the allocation formula January 1 of each year to reflect population changes as prepared by State Department of Finance for both the Valley and Mountain/Desert Subareas and quarterly adjusts the point of generation data based on actual collections for the subareas. The task identifies what portion is funded from the Measure I Valley and Measure I Mountain/Desert Subareas.

This task contains the actual pass-through funds and does not include any budget for administrative costs. This task is for accounting purposes only.

PRODUCT

Fiscal Accounting.

MANAGER: William Stawarski, Chief Financial Officer

Transportation Fund Administration

Task 0918 Measure I Local Pass Through

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

TASK: 0965 2012A SALES TAX REVENUE BOND

PURPOSE

Account for the proceeds held by the Bond Trustee, The Bank of New York Trust Company N.A., for the Debt Service on the 2012A Sales Tax Revenue Bond.

ACCOMPLISHMENTS

SANBAG monitored the activities of the trustee in the investment and disbursement of bond proceeds. This activity relates to the 2012A Sales Tax Revenue Bond issuance.

WORK ELEMENTS

This task accounts for the debt service of the 2012A Sales Tax Revenue Bond.

The task contains the accounting of the principal, interest and fiscal charges of the debt service fund. This task is for accounting purposes only.

PRODUCT

Fiscal Accounting.

MANAGER: William Stawarski, Chief Financial Officer

Debt Service

Task 0965 2012A Sales Tax Revenue Bond

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Bond Interest	-	-	3,982,911	4,163,340
Fiscal Agent Fees	-	-	3,500	3,500
Total Expenditures	-	-	3,986,411	4,166,840

Funding Sources	
MSI Valley Fund-Grade Separations	1,704,235
MSI Victor Valley Fund-Major Local Hwy	895,870
MSI Cajon Pass Fund	1,566,735
Total Funding Sources	4,166,840

TASK: 0966 2014A SALES TAX REVENUE BOND

PURPOSE

Account for the proceeds held by the Bond Trustee, The Bank of New York Trust Company N.A., for the Debt Service on the 2014A Sales Tax Revenue Bond.

ACCOMPLISHMENTS

SANBAG monitored the activities of the trustee in the investment and disbursement of bond proceeds. This is a new activity that relates to the 2014A Sales Tax Revenue Bond issuance.

WORK ELEMENTS

This task accounts for the debt service of the 2014A Sales Tax Revenue Bond.

The task contains the accounting of the principal, interest and fiscal charges of the debt service fund. This task is for accounting purposes only.

PRODUCT

Fiscal Accounting.

MANAGER: William Stawarski, Chief Financial Officer

Debt Service

Task 0966 2014A Sales Tax Revenue Bond

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Bond Interest	-	-	-	4,150,000
Fiscal Agent Fees	-	-	-	3,500
Total Expenditures	-	-	-	4,153,500

Funding Sources	
MSI Valley Fund-Fwy Interchange	992,665
MSI Valley Fund-Grade Separations	1,491,070
MSI Valley Fund-Metrolink/Rail Service	398,725
MSI Victor Valley Fund-Major Local Hwy	398,725
MSI Cajon Pass Fund	872,315
Total Funding Sources	4,153,500

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TRANSPORTATION MEASURE I

■ 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 13, 2013

Subject: Budget Fiscal Year 2013/2014 Assessment Dues

Recommendation:* That the committee recommend the Board adopt SANBAG's Fiscal Year 2013/2014 Assessment Dues.

Background: SANBAG has collected general membership dues since its inception. The dues are assessed according to a formula based on 50% on population and 50% on assessed valuation of each member jurisdiction.

Since Fiscal Year 1999/2000, $28,653 of general assessment dues has been budgeted in Task No. 0104, Intergovernmental Relations, as established by the Board of Directors. The remaining amount of dues collected is budgeted in Task No. 0490, Council of Governments New Initiative, to support new Council of Governments (COG) activities as approved by the Board. One such new initiative is Task No. 0492, Joint Solar Power Purchase Agreement, this Board approved project is partially funded with assessment dues.

Attached is Attachment A of all assessment dues of $99,838 budgeted for Fiscal Year 2013/2014.

*

Approved
General Policy Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

COG	X	CTC	X	CTA	X	SAFE	X	CMA	X

Check all that apply.

GPC1303d-wws
Attachment: GPC1303d1-wws

The estimated expenditures for Fiscal Year 2013/2014 for Task No. 0104 is $33,654 and Task No. 0492 is $34,684. All remaining COG funds are budgeted in Task No. 0490. This task accounts for the funds until the Board directs a new initiative or task. The budget for Fiscal Year 2013/2014 for Task No. 0490 is $118,150 which includes estimated available fund balance to support COG functions.

Financial Impact: This item establishes Fiscal Year 2013/2014 Budget for Assessment Dues and related budgeted expenditures and will be included in the proposed budget for Fiscal Year 2013/2014.

Reviewed By: This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff: William Stawarski, Chief Financial Officer

GPC1303d-wws
Attachment: GPC1303d1-wws

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

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

NOTES:

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

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

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

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

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TRANSPORTATION MEASURE I

■ 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 13, 2013

Subject: Modification to the Contracting and Procurement Policy 11000 – SANBAG Consultant Selection Process

Recommendation:* That the Committee recommend the Board approve an amendment to San Bernardino Associated Governments' Contracting and Procurement Policy 11000 which will modify the existing Consultant Selection Process as prescribed in Section VII.B. of Policy 11000.

Background: **This is an amendment to the San Bernardino Associated Governments (SANBAG) Contracting and Procurement Policy 11000.** In 2011, a review of existing procurement policies and procedures was completed by SANBAG's Contracts Manager and it was noted that the existing Consultant Selection Process identified in Section VII., "Standard Procedures" is inconsistent and in need of revision to eliminate a potentially flawed process. Currently, Policy 11000 allows staff to appoint a selection team that would include representation from other agencies when appropriate. The following exception is then noted for SANBAG's Major Projects contracts: "the selection team shall consist of 2 Caltrans representatives and 3 representatives from member counterpart agencies..." Staff is recommending that the requirement to include two Caltrans representatives and three outside representatives from member counterpart agencies be removed from Policy 11000 for the following reasons. a) SANBAG's evaluation process should be applied uniformly to all consultant procurements. The process should not vary from one business group to another. This results in

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Approved
General Policy Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

COG	X	CTC	X	CTA	X	SAFE	X	CMA	X

Check all that apply.
GPC1303a-kmp

an evaluation process that can be flawed. b) The existing requirement allows for more outside evaluators than SANBAG staff. As the lead agency, SANBAG should have the ability to assign the same number of internal evaluators as external evaluators. Currently, Policy 11000 requires that SANBAG include five outside evaluators to one SANBAG evaluator. As a result, the selection of a consultant on a SANBAG project is being determined by a majority of individuals outside of SANBAG. SANBAG should have adequate representation on the selection committee to ensure its interests are being preserved. c) Staff should have the flexibility to select the most qualified and knowledgeable individuals to evaluate proposals. They should not be required to select a specific number of members or select from a specific agency. However, it is in SANBAG's best interest to be inclusive of our project partners who will be impacted by a specific project. Therefore, any modifications to the evaluation process will include the recommendation that project partners be included in the evaluation process.

Staff, in conjunction with the Board Contract Ad Hoc Committee will be hosting an industry review session in late March to garner consultant feedback regarding SANBAG's procurement process. SANBAG will invite a variety of firms who have previously been involved with SANBAG's selection process to provide feedback. Information provided from the consultants will be summarized in a report to this Committee and to the Board in April and May for further discussion.

Financial Impact: This item has no financial impact on the SANBAG 2012/2013 Budget.

Reviewed By: This item is not scheduled for review by any other policy committee or technical advisory committee. SANBAG General Counsel and Contract Administrator have approved this item as to form.

Responsible Staff: Kathleen Murphy-Perez, Contracts Manager

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TRANSPORTATION MEASURE I

■ 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 13, 2013

Subject: Update on Freeway Service Patrol (FSP) Program and 2012 FSP Driver Recognition Awards

Recommendation:* Receive information pertaining to the San Bernardino FSP Program, and the acknowledgement of the 2012 Top Driver and Drivers of Excellence Awards.

Background: The 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, reducing traffic congestion, as well as decreasing fuel consumption, vehicular emissions, and secondary incidents. San Bernardino County began its program in January 2006 and now has eight separate Beats in operation.

Since the program's inception, the FSP Program has assisted more than 240,000 motorists on San Bernardino County highways. Highly trained FSP Tow Drivers provide a wide range of services to motorists and work closely with the California Highway Patrol (CHP) while doing so. 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. FSP Drivers can also help a motorist

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COG		CTC		CTA	X	SAFE	X	CMA	X

Check all that apply.

Approved
General Policy Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

GPC1303a-jh

when they have accidentally locked their keys in the car while stopped along the freeway.

In 2012, FSP drivers assisted more than 32,000 stranded motorists. The type of assistance they provided is broken down into the following categories:

Assist Type	2012 count
Abandoned vehicle	1,393
Accident	2,037
Debris removal	2,818
Electrical problem	694
Flat tire	5,340
Driver safety check	11,350
Lock-out	98
Mechanical	4,344
Out of gas	3,222
Overheated	1,360
Fire	42
Unable to locate	32

The FSP program has received more than 7,500 comments from motorists that have been assisted by San Bernardino County 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 drivers will be selected by SANBAG staff and CHP and will be recognized on March 19th for their outstanding efforts, high level of professionalism and the

customer service they provided to stranded motorists along San Bernardino County freeways.

The top drivers will also be presented to the SANBAG Board of Directors on April 3, 2013 at which time a more detailed report shall be provided on their outstanding service over the past year.

Financial Impact: There is no financial impact related to this informational item. The San Bernardino County FSP Program receives an annual allocation from the State of California to implement FSP services, which is matched 20% by local revenues.

Reviewed By: This item is not scheduled for review by any other policy or technical advisory committee.

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

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TRANSPORTATION MEASURE I

■ 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: **10**

Date: March 13, 2013

Subject: Update on the progress of the Inland Empire 511 system

Recommendation:* Receive information on the progress of the Inland Empire 511 system since its launch in April 2010.

Background: In May 2009, San Bernardino Associated Governments (SANBAG) and the Riverside County Transportation Commission (RCTC) boards took action to develop and implement an Inland Empire only 511 system (IE511). In November 2009, a beta version of the system was available. Transitioning of the multiple phone carriers to point to the IE511 system was a challenge, as the two counties together are larger than 10 states. On April 7, 2010, SANBAG and RCTC announced the program's launch at the SANBAG Board meeting. IE511 was the first 511 system to begin operations in the Los Angeles Metropolitan area.

Nearly three years since its launch, the system has had great success and usage. In 2012, the IE511 system had more than 386,000 callers and more than 400,000 website visitors. More than 1.1 Million callers and more than 800,000 website visitors have benefitted from this system since its launch in April 2010. IE511 provides a source of information for all transportation needs including transit, rideshare, and real time traffic and incident information. There are three ways to access the system: online at ie511.org with a mobile friendly smart phone version, downloading the smartphone Application for Android and Apple, dialing 5-1-1 from a cell phone or landline within the San Bernardino and Riverside counties or

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Approved
General Policy Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

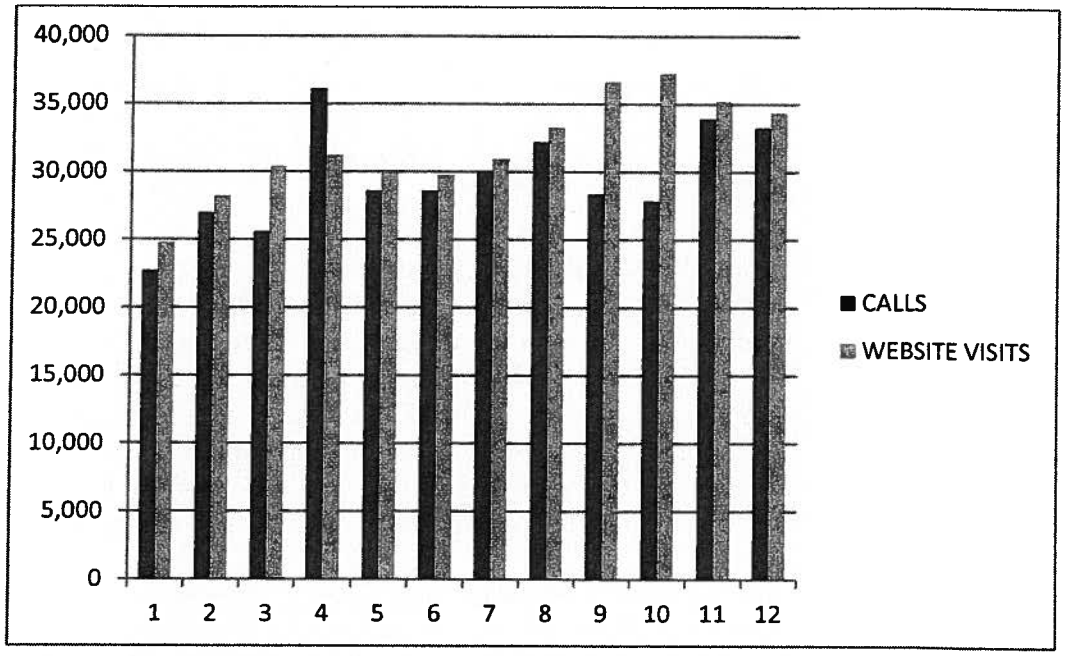
COG		CTC	X	CTA	X	SAFE		CMA	X

Check all that apply.

GPC1303b-jh

if outside of the Inland Empire, the system can be reached by dialing 1-877-MYIE511.

Below is a graph of the systems activity for 2012. The website usage continues to exceed the phone use, which has been a goal in the marketing of IE511:



2012 saw significant changes and improvements to the IE511 system. The IVR (Interactive Voice Response) was restructured. This switched the phone system to a new platform which resulted in large cost savings due to the lower per minute rates. The update also replaced the text to speech voice with a human voice, making it easier for callers to hear and understand responses. The menu trees were also simplified to provide more direct paths to the information requested.

Also launched in 2012 was a smartphone application for Apple and Android, with more than 15,000 downloads to date.

Since the launch date, SANBAG and RCTC have made great efforts in marketing the program. Marketing the system has been key in spreading the word about the system and gaining users. Marketing efforts include:

- KVCR Partnership – IE511 is featured as the primary source of traffic information
- Android and Apple smartphone Application : IE511
- Installation of more than 80 IE 511 freeway signs

- IE511 Brochures
- Radio advertisements
- Newspaper advertisements
- Other print media such as the "Inland Empire Magazine"
- Billboard advertisements
- Facebook/twitter pages- where followers are notified immediately of major highway incidents and sig alerts.

Users can also visit IE511's YouTube channel for an informative video on how to use the IE511 system. http://www.youtube.com/user/IE511

We encourage travelers to "Know Before You Go" by accessing IE511 prior to getting on the road for their daily commutes.

Financial Impact: There is no financial impact for this item. Funds for the development and implementation of the IE511 system have been included in the Fiscal Year 2012/2013 budget.

Reviewed By: This item is not scheduled for review by any other policy or technical advisory committee.

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

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TRANSPORTATION MEASURE I

■ 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: 11

Date: March 13, 2013

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

Recommendation:* That the Committee recommend the Board 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 CMP. 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 San Bernardino

*

Approved
General Policy Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

COG		CTC		CTA		SAFE		CMA	X

Check all that apply.

GPC1303a-tb

and 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 2012-2013 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 is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff: Tim Byrne, Chief of Planning

Governments SANBAG Working Together

San Bernardino Associated Governments

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TRANSPORTATION MEASURE I

■ 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: 12

Date: March 13, 2013

Subject: Development Mitigation Annual Report for Fiscal Year Ending June 30, 2012

Recommendation:* Receive information on the Development Mitigation Annual Report for fiscal year ending June 30, 2012.

Background: Preparation of the Development Mitigation Annual Report is an on-going requirement of the SANBAG Congestion Management Program (CMP). Each jurisdiction is required to provide information on development activity and the expenditure of development mitigation funds on projects contained in the Nexus Study over the past fiscal year. This agenda item provides a summary of the local jurisdiction Development Mitigation Annual Reports. Attachment 1 contains development mitigation data for each jurisdiction. City data is provided in the table on the first page, and County data is provided on the second page, organized by sphere of influence. SANBAG staff would like to report that all of the jurisdictions involved in collecting and expending Development Mitigation Fees have submitted the annual report.

Based on the information provided to SANBAG by local jurisdictions, $12,729,214 in development mitigation fees for transportation projects was collected and $4,367,253 of development mitigation fees was expended on Nexus Study projects during fiscal year ending June 30, 2012. Of the approximately $12.7 million of transportation related development impact fees collected by local

*

Approved
General Policy Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

COG		CTC		CTA		SAFE		CMA	X

Check all that apply.

GPC1303a-jl

jurisdictions, a portion of the fees are associated with local projects that were not included in the Nexus Study, which addresses only regional projects. Therefore, not all of the fees will be expended on Nexus Study projects. The $12,729,214 of development mitigation represents a 50% increase in development mitigation revenue from the $8,470,279 collected in Fiscal Year 2010/2011.

Since the implementation of the SANBAG Development Mitigation Program began in Fiscal Year 2006/2007, a total of $142,260,804 has been collected and a total of $67,503,667 in development mitigation has been expended on projects contained in the SANBAG Development Mitigation Nexus Study. It should be noted that some of the data on quantities of development (units and square footage) could not be included in the table because it did not fit standard development type categories. However, all the fees for these developments were included.

The Development Mitigation Annual Report is an attempt to secure information on development fees collected and expended on Nexus Study projects in a manner that is less formal than a full audit. Overall, the annual reporting has been informative and provides the mechanism for SANBAG staff to monitor the level of development contributions being generated by local jurisdictions for projects included in the Nexus Study. Accurate and reliable information is imperative for implementation of the Measure I Valley Freeway Interchange, the Valley Major Street, Victor Valley Major Local Highway and Victor Valley Local Street Programs as outlined in the Measure I 2010-2040 Strategic Plan.

Financial Impact: This item is consistent with the adopted fiscal year 2012-2013 budget as part of Task 0203. The Development Mitigation Program is an essential element of the funding for projects contained in the Expenditure Plan for Measure I 2010-2040.

Reviewed By: This item is not scheduled for review by any other policy committee, however the content of this item was distributed to the Transportation Technical Advisory Committee on February 4, 2013.

Responsible Staff: Josh Lee, Transportation Planning Analyst

City/Town Statistical Table

Development Mitgation Summary Table

For the Year Ending June 30, 2012

City/Town	# of SF Units Permitted	# of MF Units Permitted	Sq Ft of Commercial Permitted	Sq Ft of Office Permitted	Sq Ft of Industrial Permitted	Fees Collected in FY 11/12*	Fees Expended on Nexus Projs in FY 11/12	Cum. Dev. Mit. Rev.**	Cum. Dev. Mit. Exp. On Nexus Projs***
Adelanto	14	0	0	0	n/a	$899,679.24	$0.00	$2,123,693	$0
Apple Valley	6	41	13,270	3,480	0	$228,359.85	$0.00	$6,556,963	$4,450,826
Chino	255	0	5,080	0	397,790	$1,625,490.25	$0.00	$14,891,168	$4,752,760
Chino Hills	18	0	n/a	0	0	$128,251.00	$0.00	$8,329,090	$5,174,800
Colton	5	1	0	0	2,114	$24,193.24	$0.00	$531,026	$0
Fontana	157	98	1,761	24,562	780,520	$2,023,205.00	$2,303,907.00	$27,755,090	$11,774,669
Grand Terrace	0	0	10,000	0	0	$0.00	$29,190.00	$984,805	$29,190
Hesperia	3	1	0	102,438	0	$243,360.98	$673,230.93	$10,346,067	$17,135,928
Highland	11	0	13,225	13,493	0	$301,308.94	$0.00	$3,061,496	$0
Loma Linda	0	0	0	7,185	0	$38,692.43	$0.00	$2,132,118	$0
Montclair	1	385	11,406	6,643	18,818	$445,380.27	$0.00	$1,295,337	$0
Ontario	30	21	16,562	0	1,235,842	$2,302,495.00	$686,009.00	$14,965,187	$3,010,778
Rancho Cucamonga	74	1	24,660	37,400	86,580	$920,899.00	$9,227.00	$9,515,628	$2,058,457
Redlands	54	7	0	3,470	64,207	$191,859.00	$0.00	$6,066,109	$1,589,898
Rialto	7	75	2,000	7,000	4,000	$950,901.74	$281,135.00	$3,428,663	$2,961,796
San Bernardino	0	0	0	53,194	0	$139,635.01	$268,131.80	$7,218,637	$505,958
Upland	14	0	0	86	0	$27,095.37	$0.00	$865,309	$0
Victorville	102	65	100,500	0	0	$1,417,629.00	$73,097.00	$16,920,258	$8,806,896
Yucaipa	0	0	0	0	0	$405,163.87	$43,325.00	$2,618,967	$5,124,753
Total	751	695	198,464	258,951	2,589,871	$12,313,599	$4,367,253	$139,605,610	$67,376,708

* May include fees from other sources not listed in the summary table

** Only includes revenue collected beginning FY06/07

*** Only includes expenditure of development mitigation fees

SB. County Statistical Table

Development Mitgation Summary Table

For the Year Ending June 30, 2012

County Sphere/Subarea	# of SF Units Permitted	# of MF Units Permitted	Sq Ft of Commercial Permitted	Sq Ft of Office Permitted	Sq Ft of Industrial Permitted	Fees Collected in FY 11/12*	Fees Expended on Nexus Projs in FY 11/12	Cum. Dev. Mit. Rev.**	Cum. Dev. Mit. Exp. On Nexus Projs***
Adelanto Sphere	0	0	0	0	0	$0	$0	$0	$0
Apple Valley Sphere	1	0	0	0	0	$6,422	$0	$404,586	$0
Chino Sphere	0	0	0	0	0	$0	$0	$20,728	$0
Colton Sphere	0	0	0	0	0	$0	$0	$5,528	$0
Devore/Glen Helen	0	0	0	0	0	$0	$0	$38,955	$0
Fontana Sphere	1	0	-2,758	0	7,560	$42,791	$0	$583,858	$0
Hesperia Sphere	3	0	0	0	0	$24,558	$0	$503,350	$0
Loma Linda Sphere	0	0	0	0	0	$0	$0	$0	$0
Montclair Sphere	0	0	0	0	0	$0	$0	$30,050	$0
Redlands Sphere	0	0	0	0	-918	-$5,251	$0	$64,246	$0
Redlands Donut Hole	0	0	0	0	578,400	$277,632	$0	$277,713	$0
Rialto Sphere	1	2	1,017	0	2,091	$33,392	$0	$89,399	$126,959
San Bernardino Sphere	4	0	0	0	0	$8,868	$0	$401,240	$0
Upland Sphere	0	0	0	0	0	$0	$0	$80,100	$0
Victorville Sphere	7	0	0	0	0	$27,202	$0	$155,440	$0
Yucaipa Sphere	0	0	0	0	0	$0	$0	$0	$0
Total	17	2	1,741	0	587,133	$415,615	$0	$2,655,195	$126,959

* May include fees from other sources not listed in the summary table

** Only includes revenue collected beginning FY06/07

*** Only includes expenditure of development mitigation fees

GRAND TOTAL	768	697	196,723	258,951	13,177,004	$12,729,214	$4,367,253	$142,260,804	$67,503,667

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TRANSPORTATION MEASURE I

■ 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: 13

Date: March 13, 2013

Subject: Amendments to the San Bernardino County Non-Motorized Transportation Plan and SANBAG matching funds for local jurisdiction Statewide Active Transportation grant applications.

Recommendation:* That the Committee recommend the Board:

1. Approve amendments to the San Bernardino County Non-Motorized Transportation Plan as described below.

2. Approve inclusion of $100,000 in Measure I 1990-2010 Valley Transportation Management and Environmental Enhancement funds and $100,000 in LTF-Planning funds in the Fiscal Year 2013-2014 budget as potential matching funds for local jurisdiction grant applications under the State's Active Transportation call for projects, subject to the provisions stated below.

Background: The San Bernardino County Non-Motorized Transportation Plan (NMTP) was approved by the SANBAG Board in March 2011. The NMTP conforms to the requirements established by the State of California for local jurisdiction eligibility to receive grant funds through the State Bicycle Transportation Account (BTA). The BTA provides local jurisdictions statewide approximately $8 million per year for bicycle

*

Approved
General Policy Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

COG		CTC	X	CTA		SAFE		CMA	

Check all that apply.

GPC1303b-jl
http://portal.sanbag.ca.gov/mgmt/committee/gpc/gpc2013/gpc1303/AgendaItems/GPC1303b1-jl.docx

planning and capital projects. Conformity with NMTP is also a required element in receiving SANBAG's Transportation Development Act (TDA) Article 3 – Pedestrian, Bicycle Facilities and Access to Transit funds.

SANBAG and the Cities of Upland, San Bernardino, and Highland would like to amend the City chapters within the NMTP to add bicycle facilities that had not previously been included in the Plan. See Attachment "A" for the proposed segment amendments and text changes.

Approval of these amendments to the NMTP does not constitute a financial commitment to any of the projects by SANBAG. It merely permits inclusion of the project into the NMTP, which would enable the cities to seek grant funding under the State's Active Transportation program and SANBAG's TDA Article 3 program.

Regarding the matching fund recommendation, the SANBAG Board authorized an amount of $350,000 for Fiscal Year 2012/2013 as a potential match commitment for local jurisdictions in their grant applications for Caltrans Bicycle Transportation Account funds, should cities be successful in being awarded the grants. None of the four cities submitting applications were successful, but it is anticipated that jurisdictions will submit applications for bicycle projects again for Fiscal Year 2013-2014 under a modified Caltrans Active Transportation program.

In anticipation of this, it is recommended that $100,000 in Measure I 1990-2010 Valley Transportation Management and Environmental Enhancement funds and $100,000 in LTF-Planning funds be included in the Fiscal Year 2013-2014 budget as matching funds for local jurisdiction grant applications for an expected State Active Transportation call-for-projects. Inclusion of these amounts in the budget, though lower than was approved for Fiscal Year 2012-2013, will provide for flexibility to respond to these opportunities. It is also recommended that the amounts be limited to 10 percent of the project total or $40,000, whichever is less. If more than five projects are successful, resulting in a match need greater than $200,000, staff will return to the Board with the request at that time.

Financial Impact: This item has no impact on the current Fiscal Year 2012/2013 budget. All staff activity associated with this item is consistent with Task No. 0404 Subregional Planning. However, this action authorizes inclusion of $100,000 from TMEE and $100,000 in LTF-Planning funds in the Fiscal Year 2013-2014 budget.

GPC1303-jl

Reviewed By: This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff: Josh Lee, Transportation Planning Analyst

GPC1303-jl

Attachment A

SANBAG Proposal to provide linkage between Victor Valley and San Bernardino Valley through USFS lands

Figure 5.51a

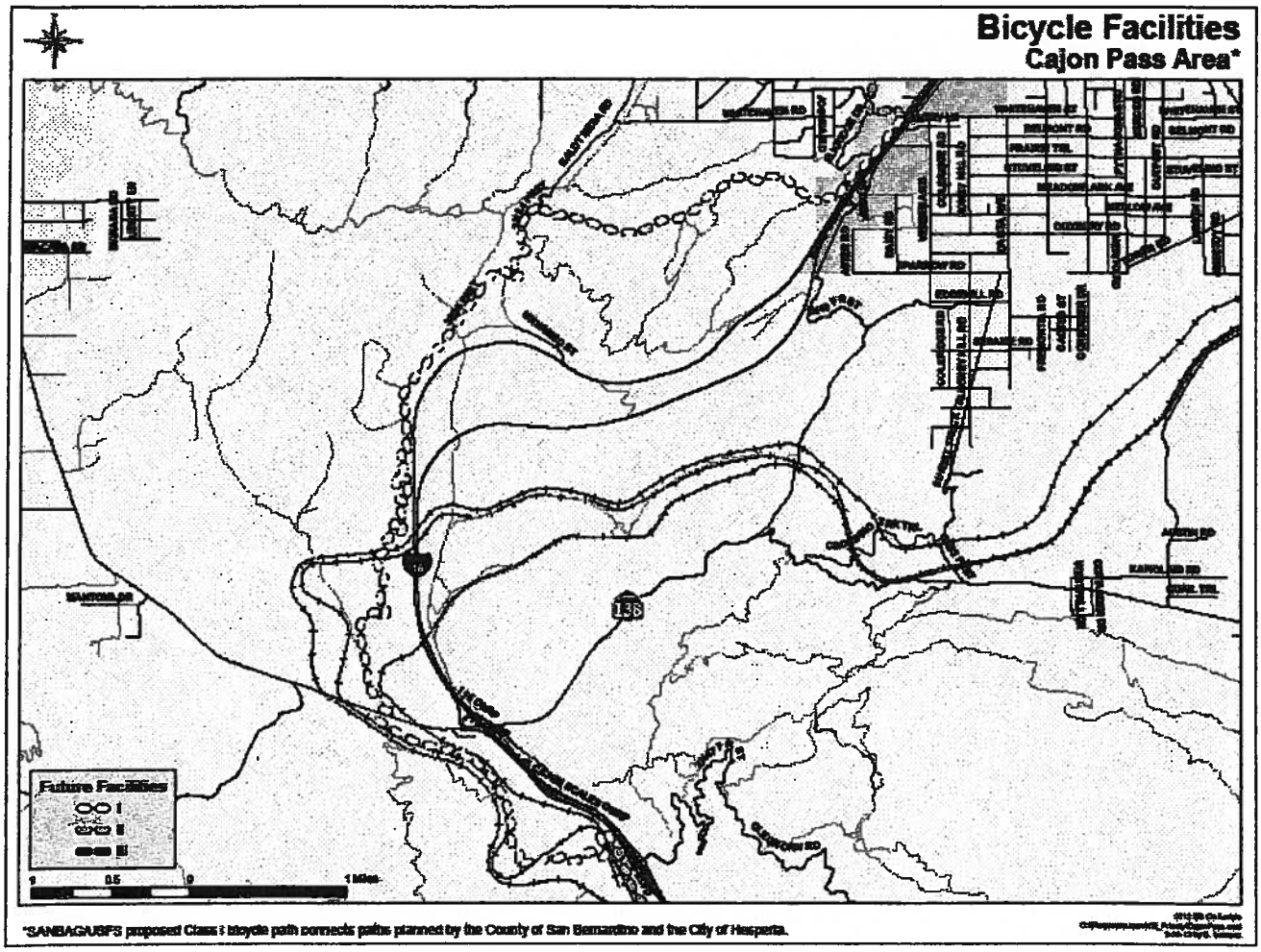

Table 5.91a

SANBAG/USFS Future Improvement

Street/Path	From	To	Class	Mileage	Est. Cost
Santa Fe/USFS/Caliente Rd	Cajon Blvd	Oak Hill Rd	I	10.13	n/a

Text Changes

Table 5.91a represents an effort of SANBAG to establish non-motorized transportation connection between the San Bernardino Valley and the Victor Valley. The proposed path attempts to connect from Cajon Blvd. in San Bernardino County to Oak Hill Rd. in the City of Hesperia. The proposed area is currently in the jurisdiction of United States Forest Service (USFS) and the exact alignment of the path is yet to be determined.

GPC1303b1-jl

City of Highland Amendments

Figure 5.22

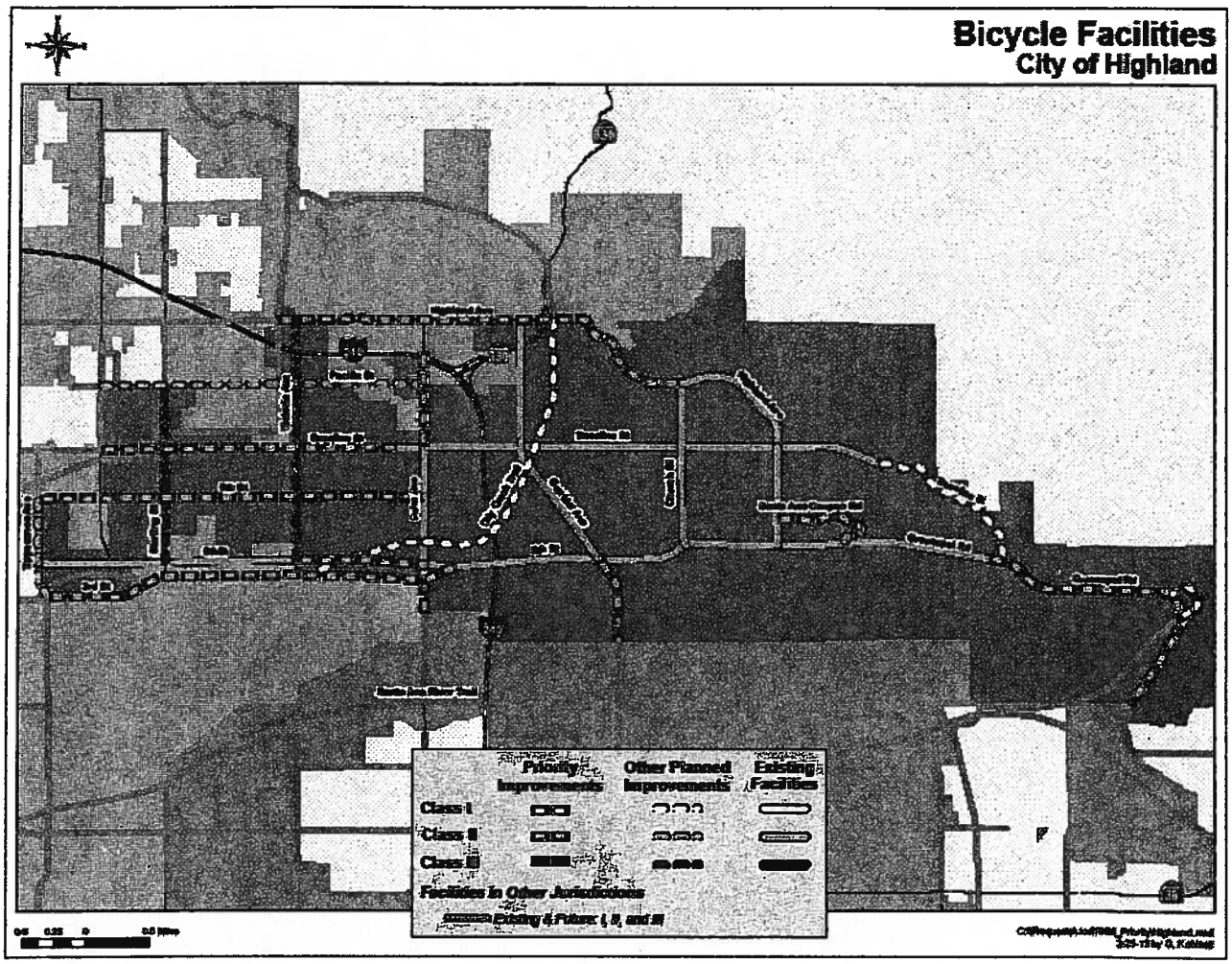

Table 5.47

Highland Existing Conditions

Street/Path	From	To	Class	Mileage	Est. Cost
5th St	Palm Ave	SR-210	II	0.56	$28,000
5thSt	Tippecanoe Ave	Victoria Ave	II	2.00	$100,000
~~Baseline St~~	~~Palm Ave~~	~~Weaver St~~	~~II~~	~~2.75~~	~~$137,500~~
Baseline St	Cole Ave	Alta Vista Dr	II	3.52	$176,000
~~Boulder Ave~~	~~Highland Ave~~	~~Baseline St~~	~~II~~	~~1.01~~	~~$50,000~~
~~Boulder Ave~~	~~s/o City Creek Bridge~~	~~Greenspot Rd~~	~~II~~	~~0.56~~	~~$28,000~~
Boulder Ave	Highland Ave	Greenspot Rd	II	2.08	$104,000
Church St	Highland Ave	Greenspot Rd	II	1.29	$64,500

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~~Greenspot Rd~~	~~SR-210~~	~~Boulder Ave~~	~~II~~	~~0.81~~	~~$40,500~~
~~Greenspot Rd~~	~~Valencia Ct~~	~~Santa Paula St~~	~~II~~	~~2.54~~	~~$127,000~~
Greenspot Rd	SR-210	Santa Paula St	II	3.90	$195,000
Highland Ave	Church St	Weaver St	II	1.00	$50,000
Palm Ave	Baseline St	3rd St	II	1.04	$51,500
Weaver St	Highland Ave	Greenspot Rd	II	0.82	$41,000
			Total	16.21	$810,000

Table 5.48

Highland Future Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
3rd St	Tippecanoe Ave	5th St	II	3.22	$161,000
~~5th St~~	~~Tippecanoe Ave~~	~~Palm Ave~~	~~II~~	~~3.00~~	~~$150,000~~
5th St	Victoria Ave	Palm Ave	II	0.50	$25,000
~~9th St~~	~~Tippecanoe Ave~~	~~Palm Ave~~	~~III~~	~~3.00~~	~~$44,850~~
9th St	Tippecanoe Ave	Palm Ave	II	3.00	$150,000
Alta Vista Dr	Santa Ana Canyon Rd	Greenspot Rd	II	0.13	$6,500
~~Baseline St~~	~~Tippecanoe Ave~~	~~Palm Ave~~	~~II~~	~~2.99~~	~~$149,500~~
~~Baseline St~~	~~Weaver St~~	~~Alta Vista Dr~~	~~II~~	~~0.84~~	~~$42,000~~
Baseline St	Alta Vista Dr	Greenspot Rd	I	1.33	$66,500
Baseline St	Del Rosa Dr	Cole Ave	II	2.29	$114,500
~~Boulder Ave~~	~~North side City Creek Trail~~	~~South side City Creek Trail~~	~~II~~	~~0.19~~	~~$10,000~~
Boulder Ave/Orange St*	Greenspot Rd	S City Limit	II	0.67	$34,000
~~Church St~~	~~Highland Ave~~	~~Greenspot Rd~~	~~III~~	~~1.28~~	~~$19,200~~
City Creek Trail	3rd St	Highland Ave	I	3.30	$165,000
~~Greenspot Rd~~	~~Boulder Ave~~	~~Valencia Ct~~	~~II~~	~~0.55~~	~~$27,500~~
Greenspot Rd	Santa Paula St	S City Limit	II	2.40	$125,500
Greenspot Rd (Old)	Greenspot Rd (New)	Greenspot Rd (New)	I	0.44	$22,000
~~Highland Ave~~	~~Rockford Ave~~	~~Baseline St~~	~~II~~	~~4.48~~	~~$224,000~~
Highland Ave	Rockford Ave	Church St	II	3.33	$166,500
Pacific St	Del Rosa Dr	Palm Ave	II	2.50	$125,000
Palm Ave*	3rd St	S City Limit	II	0.23	$14,000
~~Palm Ave~~	~~Orchid Dr~~	~~Baseline St~~	~~II~~	~~1.10~~	~~$55,000~~
Palm Ave	Atlantic Ave	Baseline St	II	0.75	$37,500
Santa Ana Canyon Rd	Weaver St	Alta Vista Dr	II	0.67	$33,500
Santa Ana River	Greenspot Rd (New)	Greenspot Rd (Old)	I	0.12	$6,000
Sterling St	Pacific St	5th St	III	1.39	$21,000
~~Tippecanoe Ave~~	~~9th St~~	~~5th St~~	~~II~~	~~0.51~~	~~$25,500~~
Tippecanoe Ave	9th St	3rd St	II	0.38	$19,000

Victoria Ave	Highland Ave	5th St	III	1.89	$28,350
~~Weaver St~~	~~Baseline St~~	~~Greenspot Rd~~	~~II~~	~~0.77~~	~~$38,500~~
			Total	28.54	$1,320,850

*Data includes only the portion within the city limits of Highland. Paths need to be extended by other jurisdictions through to Santa Ana River Trail in order to best serve regional users.

Table 5.49

Highland Priority Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
3rd St	Tippecanoe Ave	5th St	II	3.22	$161,000
~~5th St~~	~~Tippecanoe Ave~~	~~Palm Ave~~	~~II~~	~~3.00~~	~~$150,000~~
5th St	Victoria Ave	Palm Ave	II	0.50	$25,000
~~9th St~~	~~Tippecanoe Ave~~	~~Palm Ave~~	~~III~~	~~3.00~~	~~$44,850~~
9th St	Tippecanoe Ave	Palm Ave	II	3.00	$150,000
~~Baseline St~~	~~Weaver St~~	~~Alta Vista Dr~~	~~II~~	~~0.84~~	~~$42,000~~
Baseline St	Del Rosa Dr	Cole Ave	II	2.29	$114,500
~~Boulder Ave~~	~~North side City Creek Trail~~	~~South side City Creek Trail~~	~~II~~	~~0.19~~	~~$27,500~~
Boulder Ave/Orange St*	Greenspot Rd	S City Limit	II	0.67	$33,500
~~Church St~~	~~Highland Ave~~	~~Greenspot Rd~~	~~III~~	~~1.28~~	~~$19,200~~
~~Greenspot Rd~~	~~Boulder Ave~~	~~Valencia Ct~~	~~II~~	~~0.55~~	~~$27,500~~
Greenspot Rd	Santa Paula St	S City Limit	II	2.40	$120,000
Greenspot Rd (Old)	Greenspot Rd (New)	Greenspot Rd (New)	I	0.44	$22,000
~~Highland Ave~~	~~Rockford Ave~~	~~Baseline St~~	~~II~~	~~4.48~~	~~$224,000~~
Highland Ave	Rockford Ave	Church St	II	3.33	$166,500
Palm Ave*	3rd St	S City Limit	II	0.23	$11,500
Palm Ave	Atlantic Ave	Baseline St	II	0.75	$37,500
Santa Ana Canyon Rd	Weaver St	Alta Vista Dr	II	0.67	$33,500
Santa Ana River	Greenspot Rd (New)	Greenspot Rd (Old)	I	0.12	$6,000
~~Weaver St~~	~~Baseline St~~	~~Greenspot Rd~~	~~II~~	~~0.77~~	~~$1~~
			Total	17.62	$881,000

*Data includes only the portion within the city limits of Highland. Paths need to be extended by other jurisdictions through to Santa Ana River Trail in order to best serve regional users.

Text Changes

Population

~~52,495~~ 53,600

City Overview

The City of Highland is currently home to ~~53,000~~ 53,600 residents in an area that is approximately 18 square miles. The City is bordered on the north and east by the San Bernardino Mountains and

San Bernardino National Forest and is located adjacent to the Santa Ana River. When Highland incorporated in 1987, the population was 29,500. Since incorporation, Highland's population has grown by ~~67%~~ 82%. The buildout for the City is estimated to be ~~70,000~~ 75,000 residents—just over 40 percent beyond our current population.

Existing Conditions:
Highland's existing non-motorized bicycle network is composed of the City's two major east-west arterial corridors—Base Line and 5th Street/Greenspot Road—and ~~two~~ four major north-south corridors—Palm Avenue, Boulder Avenue, Weaver Street and Church Street. The City has a total of ~~9.27~~ 16.21 miles of Class II bike lanes throughout the City.

Growth/Past investment in system
Since the San Bernardino County Non-Motorized Transportation Plan was first prepared in 2001, the City of Highland has constructed ~~9.27~~ 16.21 miles of Class II facilities at a rate of ~~1.03~~ 1.35 miles per year.

Past Investment in Non-Motorized Infrastructure
The improvements included in Table 5.47: above constitute a significant investment into the non-motorized transportation infrastructure of Highland. Based on planning level estimates, the value of the improvements implemented throughout the City is ~~$463,500~~ $810,000.

Proposed Improvements
Future improvements to the non-motorized network for the City of Highland will continue along the major transportation corridors throughout the City. ~~All future improvements focus on development of Class II and Class III facilities.~~ All proposed future improvements are included in Table 5.48: below.

The priority projects for the City of Highland are included in Table ~~5.48~~ 5.49 below. Priority corridors include ~~5th St., Base Line, Boulder Ave., Church St., Greenspot Rd., Highland Ave., Weaver St~~ 3rd Street, 5th Street, 9th Street, Base Line, Boulder Avenue, Greenspot Road, Highland Avenue, Palm Avenue and Santa Ana River Trail Connections at Palm/Alabama Avenue, Boulder/Orange Avenue and Old Greenspot Road.

When complete, the City will have constructed an additional ~~27.97~~ 28.54 miles of ~~Class II and Class III~~ bikeways, providing additional internal connectivity to the residents of Highland and increased connectivity to communities in the East San Bernardino Valley.

End of Trip Facilities
The City of Highland has bike racks dispersed throughout the City, typically at retail centers, schools, parks, public facilities, and multi-unit housing complexes.

Safety and Education Programs
~~The City of Highland does not currently participate in any bicycle safety or education programs.~~ In 2011, City of Highland began to implement a Safe Routes to School Program including bicycle safety and education programs in all eight public elementary schools that serve the residents in Highland.

City of San Bernardino Amendments

Figure 5.38

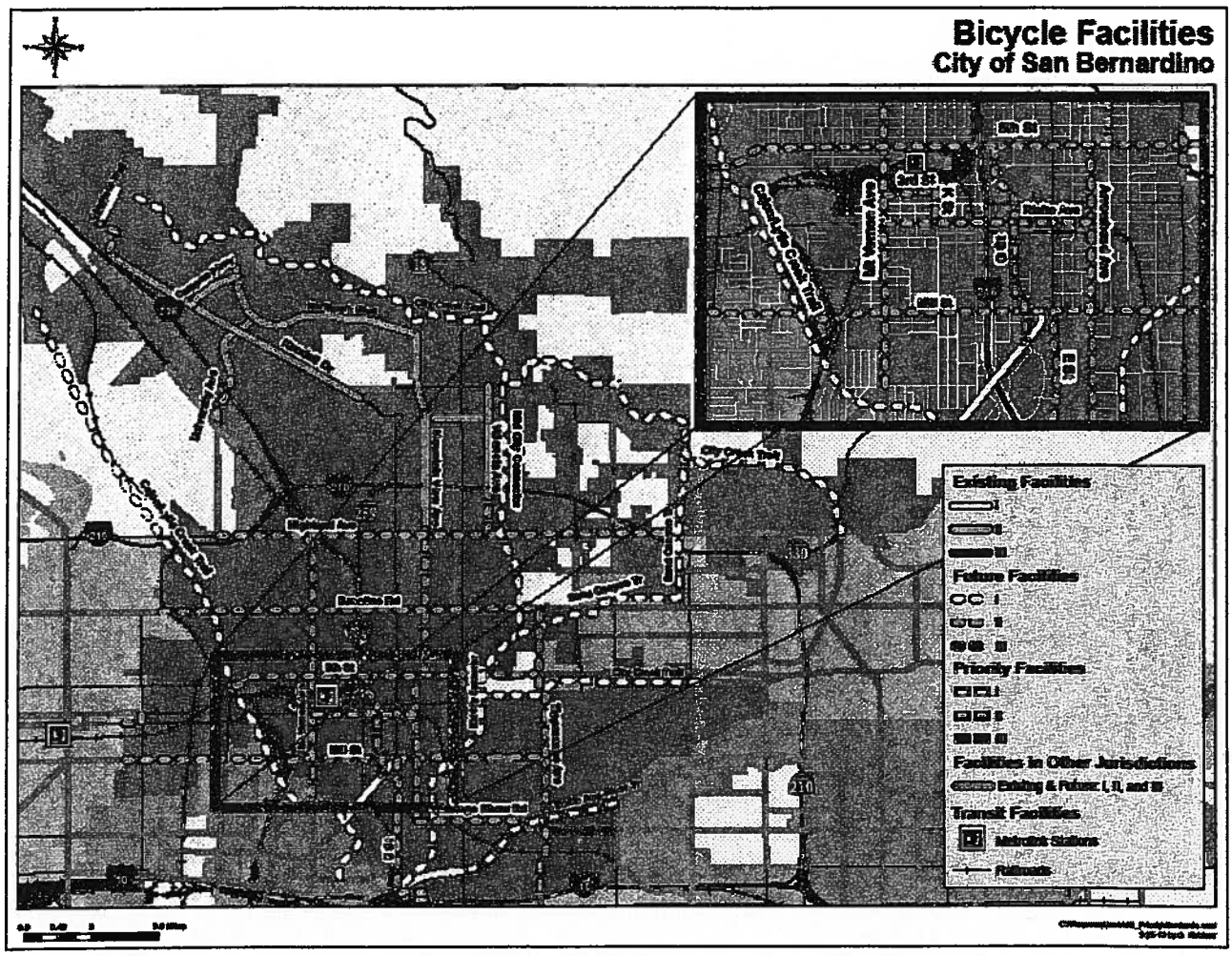

Table 5.85

San Bernardino Existing Conditions

Street/Path	From	To	Class	Mileage
Campus Pkwy	Kendall Dr	Northpark Blvd	II	0.72
Chestnut Ave Bike Path	Ohio Ave	Irvington Ave	I	0.53
Electric Ave	Northpark Blvd	38th St	II	1.08
Inland Center Dr Bike Path	S City Limits	Mill St	I	1.07
Kendall Dr	Palm Ave	Shandin Hills Cr	II	3.90
Mountain View Ave	38th St	23rd St	II	3.06
Northpark Blvd	Campus Pkwy	Electric Ave	II	3.00

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Parkdale Dr	Sierra Wy	Valencia Ave	II	0.72
Santa Ana River Trail	W. City Limit	Waterman Ave	I	0.95
University Pkwy	Northpark Blvd	Varsity Ave	II	1.01
Valencia Ave	40th St	30th St	II	1.34
			Total	17.38

Table 5.86

San Bernardino Future Improvements

Street/Path	From	To	Class	Mileage
3rd St	Mt Vernon Ave	K St	II	0.34
5th St	Cajon/Lytle Creek Trail	H St	II	1.83
5th St	H St	Tippecanoe Ave	II	2.28
Arrowhead Ave	5th St	Orange Show Rd	II	1.97
Baseline Rd	W City Limit	E City Limit	II	4.88
Cajon/Lytle Creek Trail			I	9.24
City Creek Trail	Mid City Connector	Palm Ave	I	19.81
E St	Mill St	Orange Show Rd	II	0.86
E St	Orange Show Rd	Hunts Ln	II	1.33
G St	Rialto Ave	Inland Center Dr	II	0.83
H St/G St	5th St	Rialto Ave	II	0.56
Highland Ave	State St	Rockford Ave	II	6.11
Hospitality Ln	E St	Hunts Ln	II	0.34
Irvington Ave	Chestnut Ave	Palm Ave	II	0.26
K St	3rd St	Rialto Ave	II	0.22
Mid City Connector	40th St	Santa Ana River Trail	I	7.46
Mill St	Eucalyptus	Tippecanoe Ave	II	6.00
Mountain View Ave	23rd St	5th St	II	2.04
Mt Vernon Ave	Highland Ave	Grant St	II	3.59
Orange Show Rd	E St	Tippecanoe Ave	II	1.75
Palm Ave	Little League Dr	Irvington Ave	II	0.28
Pepper Ave	Pacific Electric Trail	Rialto Ave	II	0.13
Rialto Ave	E St	Arrowhead Ave	II	0.26
Rialto Ave	Eucalyptus Ave	Pepper Ave	II	0.25
Rialto Ave	G St	E St	II	0.25
Rialto Ave	Mt Vernon Ave	G St	II	0.87
San Bernardino Ave	Tippecanoe Ave	Mt. View Ave	III	0.91
Sand Canyon Trail	Piedmont Dr	Mid City Connecor	I	4.28
Santa Ana River Trail	Waterman Ave	Mountain View Ave	I	2.28
Tippecanoe Ave	Baseline Rd	Mill St	II	2.03

GPC1303b1-jl

Tippecanoe Ave	Mill St	I-10/S City Limit	II	1.89
University Ave	Varsity Ave	Cajon Blvd	II	0.71
Valencia Ave	30th St	Highland Ave	II	0.65
Waterman Ave	Monterey Ave	4th St	II	0.06
Waterman Ave	Ward St	5th St	II	0.06
			Total	86.61

Text Changes

The City has also constructed a number of Class II improvements, mostly in the northern residential neighborhoods the City. In total, the City contains ~~16.26~~ 17.38 miles of bicycle infrastructure within its limits, ~~1.48~~ 2.55 miles of Class I and 14.78 miles of Class II.

When finished constructing its future bicycle network, the City will have added an additional ~~79.4~~ 86.61 miles of Class I and II facilities, creating a substantial network of Class I bikeways and a supportive Class II bike lane network, with an additional 0.91 miles of Class III bike routes.

City of Upland Amendments

Figure 5.55

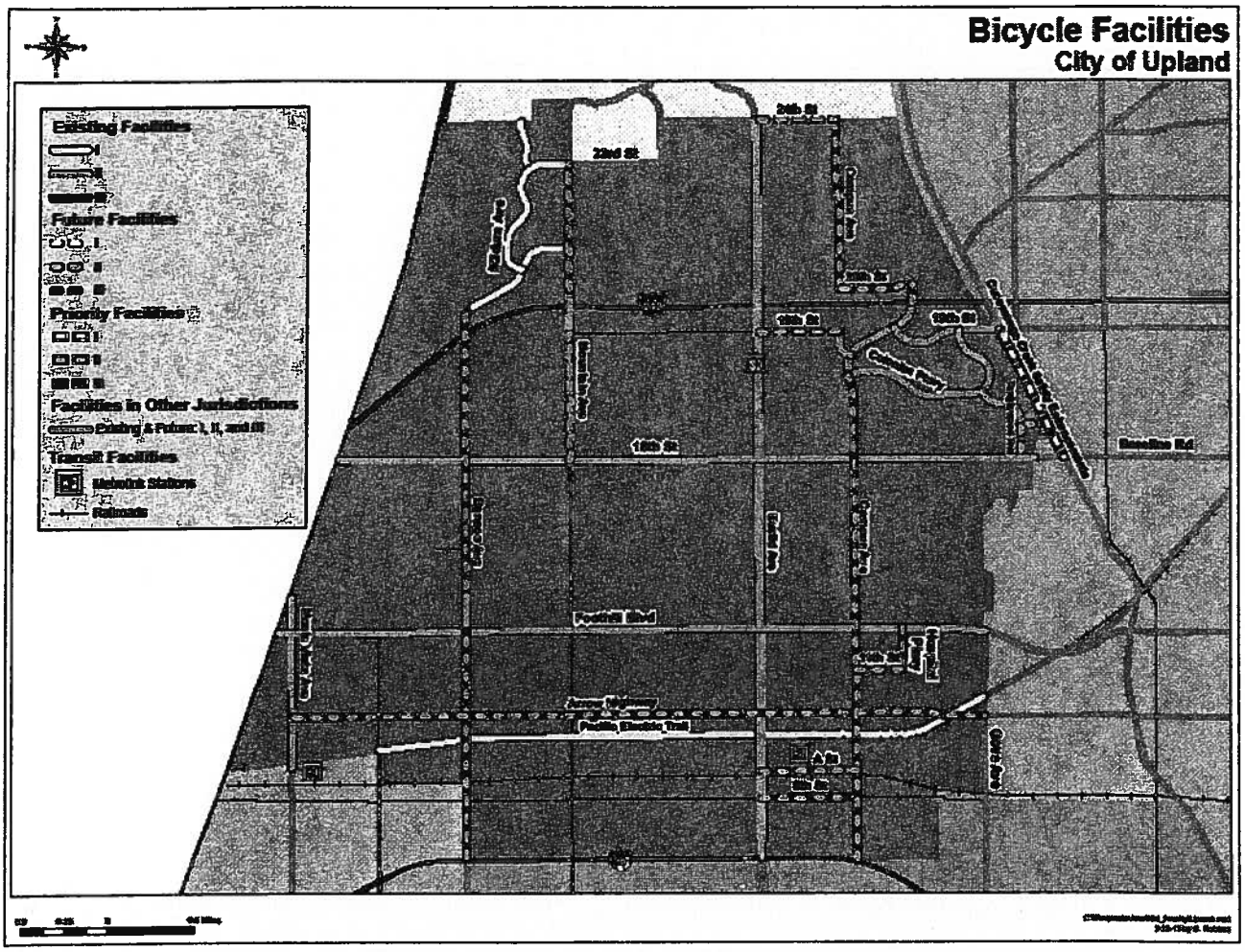

Table 5.100

Upland Existing Conditions

Street/Path	From	To	Class	Mileage
8th St	Euclid Ave	Campus Ave	III	0.54
16th St	SR-210	E City Limit	II	4.03
19th St	850' w/o Campus Ave	Campus Ave	II	0.16
19th St	Campus Ave	Cucamonga Creek	II	0.65
20th St	Campus Ave	Campus Ave	III	0.42
Arrow Highway	Monte Vista Ave	Grove Ave	III	4.00

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Benson Ave	13th St	Foothill Blvd	II	0.25
Benson Ave	Birkdale Ave	13th St	III	1.68
Benson Ave	Foothill Blvd	I-10	III	1.35
Benson Ave	Mountain Ave	Birkdale Ave	I	0.71
Campus Ave	SR-210	18th St	II	0.60
Campus Ave	18th St	I-10	III	2.88
Campus Ave	20th St	SR-210	III	0.07
Campus Ave	24th St	20th St	III	1.00
Colonies Pkwy	Campus Ave	19th St	II	1.28
Cucamonga Creek	19th St	Baseline Rd	I	0.85
Deakin Ave	24th St	Mildura Ave	I	0.29
Euclid Ave	24th St	I-10	II	8.61
Foothill Blvd	W City Limit	Grove Ave	II	4.08
Hospital Pkwy	Foothill Blvd	11th St	III	0.25
Mildura Ave	Mountain Ave	Benson Ave	I	0.92
Monte Vista Ave	N City Limit	Richton St	II	1.01
Mountain Ave	20th St	19th St	II	0.42
Pacific Electric Trail	W City Limit	E City Limit	I	3.56
Tanglewood Ave	Colonies Pkwy	Golf Club Dr	II	0.34
			Total	39.95

Table 5.101

Upland Future Improvements

Street/Path	From	To	Class	Mileage
8th St	Euclid Ave	Campus Ave	II	0.54
11th St	Campus Ave	Hospitality Pkwy	II	0.26
19th St	Euclid Ave	820' e/of Francis Ave	II	0.48
20th St	Campus Ave	Campus Ave	II	0.42
24th St	Euclid Ave	Campus Ave	II	0.45
A St	Euclid Ave	Campus Ave	II	0.56
Arrow Highway	Monte Vista Ave	Grove Ave	II	4.00
Benson Ave	Birkdale Ave	13th St	II	1.68
Benson Ave	Foothill Blvd	I-10	II	1.34
Campus Ave	24th St	20th St	II	1.00
Campus Ave	20th St	SR-210	II	0.11
Campus Ave	18th St	I-10	II	2.87
Hospital Pkwy	Foothill Blvd	11th St	II	0.25
Hummingbird Ln	Tanglewood Ave	Cucamonga Creek Trail	II	0.18
Mountain Ave	21st St	20th St	II	0.75

Mountain Ave	19th St	16th St	II	0.74
Tanglewood Ave	Golf Club Dr/Hummingbird Ln	16th St	II	0.19
			Total	15.82

Table 5.102

Upland Priority Improvements

Street/Path	From	To	Class	Mileage
Cucamonga Creek Safety Enhancements	9th St	Baseline Rd	I	0.84

Text Changes

Existing Conditions:

The growth in the City of Upland's non-motorized system has been spread evenly across Class I, II and III facilities. The City now includes 6.33 miles of Class I, 21.43 miles of Class II and ~~11.65~~ 12.19 miles of Class III facilities for a total of 39.41 miles. Since the last update to the Non-Motorized Transportation Plan, the City has averaged ~~3.94~~ 4.00 miles of new infrastructure per year.

Proposed Improvements

The future improvements identified by the City of Upland will upgrade the existing Class III facilities to Class II standards. When complete, the City will have upgraded a total of ~~11.64~~ 12.19 miles of Class III infrastructure to Class II standards, improving the safety to cyclists and reinforcing their place on the City's arterial system.

The City of Upland has ~~not identified any priority improvements.~~ identified elements of safety enhancement on the Class I Cucamonga Creek Trail. Improvements will be prioritized by the City Council in the future, possibly as part of the City's General Plan update.

Governments SANBAG Working Together

San Bernardino Associated Governments

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TRANSPORTATION MEASURE I

■ 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: 14

Date: March 13, 2013

Subject: Local Stimulus Program Time Extension and Procedural Exception

Recommendation:* That the Committee recommend the Board acting in its capacity as the San Bernardino County Transportation Authority:

1. Approve a time extension until June 30, 2014, for the completion of the remaining City of San Bernardino Local Stimulus Program projects: New Traffic Signal at Westbound 210 at Waterman Ave. Exit Ramp and 30th Street and Interstate 10/Tippecanoe Interchange.

2. Approve an exception to the Local Stimulus Program procedures to allow San Bernardino Associated Governments to use Local Stimulus Program funds allocated to the City of San Bernardino to offset invoices for the City's contribution to the Interstate 10/Tippecanoe Interchange project.

Background: On July 1, 2009, the Board of Directors approved the creation of the Local Stimulus Program in the total amount of $31,400,000. The distribution to the agencies was based on a per capita basis, excepting that no agency would receive less than $300,000. The completion deadline was 36 months after approval of the individual projects. Funds would be paid to each agency on a reimbursement basis. The procedures also included the understanding that if the approved project was on the Nexus Study, the funds would be used to buy down the total cost of the project for purposes of calculating the development share for that project.

*

Approved
General Policy Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

COG		CTC		CTA	X	SAFE		CMA	

Check all that apply.

GPC1303a-az

On February 6, 2013, the Board of Directors approved a time extension until March 31, 2013, for four agencies due to delays in either project delivery or billing. Three of the four agencies have completed the billing process. The City of San Bernardino has requested a time extension for completion of their remaining two projects. The Westbound 210 at Waterman Avenue project required approval by Caltrans, which has been recently received. It will be ready to list for bids in the middle of March 2013, with an estimated completion date of December 31, 2013. The City also requested that any remaining funds after completion of the Westbound 210 at Waterman Avenue project be transferred to the other remaining project, Interstate 10 (I-10)/Tippecanoe Interchange. An extension until June 30, 2014, will allow time for the city to finalize costs on the Westbound 210 at Waterman Avenue project and transfer any remaining balance to Interstate 10/Tippecanoe Interchange.

The I-10/Tippecanoe Interchange project is currently in the right of way and construction phases, and SANBAG will be invoicing the City for their share of these project costs. Drawing the Local Stimulus funds down directly is administratively more efficient for both organizations because it eliminates the need for the City to issue a check to SANBAG for its share of the project costs and then request that SANBAG reimburse the City for these costs from the Local Stimulus Program funds. This procedure was previously approved by the Board for the Laurel Grade Separation project in Colton. The total amount of the funds currently allocated to the project is $1,071,103.48.

Financial Impact: This item has no financial impact on the approved Fiscal Year 2012/2013 budget. Any funds remaining in the Local Stimulus Program at the end of Fiscal Year 2012/2013 will be carried over as encumbrances in the Fiscal Year 2013/2014 budget.

Reviewed By: This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff: Andrea Zureick, Director of Fund Administration and Programming

SANBAG Acronym List

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
IEEP	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
SCRRA	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 21st 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

Governments
SANBAG
Working Together

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