



San Bernardino Associated Governments

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

Mountain/Desert Committee

March 15, 2013

9:30 a.m.

Location

**Town of Apple Valley
14975 Dale Evans Parkway
Apple Valley, CA**

Mountain/Desert Committee Membership

Chair

*Julie McIntyre, Mayor
City of Barstow*

*Bill Jahn, Council Member
City of Big Bear Lake*

*George Huntington, Council Member
Town of Yucca Valley*

Vice Chair

*Ed Paget, Mayor
City of Needles*

*Mike Leonard, Council Member
City of Hesperia*

*Robert Lovingood
Board of Supervisors*

*Cari Thomas, Mayor
City of Adelanto*

*Jim Harris, Council Member
City of Twentynine Palms*

*James Ramos
Board of Supervisors*

*Curt Emick, Mayor
Town of Apple Valley*

*Ryan McEachron, Mayor Pro Tem
City of Victorville*

*Janice Rutherford
Board of Supervisors*

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.

Discussion Items

Administrative Matters

3. **Fiscal Year 2013/2014 Budget – Mountain/Desert Committee Review** Pg. 11
Review and provide direction relative to proposed tasks to be included in the Fiscal Year 2013/2014 Budget and the Measure I Mountain/Desert Administrative Revenue Distribution for the Fiscal Year 2013/2014 Budget. **Andrea Zureick**
This item is not scheduled for review by any other policy committee or technical advisory committee.

Project Delivery

4. **Lenwood Road Grade Separation Plans, Specifications, and Estimate Approval** Pg. 68
That the Committee recommend the Board:
1. Approve Plans, Specifications, and Estimate and authorize advertising Invitation for Bids for construction of the Lenwood Road Grade Separation Project.
2. Approve taking the recommendation for award of the construction contract directly to the Board without prior Mountain Desert Committee review. **Garry Cohoe**
This item is not scheduled for review by any other policy committee or technical advisory committee. SANBAG Contract Administrator has reviewed this item as to form.

Transportation Fund Administration

5. **Congestion Management Program Cost Allocation** Pg. 71
That the Committee recommend the Board acting in its capacity as the Congestion Management Agency:
1. Approve the cost allocation schedule for the Congestion Management Program for Fiscal Year 2011/2012 included in Attachment 2; and
2. Approve invoicing of Mountain/Desert subarea jurisdictions.
Ellen Pollema
This item is not scheduled for review by any other policy committee or technical advisory committee.

Discussion Items Cont....***Transportation Fund Administration (Cont.)*****6. Major Local Highway Program and State Local Partnership Program Funding Agreements with San Bernardino County for Projects in the Mountain/Desert Subarea Pg. 78**

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

1. Increase the allocation of Measure I Major Local Highway Program funds from \$4,747,000 previously approved by the Board of Directors on November 7, 2012, to \$5,081,695.
2. Approve Right of Way and Construction Phases Funding Agreement C13054 in the amount of \$10,492,330 between the County of San Bernardino, Town of Apple Valley and San Bernardino County Transportation Authority (Authority) for Yates Road, a phase of the Yucca Loma Corridor Project in the Victor Valley subarea, with Authority's share of \$8,624,695 funded by \$5,081,695 in Major Local Highway Program funds and \$3,543,000 funded through the State Local Partnership Program, which will be administered by California Department of Transportation. **Ellen Pollema**

This item is not scheduled for review by any other policy committee or technical advisory committee. SANBAG General Counsel and Contract Administrator have reviewed this item and a draft of the Contract.

7. Allocation of Funds to Victor Valley Subarea Projects Pg. 94

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

1. Allocate \$3,947,535 in Victor Valley Major Local Highway Program funds to Los Angeles County Metropolitan Transportation Authority for the PA&ED phase of the High Desert Corridor Project.
2. Allocate \$6,015,000 in federal Surface Transportation Program funds to the California Department of Transportation for the PS&E phase of the US395 Interim Project.
3. Allocate \$1,006,000 in Victor Valley Major Local Highway Program funds to the County of San Bernardino for the Rancho Road at Escondido Project. **Ellen Pollema**

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

Comments from Committee Members

Brief Comments from Committee Members –

Public Comment

Brief Comments by the General Public –

Additional Information

Acronym List

Pg. 97

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

ADJOURNMENT:

Next Mountain/Desert Committee Meeting – Friday, April 19, 2013

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. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

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



- 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 15, 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 SANBAG 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, except for the initial award of a competitively bid public works contract. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Principals & Agents	Subcontractors
1		NONE	

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

Reviewed By: This item is prepared monthly for review by SANBAG Board and Committee members.

*

Approved
 Mountain Desert Policy Committee

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

COG		CTC	X	CTA	X	SAFE		CMA	
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Check all that apply.
 MDC1303z-az

San Francisco, California
July 1, 1954

Dear Mr. [Name]:

Thank you for your letter of June 24, 1954.

I am sorry that I cannot

reply to you more quickly.

I have your letter of June 24, 1954, and I am sorry that I cannot

reply to you more quickly. I have your letter of June 24, 1954, and I am sorry that I cannot

reply to you more quickly. I have your letter of June 24, 1954, and I am sorry that I cannot

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Sincerely,
[Name]

[Name]

Mr. [Name]	[Address]
[Address]	[City, State, Zip]

The enclosed letter is for your information.

I am sorry that I cannot reply to you more quickly.

[Faint text, possibly a signature or address]

San Francisco, California
July 1, 1954

AGENDA ITEM #2
MOUNTAIN/DESERT POLICY COMMITTEE ATTENDANCE RECORD – 2013

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Cari Thomas + City of Adelanto	**	X										
Curt Emick Town of Apple Valley	**	X										
Julie McIntyre City of Barstow	**	X										
Bill Jahn City of Big Bear Lake	**	X										
Mike Leonard City of Hesperia	**	X										
Ed Paget City of Needles	**	X										
Jim Harris City of Twentynine Palms	**	X										
Ryan McEachron City of Victorville	**	X										
George Huntington Town of Yucca Valley	**	X										
Robert Lovingood County of San Bernardino	**	X										
Janice Rutherford County of San Bernardino	**											
James Ramos County of San Bernardino	**											

*Non-voting City Representative attended
+ Measure I Committee representative

**The Mountain/Desert Committee did not meet
x*Alternate Attended

*** New SANBAG Board Member

X = Member attended meeting.
MDCatt12.doc

Empty box = Member did not attend meeting

Crossed out box = Not a Board Member at the time.

AGENDA ITEM #2
MOUNTAIN/DESERT POLICY COMMITTEE ATTENDANCE RECORD – 2012

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Cari Thomas + City of Adelanto	X	X	X	X	X	X	X		X	X	**	X
Rick Roelle Town of Apple Valley		X			X			X		X*	**	
Julie McIntyre City of Barstow	X	X			X	X	X		X	X	**	X
Bill Jahn City of Big Bear Lake	X	X	X	X		X	X	X	X	X	**	
Mike Leonard City of Hesperia	X	X	X	X		X	X	X	X	X*	**	X
Ed Paget City of Needles	X	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	**	
Ryan McEachron City of Victorville	X	X	X	X	X		X	X	X	X	**	X
George Huntington Town of Yucca Valley	X		X	X	X	X	X	X	X		**	X
Brad Mitzelfelt County of San Bernardino		X				X		X	X	X	**	N/A
Janice Rutherford County of San Bernardino		X					X			X	**	
Neil Derry County of San Bernardino	X	X	X	X				X	X	X	**	N/A
Robert Lovingood*** County of San Bernardino												X
James Ramos*** County of San Bernardino												X

*Non-voting City Representative attended
+ Measure I Committee representative

**The Mountain/Desert Committee did not meet
x*Alternate Attended

*** New SANBAG Board Member

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

Minute Action

AGENDA ITEM: 3

Date: March 15, 2013

Subject: Fiscal Year 2013/2014 Budget – Mountain/Desert Committee Review

Recommendation:* Review and provide direction relative to proposed tasks to be included in the Fiscal Year 2013/2014 Budget and the Measure I Mountain/Desert Administrative Revenue Distribution for the Fiscal Year 2013/2014 Budget.

Background: The proposed Fiscal Year 2013/14 Budget amounts include prior year Board approved appropriations to be expended in Fiscal Year 2013/2014. The narratives provide information on prior year budget commitments.

SANBAG staff has developed tasks for the Fiscal Year 2013/2014 Budget. Details included with this item are narrative descriptions and draft total budget information for the tasks under the purview of the Mountain/Desert 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.

*

*Approved
 Mountain/Desert Policy Committee*

Date: _____

Moved: _____ *Second:* _____

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

Witnessed: _____

COG	X	CTC	X	CTA	X	SAFE	X	CMA	X
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Check all that apply.
 MDC1303a-az
 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
0503	Legislation	Strack	\$551,793
0601	County Transportation Commission - General	Smith	\$269,020
0605	Publications and Public Outreach	Wolfe	\$471,960
0942	Financial Management	Stawarski	\$1,163,793

Task	Air Quality & Traveler Services Program	Manager	Proposed Budget
0406	Traveler Services	Baker	\$2,218,910
0702	Call Box System	Baker	\$1,142,713

Task	Regional & Sub-Regional Planning Program	Manager	Proposed Budget
0203	Congestion Management	Smith	\$165,872
0213	High Desert Corridor Studies	Smith	\$3,858
0941	Mtn/Desert Planning and Project Development	Zureick	\$212,942

Task	Transit & Passenger Rail Program	Manager	Proposed Budget
0309	General Transit	Alderman	\$1,393,649
0310	Transit Operations	Alderman	\$9,495,667
0311	Transit Capital	Alderman	\$20,265,858

Task	Major Project Delivery Program	Manager	Proposed Budget
0850	Alternative Project Financing	Cohoe	\$3,974,844
0880	I-15/I-215 Devore Interchange	Cohoe	\$23,278,713
0881	Lenwood Road Grade Separation	Cohoe	\$4,890,756
0888	I-15 La Mesa/Nisqualli Interchange	Cohoe	\$7,046,057
0890	I-15 Ranchero Road Interchange	Cohoe	\$23,229,897

Task	Transportation Fund Administration Program	Manager	Proposed Budget
0504	Measure I Administration	Baker	\$529,379
0516	Measure I Mtn/Desert Apportionment & Allocation	Zureick	\$9,842,859
0609	Strategic Planning/Delivery Planning	Zureick	\$359,811
0610	Measure I 2010-2040 Project Advancement	Zureick	\$18,203,913
0918	Measure I Local Pass Through	Stawarski	\$39,082,300

The following tasks were consolidated for Fiscal Year 2013/2014:

- Task No. 0516 Measure I Mtn/Desert Apportionment & Allocation consolidates reimbursement payments from previous Task No. 0889 Yucca Loma Bridge.

The staff recommendation for allocation of the 1% Mountain/Desert Measure I Administrative Funds is as follows:

<u>Task</u>	<u>Description</u>	<u>Amount</u>
0104	Intergovernmental	\$ 14,200
0503	Legislation	\$ 79,188
0504	Measure I Administration	\$ 86,475
0516	Measure I Mtn/Desert Apportionment & Allocation	\$ 35,324
0601	County Transportation Commission - General	\$ 18,000
0605	Publications & Public Outreach	\$ 14,720
0609	Strategic Planning/Delivery Planning	\$ 56,337
0941	M/D Planning and Project Implementation	\$ 212,942
0942	<u>Financial Management</u>	<u>\$ 14,750</u>
Total	M/D Measure I Administrative Fund	\$ 531,936

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

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

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

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

	<u>2010-2011 Actual</u>	<u>2011-2012 Actual</u>	<u>2012-2013 Revised Budget</u>	<u>2013-2014 Budget</u>
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	<u>299,585</u>	<u>234,417</u>	<u>442,441</u>	<u>562,570</u>
Funding Sources				
General Assessment Dues				33,654
MSI Valley Admin				514,716
MSI Mtn./Desert Admin				14,200
Total Funding Sources				<u>562,570</u>

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

	<u>2010-2011 Actual</u>	<u>2011-2012 Actual</u>	<u>2012-2013 Revised Budget</u>	<u>2013-2014 Budget</u>
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	<u><u>521,911</u></u>	<u><u>480,199</u></u>	<u><u>613,473</u></u>	<u><u>551,793</u></u>
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				<u><u>551,793</u></u>

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	<u>349,679</u>	<u>471,948</u>	<u>483,591</u>	<u>269,020</u>
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				<u>269,020</u>

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: 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

	<u>2010-2011</u> Actual	<u>2011-2012</u> Actual	<u>2012-2013</u> Revised Budget	<u>2013-2014</u> Budget
Expenditures				
Regular Full-Time Employees	20,111	24,042	33,085	33,653
Overtime	-	-	100	-
Fringe Allocation-General	18,048	23,555	30,187	33,976
Professional Services	3,792	6,073	57,800	40,000
Investment Management Fees	81,504	73,959	40,500	85,000
Financial/Legal Bonding Fees	43,020	782,696	-	918,000
Legal Fees	1,853	5,083	2,000	2,500
Postage	17	366	-	-
Travel Expense - Employee	-	1,050	-	-
Printing - External	-	3,592	100	4,500
Printing - Internal	(1,098)	-	-	-
Administrative Charges	2,802	-	-	-
Bank Charges	-	(1)	-	-
Fiscal Agent Fees	2,989	-	8,000	-
Indirect Allocation-General	28,749	37,113	56,330	46,164
Total Expenditures	<u><u>201,788</u></u>	<u><u>957,527</u></u>	<u><u>228,102</u></u>	<u><u>1,163,793</u></u>

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	<u><u>1,163,793</u></u>

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

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

PRIOR YEAR BUDGETED COMMITMENTS

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

MANAGER: Duane Baker, Director of Management Services

Air Quality & Traveler Services

Task 0702 Call Box System

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

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 <u>Actual</u>	2011-2012 <u>Actual</u>	2012-2013 <u>Revised Budget</u>	2013-2014 <u>Budget</u>
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	<u>74,446</u>	<u>84,362</u>	<u>100,865</u>	<u>165,872</u>
Funding Sources				
Congestion Management Program				16,338
MSI 1990-Valley Fund-TMEE				149,534
Total Funding Sources				<u>165,872</u>

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

	<u>2010-2011 Actual</u>	<u>2011-2012 Actual</u>	<u>2012-2013 Revised Budget</u>	<u>2013-2014 Budget</u>
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	<u><u>13,961</u></u>	<u><u>6,101</u></u>	<u><u>228,191</u></u>	<u><u>3,858</u></u>

Funding Sources

Local Transportation Fund - Planning	<u>3,858</u>
Total Funding Sources	<u><u>3,858</u></u>

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: 0309 GENERAL TRANSIT

PURPOSE

Provide for assistance and oversight of San Bernardino County transit operators, including review of their cost effectiveness and efficiency, funding allocation, service modifications, and capital improvements. These operators include Omnitrans, Victor Valley Transit Authority (VVTA), Morongo Basin Transit Authority (MBTA), Mountain Area Regional Transit Authority (MARTA), Barstow Area Transit (BAT), and Needles Area Transit (NAT). Additionally, Valley Transportation Services (VTrans) has been designated as the Consolidated Transportation Services Agency (CTSA) for the San Bernardino Valley.

Provide representation on regional, state, and national transit associations; promote professional development through participation in the Southern California Association of Governments (SCAG) Regional Transit Task Force, state, and national transit conferences and training sessions; support the evaluation, development, implementation, and maintenance of the TransTrack operator performance reporting system; continued development of Long and Short Range Transit Plans for San Bernardino County transit operators; and lead in the planning and implementation of regional transit projects, including transit centers and bus rapid transit (BRT) services.

ACCOMPLISHMENTS

Participated in meetings of the SCAG Regional Transit Task Force leading to the incorporation of transit-related actions in SCAG's Regional Transportation Plan and continued membership in the following transit associations; California Transit Association (CTA), California Association for Coordinated Transportation (CalACT), and American Public Transportation Association (APTA).

While the subsequent transit related tasks provide a description of the technical process. The process must be followed to insure the flow of federal, state, and local funds to support individual transit system operating and capital improvements. This task will be used to summarize the performance of the seven public transit systems, excluding commuter rail, in San Bernardino County during Fiscal Year 2013/2014.

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

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

WORK ELEMENTS

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

This task will also include continued staff and consultant effort required to complete the development of various Short Range Transit Plans for San Bernardino County. The short range planning efforts will provide input to the Comprehensive Transportation Plan (CTP) and Congestion Management Program (CMP) development as well as tracking the feasibility of including transit corridors and other transit-related recommendations contained in the Regional Transportation Plan.

The task also includes legal services that may be required during the year for the transit programs, and professional services to support the continued development, evaluation and implementation of the transit operator reporting system. Specific items of the task include:

1. Attend and participate in Regional, State, and National Association meetings.
2. Continue work on implementing and maintaining the transit operator performance system.
3. Complete the development of Long and Short Range Transit Plans.
4. Share new industry and regulatory information with operators.

PRODUCT

Dissemination of information and technical assistance to operators. The evaluation, further development implementation, and maintenance of the transit operator performance reporting system will be of benefit to the operators and SANBAG. Providing technical assistance to the various transit operators as required. The development of Short Range Transit Plans for the County.

CONTRACT INFORMATION

- a. Existing Contracts
 - i. 1000321, Transit and Specialized Transportation Planning Services, Amount Budgeted \$120,000.
- b. New Contracts
 - i. RFP, Staff Augmentation, Amount Budgeted \$100,000, Total Estimated Contract Amount \$100,000.
 - ii. RFP, Consolidation Study, Amount Budgeted \$500,000, Total Estimated Contract Amount \$500,000.

PRIOR YEAR BUDGETED COMMITMENTS

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

MANAGER: Mitch A. Alderman, Director of Transit and Rail Programs

Transit & Passenger Rail

Task 0309 General Transit

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

Funding Sources

Local Transportation Fund - Planning	1,391,354
MSI Valley Fund-Senior/Disabled	2,295
Total Funding Sources	1,393,649

TASK: 0310 TRANSIT OPERATING

PURPOSE

Provide funding for the operation of seven transit operators in San Bernardino County , including Omnitrans, Victor Valley Transit Authority (VVTA), Morongo Basin Transit Authority (MBTA), Mountain Area Regional Transit Authority (MARTA), Barstow Area Transit (BAT), Needles Area Transit (NAT), and Valley Transportation Services (VTS) (aka VTrans).

ACCOMPLISHMENTS

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

The operating funds provided to the transit operators offer for financial assistance to offset the cost associated with paratransit service by the transit operators for those that meet the qualifications for the under the Americans with Disabilities Act. The operating funds administered under this task are also used to provide subsidized fares for seniors.

WORK ELEMENTS

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

PRODUCT

Operating fund for Transit Operators.

CONTRACT INFORMATION

- a. Existing Contracts
 - i. 1000703, Cooperative Agreement for Feasibility Study, Amount Budgeted \$50,000.
 - ii. 1000431, Operation of a consolidated transportation services agency to provide for the coordination of transit services for seniors and persons of disability, Budgeted Amount \$3,056,688.
 - iii. 100746, San Bernardino Regional Vanpool Program – Victor Valley Phase, Amount Budgeted \$367,720.

PRIOR YEAR BUDGETED COMMITMENTS

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

MANAGER: Mitch A. Alderman, Director of Transit and Rail Programs

Transportation Fund Administration

Task 0310 Transit Operations

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	-	-	31,279	-
Fringe Allocation-General	-	-	28,539	-
Contributions/Sponsorships	6,178,047	6,706,833	8,864,600	9,495,667
Indirect Allocation-General	-	-	53,254	-
Total Expenditures	<u>6,178,047</u>	<u>6,706,833</u>	<u>8,977,672</u>	<u>9,495,667</u>

Funding Sources

Local Transportation Fund - Planning	50,000
MSI Valley Fund-Senior/Disabled	1,180,492
MSI Victor Valley Fund-Senior/Disabled	682,310
MSI Victor Valley Fund-Traffic Mgmt Sys	290,499
MSI North Desert Fund-Senior/Disabled	278,500
MSI North Desert Fund-Traffic Mgmt Sys	77,221
MSI Colorado River Fund-Senior/Disabled	11,000
MSI Morongo Basin Fund-Senior/Disabled	104,268
MSI Mountain Fund-Senior/Disabled	95,181
MSI Valley Fund-Elderly/Disabled	6,726,196
Total Funding Sources	<u>9,495,667</u>

TASK: 0311 TRANSIT CAPITAL

PURPOSE

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

ACCOMPLISHMENTS:

1. Barstow Area Transit (BAT) helped launch the new BV link service in January 2011 which connects communities of Barstow, Apple Valley, and Victorville, 3 days per week, 3 trips per day.
2. Mountain Area Transit Authority (MARTA) recently completed their Comprehensive Operational Analysis. Through this they have developed a marketing plan to help increase ridership which includes a logo redesign.
3. Morongo Basin Transit Authority (MBTA) implemented a Transportation Assistance Program (TAG) which is a grant program for social service agencies within the Morongo Basin area. The TAG program helps to address unmet transit needs that public transportation in that area cannot meet.
4. Needles purchased two new buses and continued operations.
5. Omnitrans continued work on the sbX Bus Rapid Transit (BRT) project along the "E" Street corridor. The "E" street BRT is the first such transit service to be implemented in the San Bernardino Valley. Construction will be completed and sbX will be operational in Fiscal Year 2013/2014.
6. Victor Valley Transit (VVTA): SANBAG secured 3-years of CMAQ demonstration funding for a pilot program linking the Barstow area to the Victor Valley. This life-line service is called the BV Link and started in January 2011. SANBAG also secured additional funding to extend the BV Link from Victorville to San Bernardino. Victor VVTA has also received \$1.491 million dollars of Federal Transit Administration Section 5309 discretionary grants to create and operate a successful vanpool program for the High Desert and Barstow areas. Additionally, in May of 2012, VVTA began service for Fort Irwin. SANBAG and VVTA began its vanpool program and obtained a grant for the start-up of this new service.
7. Valley Transportation Services (VTrans) implemented the Mobility Travel Training program (MTT), which is a three-year project totaling \$1.23 million dollars. MTT teaches seniors and persons with disabilities how to navigate public transportation. VTrans is also a funding partner for the U.S. Department of Veteran Affairs One Call/One Click program which provides veterans and their families a centralized location where they can access information on social services and public transportation. VTrans is an active funding partner to many social services agencies to help reduce access service demands.
8. San Bernardino Transit Center (SBTC): SANBAG, in partnership with Omnitrans, completed the final design and environmental clearance for the project. SBTC will be the major hub for mass transit services in San Bernardino Valley, including 22 bus bays and rail platforms for Metrolink and Redland Rail service. Immediate access to the Rialto Avenue sbX station will provide connectivity from CSU San Bernardino to Loma Linda University providing enhanced mobility options for students, faculty and visitors. The addition of the San Bernardino and Inland Empire Orange County Metrolink lines will provide unprecedented access to the entire Southern California region from Downtown San Bernardino.

WORK ELEMENTS

1. Complete work on the "E" Street BRT Project.
2. Continue work on the San Bernardino Transit Center.
3. Continue work on the Van Pool program for the High Desert including the Barstow Area.

PRODUCT

1. Begin construction of San Bernardino Transit Center.
2. Completion of sbX construction.
3. Begin operations of sbX BRT.

CONTRACT INFORMATION

- a. Existing Contracts
 - i. 1000133, Allocation of Proposition 1B PTMISEA Funds for Purchase of Three Paratransit Vehicles, Budgeted Amount \$70,069.
 - ii. 1000462, sbX Right-of-Way Acquisition, Budgeted Amount \$10,373.
 - iii. 1000636, Legal Services for E Street sbX Right-of-Way Acquisition, Budgeted Amount \$1,102,986.
 - iv. 1000251, Cooperative Agreement between SANBAG for Design, Construction & Administration of E street sbX BRT project, Budgeted Amount \$2,000,000.
 - v. 1000584, Construction Management Services for the Omnitrans Bus Facility, Budgeted Amount \$715,890.
 - vi. 1000612, Architectural and Engineering Services for the San Bernardino Transit Center Omnitrans Bus Facility, Budgeted Amount \$650,000.
- b. New Contracts
 - i. RFP, Transit Center Construction, Amount Budgeted \$11,428,093, total Estimated Contract amount \$11,428,093.

LOCAL FUNDING SOURCE DETAIL

- i. Omnitrans - \$3,042,478.

PRIOR YEAR BUDGETED COMMITMENTS

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

MANAGER: Mitch A. Alderman, Director of Transit and Rail Programs

Transit & Passenger Rail

Task 0311 Transit Capital

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	-	5,339	43,959	78,499
Overtime	-	101	-	-
Fringe Allocation-General	-	5,330	40,109	79,253
Professional Services	-	-	1,762,272	2,370,890
Consulting Services	-	570,378	600,000	10,373
Legal Fees	-	1,306	2,042,800	1,000,000
Construction Capital	-	-	5,000	11,048,093
Right of Way Capital	-	-	3,995,000	3,300,000
Postage	-	-	700	500
Travel Expense - Employee	-	-	-	250
Travel Expense-Mileage-Employee	-	-	150	250
Contributions/Sponsorships	-	-	1,767,474	2,270,069
Indirect Allocation-General	-	8,398	74,843	107,681
Total Expenditures	-	590,851	10,332,307	20,265,858

Funding Sources

Local Transportation Fund - Rail	820,000
Transportation Enhancement Activities	992,000
Public Trans Modern,Improve&Svc Enhance	70,069
MSI Valley Fund-Express Bus/Rapid Trans	2,200,000
Local Projects Fund	3,042,478
Transit Center Project Fund	13,141,311
Total Funding Sources	20,265,858

TASK: 0850 ALTERNATIVE PROJECT FINANCING

PURPOSE

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

ACCOMPLISHMENTS

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

WORK ELEMENTS

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

PRODUCT

Completed Level 2 Toll Feasibility Reports, including required preliminary engineering, for I-10 and I-15 from which a decision can be made on whether to pursue Express Lanes as an alternative on these two corridors.

CONTRACT INFORMATION

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

- a. Existing Contracts
 - i. 1000004, Consulting Services, Amount Budgeted \$60,000.
 - ii. 1000044, Consulting Services, Amount Budgeted \$50,000.
 - iii. 1000089, Program Management, Amount Budgeted \$200,000.
 - iv. 1000537, Traffic and Revenue Consulting Services, Amount Budgeted \$2,340,000.
 - v. 1000554, Financial Toll Feasibility Consulting Services, Amount Budgeted \$155,000.
 - vi. 1000624, Preliminary Engineering Consulting Services, Amount Budgeted \$830,000.
 - vii. 1000633, Preliminary Engineering Support Services, Amount Budgeted \$25,000.

PRIOR YEAR BUDGETED COMMITMENTS

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

MANAGER: Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0850 Alternative Project Financing

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	23,923	18,025	87,059	7,844
Regular Part-Time Employees	630	-	-	-
Overtime	-	132	-	-
Fringe Allocation-General	20,613	17,789	79,432	7,920
Professional Services	46,359	26,387	100,000	265,000
Consulting Services	-	441,007	3,145,000	3,465,000
Program Management Fees	32,572	24,213	91,866	200,000
Legal Fees	855	285	1,500	2,500
Postage	269	301	150	250
Travel Expense-Other-MetroLink Tickets	-	-	50	-
Printing - External	-	-	100	2,000
Office Expense	-	34	-	-
Meeting Expense	-	-	850	500
Indirect Allocation-General	33,744	28,028	148,221	10,761
Indirect Allocation-Project Management	104	-	6,828	13,069
Total Expenditures	<u>159,069</u>	<u>556,201</u>	<u>3,661,056</u>	<u>3,974,844</u>

Funding Sources

Planning, Programming & Monitoring	1,200,000
MSI Valley Fund-Freeway Projects	1,399,844
MSI Victor Valley Fund-Traffic Mgmt Sys	180,000
Cajon Pass Bond Fund	1,195,000
Total Funding Sources	<u>3,974,844</u>

TASK: 0880 INTERSTATE 15/INTERSTATE 215 DEVORE INTERCHANGE

PURPOSE

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

ACCOMPLISHMENTS

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

This project has been selected as one of ten design-build projects for the State Department of Transportation (Caltrans) as part of a pilot program. A cooperative agreement with Caltrans has been executed defining roles and responsibilities through the preliminary engineering and environmental document phase and the design-build procurement. Another cooperative agreement has been executed with Caltrans for Right of Way, and a third cooperative agreement for the funding and roles and responsibilities for the design-build phase of work. A contract with a design-build team was executed in November, 2012 by Caltrans and design work was started along with preconstruction activities. Construction work is anticipated to begin in mid-2013.

WORK ELEMENTS

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

PRODUCT

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

CONTRACT INFORMATION

- a. Existing Contracts
 - i. 1000089, Project Management, Amount Budgeted \$100,000.
 - ii. 1000603, Right of Way legal services, Amount Budgeted \$22,000.
 - iii. 1000030, Engineering support services, Amount Budgeted \$125,000.
 - iv. 1000044, Environmental support services, Amount Budgeted \$20,000.
 - v. 1000467, Right of Way support services and Right of Way acquisition, Amount Budgeted \$10,000,000.
 - vi. 1000628, Right of Way support services, Amount Budgeted \$500,000.
 - vii. 1000629, Right of Way support services, Amount Budgeted \$2,500,000.
 - viii. 1000642, Construction services, Amount Budgeted \$6,000,000.
- b. New Contracts
 - i. Utility Agreements, Utility Relocations, Amount Budgeted \$4,000,000, Total Estimated Contract Amount \$4,000,000.

PRIOR YEAR BUDGETED COMMITMENTS

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

MANAGER: Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0880 Interstate 15/Interstate 215 Devore Interchange

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	30,927	42,369	30,042	-
Regular Part-Time Employees	9,170	-	-	-
Fringe Allocation-General	26,778	41,510	27,410	-
Professional Services	93,232	(51,063)	80,000	3,042,000
Consulting Services	2,708,709	1,599,569	514,085	125,000
Program Management Fees	172,123	223,602	97,866	100,000
Legal Fees	5,035	33,775	284,000	1,000
Construction Capital	-	63,484	1,495,000	6,000,000
Right of Way Capital	-	14,177,774	19,512,632	14,000,000
Postage	-	106	150	100
Travel Expense - Employee	-	-	-	500
Travel Expense-Mileage-Employee	-	-	-	200
Printing - External	-	883	1,000	1,000
Meeting Expense	-	48	-	200
Indirect Allocation-General	55,877	65,404	51,148	-
Indirect Allocation-Project Management	10,678	10,322	6,828	8,713
Total Expenditures	<u>3,112,529</u>	<u>16,207,782</u>	<u>22,100,161</u>	<u>23,278,713</u>
Funding Sources				
Cajon Pass Bond Fund				23,278,713
Total Funding Sources				<u>23,278,713</u>

TASK: 0881 LENWOOD AVENUE GRADE SEPARATION

PURPOSE

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

ACCOMPLISHMENTS

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

WORK ELEMENTS

1. Perform a constructability review.
2. Advertise and award a construction contract.
3. Manage the contracts, budgets and schedules.

PRODUCT

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

CONTRACT INFORMATION

- a. Existing Contracts
 - i. 1000089, Project Management, Amount Budgeted \$150,000
 - ii. 1000603, Legal Services, Amount Budgeted \$15,000
 - iii. 1000261, Design and Engineering support during Construction, Amount Budgeted \$370,000
- b. New Contracts
 - i. RFP, Construction Management Services, Amount Budgeted \$50,000, Total Estimated Contract Amount \$3,000,000.
 - ii. IFB, Construction Services, Amount Budgeted \$4,080,000, Total Estimated Contract Amount \$20,000,000.

LOCAL FUNDING SOURCE DETAIL

- i. City of Barstow- \$465,269.

PRIOR YEAR BUDGETED COMMITMENTS

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

MANAGER: Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0881 Lenwood Ave. Grade Separation

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	4,531	8,705	16,921	10,445
Regular Part-Time Employees	560	-	-	-
Fringe Allocation-General	4,076	8,529	15,439	10,545
Professional Services	14,616	683	5,000	25,100
Consulting Services	1,156,898	1,029,199	579,790	370,000
Program Management Fees	65,113	122,730	101,052	300,000
Legal Fees	1,663	9,154	81,850	2,000
Construction Capital	-	-	245,000	4,130,000
Right of Way Capital	-	6,410	3,605,210	-
Postage	25	77	300	200
Printing - External	-	537	2,000	2,000
Indirect Allocation-General	7,300	13,438	28,809	14,328
Indirect Allocation-Project Management	6,398	9,479	7,510	26,138
Total Expenditures	<u>1,261,180</u>	<u>1,208,942</u>	<u>4,688,881</u>	<u>4,890,756</u>

Funding Sources

Surface Transportation Program	1,600,000
Demonstration High Priority Program	240,000
Trade Corridor Improvement Fund	1,200,000
State Local Partnership Program-P1B	400,000
MSI North Desert Fund-Major Local Hwy	985,487
Local Projects Fund	465,269
Total Funding Sources	<u>4,890,756</u>

TASK: 0888 INTERSTATE 15 LA MESA/NISQUALLI INTERCHANGE

PURPOSE

Provide access to the Interstate 15 (I-15) at La Mesa and Nisqualli Roads in the City of Victorville.

ACCOMPLISHMENTS

The City of Victorville has managed the project development activities leading to this project being ready for construction. Caltrans approved the Project Study Report and the Project Report in 1990 and 2007, respectively. The Draft Environmental Document was circulated for public review, a public hearing was held in September 2003, and environmental approval was obtained in April 2006. Plans Specifications & Estimates (PS&E) was completed in August 2010 and Right of Way was completed in February 2011. In April 2011 the City of Victorville requested SANBAG take the lead of the construction phase of the project. In May 2011 the SANBAG Board of Directors approved nomination of the project for Corridor Mobility Improvement Account (CMIA) funds and approved a Construction Cooperative Agreement with the City of Victorville making SANBAG responsible for the construction phase of the project. In June 2011 the Board approved a Construction Cooperative Agreement with Caltrans and awarded a construction management contract to Arcadis-US. The California Transportation Commission (CTC) awarded \$21.3 million in CMIA funds. In August 2011 the Board authorized advertisement of the project for construction and on November 15, 2011 bids were received. In December 2011 the Board awarded a construction contract to Riverside Construction Company Inc. A Notice to Proceed was issued on December 20, 2011 and construction started February 13, 2012. Construction will continue through the fall of 2013.

WORK ELEMENTS

1. Manage the contracts, budgets and schedules for the project construction phase as construction continues through the Fiscal Year.
2. Continue public information activities.
3. Coordinate construction of the interchange project with the City of Victorville, Caltrans and utility companies.

PRODUCT

Construction of a new full service Interstate 15 interchange and associated frontage roads.

CONTRACT INFORMATION

- a. Existing Contracts
 - i. 1000089, Project Management, Budgeted Amount \$100,000.
 - ii. 1000166, Construction Zone Enhancement and Enforcement Program (COZEEP) Services, Budgeted Amount \$25,000.
 - iii. 1000463, Construction Management Services, Budgeted Amount \$1,550,000.
 - iv. 1000547, Construction Services Budgeted Amount \$5,315,296.

LOCAL FUNDING SOURCE DETAIL

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

PRIOR YEAR BUDGETED COMMITMENTS

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

MANAGER: Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0888 Interstate 15 La Mesa/Nisqualli Interchange

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

Funding Sources

Corridor Mobility Improvement Account	2,376,843
Local Projects Fund	3,590,746
Victor Valley Major Local Hwy Bond Fund	1,078,468
Total Funding Sources	7,046,057

TASK: 0890 INTERSTATE 15 RANCHERO ROAD INTERCHANGE

PURPOSE

Improve traffic operations and circulation for current and future demand on Ranchero Road at I-15 in the City of Hesperia.

ACCOMPLISHMENTS

The City of Hesperia has managed the project development activities leading to this project being ready for construction. In February 2012 the City of Hesperia requested SANBAG take the lead as the project manager for the construction phase of the project. Savings within the Corridor Mobility Improvement Account (CMIA) program were identified allowing \$21.135 million to be programmed on the construction phase of this project. A construction cooperative agreement with Caltrans was executed, as well as a construction cooperative agreement between SANBAG and the City of Hesperia. Procurement of construction management and contractor was completed in May, 2012 and November, 2012, respectively.

WORK ELEMENTS

1. Manage the contracts, budgets and schedules for the project construction phase.
2. Continue public information activities with the City of Hesperia and Caltrans.
3. Coordinate construction of the interchange project with the City of Hesperia, Caltrans and utility companies.

PRODUCT

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

CONTRACT INFORMATION

- a. Existing Contracts
 - i. 1000089, Project management, Amount Budgeted \$175,000.
 - ii. 1000165, Construction Zone Enhancement Enforcement Program (COZEEP), Amount Budgeted \$300,000.
 - iii. 1000663, Construction Management Services, Amount Budgeted \$4,752,000.
 - iv. 1000771, Construction Services, Amount Budgeted \$17,910,053.

LOCAL FUNDING SOURCE DETAIL

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

MANAGER: Garry Cohoe, Director of Project Delivery

Major Project Delivery Program

Task 0890 Interstate 15 Ranchero Road Interchange

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
Expenditures				
Regular Full-Time Employees	-	1,178	14,396	24,564
Fringe Allocation-General	-	1,154	13,135	24,800
Professional Services	-	2,500	72,335	300,000
Consulting Services	-	65,596	1,510,000	4,752,000
Program Management Fees	-	57,322	150,260	175,000
Legal Fees	-	1,188	-	1,000
Construction Capital	-	-	9,612,243	17,910,053
Right of Way Capital	-	-	2,000,000	-
Postage	-	104	150	250
Printing - External	-	351	9,438	2,000
Indirect Allocation-General	-	1,818	24,510	33,696
Indirect Allocation-Project Management	-	1,538	10,989	6,534
Total Expenditures	-	132,747	13,417,456	23,229,897

Funding Sources

Interstate Maintenance Discretionary	1,570,037
Regional Improvement Program	3,904,261
Corridor Mobility Improvement Account	10,850,264
State Local Partnership Program-P1B	2,275,690
MSI Victor Valley Fund-Major Local Hwy	2,727,801
Local Projects Fund	167,844
Victor Valley Major Local Hwy Bond Fund	1,734,000
Total Funding Sources	23,229,897

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	<u>6,033,500</u>	<u>9,523,448</u>	<u>8,537,287</u>	<u>529,379</u>
Funding Sources				
MSI Valley Admin				438,104
MSI Mtn./Desert Admin				86,475
General Fund-Local/Other				4,800
Total Funding Sources				<u>529,379</u>

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	<u><u>489,856</u></u>	<u><u>281,042</u></u>	<u><u>373,584</u></u>	<u><u>359,811</u></u>

Funding Sources

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

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	<u>9,501,972</u>	<u>11,209,793</u>	<u>17,502,374</u>	<u>18,203,913</u>
Funding Sources				
MSI Valley Admin				28,286
MSI Valley Fund-Fwy Interchange				2,039,283
MSI Valley Fund-Project Adv Agreements				<u>16,136,344</u>
Total Funding Sources				<u>18,203,913</u>

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

	<u>2010-2011</u> Actual	<u>2011-2012</u> Actual	<u>2012-2013</u> Revised Budget	<u>2013-2014</u> Budget
Expenditures				
Pass-Thru Payments	32,173,848	38,644,550	34,453,800	39,082,300
Total Expenditures	<u>32,173,848</u>	<u>38,644,550</u>	<u>34,453,800</u>	<u>39,082,300</u>
 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				<u>39,082,300</u>

THE UNIVERSITY OF CHICAGO

DEPARTMENT OF CHEMISTRY

PROJECT	DATE	INITIALS	REMARKS

APPROVED

DATE

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

Minute Action

AGENDA ITEM: 4

Date: March 15, 2013

Subject: Lenwood Road Grade Separation Plans, Specifications, and Estimate approval

Recommendation:* That the Committee recommend the Board:

1. Approve Plans, Specifications, and Estimate and authorize advertising Invitation for Bids for construction of the Lenwood Road Grade Separation Project.
2. Approve taking the recommendation for award of the construction contract directly to the Board without prior Mountain Desert Committee review.

Background: These are the required approvals to allow the Lenwood Road Grade Separation project to proceed to construction and to apply for grade separation funding. Staff has been working with the City of Barstow and the County of San Bernardino through a Project Development Team (PDT) to complete the final design of the Lenwood Grade Separation project. This project will grade separate Lenwood Road and the BNSF Railway tracks, increasing safety and eliminating the delay at the existing at-grade crossing. Right-of-way is also being secured on 39 parcels for the project, which includes full acquisitions, permanent roadway easements, and temporary construction easements. The City of Barstow has been working with BNSF to finalize the Construction & Maintenance (C&M) Agreement, and the PUC application has been filed. The project is almost ready to proceed to construction. It is anticipated that the construction contract invitation for bids advertising period would begin in early

*

Approved
Mountain Desert Committee

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

COG	CTC	X	CTA	SAFE	CMA
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Check all that apply.

June, 2013, with bids opened in mid-August and a contract award recommendation presented at the September or October, 2013 Board meeting. Construction is anticipated to span about 24 months.

Construction of the project is funded by Trade Corridor Improvement funds (TCIF), State Local Partnership Programs funds (SLPP), Federal Demonstration earmarked funds, Surface Transportation Program funds (STP), Measure I Local Funds, and a project contribution by both the City of Barstow and BNSF Railroad. The State TCIF and SLPP funds need to be allocated not later than June, 2013 with these funds only allocated after a project has been certified as ready to list for construction. It is anticipated these funds will be allocated at the May 7, 2013 California Transportation Commission (CTC) meeting. The Federal funds are currently in the fund obligation process, with completion expected within the next month or two. California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) approval are required to use Federal funds on the project and authorize the project to proceed to construction. Upon receiving the funding approval and approval by CTC, the project will then go out to bid.

To allow the project to proceed, the following actions are required and are set forth in the recommendations:

1. Approve Plans, Specifications, and Estimate (PS&E) and authorize advertising Invitation for Bids for construction of the Lenwood Road Grade Separation Project.

The PS&E for the Project has been completed and the bid package is being prepared. Staff is requesting Committee approval of the PS&E and authorization for advertisement of the bid package for construction of this project.

2. Approve taking the recommendation for award of the construction contract directly to the Board without prior Mountain Desert Committee review.

Staff anticipates advertising this Project for bid in early June, 2013 based on approval of Recommendation 1 of this agenda item, with bid opening scheduled six to seven weeks after the start of advertising. At bid opening, an evaluation of funding will be done comparing the actual bid amount with the amount programmed. If the bids come in higher than what is programmed, alternatives will be considered and a recommendation brought forward for the Board's consideration. This construction contract will be recommended for award based on verification of the lowest responsive/responsible bid in accordance with established criteria. Since the award of the contract is based on the lowest responsive/responsible bidder, it is recommended that the award of the construction contract proceed directly to the Board without prior Mountain Desert

Committee review. This will allow the execution of the contract and start of construction to occur at the earliest possible date and ensure timely use of Federal and State funding.

Financial Impact: This item is consistent with the SANBAG Fiscal Year 2012/2013 budget. Funding has been included in next year's draft budget. Task No. 0881.

Reviewed By: This item is not scheduled for review by any other Policy Committee or Technical Advisory Committee. SANBAG Contract Administrator has reviewed this item as to form.

Responsible Staff: Garry Cohoe, Director of Project Delivery

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

Minute Action

AGENDA ITEM: 5

Date: March 15, 2013

Subject: Congestion Management Program Cost Allocation

Recommendation:* That the Committee recommend the Board acting in its capacity as the Congestion Management Agency:

1. Approve the cost allocation schedule for the Congestion Management Program for Fiscal Year 2011/2012 included in Attachment 2; and
2. Approve invoicing of Mountain/Desert subarea jurisdictions.

Background: Congestion Management Program (CMP), Task No. 0203 in the SANBAG Budget, accumulates expenses related to the general activities and updates of the countywide CMP. Expenses related to the CMP for Fiscal Year 2011/2012 have been compiled and allocated between the Valley and Mountain/Desert subareas. Those expenses related to the Mountain/Desert subarea are further divided by formula and billed annually to the various jurisdictions on a per capita basis. This provides for the sharing of general and administrative expenses associated with the administration of this program.

The item includes three attachments. Attachment 1 provides an overview of the CMP and its role within San Bernardino County. Attachment 2 provides the Fiscal Year 2011/2012 Cost Allocation Schedule of the costs to be reimbursed by the Mountain/Desert jurisdictions. Attachment 3 provides for comparison the

*

Approved
 Mountain/Desert Policy Committee

Date: _____

Moved: Second:

In Favor: Opposed: Abstained:

Witnessed: _____

COG	CTC	CTA	SAFE	CMA	X
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Check all that apply.

Fiscal Year 2010/2011 Cost Allocation Schedule approved by the Board of Directors on May 2, 2012.

Financial Impact: This item will result in a reimbursement to two funding sources, General Fund-Congestion Management Plan (CMP) and MSI 1990-Valley Fund-Traffic Management Environmental Enhancement Fund (TMEE).

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

Responsible Staff: Ellen Pollema, Transportation Planning Analyst

Attachment 1

CONGESTION MANAGEMENT PROGRAM

Assembly Bills 471, 1791, and 3093, first implemented in 1990 by Proposition 111, require adoption and biennial updating of Congestion Management Programs (CMPs) for each county with an urbanized area of more than 50,000 population. In San Bernardino County, San Bernardino Associated Governments (SANBAG) was designated the Congestion Management Agency by the local governments, and is charged with developing and monitoring compliance with the program. Implementation of the program, and local compliance, are required to gain access to transportation funding through the Regional Transportation Improvement Program. The State controller is required to withhold local gas tax subventions from local jurisdictions which are not in conformance with the adopted CMP.

The CMP for San Bernardino County was developed by SANBAG through technical and policy committees with representation from all local jurisdictions, Caltrans, and the private sector. It was adopted by the Congestion Management Agency Board of Directors on November 4, 1992, and was updated in November 1993 and every odd-numbered year thereafter.

WHAT IS THE INTENT OF THE CMP?

The CMP is intended to strengthen the nexus between transportation and land use decisions, with consideration for air quality. It has resulted in more consistent analysis and a better understanding of regional or multi-jurisdictional transportation consequences of local actions.

HOW DOES IT ACCOMPLISH THIS?

The CMP requires definition of the regional multimodal transportation system, maintenance of level of service standards on regional roads, and implementation of measures to maximize the efficiency of the existing system. It also provides mechanisms to objectively identify and prioritize improvements to the regional system, and is the vehicle through which various state and federal transportation funds are accessed. The statutory CMP requirements are described below.

REQUIRED CMP ELEMENTS

1. **Establishment of Level of Service (LOS) Standards, as calculated by a uniform LOS methodology, for the system of highways and principal arterial roadways within the county.** Once designated, no roadway can be removed from the system. All new highways and principal arterials must be added to the system. The LOS standard must be LOS E or better, except on links or intersections which currently operate at LOS F. Deficiency plans must be completed and adopted for facilities which fail to meet the standard. Deficiency plans are described below.
2. **Standards for public transit service including frequency and routing, and for coordination among separate transit operators.**
3. **A trip reduction and travel demand element that promotes carpools, vanpools, transit, bicycles, park-n-ride, jobs/housing balance, flextime, and parking management.**

4. **A program to analyze the impacts of local land use decisions on the regional transportation system**, including an estimate of the costs to mitigate the identified impacts. This has been implemented through preparation of Traffic Impact Analyses. However, following the passage of Measure I 2010-2040, this requirement will be met in urban parts of the County through locally implemented development mitigation programs that are consistent with the SANBAG Development Mitigation Nexus Study.
5. **A capital improvements program (CIP) to maintain or improve the traffic level of service and transit performance standards, and mitigate the regional transportation impacts of further development.** The capital improvements program must conform to transportation-related vehicle emissions air quality mitigation measures. The actions identified within deficiency plans, traffic impact analyses, or other transportation master plans to mitigate the impacts of development and growth will serve as bases for the CIP.

MODELING REQUIREMENTS

SANBAG, with cooperation from SCAG, the cities, and the County, is required to develop a uniform data base on traffic impacts for use in transportation computer models or compatible analytical tools. The CMA must approve the consistency of local modeling efforts that are used to determine the impacts of development on the circulation system. Local modeling is to be compatible with CMP models, which in turn are to be consistent with regional models. The data base used in the County is to be consistent with the data base used by SCAG. The CMP model(s) for San Bernardino County are more locally detailed versions of the SCAG Regional model, and are maintained at SCAG's Inland Office.

MONITORING

SANBAG must monitor implementation of all elements of the CMP, and is required to make an annual determination of conformance with the CMP for each city and the County. Conformance criteria include:

1. Consistency with LOS and performance standards. Exceptions are segments or intersections for which deficiency plans for implementation of needed improvements have been adopted.
2. Adoption and implementation of a program to analyze the impacts of land use decisions by each local jurisdiction, including documentation of the costs associated with impact mitigation. Within the Valley and Victor Valley areas, their requirement is met by local implementation of development mitigation programs consistent with the SANBAG Development Mitigation Nexus Study. In non-urban areas, it is met by preparation of TIA Reports on qualifying projects.

In addition, traffic levels of service on the CMP roads are to be determined annually. Within San Bernardino County, the owner/operator of each facility has been responsible for monitoring the performance of the facility.

Attachment 2

CONGESTION MANAGEMENT PROGRAM COSTS 2011/2012

COST ALLOCATION

JURISDICTION	Regular Full-Time Employees 1090.20.0203.51010	Regular Part-Time Employees 1090.20.0203.51015	Fringe Allocation- General 1090.20.0203.51990	Indirect Allocation- General 1090.20.0203.58110	CMP Total by Agency
COLORADO RIVER SUBAREA					
Needles	\$70.30	\$1.99	\$68.88	\$110.08	\$251.26
San Bernardino County	\$31.03	\$0.88	\$30.40	\$48.59	\$110.89
MOUNTAINS SUBAREA					
Big Bear Lake	\$73.09	\$2.07	\$71.61	\$114.45	\$261.22
San Bernardino County	\$642.27	\$18.20	\$629.25	\$1,005.65	\$2,295.36
MORONGO BASIN SUBAREA					
Twentynine Palms	\$369.38	\$10.47	\$361.89	\$578.37	\$1,320.11
Yucca Valley	\$355.07	\$10.06	\$347.87	\$555.96	\$1,268.97
San Bernardino County	\$355.07	\$10.06	\$347.87	\$555.96	\$1,268.97
NORTH DESERT SUBAREA					
Barstow	\$330.68	\$9.37	\$323.98	\$517.77	\$1,181.80
San Bernardino County	\$474.78	\$13.45	\$465.16	\$743.40	\$1,696.79
VICTOR VALLEY SUBAREA					
Adelanto	\$446.28	\$12.64	\$437.23	\$698.77	\$1,594.93
Apple Valley	\$1,006.06	\$28.51	\$985.67	\$1,575.26	\$3,595.49
Hesperia	\$1,307.74	\$37.05	\$1,281.23	\$2,047.62	\$4,673.63
Victorville	\$1,710.35	\$48.46	\$1,675.67	\$2,678.01	\$6,112.49
San Bernardino County	\$1,001.92	\$28.39	\$981.61	\$1,568.78	\$3,580.71
GRAND TOTAL	\$8,174.03	\$231.60	\$8,008.33	\$12,798.66	\$29,212.61

Attachment 3

CONGESTION MANAGEMENT PROGRAM COSTS 2010/2011

COST ALLOCATION

JURISDICTION	TN 20311005	TN 20311010- 20311060	TOTAL
COLORADO RIVER SUBAREA			
Needles	\$135.31	0	135.31
San Bernardino County	\$78.13	0	\$78.13
MOUNTAINS SUBAREA			
Big Bear Lake	\$242.36	0	\$242.36
San Bernardino County	\$2,124.92	0	\$2,124.92
MORONGO BASIN SUBAREA			
Twentynine Palms	\$1,354.43	0	\$1,354.43
Yucca Valley	\$1,204.21	0	1,204.21
San Bernardino County	\$1,121.37	0	\$1,121.37
NORTH DESERT SUBAREA			
Barstow	\$1,515.18	0	\$1,515.18
San Bernardino County	\$1,515.34	0	\$1,515.34
VICTOR VALLEY SUBAREA			
Adelanto	\$3,498.95	0	\$3,498.95
Apple Valley	\$4,150.30	0	\$4,150.30
Hesperia	\$4,437.22	0	\$4,437.22
Victorville	\$4,770.08	0	\$4,770.08
San Bernardino County	\$3,226.72	0	\$3,226.72
TOTAL	\$29,374.52	0	\$29,374.52

Attachment 2

CONSTRUCTION MANAGEMENT REPORT FOR PROJECT

PROJECT NAME

NO.	DESCRIPTION	UNIT	QUANTITY	AMOUNT
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- San Bernardino County Transportation Commission
- San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency
- Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 6

Date: March 15, 2013

Subject: Major Local Highway Program and State Local Partnership Program Funding Agreements with San Bernardino County for Projects in the Mountain/Desert Subarea

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

1. Increase the allocation of Measure I Major Local Highway Program funds from \$4,747,000 previously approved by the Board of Directors on November 7, 2012, to \$5,081,695.
2. Approve Right of Way and Construction Phases Funding Agreement C13054 in the amount of \$10,492,330 between the County of San Bernardino, Town of Apple Valley and San Bernardino County Transportation Authority (Authority) for Yates Road, a phase of the Yucca Loma Corridor Project in the Victor Valley subarea, with Authority's share of \$8,624,695 funded by \$5,081,695 in Major Local Highway Program funds and \$3,543,000 funded through the State Local Partnership Program, which will be administered by California Department of Transportation.

Background: Yates Road, between Fortuna Lane and Park Road, is located within the unincorporated area of the County and connects the proposed Yucca Loma Bridge in the Town of Apple Valley to Ridgecrest Road and the proposed Greentree Blvd. in Victorville. These roadways form the future Yucca Loma Corridor.

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Approved:
 Mountain/Desert Policy Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

COG	CTC	CTA	X	SAFE	CMA
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Check all that apply.

MDC1303a-ep

<http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Shared%20Documents/C13054.docx>

Yates Road will be widened from two lanes to four lanes, including intersection improvements, signal and addition of soundwalls along the community of Spring Valley Lake.

This Agreement defines funding responsibilities and also serves to delegate construction and construction support services necessary to manage and construct the County's Yates Road project concurrently with the Town's Yucca Loma Bridge project to minimize public inconvenience. Yates Road is a link to the Yucca Loma Bridge and in order for the bridge to operate at its full capacity, the Yates Road improvements are required.

The revised estimate for the Yates Road project is \$10,492,330. San Bernardino Associated Governments' (SANBAG) share of the project cost is \$8,624,695 (82.2%). The County's share of the project cost is \$1,867,635 (17.8%). There is no contribution to this project by the Town of Apple Valley.

On November 7, 2012 the SANBAG Board of Directors approved the allocation of \$4,747,000 in Victor Valley Major Local Highway Program (MLHP) funds and \$3,543,000 in State Local Partnership Program (SLPP) funds to this project.

Financial Impact: There is no financial impact at this time. Major Local Highway Program funds will be included in the 2013/2014 Budget. The State Local Partnership Program funds will not flow through the SANBAG 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 reviewed this item and a draft of the Contract.

Responsible Staff: Ellen Pollema, Transportation Planning Analyst



CONTRACT SUMMARY SHEET

Contract No. C 13054 Amendment No. _____

By and Between

San Bernardino County Transportation Authority and County of San Bernardino

Contract Description The Construction Phase of Yates Road between Fortuna Lane and Park Road

Board of Director's Meeting Date: 3/6/13
Overview of BOD Action:

Is this a Sole-Source procurement? Yes No

CONTRACT OVERVIEW

Original Contract Amount	\$	8,624,695.00	Original Contingency Amount	\$	0.00
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$		Revised Contingency Amount <i>Inclusive of prior amendments</i>	\$	
Current Amendment Amount	\$		Contingency Amendment	\$	
TOTAL CONTRACT VALUE	\$	8,624,695.00	TOTAL CONTINGENCY VALUE	\$	0.00
TOTAL BUDGET AUTHORITY (contract value + contingency)					\$ 8,624,695.00

Contract Start Date 03/06/13	Current Contract Expiration Date 06/30/17	Revised Contract Expiration Date
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Has the contract term been amended? No Yes - please explain.

FINANCIAL INFORMATION

Budget authority for this contract currently exists in Task No.

A Budget Amendment is required. N/A

How are we funding current FY? Funds will be budgeted in future FY.

Federal Funds
 State Funds
 Local Funds
 TDA Funds
 Measure I Funds

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

\$5,081,695 MI Victor Valley MLHP, \$3,543,000 SLPP (not in SANBAG Budget)

Payable Receivable

CONTRACT MANAGEMENT INFORMATION

Check all applicable boxes:

Retention? If yes, indicate % _____.

Disadvantaged Business Enterprise (DBE) Goal _____ %

<u>Ellen Pollema</u>	<u>Ellen Pollema</u>	<u>3/6/13</u>
Project Manager (Print Name)	Signature	Date
<u>Andrea Zureick</u>	<u>Andrea Zureick</u>	<u>3/6/13</u>
Task Manager (Print Name)	Signature	Date
<u>Andrea Zureick</u>	<u>Andrea Zureick</u>	<u>3/6/13</u>
Dir. of Fund Admin. & Programming (Print Name)	Signature	Date
Contract Administrator (Print Name)	Signature	Date
Chief Financial Officer (Print Name)	Signature	Date



County of San Bernardino
F A S
STANDARD CONTRACT

FOR COUNTY USE ONLY

<input checked="" type="checkbox"/> New	FAS Vendor Code		SC	Dept. TRA	A	Contract Number	
<input type="checkbox"/> Change						ePro Vendor Number	
<input type="checkbox"/> Cancel						ePro Contract Number	
County Department			Dept. TRA	Orgn. TRA	Contractor's License No.		
Public Works - Transportation							
County Department Contract Representative				Telephone		Total Contract Amount	
Eric Jacobsen, Sup. Trans. Analyst				(909)387-8166			
Contract Type							
<input type="checkbox"/> Revenue		<input checked="" type="checkbox"/> Encumbered		<input type="checkbox"/> Unencumbered		<input type="checkbox"/> Other:	
If not encumbered or revenue contract type, provide reason:							
Commodity Code		Contract Start Date	Contract End Date	Original Amount	Amendment Amount		
				\$1,867,635			
Fund SAA	Dept. TRA	Organization TRA	Appr. 200	Obj/Rev Source 2445	GRC/PROJ/JOB No. 14H14218	Amount \$ 1,867,635	
Fund	Dept.	Organization	Appr.	Obj/Rev Source	GRC/PROJ/JOB No.	Amount \$	
Fund	Dept.	Organization	Appr.	Obj/Rev Source	GRC/PROJ/JOB No.	Amount \$	
Project Name				Estimated Payment Total by Fiscal Year			
Yates Road				FY 12/13	Amount 1,867,635	I/D I	
Construction							

THIS CONTRACT is entered into in the State of California by and between the County of San Bernardino, hereinafter called the COUNTY, and

Name
 San Bernardino County Transportation Authority
 Address
 1170 W. 3rd Street, 2nd Floor
 San Bernardino, CA 92410
 Telephone (909) 884 - 8276 Federal ID No. or Social Security No.

hereinafter called AUTHORITY

Name
 Town of Apple Valley
 Address
 14955 Dale Evans Parkway
 Apple Valley, CA 92307
 Telephone (760) 240 - 7000 Federal ID No. or Social Security No.

hereinafter called APPLE VALLEY

IT IS HEREBY AGREED AS FOLLOWS:

WHEREAS, COUNTY, AUTHORITY and APPLE VALLEY desire to cooperate and jointly participate in a road improvement project along Yates Road, between Fortuna Lane and Park Road, located within the unincorporated area of the COUNTY in Apple Valley (hereinafter referred to as the "PROJECT"); and

Auditor-Controller/Treasurer Tax Collector Use Only

<input type="checkbox"/> Contract Database	<input type="checkbox"/> FAS
Input Date	Keyed By

WHEREAS, PROJECT consists of the following: the widening of Yates Road, from Fortuna Lane to Park Road, from two-lanes to four-lanes, including intersection improvements, signal and addition of soundwalls, as more particularly set forth in Attachment "C", attached hereto and incorporated herein by reference; and

WHEREAS, AUTHORITY and APPLE VALLEY previously entered into Contract No. C12227 on April 4, 2012, to construct a new bridge along Yucca Loma Road over the Mojave River at the terminus of Yucca Loma Road (hereinafter referred to as "Yucca Loma Bridge"); and

WHEREAS, AUTHORITY prepared a study referred to herein as the "Nexus Study" in November 2009 in which the document identifies Major Local Highway Program projects eligible for partial funding from Measure I 2010-2040 revenues; and

WHEREAS, the PROJECT and the Yucca Loma Bridge are identified in the Victor Valley Subarea Major Local Highway Program Project List and the Nexus Study; and the PROJECT and the Yucca Loma Bridge will be carried out in accordance with the policies of the Measure I 2010-2040 Strategic Plan ("STRATEGIC PLAN"), including the use of Development Impact Fees by COUNTY and APPLE VALLEY to pay their shares of the projects' costs; and

WHEREAS, AUTHORITY, COUNTY and APPLE VALLEY wish to enter into this Construction Responsibility and Funding Agreement ("AGREEMENT") for Construction and Construction Support Services necessary to manage and construct the PROJECT concurrently with the Yucca Loma Bridge project to minimize public inconvenience. Yates Road is a link to the Yucca Loma Bridge and in order for the bridge to operate at its full capacity, Yates Road improvements are required; and

WHEREAS, California Streets and Highways Code section 1710 provides that a city and county may agree that the city shall construct designated county highways or portions thereof within the unincorporated territory, the cost thereof to be paid by the county to the city; and

WHEREAS, APPLE VALLEY will serve as lead agency in the construction of the PROJECT and the Yucca Loma Bridge project; and

WHEREAS, construction costs for the PROJECT are estimated to be \$10,492,330. AUTHORITY's share of the PROJECT cost is \$8,624,695 (82.2%), COUNTY's share of the PROJECT cost is \$1,867,635 (17.8%) and APPLE VALLEY's share of the PROJECT is zero (0%) percent, as more particularly set forth in Attachment "A", attached hereto and incorporated herein by reference; and

WHEREAS, AUTHORITY, COUNTY and APPLE VALLEY desire to set forth responsibilities and obligations of each as they pertain to contracting, funding, construction and administration of the proposed PROJECT; and

WHEREAS, it is anticipated that a future amendment to this AGREEMENT will be necessary to reconcile any outstanding payments and each Party's overall contribution for the PROJECT's construction work.

NOW, THEREFORE, AUTHORITY, COUNTY and APPLE VALLEY agree to the following:

1.0 APPLE VALLEY AGREES:

- 1.1 To serve as the Lead Agency in the construction of the PROJECT In conjunction with the Yucca Loma Bridge project.
- 1.2 To construct the PROJECT by contract in accordance with the plans and specifications of APPLE VALLEY, which have been reviewed and approved by AUTHORITY and COUNTY, and the Caltrans Design Manual, 20-year design life, to the satisfaction of and subject to concurrence of COUNTY.

- 1.3 To advertise, award, administer, and initially fund the construction of the PROJECT, in accordance with the provisions of the California Public Contract Code applicable to towns, such as APPLE VALLEY, and require, as well as enforce, compliance by APPLE VALLEY's contractors with all applicable laws and regulations, including Labor Code sections 1720 et seq. and 1770 et seq. that concern the payment of prevailing wages in the same manner as APPLE VALLEY's own public works projects. APPLE VALLEY shall indemnify, defend (with counsel reasonably approved by AUTHORITY and COUNTY), and hold harmless AUTHORITY and COUNTY and their officers, employees, volunteers, and agents from any and all claims, actions, losses, damages, and/or liability as provided in Section 4.
- 1.4 To require all contractors and vendors working on the PROJECT to have appropriate and adequate insurance coverage for the mutual protection and benefit of the Parties. Except for Workers' Compensation, Errors and Omissions and Professional Liability policies, APPLE VALLEY shall require and ensure that all APPLE VALLEY contractors/subcontractors for the PROJECT shall have insurance policies that contain endorsements naming the COUNTY and AUTHORITY, and its officers, employees, agents and volunteers as additional insureds with respect to liabilities arising out of the performance of services hereunder. Such additional insured coverage shall be in the form of ISO additional insured endorsements 20 10 10 01 and 20 37 10 01, which all parties acknowledge to be sufficient.
- 1.5 To provide adequate inspection of all items of work performed under the construction contract(s) with APPLE VALLEY's contractors or subcontractors for the PROJECT and maintain adequate records of inspection and materials testing for review by COUNTY and AUTHORITY. APPLE VALLEY shall provide copies of any records of inspection and materials testing to COUNTY and AUTHORITY within ten (10) days of APPLE VALLEY's receipt of written demand from COUNTY and AUTHORITY for such records. This shall be included as a PROJECT cost.
- 1.6 In accordance with the STRATEGIC PLAN, to be responsible for zero (0%) percent share of the actual PROJECT construction costs, as more particularly set forth in Attachment "A" attached hereto and incorporated herein by reference.
- 1.7 To establish and maintain an accounting system conforming to Generally Accepted Accounting Principles (GAAP) and the Single Audit Act of 1984, as amended, as outlined in the Federal Office of Management and Budget (OMB) Circular A-133, to support AUTHORITY and COUNTY's requests for reimbursement, payment vouchers, or invoices which segregate and accumulate Eligible Construction Expenditures and submit to AUTHORITY and COUNTY monthly reports which clearly identify reimbursable costs, matching fund costs, indirect cost allocation, and other allowable expenditures by APPLE VALLEY.
- 1.8 To submit to AUTHORITY and COUNTY an itemized accounting of actual PROJECT costs incurred by APPLE VALLEY to date and which have not already been paid by AUTHORITY or COUNTY, and an invoice for AUTHORITY's (82.2%) and COUNTY's (17.8%) proportionate shares of the PROJECT costs, as provided herein. Costs shall be amended following acceptance by APPLE VALLEY, AUTHORITY and COUNTY of the final construction cost accounting. APPLE VALLEY shall submit the final accounting and invoice to AUTHORITY and COUNTY no later than one hundred and twenty (120) calendar days following the completion of PROJECT work.
- 1.9 To reimburse AUTHORITY and COUNTY any costs that are determined by subsequent audit to be unallowable within ninety (90) calendar days of APPLE VALLEY receiving notice of audit findings, which time shall include an opportunity for APPLE VALLEY to respond to and/or resolve the finding. Should the finding not be otherwise resolved and APPLE VALLEY fails to reimburse monies due to AUTHORITY and COUNTY within ninety (90) calendar days of audit finding, or within such other period as may be agreed between all Parties hereto, the AUTHORITY and COUNTY reserves the right to withhold future payments due to APPLE VALLEY from any source under AUTHORITY's and COUNTY's control.
- 1.10 To cooperate in having a PROJECT-specific audit completed by COUNTY at COUNTY's option, upon completion of the PROJECT construction work. The audit should justify and validate that all funds expended on the PROJECT were used in conformance with the AGREEMENT.
- 1.11 To accept all payments from COUNTY via electronic funds transfer (EFT) directly deposited into the APPLE VALLEY's designated checking or other bank account. APPLE VALLEY shall

promptly comply with directions and accurately complete forms provided by COUNTY required to process EFT payments.

- 1.12 AUTHORITY and COUNTY are eligible to serve as the "Legally Responsible Person" ("LRP") for the PROJECT pursuant to the Statewide Construction General Permit, State Water Resources Control Board Order No. 2009-009-DWQ (as amended by Order No. 2010-0014-DWQ), NPDES No. CAS000002 (CGP). However, AUTHORITY and COUNTY hereby authorize APPLE VALLEY to serve as the LRP under the following exceptional circumstances: the PROJECT is a collaborative effort between the AUTHORITY, COUNTY and APPLE VALLEY; the PROJECT is subject to this AGREEMENT, which designates APPLE VALLEY as the Lead Agency for all construction; under the AGREEMENT, the AUTHORITY and COUNTY are not authorized to submit documents required by the CGP.

2.0 COUNTY AGREES:

- 2.1 In accordance with the STRATEGIC PLAN, to be responsible for 17.8% of the total actual PROJECT construction costs as more particularly set forth in Attachment "A". Except as provided in Paragraph 4.12, COUNTY's share of PROJECT costs shall not exceed \$1,867,635.
- 2.2 To reimburse APPLE VALLEY within thirty (30) days after APPLE VALLEY submits to COUNTY an original and two copies of the signed invoices in the proper form covering eligible PROJECT construction expenditures as defined in Paragraph 4.8, that were incurred by APPLE VALLEY, consistent with the invoicing requirements of the STRATEGIC PLAN, including backup information as COUNTY may require. Invoices may be submitted to COUNTY as frequently as monthly.
- 2.3 To cooperate in having a PROJECT-specific audit completed by APPLE VALLEY, at its option, upon completion of the PROJECT construction work. The audit should justify and validate that all funds expended on the PROJECT were used in conformance with this AGREEMENT.
- 2.4 To operate and maintain those portions of the PROJECT within the unincorporated area of the COUNTY, in accordance with COUNTY regulations, policies and procedures after AUTHORITY's, COUNTY's and APPLE VALLEY's acceptance of the construction contract work.
- 2.5 To identify and provide a liaison representative to attend all regular and special meetings with the construction management team and contractor to resolve any and all construction and administrative matters pertaining to the PROJECT.
- 2.6 To provide liaison staff to assist and address any public relations issues with County residents that pertain to the PROJECT.
- 2.7 Provide a no-cost permit to APPLE VALLEY for its work in COUNTY right-of-way.

3.0 AUTHORITY AGREES:

- 3.1 In accordance with the STRATEGIC PLAN, to be responsible for 82.2% of the total actual PROJECT construction costs, as more particularly set forth in Attachment "A". Except as provided in Paragraph 4.12, AUTHORITY's share of PROJECT costs shall not exceed \$8,624,695.
- 3.2 To reimburse APPLE VALLEY within thirty (30) days after APPLE VALLEY submits to AUTHORITY an original and two copies of the signed invoices in the proper form covering eligible PROJECT construction expenditures as defined in Paragraph 4.8, that were incurred by APPLE VALLEY, consistent with the invoicing requirements of the STRATEGIC PLAN, including backup information as AUTHORITY may require. Invoices may be submitted to AUTHORITY as frequently as monthly.
- 3.3 To cooperate in having a PROJECT-specific audit completed by APPLE VALLEY, at APPLE VALLEY's option, upon completion of the PROJECT construction work. The audit should justify and validate that all funds expended on the PROJECT were used in conformance with this AGREEMENT.
- 3.4 To cooperate in having a PROJECT-specific audit completed by COUNTY, at COUNTY's option, upon completion of the PROJECT construction work. The audit should justify and validate that all funds expended on the PROJECT were used in conformance with this AGREEMENT.
- 3.5 To identify and provide a liaison representative to attend all regular and special meetings with the construction management team and contractor to resolve any and all construction and administrative matters pertaining to the PROJECT.

4.0 IT IS MUTUALLY AGREED:

4.1 Neither **AUTHORITY** nor any officer, director, employee or agent thereof is responsible for injury, damage or liability occurring or arising by reason of anything done or omitted to be done by **APPLE VALLEY** and/or **COUNTY** under or in connection with any work, authority or jurisdiction delegated to **APPLE VALLEY** and/or **COUNTY** under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, **APPLE VALLEY** and/or **COUNTY** shall fully defend, indemnify and save harmless **AUTHORITY**, its officers, directors, employees or agents from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by **APPLE VALLEY** and/or **COUNTY** under or in connection with any work, authority or jurisdiction delegated to **APPLE VALLEY** and/or **COUNTY** under this Agreement.

4.2 Neither **APPLE VALLEY** nor any officer, director, employee or agent thereof is responsible for injury, damage or liability occurring or arising by reason of anything done or omitted to be done by **AUTHORITY** and/or **COUNTY** under or in connection with any work, authority or jurisdiction delegated to **AUTHORITY** and/or **COUNTY** under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, **AUTHORITY** and/or **COUNTY** shall fully defend, indemnify and save harmless **APPLE VALLEY**, its officers, directors, employees or agents from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by **AUTHORITY** and/or **COUNTY** under or in connection with any work, authority or jurisdiction delegated to **AUTHORITY** and/or **COUNTY** under this Agreement.

4.3 Neither **COUNTY** nor any officer, director, employee or agent thereof is responsible for injury, damage or liability occurring or arising by reason of anything done or omitted to be done by **APPLE VALLEY** and/or **AUTHORITY** under or in connection with any work, authority or jurisdiction delegated to **APPLE VALLEY** and/or **AUTHORITY** under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, **APPLE VALLEY** and/or **AUTHORITY** shall fully defend, indemnify and save harmless **COUNTY**, its officers, directors, employees or agents from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by **APPLE VALLEY** and/or **AUTHORITY** under or in connection with any work, authority or jurisdiction delegated to **APPLE VALLEY** and/or **AUTHORITY** under this Agreement.

In the event the **COUNTY**, **AUTHORITY** and/or **APPLE VALLEY** is found to be comparatively at fault for any claim, action, loss or damage which results from their respective obligations under the Agreement, the **COUNTY**, **AUTHORITY** and/or **APPLE VALLEY** shall indemnify the other to the extent of its comparative fault. Furthermore, if the **COUNTY**, **AUTHORITY** or **APPLE VALLEY** attempts to seek recovery from the other for Worker's Compensation benefits paid to an employee, the **COUNTY**, **AUTHORITY** and **APPLE VALLEY** agree that any alleged negligence of the employee shall not be construed against the employer of that employee.

4.4 In the event of litigation arising from this AGREEMENT, each Party to the AGREEMENT shall bear its own costs, including attorney(s) fees. This paragraph shall not apply to the costs or attorney(s) fees incurred in litigation concerning Paragraphs 4.1, 4.2, 4.3 and 4.4 indemnification.

4.5 **COUNTY** and **APPLE VALLEY** are self-insured public entities for the purpose of Professional Liability, Automobile Liability, General Liability, and Workers' Compensation and warrants that through their programs of self-insurance, they have adequate coverage or resources to protect against liabilities arising out of **COUNTY** and **APPLE VALLEY**'s performance of this AGREEMENT. **AUTHORITY** maintains insurance for these purposes.

4.6 If a federal appropriation or earmark is used for PROJECT construction costs, application of those funds shall be consistent with **AUTHORITY** Policy 40013/VV-MLH-27.

- 4.7 Eligible construction expenditures shall include only those costs incurred by APPLE VALLEY for PROJECT activities that are described in Attachment "C" and as shown in approved contract documents, including contract change orders, and shall not include escalation or interest.
- 4.8 Within one (1) working day of construction bid opening, APPLE VALLEY shall notify AUTHORITY and COUNTY of the bids received and amounts thereof. Within ten (10) working days thereafter, APPLE VALLEY shall determine the total construction cost of the PROJECT, including construction bid amount, the construction management bid amount, and the contingency amount. If the total construction cost is over \$10,492,330, the Parties agree to meet and confer in good faith to determine how to resolve any potential cost overruns beyond the respective program funding limits.
- 4.9 If either COUNTY or AUTHORITY or APPLE VALLEY requests additional work that is beyond the scope of the original PROJECT, and not considered by all parties to be a necessary part of the PROJECT, said work, if approved by all parties, will be paid solely by the agency requesting the work, unless all parties agree by written amendment to allocate the cost in accordance with the percentage allocation provided herein, or in some other mutually acceptable manner.
- 4.10 In the event that a party intends to cancel this AGREEMENT based upon the bids or amount thereof, said party shall notify the other parties at a reasonable time prior to the awarding of a contract to construct the PROJECT to avoid any detrimental reliance by the contracting party, contractor or potential contractor.
- 4.11 The Parties acknowledge that final PROJECT construction costs may ultimately exceed current estimates of construction costs. Any additional PROJECT construction costs resulting from increased bid prices, change orders, or arising from unforeseen site conditions, including Utility relocation over the estimated total PROJECT funding limit of \$10,492,330 shall be divided by AUTHORITY and COUNTY (based on their proportionate share of the PROJECT cost). In no event shall COUNTY be responsible for PROJECT costs that exceed twenty-five percent (25%) of the not to exceed amount identified in Paragraph 2.1 absent a written amendment to this AGREEMENT. In no event shall AUTHORITY be responsible for PROJECT costs that exceed twenty-five percent (25%) of the not to exceed amount identified in Paragraph 3.1 absent a written amendment to this AGREEMENT
- 4.12 In the event that change orders are required during the course of the PROJECT, said change orders must be approved in the form and substance as set forth in Attachment "B", Contract Change Order Review/Approval, attached to and incorporated into this AGREEMENT, and approved by COUNTY, AUTHORITY and APPLE VALLEY. Contract Change Order forms will be delivered by fax and must be returned within two (2) working days. The AUTHORITY or COUNTY shall not unreasonably withhold approval of change orders. If an AUTHORITY and/or COUNTY disapproved or modified change order is later found to be a cost of the PROJECT, then the AUTHORITY and/or COUNTY shall be responsible only for those costs, awards, judgments or settlements associated with the change order disapproved or modified by the respective agency.
- 4.13 If this AGREEMENT is funded in whole or in part with funds provided by the American Recovery and Reinvestment Act of 2009, the COUNTY, AUTHORITY and APPLE VALLEY shall comply with the following provisions:

Use of ARRA Funds and Requirements - This Contract may be funded in whole or in part with funds provided by the American Recovery and Reinvestment Act of 2009 ("ARRA"), signed into law on February 17, 2009. Section 1605 of ARRA prohibits the use of recovery funds for a project for the construction, alteration, maintenance or repair of a public building or public work (both as defined in 2 CFR 176.140) unless all of the iron, steel and manufactured goods (as defined in 2 CFR 176.140) used in the project are produced in the United States. A waiver is available under three limited circumstances: (i) Iron, steel or relevant manufactured goods are not produced in the United States in sufficient and reasonable quantities and of a satisfactory quality; (ii) Inclusion of iron, steel or manufactured goods produced in the United States will increase the cost of the overall project by more than 25 percent; or (iii) Applying the

domestic preference would be inconsistent with the public interest. This is referred to as the "Buy American" requirement. Request for a waiver must be made to the COUNTY for an appropriate determination.

Section 1606 of ARRA requires that laborers and mechanics employed by contractors and subcontractors on projects funded directly by or assisted in whole or in part by and through the Federal Government pursuant to ARRA shall be paid wages at rates not less than those prevailing on projects of a character similar in the locality as determined by the Secretary of Labor in accordance with the Davis-Bacon Act (40 U.S.C. 31). This is referred to as the "wage rate" requirement.

The above described provisions constitute notice under ARRA of the Buy American and wage rate requirements. APPLE VALLEY must contact the COUNTY if it has any questions regarding the applicability or implementation of the ARRA Buy American and wage rate requirements. APPLE VALLEY will also be required to provide detailed information regarding compliance with the Buy American requirements, expenditure of funds and wages paid to employees so that the COUNTY may fulfill any reporting requirements it has under ARRA. The information may be required as frequently as monthly or quarterly. APPLE VALLEY agrees to fully cooperate in providing information or documents as requested by the COUNTY pursuant to this provision. Failure to do so will be deemed a default and may result in the withholding of payments and termination of this Contract.

APPLE VALLEY may also be required to register in the Central Contractor Registration (CCR) database at <http://www.ccr.gov> and may be required to have its subcontractors also register in the same database. APPLE VALLEY must contact the COUNTY with any questions regarding registration requirements.

Schedule of Expenditure of Federal Awards - In addition to the requirements described in "Use of ARRA Funds and Requirements," proper accounting and reporting of ARRA expenditures in single audits is required. APPLE VALLEY agree to separately identify the expenditures for each grant award funded under ARRA on the Schedule of Expenditures of Federal Awards (SEFA) and the Data Collection Form (SF-SAC) required by the Office of Management and Budget Circular A-133, "Audits of States, Local Governments, and Nonprofit Organizations." This identification on the SEFA and SF-SAC shall include the Federal award number, the Catalog of Federal Domestic Assistance (CFDA) number, and amount such that separate accountability and disclosure is provided for ARRA funds by Federal award number consistent with the recipient reports required by ARRA Section 1512 (c).

In addition, APPLE VALLEY agrees to separately identify to each subcontractor and document at the time of sub-contract and at the time of disbursement of funds, the Federal award number, any special CFDA number assigned for ARRA purposes, and amount of ARRA funds.

APPLE VALLEY may be required to provide detailed information regarding expenditures so that the COUNTY may fulfill any reporting requirements under ARRA described in this section. The information may be required as frequently as monthly or quarterly. Contractors agree to fully cooperate in providing information or documents as requested by the COUNTY pursuant to this provision. Failure to do so will be deemed a default and may result in the withholding of payments and termination of this Contract.

Whistleblower Protection

APPLE VALLEY agrees that both it and its subcontractors shall comply with Section 1553 of the ARRA, which prohibits all non-Federal contractors, including the State, and all contractors of the State, from discharging, demoting or otherwise discriminating against an employee for disclosures by the employee that the employee reasonably believes are evidence of: (1) gross mismanagement of a contract relating to ARRA funds; (2) a gross waste of ARRA funds; (3) a substantial and specific danger to public health or safety related to the implementation or use of ARRA funds; (4) an abuse of authority related to the implementation or use of recovery funds; or (5) a violation of law, rule, or regulation related to an agency contract (including the competition for or negotiation of a contract) awarded or issued relating to ARRA funds.

APPLE VALLEY agrees that it and its subcontractors shall post notice of the rights and remedies available to employees under Section 1553 of Division A, Title XV of the ARRA.

- 4.14 This AGREEMENT shall terminate upon PROJECT completion as described in Paragraph 4.16 below, or on June 30, 2017, whichever occurs first, but may be cancelled upon a thirty (30) days advance written notice of any party, provided however, none of the Parties may cancel this AGREEMENT after APPLE VALLEY awards a contract to construct the PROJECT. In the event of cancellation as provided herein, all PROJECT costs required to be paid by the Parties prior to the effective date of cancellation shall be paid by the Parties based on their proportionate share of the PROJECT cost.
- 4.15 Except with respect to the Parties' indemnification obligation contained herein, and if the Parties have not elected to cancel the AGREEMENT pursuant to Paragraph 4.15 of this AGREEMENT, this AGREEMENT shall terminate upon completion of the PROJECT construction and payment of final billing by or pro rata refunds to AUTHORITY and COUNTY for their shares of the PROJECT costs.
- 4.16 This AGREEMENT is expressly subordinated to any bonds, notes, certificates or other evidences of indebtedness involved in bond financings as are now outstanding or as may hereafter be issued by AUTHORITY, COUNTY or APPLE VALLEY.
- 4.17 This AGREEMENT contains the entire agreement of the Parties with respect to the subject matter hereof, and supersedes all prior negotiations, understandings or agreements. No supplement, modification or amendment of this AGREEMENT shall be binding unless executed in writing and signed by all Parties.
- 4.18 This AGREEMENT shall be governed by the laws of the State of California. Any action or proceeding between COUNTY, AUTHORITY and APPLE VALLEY concerning the interpretation or enforcement of this AGREEMENT or which arises out of or is in any way connected with this AGREEMENT shall be instituted and tried in the appropriate state court, located in the County of San Bernardino, California.
- 4.19 The Parties agree that each Party and any authorized representative, designated in writing to the Parties and upon reasonable notice, shall have the right during normal business hours to examine all Parties' financial books and records with respect to this AGREEMENT. The Parties agree to retain their books and records for a period of three (3) years from the later of: a) the date on which this AGREEMENT terminates; or b) the date on which such book or record was created.
- 4.20 Time is of the essence for each and every provision of this AGREEMENT.
- 4.21 Since the Parties or their agents have participated fully in the preparation of this AGREEMENT, the language of this AGREEMENT shall be construed simply, according to its fair meaning, and not strictly for any or against any Party. Any term referencing time, days or period for performance shall be deemed work days. The captions of the various articles and paragraphs are for convenience and ease of reference only, and do not define, limit, augment, or describe the scope, content or intent of this AGREEMENT.

- 4.22 No waiver of any default shall constitute a waiver of any other default or breach, whether of the same or other covenant or condition. No waiver, benefit, privilege or service voluntarily given or performed by a party shall give the other party any contractual rights by custom, estoppels or otherwise.
- 4.23 If a court of competent jurisdiction declares any portion of this AGREEMENT invalid, illegal or otherwise unenforceable, the remaining provisions shall continue in full force and effect, unless the purpose of this AGREEMENT is frustrated.
- 4.24 This AGREEMENT may be signed in counterparts, each of which shall constitute an original.
- 4.25 This AGREEMENT will be effective on the date it is signed by all Parties.
- 4.26 The recitals are incorporated into the body of this AGREEMENT.
- 4.27 This AGREEMENT shall inure to the benefit of and be binding upon the successors and assigns of all Parties.

SIGNATURES ARE ON THE FOLLOWING PAGE.

IN WITNESS WHEREOF, the Parties to these presents have hereunto set their hands.

COUNTY OF SAN BERNARDINO

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

By _____
Janice Rutherford, Chair, Board of Supervisors

Dated: _____

SIGNED AND CERTIFIED THAT A COPY OF THIS DOCUMENT HAS BEEN DELIVERED TO THE CHAIRMAN OF THE BOARD

Laura H. Welch
Clerk of the Board of Supervisors
of the County of San Bernardino

By _____
Deputy

By _____
(Authorized signature - sign in blue ink)

Name Janice Rutherford
(Print or type name of person signing contract)

Title President, Board of Directors
(Print or Type)

Dated: _____

Address: 1170 West Third Street, San Bernardino CA 92410

TOWN OF APPLE VALLEY

By _____
(Authorized signature - sign in blue ink)

Name _____
(Print or type name of person signing contract)

Title _____
(Print or Type)

Dated: _____

Address _____

APPROVED AS TO FORM AND PROCEDURE:

By _____
Eileen Monaghan Teichert, General Counsel

Dated: _____

CONCURRENCE:

By _____
Jeffery Hill, Contract Administrator

Dated: _____

APPROVED AS TO FORM AND PROCEDURE:

By _____
, APPLE VALLEY Attorney

Dated: _____

Approved as to Legal Form	Reviewed by Contract Compliance	Presented to BOS for Signature
By _____ County Counsel	By _____	By _____ Department Head
Date _____	Date _____	Date _____

**ATTACHMENT A
ESTIMATE OF PROJECT COSTS**

**FOR COUNTY OF SAN BERNARDINO/SAN BERNARDINO COUNTY TRANSPORTATION
AUTHORITY/TOWN OF APPLE VALLEY
FOR YATES ROAD IMPROVEMENTS**

APPLE VALLEY AREA

DESCRIPTION	ITEM	TOTAL COST OF PROJECT	COUNTY % OF PROJECT	COUNTY SHARE	AUTHORITY % OF PROJECT	AUTHORITY SHARE*	APPLE VALLEY % OF PROJECT	APPLE VALLEY SHARE
YATES ROAD Improvements	CONSTRUCTION	\$8,962,400	17.8%	\$1,595,307	82.2%	\$7,367,093	0%	\$0
	CONSTRUCTION ADMINISTRATION	\$1,100,000	17.8%	\$195,800	82.2%	\$904,200	0%	\$0
	Construction and Bidding Support Services	\$94,400	17.8%	\$16,803	82.2%	\$77,597	0%	\$0
	Restoration Area	\$335,530	17.8%	\$59,724	82.2%	\$275,806	0%	\$0
	TOTAL	\$10,492,330	17.8%	\$1,867,635	82.2%	\$8,624,695	0%	\$0

NOTE:
*AUTHORITY's Share can be from sources under control of AUTHORITY including but not limited to Measure I Major Local Highway Program (MLHP), State Transportation Improvement Program (STIP), Surface Transportation Program (STP), or State/Local Partnership Program (SLPP) funds without necessitating an amendment of this AGREEMENT.

ATTACHMENT B

**CONTRACT CHANGE ORDER REVIEW/APPROVAL
PROJECT: YATES ROAD IMPROVEMENT**

COUNTY OF SAN BERNARDINO CONTRACT #

File: H14218

Proposed Contract Change Order No. _____ has been reviewed in accordance with the existing agreements with Apple Valley, County Transportation Authority and County of San Bernardino for the above project and the following shall apply:

DATE OF COUNTY TRANSPORTATION AUTHORITY ACTION: ____/____/____

- APPROVED for Implementation with 100% Participation by COUNTY TRANSPORTATION AUTHORITY
- APPROVED Subject to Comments/Revisions Accompanying This Document
- APPROVED With Limited Funding Participation by COUNTY TRANSPORTATION AUTHORITY
 - _____% of Actual Cost to be Funded by COUNTY TRANSPORTATION AUTHORITY
 - COUNTY TRANSPORTATION AUTHORITY Participation Not to Exceed \$ _____
- DISAPPROVED -Not Acceptable to COUNTY TRANSPORTATION AUTHORITY

DATE OF COUNTY ACTION: ____/____/____

- APPROVED for Implementation with 100% Participation by COUNTY
- APPROVED Subject to Comments/Revisions Accompanying This Document
- APPROVED With Limited Funding Participation by COUNTY
 - _____% of Actual Cost to be Funded by COUNTY
 - COUNTY Participation Not to Exceed \$ _____
- DISAPPROVED -Not Acceptable to COUNTY

Note: Approval under any of the above conditions shall in no case be construed as agreement to increase the total financial participation beyond that prescribed in the existing SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY, TOWN OF APPLE VALLEY and COUNTY OF SAN BERNARDINO agreements without separate amendment to said agreements. Net increases in costs deriving from this and previously approved Contract Change Orders shall not cause the total construction costs to exceed the sum of the authorized contract total and contingency amounts.

Comments, as follows and/or attached, are conditions of the above action? YES NO

SIGNED: _____

TITLE: _____

Distribution:
Signed Original Returned to Resident Engineer (FAX # 760-240-7399)
Signed Original for SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY and TOWN OF APPLE VALLEY File

ATTACHMENT C

**Project Description and Proposed Improvements
Yates Road Project**

FTIP ID No.: 200836

As part of this phase of construction, Yates Road will be widened from two lanes to four lanes from the westerly terminus of Yucca Loma Bridge (near Fortuna) to Park Road and will transition from four lanes to two lanes just west of Park Road. Various items of work include, but are not limited to, soundwalls, pavement reconstruction, road widening, striping, inverted dirt median, signal at Park Road, placement of embankment, proportionate share of mitigation restoration area (apx. 26% of total), and other work as shown on the approved construction plans, including approved contract change orders, etc. As part of a later phase of work, Yates Road as it connects to Ridgecrest Road will be realigned to the west to allow connection to the proposed Green Tree Boulevard extension.

CONSTRUCTION Start: April 2013
CONSTRUCTION End: December 2014



- 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 15, 2013

Subject: Allocation of Funds to Victor Valley Subarea Projects

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

1. Rescind \$500,000 in Victor Valley Project Development/Traffic Management Systems funds and allocate \$3,947,535 in Victor Valley Major Local Highway Program funds to Los Angeles County Metropolitan Transportation Authority for the PA&ED phase of the High Desert Corridor Project.
2. Allocate \$6,015,000 in federal Surface Transportation Program funds to the California Department of Transportation for the PS&E phase of the US395 Interim Project.
3. Allocate \$1,006,000 in Victor Valley Major Local Highway Program funds to the County of San Bernardino for the Ranchero Road at Escondido Project.

Background: High Desert Corridor On August 17, 2012, the U.S. Department of Transportation announced that unspent "idle" highway earmarks from the 2003-2006 annual appropriation acts would become available for any eligible surface transportation project regardless of the original designated purpose of the earmark. Because of the restrictive timeline of the idle earmark review process, at the September 2012, SANBAG Board meeting, the Board authorized staff to program any federal earmarks made available through this review according to the following principles: the first priority for reallocation is to projects in the

*

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

MDC1303c-ep

Approved
 Mountain Desert Committee

Date: _____

Moved: Second:

In Favor: Opposed: Abstained:

Witnessed: _____

SANBAG 10-Year Delivery Plan, and where possible and practical, funds made available for reallocation will be allocated to projects in the same geographic region in which the idle earmark was located.

At the time the September 2012, Board agenda item was prepared; staff had identified a \$3.9 million earmark designated for the High Desert Corridor in the Victor Valley subregion that was available for reallocation. This has since been programmed and reallocated to Victorville's Green Tree Boulevard Extension Project, which is part of the Yucca Loma Corridor project and included in the 10-Year Delivery Plan for Major Local Highway Program (MLHP) funds.

In February, 2012 the Board allocated \$500,000 in Victor Valley Project Development/Traffic Management System (PD/TMS) funds to the High Desert Corridor to contribute to the initial environmental studies and the addition of a passenger rail component to the project. To replace the earmark funds originally programmed on the High Desert Corridor, staff recommends, with concurrence from the Victor Valley subarea, that the previously allocated contribution of \$500,000 in PD/TMS funds be rescinded and \$3,947,535 in MLHP funds that were originally designated for Green Tree Boulevard be allocated for the High Desert Corridor project.

Los Angeles County Metropolitan Transportation Authority (Metro) is the Project Manager for the High Desert Corridor project and has indicated that their environmental phase schedule shows the need for these funds in Fiscal Year 2013/2014.

A memorandum of understanding with Metro is currently in development and will be brought to the Committee at a later meeting for approval.

US395 Interim Widening The SANBAG 10-Year Delivery Plan anticipated using \$25,812,000 in Surface Transportation Program (STP) funds for the US395 Interim Widening project, which will widen sections of US395 from two to four lanes from SR-18 in the Town of Adelanto to Bartlett Avenue in Hesperia. The California Department of Transportation (Caltrans) has completed the environmental phase of this project and has estimated design of this segment of the project to cost \$6,015,000. According to the schedule, the design phase can begin in late summer 2013, and is expected to be completed within two years.

Staff recommends an allocation of \$6,015,000 in STP funds to fund this phase. Caltrans uses a lower overhead rate for work that is funded with federal funds, so using STP funds will reduce the cost of design. This allocation includes approximately \$3 million of STP that is currently programmed on the Yucca Loma Bridge project. However, due to delays in finalizing right of way for

the Yucca Loma Bridge project and the time sensitivity of allocating and using the State Local Partnership Program funds programmed for construction, staff recommends replacing the STP funds on the Yucca Loma Bridge project with Measure I MLHP funds so that the project is not further delayed by the federal process. When the STP funds were originally allocated to the Yucca Loma Bridge project, the agreement included terms allowing for swap of public share funds at the discretion of SANBAG.

Ranchero Road at Escondido Road The Ranchero Road Corridor was identified as a high priority for the Victor Valley subarea in the 10-Year Delivery Plan. The County of San Bernardino's Ranchero Road at Escondido Road project is ready for construction in Fiscal Year 2013/2014. This intersection is one of the bottlenecks on the Ranchero Road Corridor, and these funds will assist with its widening and signalization.

At a Victor Valley Subarea meeting on February 4, 2013, representatives of the five jurisdictions approved the recommendations of allocations of funds to these projects.

Financial Impact: This item has no impact to the SANBAG Fiscal Year 2012/2013 Budget. Funds in years beyond FY 2013/2014 will be budgeted accordingly.

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

Responsible Staff: Ellen Pollema, Transportation Planning Analyst

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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
SRTTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
TSSDRA	Transit System Safety, Security and Disaster Response Account
USFWS	United States Fish and Wildlife Service
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

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

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

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

Approved June 2, 1993
Reaffirmed March 6, 1996

