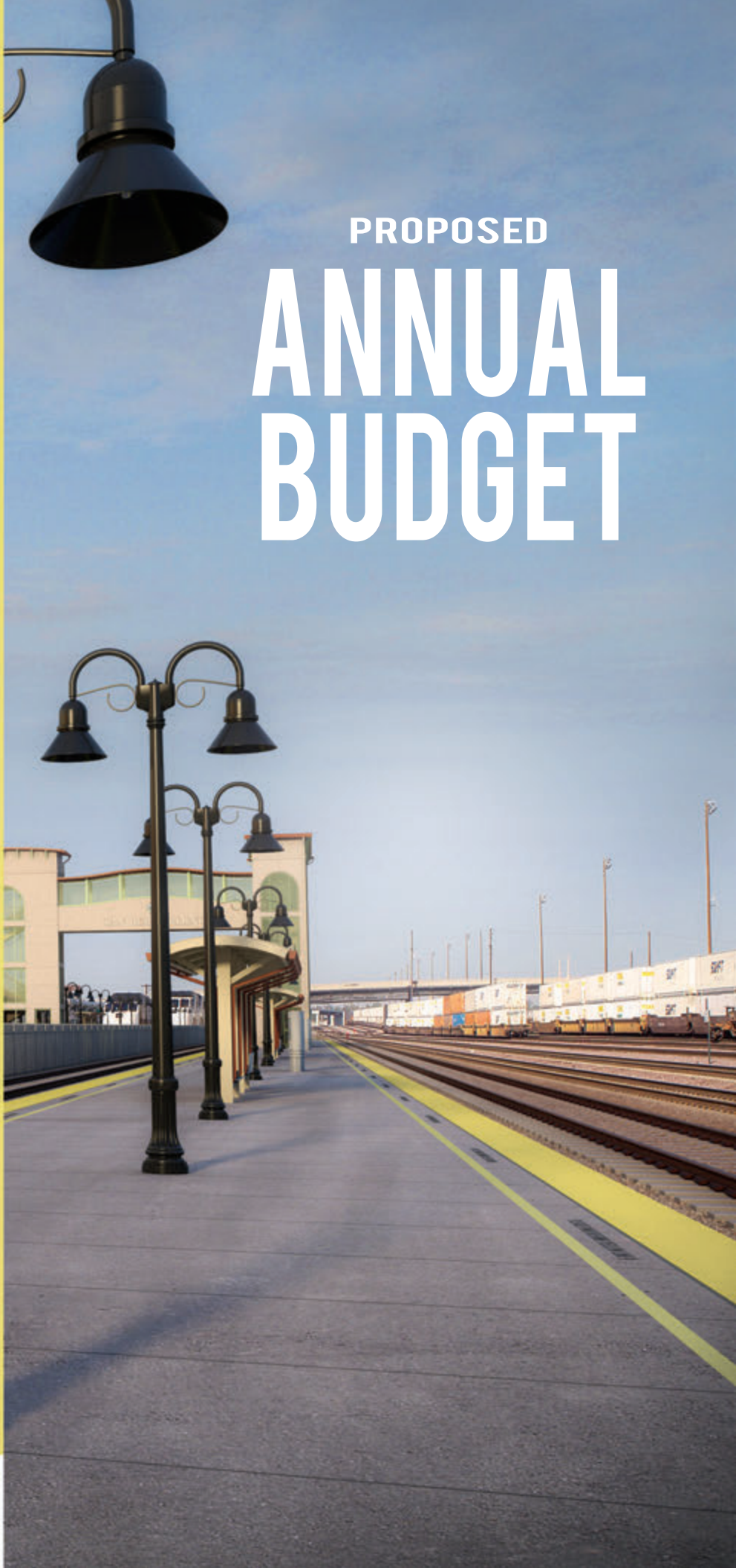
FISCAL YEAR

2016 / 2017

PROPOSED

ANNUAL BUDGET



SAN BERNARDINO ASSOCIATED GOVERNMENTS

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Governments SANBAG Working Together

TRANSPORTATION MEASURE I

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California

For the Fiscal Year Beginning

July 1, 2015

Executive Director

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

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On Friday, August 21, 2015 the San Bernardino Associated Governments (SANBAG) and the City of Barstow celebrate the completion of the Lenwood Grade Separation. The project was an investment back into the region that represented our continuing rebound from the recent economic downturn.

INTRODUCTORY SECTION

Date: **June 1, 2016**

To: **SANBAG Board of Directors**

From: **Raymond Wolfe, Executive Director**

Subject: **SANBAG Fiscal Year 2016/2017 Budget**

The budget transmitted under this cover letter continues the successful model of delivering an array of important projects consistent with that we have witnessed since the renewal of Measure I commenced in 2010. Considering the mobility element of our overall program, the Ten-Year Delivery Plan, as approved by the Board of Directors, continues to guide budget decisions. This budget also represents a significant step forward in our Council of Governments role.

Much has been accomplished in just the first six years of Measure I 2010-2040, through the collective efforts of SANBAG, local jurisdictions, Caltrans, and transit agencies, demonstrating SANBAG's commitment to keep the promises made when the voters overwhelmingly approved the measure extension in 2004. Fiscal Year 2015/2016 has been a particularly productive year with achievements such as:

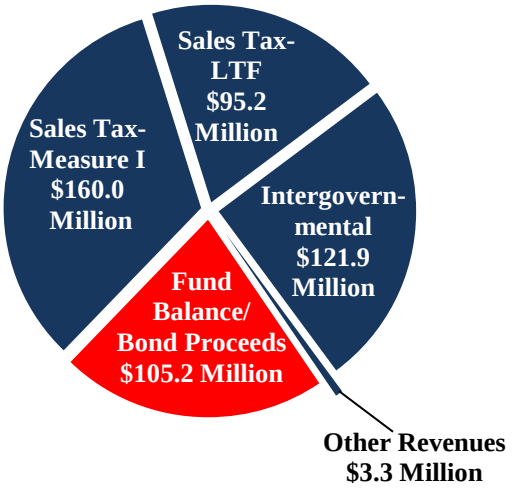
- Completion of the Interstate 215 (I-215) Bi-County High Occupancy Vehicle Gap Closure project ($190 million).
- Completion of the Interstate 15 (I-15) and I-215 Interchange Improvements (Devore), facilitated through a design-build contracting process led by California Department of Transportation ($325 million).
- Completion of interchange improvements: Interstate 10 (I-10)/Cherry Avenue ($81 million); I-10 /Citrus Avenue ($58 million), and I-10/Tippecanoe Avenue Phase I ($25 million); I-15/Ranchero Road ($58 million); and I-15/Baseline Road ($56 million).
- Project development has now been initiated for all of the Valley's top ten interchanges, and the Board has endorsed a phasing plan to potentially accelerate targeted improvements to another fifteen interchanges.
- Completion of multiple rail/highway grade separations totaling over $200 million: Palm/Burlington Northern Santa Fe Railroad (BNSF), Lenwood/BNSF, Laurel/BNSF (summer 2016), and Vineyard /Union Pacific Railroad (UPRR). South Milliken/UPRR will be completed in the first part of Fiscal Year 2016-2017 ($77 million).
- Arterial streets: Some $40 million will have been distributed to local jurisdictions in the Measure I "pass-through" program for road maintenance and street improvements. In addition, significant arterial investments have been made; such as the Yucca Loma Bridge over the Mojave River in combination with Yates Road ($37 million), and over $20 million in arterial improvements and reimbursements in the Valley Subarea. Contributions from development impact fee (or similar) programs are required, making these projects true partnerships with the private sector. Design is underway on the U.S. 395 widening north of Palmdale Road through Adelanto.
- The San Bernardino Transit Center was completed, enabling improved transit service coordination across local bus, Bus Rapid Transit (BRT) and rail modes. The extension of Metrolink to the transit center will be complete in Fiscal Year 2016/2017. Omnitrans is continuing with project development on the West Valley Connector, expanding transit connectivity in the West Valley.

- A new vanpooling program was initiated. The traveling public continues to be served through the ridesharing, callbox, and freeway service patrol services provided through SANBAG.
- A wide range of sustainability initiatives have continued, including work on the Countywide Vision, assisting local jurisdictions with Climate Action Plans, integrated transit/land use planning in our rail and BRT corridors, habitat conservation planning, and energy efficiency initiatives. For example, the Home Energy Retrofit Opportunity (HERO) and Property Assessed Clean Energy (PACE) program has assisted over 11,600 property owners install $216 million in energy/water efficiency and clean energy projects, resulting in annual utility savings of $12.1 million and the reduction of over 23,000 tons of greenhouse gases. An additional highlight is the success SANBAG and our local partners have seen in bicycle/pedestrian grant funding, with almost $50 million in awards in the State's Active Transportation Program (ATP) cycles 1 and 2.

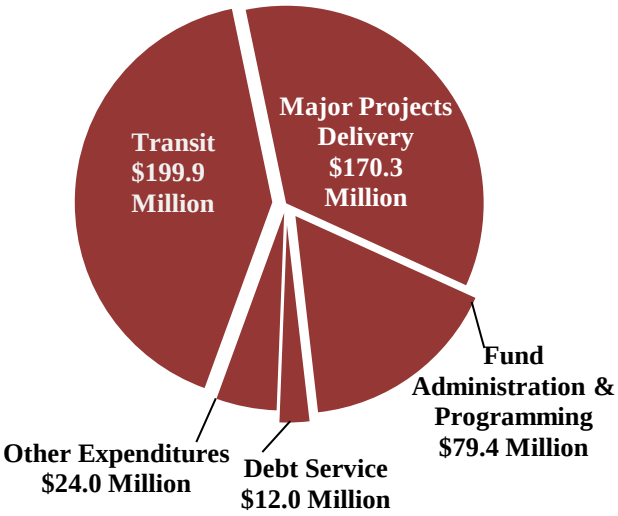
Our "self-help" status allows us to advance local priorities, but we are not isolated from state and federal regulatory and funding constraints. The federal government did enact the Fixing America's Surface Transportation Act (FAST) last year, providing the first quasi long-term federal transportation authorization in a decade. Unfortunately, the Act does not increase funding significantly over current levels, but it does formally recognize the need to invest in freight infrastructure through dedicated formula and grant funding. The state continues to struggle with stabilizing its transportation revenue, leading to a $754 million reduction in the State Transportation Improvement Plan (STIP) at the California Transportation Commission meeting in January of this year. Improved fuel efficiencies and alternative fuel vehicles in the fleet, reductions in vehicle miles traveled, coupled with a plunge in the cost of fuel over much of this past year have led to a dramatic decline in anticipated fuel excise tax revenue. Such a significant reduction has long-term statewide implications, and will affect our ability to deliver local projects over the next ten years. We identified the threat of a growing divide between funding availability and the identified needs for capacity enhancements as well as operations and maintenance last year, and the state grappled with legislative fixes to this end unsuccessfully. Staff will continue to seek alternative sources of funding, including grant opportunities at the state and federal level to continue advancing our programs.

The proposed Fiscal Year 2016/2017 budget revenue sources (including the use of fund balances) and program uses of $485.6 million are provided below.

Where does the money come from?



Where does the money go?



The largest portion of resources to finance the proposed Fiscal Year budget is Measure I sales tax and intergovernmental revenue. Intergovernmental revenue includes federal, state and local grants and reimbursements for various programs and capital projects. The use of fund balance and bond proceeds provide for the remaining proposed budget.

The total budget for Fiscal Year 2016/2017 is $485.6 million, down from the last several years due to a number of large construction projects completing recently. However, we are actively engaged in project development that will bring a new and larger wave of construction forward within two years. Perhaps for the first time in our organization's history, Transit expenditures outpace other programs at $199.9 million. Major Projects follows closely at $170.3 million. New revenues are projected at $380.4 million. Fund balance and debt proceeds from the 2014 bond issue will cover the variance between projected revenues and appropriations of $105.2 million.

Additional information on revenue sources and programs is provided in the revenue detail and program expenditure detail sections of the budget document.

The Fiscal Year 2016/2017 budget represents yet another positive step forward towards delivering on the commitments we made to the voters of San Bernardino County with the renewal of Measure I. As noted above, we are quickly moving forward on all fronts to deliver commitments to the voters. Little of success thus far could have been accomplished without the strong State, local, and regional working relationships that SANBAG currently enjoys. Given the continuing uncertainties in the economy and state policies, these partnerships will be very important to continuing this momentum. With the Board's guidance and continued support, we will continue to enhance the quality of life for residents and improve the business climate across San Bernardino County.

Sincerely,

Raymond W. Wolfe
Executive Director

List of Principal Officials

Board of Directors

Name	Jurisdiction	Title
Ryan McEachron	City of Victorville	Board President Vice-Chair - General Policy Committee
Robert A. Lovingood	County of San Bernardino	Board Vice-President Chair - General Policy Committee Chair - Mountain/Desert Committee
Rich Kerr	City of Adelanto	
Curt Emick	Town of Apple Valley	
Julie McIntyre	City of Barstow	
Bill Jahn	City of Big Bear Lake	Vice-Chair - Commuter Rail & Transit Committee Vice-Chair - Mountain/Desert Committee
Dennis Yates	City of Chino	
Ed Graham	City of Chino Hills	
Frank Navarro	City of Colton	
Michael Tahan	City of Fontana	
Darcy McNaboe	City of Grand Terrace	
Eric Schmidt	City of Hesperia	
Larry McCallon	City of Highland	
Rhodes Rigsby	City of Loma Linda	
Paul Eaton	City of Montclair	
Edward Paget	City of Needles	
Alan Wapner	City of Ontario	Chair - Metro Valley Study Session
L. Dennis Michael	City of Rancho Cucamonga	
Jon Harrison	City of Redlands	
Deborah Robertson	City of Rialto	
R. Carey Davis	City of San Bernardino	
Joel Klink	City of Twentynine Palms	
Ray Musser	City of Upland	
Dick Riddell	City of Yucaipa	
George Huntington	Town of Yucca Valley	
Janice Rutherford	County of San Bernardino	Vice-Chair - Metro Valley Study Session
James Ramos	County of San Bernardino	Chair - Commuter Rail & Transit Committee
Josie Gonzales	County of San Bernardino	
Curt Hagman	County of San Bernardino	

Senior Management

Raymond W. Wolfe, Executive Director*
Eileen Monaghan Teichert, General Counsel*
Vicki Watson, Clerk of the Board/Administrative Supervisor
Duane Baker, Deputy Executive Director
William Stawarski, Chief Financial Officer
Wendy Strack, Director of Legislative and Public Affairs
Steven Smith, Director of Planning
Carolyn Schindler, Director of Transit and Rail Programs
Garry Cohoe, Director of Project Delivery
Andrea Zureick, Director of Fund Administration and Programming

*Appointed by the Board of Directors

San Bernardino Associated Governments and The Community It Serves

The Organization and Its Responsibilities

San Bernardino Associated Governments (SANBAG) is the council of governments and transportation planning agency in San Bernardino County. SANBAG serves the nearly 2.1 million residents of San Bernardino County and enjoys the membership of the County of San Bernardino and all cities within the county: Adelanto, Apple Valley, Barstow, Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Hesperia, Highland, Loma Linda, Montclair, Needles, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Twentynine Palms, Upland, Victorville, Yucaipa, and Yucca Valley.

SANBAG was created in 1973 as a council of governments. Since that time, SANBAG has been designated, primarily by statute, to serve several additional roles. These roles are listed below:

County Transportation Commission 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.

County Transportation Authority responsible for administration of the voter-approved half-cent transportation transactions and use tax (known as Measure I) which is estimated to generate almost $5.2 billion through 2040 for funding of major freeway construction, commuter rail service, local street and road improvements, special transit service for the elderly and disabled population, and traffic management and environmental enhancement efforts.

Service Authority for Freeway Emergencies responsible for operating a system of approximately 1,200 call boxes on freeways and highways within San Bernardino County.

Congestion Management Agency responsible for managing the performance level of the regional transportation system in a manner that considers the impacts from new development and promotes air quality improvements through implementation of strategies in the adopted air quality plans. Under the SANBAG nexus study, the Congestion Management Program identifies the fair share contribution due from new development for implementation of new arterial roadways and freeway interchange facilities.

Subregional Planning Agency responsible for representing the San Bernardino County subregion and assisting the Southern California Association of Governments in its role as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to the regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.

The Community

San Bernardino County encompasses over 20,000 square miles and is geographically the largest county in the contiguous United States. San Bernardino County stretches from urbanized areas bordering on Los Angeles and Orange Counties in the west to the deserts along the Arizona and Nevada borders on the east. Some key characteristics of the County are:

a. 2.1 million Population.
b. 91.1% live in urbanized areas with the remaining 8.9% living in rural areas of the mountains and deserts.
c. 5th most populous county in the state.
d. 2.75 million Population projected by 2035.
e. The average household size is 3.4 people compared to the national average of 2.7 people.
f. The median age is 32.
g. Diverse racially and ethnically: 51% Latino; 31% White; 8% Black or African American; 7% Asian or Pacific Islander; 2% two or more races; and 0.4% American Indian/Alaska Native.

The Economy

Consistent growth was the economic theme for 2015 and growth is expected to continue through 2016. Several key economic indicators demonstrate the strength of the economy. The unemployment rate continued to fall, dropping from 7.0% to 6.1% since last year. Home values continued their ascent back from the bottom of the Great Recession with the average value of an existing home climbing 6.3% from the same period last year. Retail sales in San Bernardino County increased 7.4% from the previous year. Retail sales activity is critical to SANBAG as it is the basis for the Measure I ½ cent sales tax we use to fund transportation improvements.

The state of the regional economy remains strong and diverse and slow growth is expected to continue throughout the next year.

Federal and State Transportation Fund Allocation Responsibilities

One of the essential roles for SANBAG as the County Transportation Commission, in addition to transportation planning and programming responsibilities, is the allocation of Federal and State funds to transportation projects within the county. Although some of these funds do not flow through the SANBAG budget, the authority to allocate these transportation funds has as much policy and program significance as the agency budget.

SANBAG allocates specific Federal and State transportation funds among priority projects in the county and designates a lead agency to administer implementation of the projects. Once the Board approves the allocation and a project is added to the appropriate programming document, the lead agency is responsible for applying for funds through SANBAG or Federal and State agencies and is responsible for meeting eligibility requirements. With the exception of Transportation Development Act funds, Federal and State funds allocated by the Board are not reflected in the SANBAG budget unless SANBAG is the lead agency for project implementation.

In December 2015, Congress passed and the President signed into law the Fixing America's Surface Transportation (FAST) Act, a five-year authorization of highway, transit, safety and rail programs. It is the first long-term authorization since 2005's Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which expired in 2009. Since then, Congress has used short-term extensions and 2012's Moving Ahead for Progress in the 21st Century Act (MAP-21) authorization - a two-year bill - to support the federal surface transportation program. The FAST Act provides much-needed certainty of federal funding levels for the next five years. Of particular note, the FAST Act creates two new funded freight programs, a formula program which is allocated to the states and a Nationally Significant Freight and Highway Projects competitive grant program. At the time of preparation of the budget, FAST Act appropriation amounts for San Bernardino County have not been determined. In the prior federal authorization act, San Bernardino County agencies received approximately $180 million in congressional authorizations. Total FAST Act funding begins at an equal level to MAP-21 and increases approximately 15% over five years.

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

In April 2009, the Board approved the Measure I 2010-2040 Strategic Plan. The Plan establishes funding implementation policies for all programs under the Measure I 2010-2040 Expenditure Plan, including principles to guide the allocation of State and Federal funding to Measure I Expenditure Plan projects.

In January 2012, the Board approved the first Measure I 2010-2040 Ten-Year Delivery Plan. The Ten-Year Delivery Plan provides a transparent list of projects that will be developed during the next ten years, and defines the scope, schedule and budget for these projects given current information and assumptions. The Ten-Year Delivery Plan is a living document that will be revised as revenue and project information changes. Every two years the Ten-Year Delivery Plan will be updated by the Board to capture these updates. The first update was approved by the Board in March 2014, and the second update is scheduled to be presented to the Board in June 2016.

The discussion of funding sources that follows is meant to provide background on typical annual apportionment levels and the current Board-approved uses of these funds. It is typical that current expenditures will rely on apportionment balances; therefore the funding levels reflected in this section should not be expected to relate to any revenue estimates or budgeted amounts found in later sections of the Budget.

FEDERAL FUNDING SOURCES

Surface Transportation Program (STP)/Surface Transportation Block Grant Program (STBG) – The FAST Act renames the Surface Transportation Program as the Surface Transportation Block Grant Program; however, unexpended STP funds from prior years are still available for use. STP/STBG provides the most flexible funding that may be used for projects on any federal-aid highway, bridge projects on any public road, transit capital projects, and public bus terminals and facilities. The amount of STP/STBG funding apportioned to San Bernardino County under the FAST Act is estimated to remain at approximately $25 million per year with slight increases over the life of the Act.

Listed below are projects that are on-going in Fiscal Year 2016/2017 with the total STP/STBG allocated to the current phase of work as approved in the Ten-Year Delivery Plan and through other Board actions.

Surface Transportation Program (STP)/Surface Transportation Block Grant (STBG) Projects		
Project	**Lead Agency**	**Total Allocation to Current Phase**
I-215 University Interchange	SANBAG	$1,100,000
US-395 Interim Widening Design	CALTRANS	6,015,000
US-395 Interim Widening Right of Way	SANBAG	5,950,000
I-15 Phase 2 Widening	CALTRANS	3,637,000
I-15 / I-215 I/C Improvements – Devore I/C	CALTRANS	59,323,000
I-10 and Cedar Avenue	County of San Bernardino	4,200,000
I-215 Segment 1 and 2 Construction (Claims)	SANBAG	2,400,000
Needles J Street Connector	Needles	1,980,000
SR-210 and Pepper Avenue	SANBAG	13,131,000
Joshua Tree Area Pavement Project	County of San Bernardino	183,000
	TOTAL	$97,919,000

Transportation Alternatives Program (TAP)/Surface Transportation Block Grant (STBG) Set Aside Funds
The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with Surface Transportation Block Grant (STBG) set aside program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity. Each State receives a share of the national total TA funding, and generally, TA eligibilities are the same as those under the prior MAP-21 TAP, except the FAST Act newly allows an urbanized area with a population of more than 200,000 to use up to 50% of its suballocated TA funds for any STBG-eligible purpose. As under TAP, the FAST Act requires all TA projects to be funded through a competitive process.

On September 26, 2013, the Governor signed legislation creating the Active Transportation Program (ATP) in California to define the distribution and administration of TAP funds. The FAST Act slightly increases funding levels and largely keeps the MAP-21 formula for distributing the funds the same at the state/local level. This is a competitive program that is administered at both the State and regional level, with Southern California Association of Governments (SCAG) being responsible for administering the regional program. Project sponsors can compete at both the State and regional level. SCAG has set programming targets for each county to ensure geographic equity in project selection. While SANBAG does not play a role in project selection, staff provides assistance to local agencies in accessing the funds through Caltrans and the California Transportation Commission. Additionally, the SANBAG Board has taken actions to provide matching funds to project sponsors to increase the competitiveness of projects in our County, resulting in more awards of ATP funds. The project selection for Cycle 1 of this program occurred in August 2014 and November 2014 at the State and regional levels, respectively. Cycle 2 project selections occurred in August 2015 and December 2015 at the State and regional levels, respectively. The projects selected for award in Cycle 1 and Cycle 2 are listed in the table below. Cycle 3 project selections at the State level are scheduled to occur in March 2017.

Active Transportation Program (ATP) Projects			
Project	**Lead Agency**	**ATP Cycle**	**Total Project Award**
Interagency Safe Routes to School	Victorville	1	$4,097,000
Los Serranos Safe Routes to School	Chino Hills	1	1,732,000
City of Fontana Safe Routes to School	Fontana	1	1,624,000
Mojave Riverwalk South	Apple Valley	1	923,000
West Valley Corridor Connector	Omnitrans	1	3,500,000
Apple Valley Safe Routes to School	Apple Valley	1	1,095,000
Active Transportation Plan	Colton	1	265,000
Safe Routes to School (Elementary Schools)	Ontario	1	1,164,000
Safe Routes to School Plan	Rialto	1	1,450,000
SANBAG Safe Routes to School Plan	SANBAG	1	400,000
Metrolink Station Accessibility Improvement	SANBAG	1	4,679,000
Safe Routes to School (Elementary Schools)	Yucaipa	1	872,000
Active Transportation Plan	Barstow	1	300,000
SANBAG Points of Interest Plan	SANBAG	1	400,000
Rim of the World Active Transportation Plan	SANBAG	1	285,000
Willow Street Shared Use Paseo	Hesperia	2	1,200,000
Regional Connector Project	Highland	2	3,636,000
Etiwanda Corridor Improvements	Rialto	2	629,000
Big Bear Blvd Pedestrian and Bicycle Mobility Project	Big Bear Lake	2	1,519,000
Sidewalk Gap Closure SRTS Project	San Bernardino City	2	2,153,000
Yucca Valley Elementary School Sidewalks	Town of Yucca Valley	2	1,026,000
SRTS Infrastructure Improvement Project-El Camino Elementary	Ontario	2	368,000
Mohave Riverwalk Shared-Use Bicycle Facility	Victorville	2	3,760,000
Santa Ana River Trail Phase IV, Reaches B and C	San Bernardino	2	3,801,000
In-fill Sidewalks, Curbs & Gutters Improvement Project	Needles	2	253,786
Bear Valley Road Bicycle Bypass Phase II	Hesperia	2	301,000
ATP Planning	Grand Terrace	2	295,000
		TOTAL	$41,727,786

Congestion Mitigation and Air Quality Funds (CMAQ) – Under FAST Act, CMAQ funds are authorized to fund transportation projects or programs that contribute to attainment or maintenance of ambient air quality standards; the diesel retrofit program has been expanded to include port-related off-road equipment and vehicles. California implementing statutes authorize SANBAG, acting as the County Transportation Commission and Congestion Management Agency, to select and program CMAQ projects with input from the Metropolitan Planning Organization, California Department of Transportation (Caltrans), and air quality districts.

CMAQ is available to areas that do not meet the National Ambient Air Quality Standards (nonattainment areas), as well as former nonattainment areas. Funds are distributed based upon a formula that considers population by county and the severity of its ozone and carbon monoxide air quality problems within the nonattainment or maintenance area. CMAQ eligibility is conditional upon analyses showing that the project will reduce emissions of criteria pollutants. Activities typically eligible for funding by CMAQ include high occupancy vehicle (HOV) lanes, transit improvements, travel demand management strategies, traffic flow improvements such as signal synchronization, and public fleet conversions to cleaner fuels. The amount of CMAQ funding apportioned to San Bernardino County under the FAST Act is estimated to remain at approximately $28 million per year with slight increases over the life of the Act.

Listed below are projects that are on-going in Fiscal Year 2016/2017 with the total CMAQ allocated to the current phase of work as approved in the Ten-Year Delivery Plan and through other Board actions.

Congestion Mitigation and Air Quality (CMAQ) Projects		
Project	**Lead Agency**	**Total Allocation to Current Phase**
South Coast Air Basin Rideshare Program	SANBAG	$2,035,000
Mojave Desert Air Basin Rideshare Program	SANBAG	1,160,000
Joshua Street Park & Ride	Hesperia	508,000
I-215 Segment 1 and 2 Construction	SANBAG	600,000
I-215 Bi-County HOV Lanes Right of Way	SANBAG	2,830,000
Redlands Passenger Rail Project	SANBAG	18,255,000
SR-62 Signal Synchronization	Yucca Valley	107,000
On-going Transit Needs	SANBAG	2,159,656
Countywide Vanpool Program	SANBAG	4,000,000
Downtown San Bernardino Passenger Rail	SANBAG	10,306,000
	TOTAL	$41,960,656

National Highway Freight Program (NHFP) and National Highway Performance Program (NHPP) – The FAST Act creates two new freight-related initiatives, NHFP and NHPP, and for the first time provides a dedicated source of Federal funding for freight projects. NHFP is a formula fund program that will fund projects that contribute to the movement of freight on the National Highway Freight Network and be identified in a freight investment plan of a State Freight Plan. Up to 10% of the funding may be used for improvements to freight rail or ports. NHPP is a discretionary grant program and its eligible projects include highway system bridges that are not on the National Highway System (NHS) and to pay subsidy and administrative costs for Transportation Infrastructure Finance and Innovation Act (TIFIA) projects. As these are new programs, SANBAG is in the process of developing a comprehensive list of eligible projects with other regional and State agencies.

Federal Transit Administration (FTA) Formula Funds – Congress annually appropriates formula funds to urban areas and to the State for rural areas for providing transit operating and capital assistance as authorized by FAST Act. The FAST Act provides modest increases to transit funding over MAP-21. Federal formula apportionments to urban areas (San Bernardino Valley and the Victor Valley) are authorized under Title 49 U.S.C. Section 5307 and to rural areas under Section 5311. Section 5310 funds are apportioned to states for support of transit services for seniors and persons with disabilities. As of the preparation of this budget, Section 5307, Section 5311 and Section 5310 allocations for San Bernardino county have yet to be determined for federal transit programs, but it is anticipated that they will see modest increases based on increases to the total FTA FAST Act Program amounts. SANBAG, acting as the County Transportation Commission, must approve the use of the FTA funds through approval of each operator's biennial Short Range Transit Plan as well as insure the approved projects are included the Federal Transportation Improvement Program (FTIP).

Federal Transit Administration (FTA) Capital Investment Funds – Under FAST Act, Congress appropriates funds for transit capital investment under three programs: Section 5309, Section 5337, and Section 5339. Section 5309 Capital Investment Grant provides funding for fixed guideway investments such as new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based bus rapid transit investments that emulate the features of rail. Section 5337 State of Good Repair Program provides financial assistance to public transit agencies that operate rail fixed-guideway and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, along with the development and implementation of transit asset management plans. These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development. Section 5339 Bus and Bus Facilities Program provides funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides

competitive grants for bus and bus facility projects that support low and zero-emission vehicles. As of the preparation of this budget, Section 5309, Section 5337 and Section 5339 allocations for San Bernardino County have yet to be determined for FAST Act federal transit programs, but it is anticipated that they will see modest increases based on increases to the total FAST Act Program amounts.

STATE FUNDING SOURCES

The widely recognized inadequacy of the State gasoline excise tax to address the State's transportation needs led to passage of Proposition 42 in 2002. Proposition 42 dedicated the sales tax on gasoline, in addition to the gasoline excise tax, to funding of transportation projects. However, it did not ensure against the repeated borrowing of these funds by the State to balance the State budget. The passage of Proposition 1A in 2006, provided protection for Proposition 42 funding by requiring that such loans could occur no more than twice in any ten year period, and must be fully repaid within three years. However, in March 2010, the Governor signed legislation that eliminated the statewide sales tax on gasoline and increased the State gasoline excise tax with an inflation adjustment to maintain revenue neutrality. Given the dramatic drop in gas prices in Fiscal Year 2014/2015, the Board of Equalization adopted a 6 cent per gallon decrease in the State gasoline excise tax beginning July 1, 2015 and another 2 cents reduction in July 2016, in order to maintain revenue neutrality and collect only what would have been collected under Proposition 42. As expected, this reduction in revenues has resulted in a fairly dramatic decrease in available funding for local agencies. Statewide advocacy organizations are currently working to develop proposals to mitigate the impact of the pending drop in funding for local agencies and to develop long-term solutions for this funding shortfall.

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

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

In August 2015, the CTC adopted the 2016 STIP Fund Estimate (FE). The FE is a biennial estimate of all resources available for the State's transportation infrastructure over the next five year period and establishes the program funding levels for the STIP and State Highway Operation and Protection Program (SHOPP). The 2016 FE period covers State Fiscal Years 2016/2017 through 2020/2021. The FE identified $2.4 billion of programming capacity available statewide over the next five years with a new STIP capacity of $223 million over the FE period. However, when coupled with the shortfall of allocation capacity prior to the STIP period, there was no new programming capacity for the 2016 STIP. After adoption of the FE, the California Department of Finance reduced their Fiscal Year 2016/2017 Price-Based Excise Tax projections in response to the recent decrease in gasoline prices. A revised FE was adopted by the CTC on January 20, 2016, with a decrease of $754 million in total STIP capacity compared to the previously adopted FE in August 2015. This decrease resulted in negative programming capacity over the next five years, which required deprogramming of projects from all regions statewide. The programming reduction for San Bernardino County was proposed to be approximately $35 million.

Regional Improvement Program (RIP) – By State law, SANBAG is responsible for developing the list of projects to be funded in the county with RIP funds, which comprise 75% of the STIP funds available statewide. The CTC approves the program of projects developed by SANBAG. SANBAG is also permitted to allocate up to 5% for Planning, Programming, and Monitoring Activities. In Fiscal Year 2016/2017, SANBAG will allocate $1.2 million to support staff planning and programming activities, as approved by the Board in the 2016 STIP programming proposal.

While the STIP was historically prioritized as a means to fund highway capacity improvements, reference to Executive Order B-30-15 issued by the Governor requiring state agencies to implement measures to achieve reduction of greenhouse gas emissions to meet 2030 and 2050 emission reduction targets was included in the 2016 STIP Guidelines. SANBAG has developed a strategic approach to retain projects that demonstrate greenhouse gas reductions and sustainability to the extent alternative funding sources will allow.

Listed below are projects that are on-going in Fiscal Year 2016/2017 with the total STIP/RIP allocated to the current phase of work as approved in the Ten-Year Delivery Plan and through other Board actions.

State Transportation Improvement Program (STIP)/Regional Improvement (RIP) Program Projects		
Project	**Lead Agency**	**Total Allocation to Current Phase**
US-395 Interim Widening Right of Way	SANBAG	$5,550,000
I-215 and Barton Road Right of Way	SANBAG	17,400,000
I-15/I-215 (Devore) Interchange	CALTRANS	45,145,000
Planning, Programming and Monitoring	SANBAG	1,270,000
	TOTAL	$69,365,000

Interregional Improvement Program (IIP) – The remaining 25% of STIP funding is programmed by CALTRANS and similarly subject to approval by the CTC. SANBAG works with CALTRANS District 8 to develop a list of projects for consideration. The CTC can fund an IIP project that is nominated by SANBAG rather than CALTRANS but only if the project can be shown to be a more efficient use of resources. There are no IIP projects scheduled for allocation in Fiscal Year 2016/2017, although work will be on-going on CALTRANS' Interstate 15 (I-15) Widening project between Mojave Drive in Victorville and Stoddard Wells Road in Barstow, the State Route 58 Realignment and Widening project near Hinkley, and the State Route 138 Widening project west of I-15 to Los Angeles County.

Proposition 1B - The passage of Proposition 1B, the Highway, Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters in 2006, authorized $19.925 billion in general obligation bond proceeds to be available for high-priority transportation corridor improvements, trade infrastructure and port security projects, school bus retrofit and replacement purposes, STIP augmentation, transit and passenger rail improvements, State-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, State highway safety and rehabilitation projects, and local street and road improvement, congestion relief, and traffic safety. Most of these programs were scheduled to have been fully allocated by the CTC by June 2013.

Trade Corridors Improvement Fund (TCIF) – Proposition 1B provided $2 billion to the TCIF for infrastructure improvements along federally designated "Trade Corridors of National Significance" in this State or along other corridors within this State that have a high volume of freight movement. San Bernardino County received $115.3 million in TCIF funding through application by SANBAG as part of the Los Angeles-Inland Empire Corridor Southern California Consensus Group as follows. Any savings realized from these projects can be reallocated to eligible projects that can be ready for construction before June 30, 2016. The CTC is considering extending this deadline to ensure all funds are used in the State.

Proposition 1B **Trade Corridors Improvement Fund**	
Project	**Allocation**
I-10 Cherry Ave Interchange	$30,773,000
I-10 Riverside Ave Interchange	9,837,000
Glen Helen Pkwy Railroad Grade Separation	7,172,000
South Milliken Avenue Grade Separation at UP Los Angeles	21,846,000
Palm Ave Railroad Grade Separation	1,900,000
Lenwood Road Grade Separation at BNSF Cajon	8,275,000
Laurel Grade Avenue Separation	23,529,000
Interstate 10 Tippecanoe Interchange Phase 2	8,691,000
I-10 Pepper Ave Interchange	1,158,000
Monte Vista Grade Separation	2,113,000
TOTAL	$115,294,000

Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) - Proposition 1B will provide $3.6 billion statewide to PTMISEA for formula distribution by the State Controller by Fiscal Year 2016/2017 using the State Transit Assistance Fund (STAF) distribution formula. SANBAG's total share of PTMISEA funding is about $95 million, and the SANBAG Board approved the PTMISEA Expenditure Plan initially on February 3, 2010, and has approved subsequent amendments. The PTMISEA funds can only be used for capital projects that meet the requirements of the State General Obligation Bond Law. In Fiscal Year 2009/2010 SANBAG worked with public transit operators to swap carryover STAF to take the place of PTMISEA funds until the PTMISEA funds become available. Below is the list of allocations approved to date by the Board.

Proposition 1B **Public Transportation Modernization, Improvement and Service Enhancement Account** **Population Allocation**	
Transit Operator	**Allocation**
City of Barstow	$2,653,000
Morongo Basin Transit Authority	3,140,000
Mountain Area Regional Transit Authority	2,565,000
City of Needles	369,000
Omnitrans	35,544,000
City of Rialto	1,500,000
SANBAG	24,792,000
Southern California Regional Road Authority	10,661,000
Victor Valley Transit Authority	14,036,000
TOTAL	$95,260,000

Transit System Safety, Security, and Disaster Response Account (TSSSDRA) – Proposition 1B will provide $1 billion to the TSSSDRA for distribution by the Office of Homeland Security. Sixty percent of the funds are to be made available under the California Transit Security Grant Program – California Transit Assistance Fund (CTSGP-CTAF) using the same formula as used for the allocation of STAF, which results in about $1.9 million annually for San Bernardino County.

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

Local Transportation Fund (LTF) – SANBAG, acting as the County Transportation Commission, is responsible for administering LTF. LTF is derived from one-quarter cent of the sales tax collected within the County of San Bernardino. The adopted LTF apportionment for Fiscal Year 2016/2017 is $106,202,805. Note that this apportionment includes prior year revenues in excess of estimates that had not previously been apportioned.

As the LTF administering agency, SANBAG receives funding from LTF for its administrative functions, including the fiscal and compliance audits of all recipients of LTF. SANBAG also receives up to 3% of the LTF for apportionment, or $3,186,084, for planning and programming activities during the fiscal year. A portion of these funds is allocated to the Southern California Association of Governments for its planning activities and to the San Bernardino County Auditor/Controller for performance of administrative functions. The LTF allocations are reported as revenue sources in the *Financial Section* of this report and flow through the SANBAG budget. As administrator of LTF, SANBAG also makes allocations to the following programs:

Pedestrian and Bicycle Facilities – Under Article 3 of the TDA, 2% of the annual LTF apportionment is designated to fund pedestrian and bicycle facilities, bicycle safety programs, bicycle trails, bicycle lockers, or racks and for the development of a comprehensive bicycle and pedestrian facilities plan. SANBAG conducts biennial "calls for projects" with 10% set aside for maintenance and 20% set aside for transit access improvements. This fund is also used by SANBAG to provide matching funds to local agencies for grant opportunities form the State's Active Transportation Program.

Transit and Street Projects – After administration, planning, and pedestrian and bicycle apportionments have been determined, the balance of LTF is apportioned by SANBAG in accordance with California Public Utilities Code Section 99231 to areas/jurisdictions on a per capita basis to support transit and street projects. In Fiscal Year 2016/2017, 73% of the remaining balance or $72,578,678, has been apportioned to the San Bernardino Valley and will be used exclusively for public transportation operations including Omnitrans, Metrolink, and other rail and bus projects. The remaining 27%, or $27,319,025, is apportioned to the Mountain/Desert jurisdictions. If a finding is made that all transit needs are being reasonably met, LTF not expended for transit purposes can be expended for street and road projects in certain areas as defined in statute.

Local Transportation Fund (LTF) **Fiscal Year 2016/2017**	
Area	**Apportionment**
County Auditor Administration	$33,768
SANBAG Administration	250,000
SANBAG Planning	3,186,084
SCAG Planning	796,521
Article 3 - Pedestrian Bicycle	2,038,729
Valley Transit	72,578,678
Mountain/Desert Transit and Streets	27,319,025
TOTAL	$106,202,805

State Transit Assistance Fund (STAF) – STAF revenue had historically been derived from a portion of the sales tax on gasoline and diesel. In addition, Proposition 42 approved by the voters of the State requires a portion of the sales tax on fuel be transferred to STAF. The amount of STAF available in any given year is highly dependent upon the State Legislature and the State Budget. Over the past several years, the Legislature has determined not to transfer the amount of sales tax on gasoline and diesel that should have been made available to the Public Transportation Account and STAF; instead using those revenues to support the General Fund portion of the State Budget. That was again the case in Fiscal Year 2008/2009. However, as part of the budget compromise in February 2009, the Legislature further reduced the apportionment of STAF for Fiscal Year 2008/2009 by half, to $153 million statewide and eliminated funding for the STAF program through Fiscal Year 2012/2013.

In March 2010, the Governor signed ABx 86 and ABx 89. These bills eliminated the statewide sales tax on gasoline, increased the excise tax on gasoline by 17.3 cents and increased the sales tax on diesel fuel by 1.75%. From this act, $400 million was appropriated to transit operators to help them fund operations in Fiscal Year 2009/2010 and Fiscal Year 2010/2011. Since the adoption of the gas tax swap, STAF funding has started to stabilize, although the decreasing gas prices are causing the revenue to decrease. The revenue estimate provided to SANBAG by the State Controller's Office for Fiscal Year 2016/2017 is $10,709,694 when combined with prior year unapportioned revenues. Of this, $9,114,837 is distributed to the Valley and Mountain/Desert areas on a population basis and $1,594,857 is apportioned by the State to individual operators based on qualifying revenues.

Low Carbon Transit Operations Program (LCTOP) – LCTOP is a new source of funding to be administered by SANBAG and one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. LCTOP was created to provide transit operating and capital assistance to eligible project sponsors in an effort to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This program is funded by auction proceeds from the California Air Resources Board (CARB) Cap-and-Trade Program where proceeds are deposited into the Greenhouse Gas Reduction Fund (GGRF). LCTOP has received $100 million in Fiscal Year 2015/2016 and 5 percent of the annual proceeds deposited in the GGRF will be continuously appropriated annually. The revenue estimate provided to SANBAG by the State Controller's Office for Fiscal Year 2015/2016 is $2,038,266. These funds are distributed to the Valley and Mountain/Desert areas on a population basis with $1,480,800 available to the Valley in Fiscal Year 2015/2016 and $557,466 available to the Mountain/Desert.

BUDGET OVERVIEW SECTION

Budget Process

Budget Process Summary

SANBAG accounts for its funds using governmental accounting standards. Governmental funds use the modified accrual basis of accounting. Revenues are considered to be available when they are collected within the current period or soon enough thereafter to pay liability of the current period. SANBAG considers revenues to be available if they are collected within 180 days of the end of the current fiscal period. Expenditures are recorded when a liability is incurred, as under accrual accounting. However, debt service expenditures, as well as expenditures related to compensated absences, are recorded only when payment is due.

SANBAG presents budget information for the General Fund, Special Revenue Funds and Capital Projects Funds. No separate budget is presented for the Internal Service Fund which accounts for the costs related to the upkeep of the present facility. Those costs are included in the ***Indirect Cost Allocations pg. 245*.** The Debt Service fund is a non-budgeted fund as the resources for payment of the debt are budgeted in Special Revenue Funds. Information on debt financing in included on ***Debt Summary pg. 19.***

Additional information on funding sources is provided in the ***Revenue Overview pg. 46.***

The budget contains projections, program overviews, and the task level detail within each program. Each program overview provides a description, goals and objectives to be accomplished in the forthcoming fiscal year, and performance/workload indicators. Each task provides purpose, accomplishments and other related detail information. The budget document is intended to provide an understanding of the programs for which SANBAG is responsible. This strategy results in a budget document that is useful and meaningful as a benchmark against which to evaluate SANBAG's accomplishments or challenges, and to assess performance with fiscal accountability.

Review of Short Term Direction

The budget process begins with a review of the direction the Board of Directors provides relating to short-term and long-term goals and objectives. Workshops are scheduled periodically to assist the policy makers in evaluating and determining where SANBAG plans to be and what it desires to accomplish. This information is used to assess actual results for the current fiscal year and to discuss changes in strategy for the ensuing fiscal year.

Assessment of Needs

Simultaneous with the review of short-term direction, staff evaluates which tasks need to be accomplished, taking into consideration both long-term and short-term Board direction. Tasks identified in long-term strategic plans have priority for the associated revenues. New tasks or old tasks are added or deleted based on direction from the Board of Directors.

Evaluation of Resources

The second phase of the budget process begins in January and involves an analysis of funding sources. Identification of available resources occurs during the fiscal year, but estimates for the coming year are forecast during the budget development process. Areas of focus include what funds are to be carried over from the current fiscal year, new revenue sources, and growth rates for continuing revenues. As part of the long-term strategic process, bonds may be issued.

Development and Review

The SANBAG bylaws set the fiscal year as beginning July 1 and ending June 30. The budget process is structured to provide for the maximum level of input from SANBAG policy committees and the general public. The SANBAG policy committees are composed of members of the SANBAG Board of Directors and serve as the initial review body of budgeted tasks. Each budgeted task is reviewed by at least one of the SANBAG policy committees: General Policy Committee; Commuter Rail and Transit Committee; Mountain/Desert Committee; and the Board of Directors Metro Valley Study Sessions.

Each policy committee reviews the tasks that relate to functional areas of committee oversight. Committees may also request a full budget briefing. A notice of public hearing is published, and there is at least one public hearing relative to the adoption of the budget. Additionally, a Board workshop is held to provide a better understanding

of the proposed budget. Staff develops the budget based on the long-term strategic direction of SANBAG's Board of Directors. Ongoing reviews of the budget allow for timely responsiveness to any significant political, legislative, or economic developments that may occur.

Budget Adoption

The budget is presented to the SANBAG Board of Directors at its June meeting for adoption. Although SANBAG bylaws envisioned adoption by May of each year, it is the practice to adopt the annual budget by fiscal year end.

Budget Roles and Responsibilities

Upon adoption of the fiscal year budget, staff is charged with the on-going responsibility of monitoring actual revenues and expenditures. As deviations to the budget occur, staff revises assumptions and/or requests budget amendments as necessary. Reports are presented to the Board of Directors to communicate compliance with fiscal authority.

Budget involvement includes key SANBAG staff members. Finance staff prepares revenue projections, the indirect budget, and completes set up of SANBAG's budget system for the new fiscal year. Task managers develop the detailed line item budgets and submit them to the Chief Financial Officer by the last day of February. Finance staff then compiles the draft budget documents and presents the information to SANBAG's management staff for review. The Executive Director reviews the entire budget for overall consistency with both the short and long-term strategic direction of the Board of Directors, the appropriateness of funding sources for the identified tasks, and any recommended staffing changes. Finance staff assists in the review and preparation of documents and submits them to the Executive Director, the Chief Financial Officer and the Chief of Fiscal Resources for review.

Budget Amendments

When it becomes necessary to modify the adopted budget, the amendment procedure depends on the type of change that is needed.

1. Administrative Budget Amendments

   There are three types of administrative budget amendments that do not result in an increase to the overall program budgets. The first two require approval of the program/task manager and Chief Financial Officer. The third requires approval of the Executive Director. The three types include:

   i. Transfers from one line item to another within a task budget within the same fund, or changes between tasks within the same program and fund.
   ii. Reallocation of budgeted salary costs and revenues from one program to another within the same fund.
   iii. Substitution of one approved funding source/grant for another approved funding source/grant within a program, not to exceed $1 million, may be approved by the Executive Director.

2. Board Approved Amendments

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

   i. The acceptance of additional grant monies.
   ii. The inclusion of expenditures that are projected to exceed budgeted amounts within the fund.
   iii. The re-appropriation of monies/expenditures (excluding SANBAG staff salary costs) from one program or fund to another.

   These changes require budget authorization and a formal agenda item to be reviewed by the appropriate policy committee and forwarded to the Board of Directors for final approval. If the budget amendment is time sensitive, the authorization request may be submitted to the Board of Directors without policy committee review. The agenda items requesting budget amendments will define the expected funding source and will adhere to the balanced budget requirements. All budget amendments are documented by the Finance Department and are tracked in SANBAG's computerized financial system.

Financial Overview

The following narrative provides definition of the factors instrumental in developing the foundation for SANBAG's Fiscal Year 2016/2017 Budget.

Financial Policies

SANBAG's financial policies, compiled below, set the basic framework for the overall fiscal management of the organization. Operating independently of changing circumstances and conditions, these policies assist the decision-making process of the SANBAG Board of Directors and administration.

Most of the policies represent long-standing principles and practices that have guided SANBAG in the past and have helped maintain financial stability. They are reviewed annually through the auditing process.

Operating Budget Policies

The Board of Directors approves a fiscal year budget containing new revenues and expenditures. The budget amounts for Fiscal Year 2016/2017 include prior year Board approved appropriations to be expended in Fiscal Year 2016/2017.

1. SANBAG utilizes a decentralized operating budget process, whereby all task managers participate.

2. The budget is balanced with total anticipated revenues plus beginning undesignated/unreserved fund balances and available revenue bond proceeds.

3. SANBAG utilizes encumbrance accounting related to purchase orders as an element of control in the formal budgetary integration.

4. No new or expanded contracts will be authorized without implementing adjustments of expenses or revenues at the same time.

5. Costs of administration will be budgeted at whatever is reasonable and necessary, but no more than one percent of Measure I transactions and use tax revenues will be used for salary and benefit expenditures for administration.

6. Contracts will be budgeted by fiscal year for multi-year projects based on best estimates with the understanding that to the extent actual expenditures vary from estimates, and the project is ongoing, adjustments will be made in the mid-year budget process.

Revenue Policies

1. SANBAG establishes general assessment dues amounts for all member jurisdictions. The total dues assessment amount is set at $152,547 for the Fiscal Year 2016/2017 budget. This includes a general assessment of $108,074 which is based on jurisdictions population and net assessed property value. This was approved by the General Policy Committee on December 9, 2015 and by the Board on January 6, 2016. Additional information on the general assessment dues amounts can be located on ***pg. 247*** of the Supplemental Information Section. The Board of Directors also approved an additional $44,473 in dues on December 2, 2015 for additional council of governments' activities.

2. SANBAG will aggressively seek additional federal, state and local funding/grants.

3. Sales tax revenue projections will be monitored and reviewed to ensure use of current and relevant data. Annual amounts may be adjusted by staff to reflect the most current economic trends.

Cash Management Policies

1. SANBAG deposits all funds in a timely manner and at an average minimum no less than once a week.

2. Measure I funds are electronically transferred to SANBAG's account with the Trustee, to reduce any delays in depositing the funds. When possible, additional sources of revenue will also be electronically transferred.

3. Cash disbursements to local jurisdictions and vendors/consultants will be done in an expeditious and timely manner.

4. Idle funds will be invested in accordance with SANBAG's established investment policy emphasizing in order of priority – safety, liquidity, diversification, and a reasonable market ratio of return.

Debt Policies

1. SANBAG will judiciously issue bonds for capital improvements after careful study and analysis of revenue and expenditure projections and accumulated debt burden.

2. All bond or note issues will be in accordance with the strategic plan and ten year delivery plan approved by the Board of Directors.

3. SANBAG will publish and distribute an official statement for each bond issue.

4. SANBAG will meet all disclosure requirements.

5. SANBAG will maintain at a minimum, 2.0 debt coverage ratio on all senior lien debt.

Investment Policies

1. SANBAG will instruct financial institutions to make investments in accordance with the original indenture and investment policy.

2. SANBAG has engaged the services of an investment advisor who will continue to provide on-going advice on portfolio performance, advice on current investment strategies, cash management, and cash flow projections.

3. SANBAG will present a monthly investment status report to the Board of Directors.

Auditing Policies

1. An independent audit, by a recognized Certified Public Accountant (CPA) firm, will be performed annually.

2. SANBAG shall produce annual financial statements in accordance with Generally Accepted Accounting Principles (GAAP) as outlined by the Governmental Accounting Standards Board.

3. Completeness and reliability of the information contained in the financial statements is based upon a comprehensive framework of internal controls that is established for this purpose.

Debt Summary

Debt Financing

SANBAG's debt program exists to support Measure I project completion. Within Measure I, debt has been issued to finance rail projects and capital projects rather than other planning and programming activities. SANBAG's authority to use debt was embodied within the new Measure I 2010-2040 Ordinance No. 04-01.

SANBAG has adopted a strategic plan for the Measure I 2010-2040 freeway, interchange and other major projects of the Measure I Program. The related Measure I Ten-Year Delivery Plan and cash flow plan receives continuing policy review. Additional oversight is provided by staff and SANBAG's financial advisor that includes analysis of revenues. SANBAG's investment advisor also provides direction for investment of bond proceeds as it relates to safety, liquidity, diversification, and a reasonable market ratio of return. Acceleration of the major project delivery program and the scheduled advanced construction of various highways and interchanges cannot be completely offset by current revenues.

In March 2012, SANBAG issued $91.88 million of sales tax revenue bonds to defease the 2009A sales tax revenue note and provide financing for various grade separations and interchange projects. SANBAG issued $110.135 million of sales tax revenue bonds in March 2014 for various interchange, grade separation, and transit and rail projects. The following is the outstanding balances for the 2012A and 2014A sales tax revenue bonds:

Debt Service Schedule

Year	Principal	Interest	Total
2017	2,845,000	9,122,550	11,967,550
2018	3,365,000	9,016,300	12,381,300
2019	3,860,000	8,893,650	12,753,650
2020	4,150,000	8,739,250	12,889,250
2021	4,460,000	8,563,200	13,023,200
2022-2026	27,805,000	39,413,803	67,218,803
2027-2031	39,520,000	31,518,003	71,038,003
2032-2036	54,935,000	20,357,990	75,292,990
2037-2040	57,175,000	6,459,183	63,634,183
	198,115,000	142,083,929	340,198,929

Debt Capacity Analysis

SANBAG issues senior debt with minimum of 2.0 times coverage.

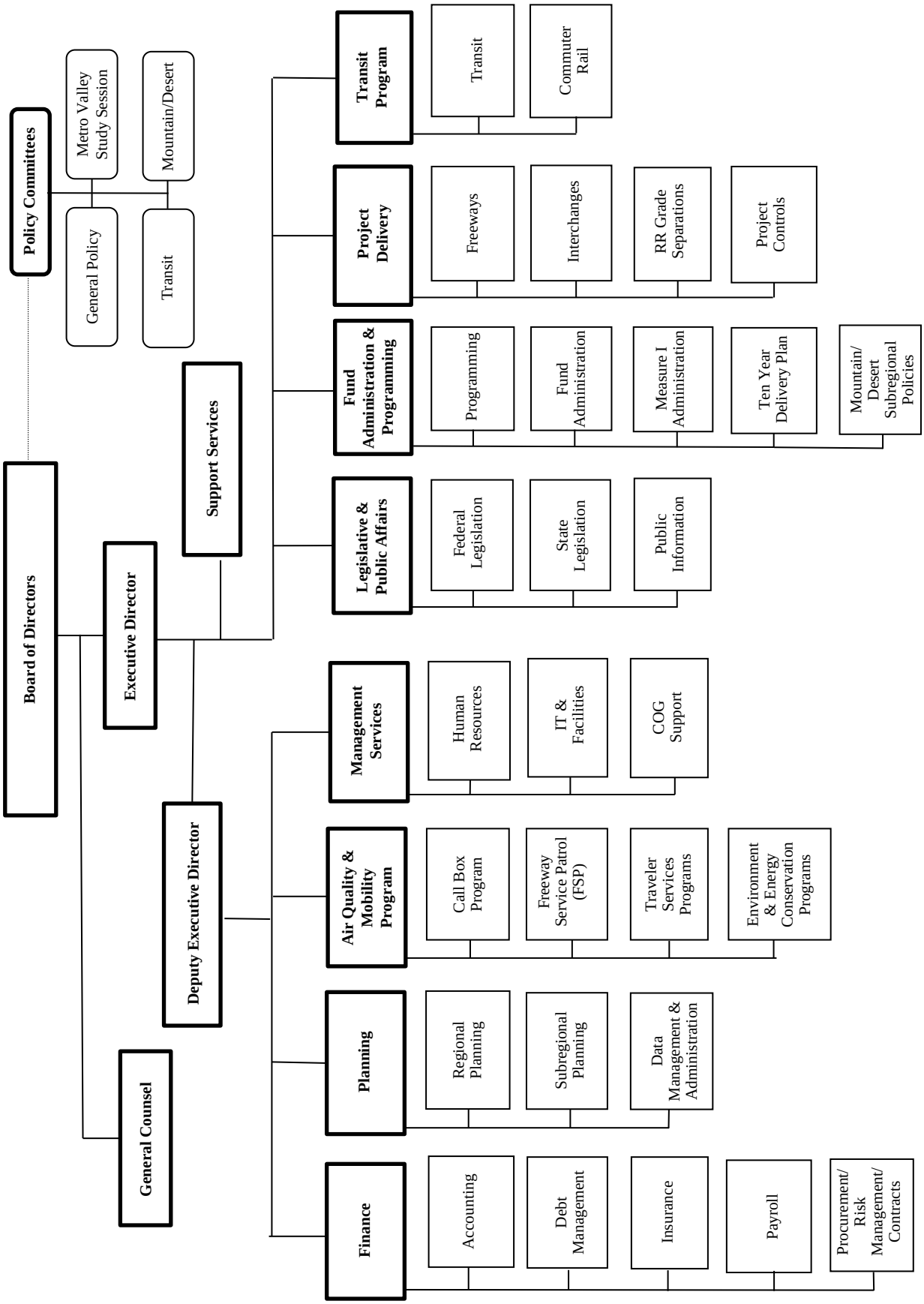
The primary objective in debt management is to keep the level of indebtedness within available resources. Measure I is a fluctuating revenue stream. However, budgeted expenditures are based on a conservative anticipated revenue growth rate and available bonding capacity. Actual receipts for the current fiscal year are below the projected amounts. Currently, SANBAG's debt is limited to the 2012A and 2014A sales tax revenue bonds. Should SANBAG determine the need to issue a new bond, the coverage would be reviewed to insure that it would not be less than 2.0 for all senior debt, per policy, and that it meets the agency requirements in terms of safety, liquidity, diversification, and a reasonable market ratio of return.

Cash Flow Borrowing

The Measure I 2010-2040 program provides for short-term cash flow borrowing for various projects on a year to year basis. This reduces short-term financing and issuance costs to SANBAG. Advances from one Measure I program can be made to another program on a need basis. Repayment of the advances is from future program revenues or bond issuance. The dollar amount of the advances is determined during the budget preparation process.

There is no proposed short-term cash flow borrowing in the Fiscal Year 2016/2017 budget.

San Bernardino Associated Governments
Organization Chart



Staffing Overview

This section of the SANBAG budget provides information relative to human resource requirements for Fiscal Year 2016/2017. SANBAG is a small organization relative to its budget. Relying on a small staff to carry out SANBAG's varied work program makes the recruitment and retention of quality employees critical. This budget provides funding for a total of 61 regular employees and two student interns ***(Table of Regular Positions pg. 23)***. This is an increase of 5.5 regular positions from the prior year.

Staff Organization Structure

SANBAG has a Deputy Executive Director and six director level staff leading small units of employees to carry out an array of programs under the general direction of the SANBAG Executive Director. In addition, SANBAG's General Counsel provides legal guidance, review and advice to the Board of Directors and the staff. The very nature of SANBAG's tasks requires that the director level work independently and that they frequently engage in project development and implementation activities at the regional and statewide level.

SANBAG has built an executive team of staff who work in a highly collaborative manner to address SANBAG management and policy issues. They are accountable for objectives established annually within the SANBAG budget. A graphic representation of the staff organization structure is depicted in the ***SANBAG Organization Chart pg. 20.***

Staffing

The SANBAG workforce proposed in this budget is composed of the Executive Director, General Counsel, Deputy Executive Director and 6 director level positions, 35 professional/administrative positions, and 17 support positions. This staffing level includes 3.5 additional positions for Finance and two additional positions for the Council of Governments function.

The additional positions for Finance are to convert a part-time Accountant position to a full-time position, add 2 additional Accounting Assistant positions, and add an Accounting Supervisor position. These positions are requested to allow Finance to take on the accounts receivable function for the entire organization. This will free staff and contract employees in other parts of the organization from this task. It will also provide better control for state and federal guideline compliance over this accounting function.

The additional positions for the Council of Governments (COG) function are for a COG Manager and a Management Analyst I. These positions will be dedicated to enhancing SANBAG's role as a COG and will be dedicated specifically to COG functions. These positions were approved by the Board of Directors in December 2015 to be implemented as part of this budget.

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

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

importance to the major freeway construction projects which are the largest component of the SANBAG Measure I transactions and use tax program.

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

Salaries and Benefits

The ***Salaries and Benefits Schedule pg. 25*** contained in this budget illustrates the total estimated costs for salaries and benefits during the Fiscal Year 2016/2017 budget, as estimated in March 2016. The total salary and benefit cost in the adopted budget is $9,191,172 which represents 1.89% of the total budgeted new expenditures. This budget also includes a 2% cost of living adjustment to employee salaries. There are no other changes to salary or benefits being requested with this budget.

Staff Utilization

SANBAG budgets costs related to regular and temporary employees by allocation of their total hours to specific tasks. The pie chart entitled ***Hourly Staff Utilization by Program pg. 27*** provides a visual display of human resources distributed by program. Also provided in this chapter is a table entitled Staff Utilization Report that depicts hours allocated by senior management, administrative/professional, and support employees to each task in the budget.

The ***Staff Utilization Report pg. 26*** displays the distribution of resources among the various SANBAG tasks and programs, reflecting the amount of management and support staff hours necessary to perform tasks contained in the budget. Each full-time employee is budgeted for a total of 2,080 hours annually. In addition to hours worked, this total includes vacation, holiday, administrative, and sick leave. The hours worked by each employee are assigned directly to tasks approved in the annual budget, normally based on 1,850 hours worked.

For development of the annual budget, SANBAG employees allocate their total work hours among tasks based on their estimation of time necessary to accomplish work elements in the identified tasks. However, as work is performed throughout the year, hours are charged in accordance with actual time spent. As might be expected, the actual hours to accomplish tasks may vary from the original estimates included in the budget. SANBAG staff is authorized to reallocate budgeted salary costs from one program to another administratively as such adjustments may become necessary. This authority provides for accurate recordation of costs associated with budgeted tasks and provides important base information for future budgeting estimates.

Table of Regular Positions
Fiscal Year 2016/2017

Support Group	**FY 13/14**	**FY 14/15**	**FY 15/16**	**FY 16/17**
Accountant	1.5	1.5	.5	1
Accounting Assistant	1	1	2	4
Accounting Assistant, Senior	1	1	1	1
Administrative Assistant	2	2	2	2
Administrative Assistant, Senior	4	4	4	4
Deputy Clerk of the Board	1	1	1	1
Legal Assistant	0	0	1	1
Office Assistant	1	1	1	1
Receptionist	1	1	1	1
Transportation Programming Technician	1	1	1	1
Total Support Group	**13.5**	**13.5**	**14.5**	**17**
Administrative/Professional Group				
Accounting Supervisor	0	0	0	1
Air Quality/Mobility Specialist*	2	2	0	0
Chief of Alternative Project Financing	1	0	0	0
Chief of Air Quality & Mobility Programs	1	1	1	1
Chief of Fiscal Resources	1	1	1	1
Chief of Fund Administration & Programming	1	1	1	1
Chief of Legislative and Public Affairs	0	1	1	1
Chief of Planning	1	1	1	1
Chief of Transit and Rail Programs	1	1	1	1
Clerk of the Board/Administrative Supervisor	1	1	1	1
Council of Governments Administrator	0	0	0	1
Construction Manager	1	1	1	1
GIS Administrator	1	1	1	1
GIS Analyst	1	1	1	1
Human Resources/Information Services Administrator	1	1	1	1
Legislative Analyst*	1	1	0	0
Management Services Analyst	1	0	0	0
Management Services Specialist*	0	1	0	0
Management Analyst I	0	0	3	4
Management Analyst II	0	0	8	8
Management Analyst III	0	0	3	3
Procurement Analyst	0	2	2	2
Procurement Manager	1	1	1	1
Project Delivery Manager	2	2	2	2
Public Information Analyst*	1	1	0	0
Public Information Officer	1	0	0	0
Senior Planner	0	0	1	1
Senior Accountant	0	0	1	1
Transit Analyst*	2	2	0	0
Transit Specialist*	1	1	0	0
Transportation Planning Analyst*	2	2	0	0
Transportation Programming Analyst*	2	2	0	0
Transportation Programming Analyst, Senior*	0	1	0	0
Transportation Planning Specialist*	1	1	0	0
Total Administrative/Professional Group	**28**	**30**	**32**	**35**

Senior Management Group				
Chief Financial Officer	1	1	1	1
Deputy Executive Director	0	0	1	1
Director of Fund Administration & Programming	1	1	1	1
Director of Legislative and Public Affairs	1	1	1	1
Director of Management Services	1	1	0	0
Director of Planning	1	1	1	1
Director of Project Delivery	1	1	1	1
Director of Transit & Rail Programs	1	1	1	1
Executive Director	1	1	1	1
General Counsel	1	1	1	1
Total Senior Management Group	**9**	**9**	**9**	**9**
TOTAL REGULAR POSITIONS	**50.5**	**52.5**	**55.5**	**61**

** In December 2014, the Board approved renaming a broad category of specialists and analysts throughout the organization into one series of Management Analysts I, II, or III.*

San Bernardino Associated Governments
Salaries and Benefits Schedule at Budgeted Rates
For Fiscal Year 2016/2017

	Salaries	Retirement	Deferred Comp.	Worker's Comp.	Medicare	Medical Retire Trust	UI*	Flexible Benefits	Auto Allowance	Contracted County Supp.**	Total
Support Group	**$903,209**	**$314,369**	**$42,698**	**$27,563**	**$12,473**	**$1,245**	**$4,950**	**$181,335**	**$0**	**$12,464**	**$1,500,306**
Accounting and Procurement (6)											
Deputy Clerk of the Board											
Office Assistant/Receptionist (2)											
Administrative Assistants (6)											
Legal Assistant											
Transportation Programming Technician											
Adminstrative/Professional Group	**$3,010,813**	**$1,112,145**	**$218,159**	**$96,472**	**$43,657**	**$5,073**	**$9,075**	**$349,197**	**$21,361**	**$35,077**	**$4,901,029**
Chief of Fiscal Resources											
Senior Accountant											
Accounting Supervisor											
Contract/Procurement/Risk (3)											
Air Quality/Mobility Positions (3)											
Clerk of the Board/Administrative Supervisor											
Construction Manager											
COG Manager											
COG Management Analyst											
Project Delivery Manager (2)											
Data Management (2)											
Human Resources/Information Svcs Positions (2)											
Legislative/Public Information Positions (3)											
Planning/Programming Positions (9)											
Transit Positions (4)											
Senior Management Group	**$1,740,609**	**$632,260**	**$130,546**	**$55,774**	**$25,239**	**$10,988**	**$2,475**	**$97,015**	**$84,120**	**$10,812**	**$2,789,837**
Executive Director											
Chief Financial Officer											
General Counsel											
Director of Fund Administration											
Director of Project Delivery											
Director of Legislative Affairs											
Deputy Executive Director											
Director of Planning											
Director of Transit and Rail Programs											
TOTALS	**$5,654,631**	**$2,058,774**	**$391,403**	**$179,809**	**$81,369**	**$17,306**	**$16,500**	**$627,547**	**$105,481**	**$58,353**	**$9,191,173**

* Unemployment Insurance

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

Employer Provided Benefits:		**Mandatory Benefits:**	
Retirement	$2,058,774	**Workers' Compensation**	$179,808
Deferred Compensation	391,403	**Medicare**	81,369
Flexible Benefit Plan	627,547	**Unemployment Insurance**	16,500
Contracted County Supplemental Benefits	58,353		
Auto Allowance	105,481		
Medical Retirement Trust	17,306		
Total	**$3,258,864**	**Total**	**$277,677**

San Bernardino Associated Governments
Staff Utilization Report
Fiscal Year 2016/2017

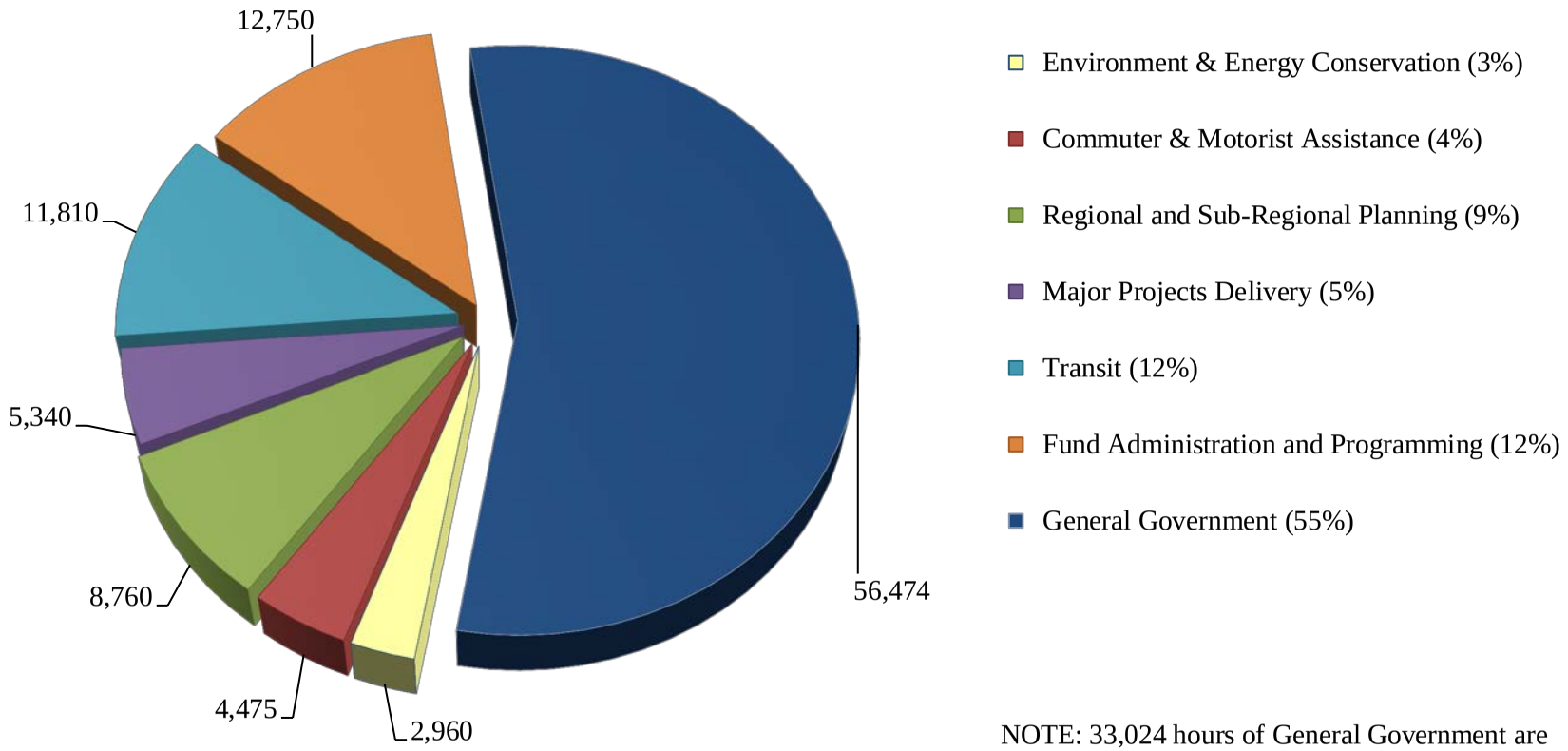
		Director of Transit & Rail	Deputy Executive Director	Director of Project Delivery	SANBAG Counsel	Director of Planning	Chief Financial Officer	Director of Legislative & Public Affairs	Executive Director	Director of Fund Administration & Programming	OTHER STAFF *	TOTAL
GENERAL GOVERNMENT												
0100	Board of Directors	-	-	-	-	-	-	-	-	-	-	-
0200	Clerk of Board/Support Services	-	-	-	-	-	-	-	1,695	-	18,080	**19,775**
0350	General Counsel	-	-	-	1,760	-	-	-	-	-	1,880	**3,640**
0400	Financial Management	-	-	-	-	-	1,720	-	-	-	17,289	**19,009**
0450	Management Services	-	270	-	-	-	-	-	-	-	1,520	**1,790**
0470	Human Resources	-	320	-	-	-	-	-	-	-	1,120	**1,440**
0501	Intergovernmental Relations	-	320	-	-	-	-	176	-	-	3,270	**3,766**
0503	Legislation	-	-	-	-	-	-	880	-	-	1,080	**1,960**
0605	Publications and Outreach	-	-	-	-	-	-	704	-	-	3,550	**4,254**
0805	Building Operation	-	40	-	-	-	-	-	-	-	800	**840**
TOTAL GENERAL GOVERNMENT		**-**	**950**	**-**	**1,760**	**-**	**1,720**	**1,760**	**1,695**	**-**	**48,589**	**56,474**
ENVIRONMENT AND ENERGY CONSERVATION												
0101	Environment	-	170	-	-	-	-	-	-	-	1,280	**1,450**
0111	Energy Conservation	-	360	-	-	-	-	-	-	-	1,150	**1,510**
TOTAL ENVIRONMENT AND ENERGY CONSERVATION		**-**	**530**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**2,430**	**2,960**
COMMUTER AND MOTORIST ASSISTANCE												
0383	Vanpool Program	-	40	-	-	-	-	-	-	-	775	**815**
0406	Traveler Services	-	40	-	-	-	-	-	-	-	1,325	**1,365**
0702	Call Box System	-	100	-	-	-	-	-	-	-	1,000	**1,100**
0704	Freeway Patrol Service/State	-	100	-	-	-	-	-	-	-	1,095	**1,195**
TOTAL COMMUTER AND MOTORIST ASSISTANCE		**-**	**280**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**4,195**	**4,475**
REGIONAL AND SUB-REGIONAL PLANNING												
0110	Regional Planning	-	-	-	-	640	-	-	-	-	1,840	**2,480**
0203	Congestion Management	-	-	-	-	120	-	-	-	-	300	**420**
0404	Subregional Planning	-	-	-	-	850	-	-	-	-	4,650	**5,500**
0941	Mt/Desert Planning and Project Development	-	-	-	-	150	-	-	-	-	210	**360**
TOTAL REGIONAL AND SUB-REGIONAL PLANNING		**-**	**-**	**-**	**-**	**1,760**	**-**	**-**	**-**	**-**	**7,000**	**8,760**
TRANSIT												
0309	Transit Operator Support	-	-	-	-	-	-	-	-	420	2,440	**2,860**
0310	Transit Allocations/Pass Throughs	-	-	-	-	-	-	-	-	-	-	-
0312	General Transit	720	-	-	-	-	-	-	-	-	1,580	**2,300**
0313	Transit Right of Way Management	100	-	-	-	-	-	-	-	-	1,890	**1,990**
0314	Transit Operations	200	-	-	-	-	-	-	-	-	1,170	**1,370**
0315	Transit Capital	700	-	-	-	-	-	-	-	-	2,590	**3,290**
TOTAL TRANSIT		**1,720**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**420**	**9,670**	**11,810**
MAJOR PROJECTS DELIVERY PROGRAM												
0815	Measure I Program Management	-	-	1,680	-	-	-	-	-	-	3,660	**5,340**
0820	Freeway Projects	-	-	-	-	-	-	-	-	-	-	-
0830	Interchange Projects	-	-	-	-	-	-	-	-	-	-	-
0840	Grade Separation Projects	-	-	-	-	-	-	-	-	-	-	-
0860	Arterial Projects	-	-	-	-	-	-	-	-	-	-	-
TOTAL MAJOR PROJECTS DELIVERY PROGRAM		**-**	**-**	**1,680**	**-**	**-**	**-**	**-**	**-**	**-**	**3,660**	**5,340**
FUND ADMINISTRATION AND PROGRAMMING												
0500	Transportation Improvement Program	-	-	-	-	-	-	-	-	1,280	11,470	**12,750**
0550	Measure I Local Pass-Through	-	-	-	-	-	-	-	-	-	-	-
TOTAL FUND ADMINISTRATION AND PROGRAMMING		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,280**	**11,470**	**12,750**
FRINGE												
FRINGE	Fringe	412	320	600	320	360	560	320	385	380	16,311	**19,968**
TOTAL FRINGE		**412**	**320**	**600**	**320**	**360**	**560**	**320**	**385**	**380**	**16,311**	**19,968**
GRAND TOTALS		**2,132**	**2,080**	**2,280**	**2,080**	**2,120**	**2,280**	**2,080**	**2,080**	**2,080**	**103,325**	**122,537**

*** OTHER STAFF comprised of (60) FULL-TIME PROFESSIONAL STAFF; (1) PART-TIME.**

San Bernardino Associated Governments

Hourly Staff Utilization by Program

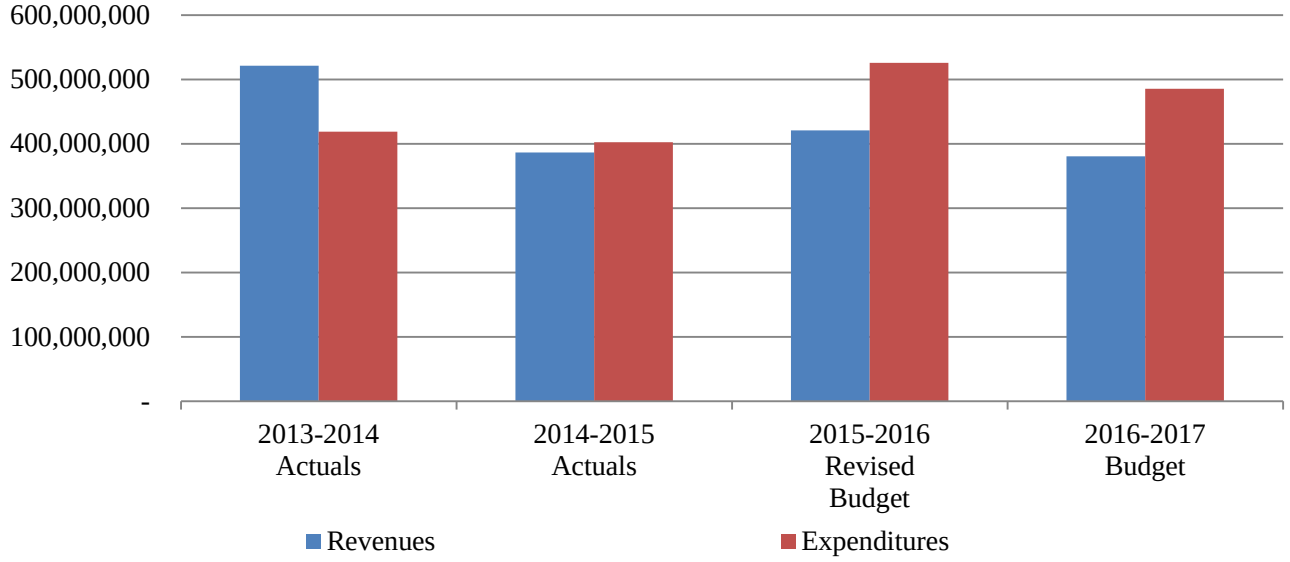
Fiscal Year 2016/2017 - 102,569 Hours



NOTE: 33,024 hours of General Government are indirect hours and are included in the indirect cost allocation to other programs.

Budget Summary - All Governmental Funds

	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Revenues				
Sales Tax-MSI	145,407,342	152,342,401	149,000,000	160,000,000
Sales Tax-LTF	79,559,209	85,531,625	87,934,961	95,155,600
Intergovernmental	173,396,397	143,867,243	180,166,132	121,917,260
Charges for Services	483,490	473,282	465,000	460,000
Special Assessments	129,051	118,705	107,046	152,547
Investment Earnings	165,733	1,906,662	829,705	474,505
Miscellaneous	1,075,059	1,971,376	2,100,250	2,266,930
Other Financing Sources	120,835,611	-	-	-
Total Revenues	521,051,892	386,211,294	420,603,094	380,426,842
Expenditures				
General Government	1,480,799	1,332,730	5,507,288	6,496,906
Environment and Energy Conservation	1,694,889	1,230,089	1,650,169	3,406,339
Commuter and Motorist Assistance	4,736,204	4,135,127	9,078,839	8,753,096
Regional & Subregional Planning Program	1,810,173	1,897,799	6,655,495	5,298,335
Transit	135,501,468	149,292,595	211,830,478	199,897,012
Major Projects Delivery	199,623,000	168,341,795	202,977,321	170,320,182
Fund Administration and Programming	69,833,657	65,491,522	76,622,530	79,452,617
Debt Service	4,165,663	10,766,259	11,219,051	11,981,550
Total Expenditures	418,845,853	402,487,916	525,541,171	485,606,037
Revenues Over (Under) Expenditures	102,206,039	(16,276,622)	(104,938,077)	(105,179,195)



Budget Summary Changes in Fund Balances - Funding Sources

	Beginning Fund Balances	Revenues	Expenditures	Ending Fund Balances
General Fund				
General Assessment Dues	363,030	152,547	203,725	311,852
MSI Valley Admin	1,103,492	1,600,000	2,027,893	675,599
Local Transportation Fund - Admin	909,400	250,000	805,315	354,085
Local Transportation Fund - Planning	2,322,283	3,186,084	3,177,854	2,330,513
Local Transportation Article 3 - Bicycle/Pedestrian	-	1,423,134	1,423,134	-
Local Transportation Fund - Rail	-	32,634,295	32,634,295	-
State Transit Assistance Fund - Rail	-	4,147,660	4,147,660	-
Rail Assets	2,099,903	460,000	565,293	1,994,610
Property Assessed Clean Energy Fund	2,769,251	2,266,930	2,228,510	2,807,671
Greenhouse Gas Fund	20,376	-	20,376	-
General Fund-Local/Other	4,685,978	-	22,330	4,663,648
Amtrak	5,295	-	4,800	495
Congestion Management Program	40,992	-	500	40,492
Total General Fund	14,320,000	46,120,650	47,261,685	13,178,965
Federal Highway Fund				
Surface Transportation Program	-	21,545,243	21,545,243	-
Congestion Mitigation & Air Quality	-	2,620,176	2,620,176	-
Project National & Regional Significance	-	12,920,865	12,920,865	-
Demonstration High Priority Program	-	9,679,550	9,679,550	-
Interstate Maintenance Discretionary	-	706,951	706,951	-
Total Federal Highway Fund	-	47,472,785	47,472,785	-
Federal Transit Administration Fund				
Federal Transit Administration 5307 - TE	-	10,922,000	10,922,000	-
Federal Transit Administration 5307 - CMAQ	-	8,115,319	8,115,319	-
Total Federal Transit Administration Fund	-	19,037,319	19,037,319	-
State Highway Fund				
Planning, Programming & Monitoring	-	1,270,000	1,270,000	-
Regional Improvement Program	-	3,825,900	3,825,900	-
State Highway Oper & Protection Program	-	281,000	281,000	-
Traffic Congestion Relief Program	-	101,419	101,419	-
Total State Highway Fund	-	5,478,319	5,478,319	-

Budget Summary Changes in Fund Balances - Funding Sources

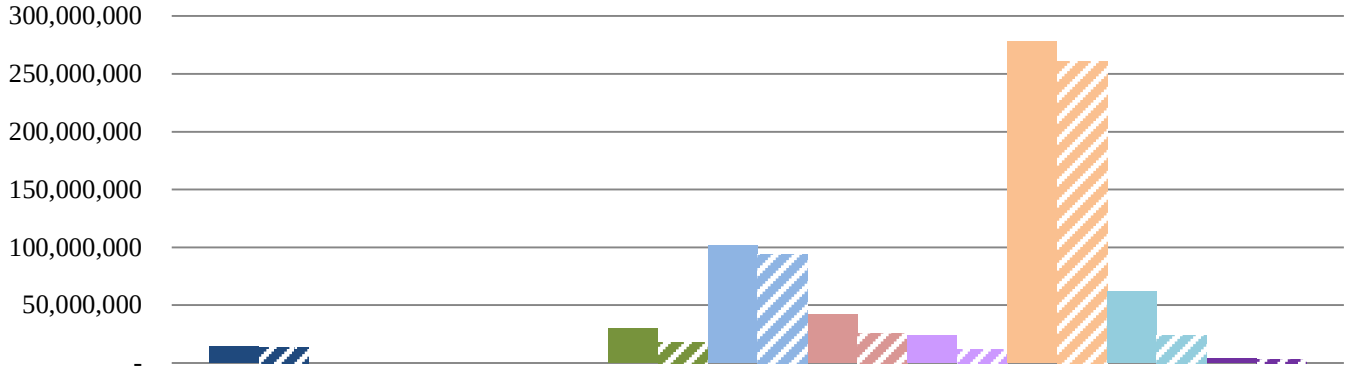
	Beginning Fund Balances	Revenues	Expenditures	Ending Fund Balances
Propostion 1B Fund				
Trade Corridor Improvement Fund-P1B	-	6,457,038	6,457,038	-
State Local Partnership Program-P1B	-	50,000	50,000	-
Public Trans Modern,Improve&Svc Enhance-P1B	25,088,911	1,179,269	12,065,984	14,202,196
Public Utilities Commission	-	463,492	463,492	-
Transit Sys Safety Sec Disaster Recovery-P1B	4,418,443	1,752,331	2,670,070	3,500,704
Total Propostion 1B Fund	29,507,354	9,902,130	21,706,584	17,702,900
Local Transportation Fund				
Local Transportation Fund - Pass Through	101,513,880	57,662,087	65,500,000	93,675,967
Total Local Transportation Fund	101,513,880	57,662,087	65,500,000	93,675,967
State Transit Assistance Fund				
State Transit Assistance Fund - Pass Through	41,555,014	6,012,508	22,176,420	25,391,102
Total State Transit Assistance Fund	41,555,014	6,012,508	22,176,420	25,391,102
Measure I 1990-2010 Fund				
MSI 1990-Valley Fund-Major Projects	17,540,157	26,890	8,297,981	9,269,066
MSI Valley Fund-Senior/Disabled	1,940,083	5,250	1,945,333	-
MSI 1990-Valley Fund-TMEE	4,326,273	10,320	1,994,694	2,341,899
MSI Victor Valley Fund-Senior/Disabled	1,159	-	1,159	-
MSI North Desert Fund-Senior/Disabled	341	-	341	-
MSI Colorado River Fund-Senior/Disabled	42	-	42	-
MSI Morongo Basin Fund-Senior/Disabled	1	-	1	-
MSI Mountain Fund-Senior/Disabled	109	-	109	-
Total Measure I 1990-2010 Fund	23,808,165	42,460	12,239,660	11,610,965

Budget Summary Changes in Fund Balances - Funding Sources

	Beginning Fund Balances	Revenues	Expenditures	Ending Fund Balances
Measure I 2010-2040 Fund				
MSI Valley Fund-Freeway Projects	110,015,711	36,003,684	31,136,523	114,882,872
MSI Valley Fund-Fwy Interchange	35,083,872	13,605,623	13,664,333	35,025,162
MSI Valley Fund-Major Streets:				
Grade Separations	7,857,178	4,899,800	8,626,276	4,130,702
Arterials	39,090,878	9,948,088	10,000,000	39,038,966
Project Adv Agreements	(6,659,456)	9,865,232	8,188,822	(4,983,046)
MSI Valley Fund-Local Street	-	24,663,079	24,663,079	-
MSI Valley Fund-Metrolink/Rail Service	22,131,425	9,884,252	25,320,328	6,695,349
MSI Valley Fund-Express Bus//Rapid Trans	9,111,775	2,472,458	741,554	10,842,679
MSI Valley Fund-Senior/Disabled	14,707,776	9,881,052	6,329,184	18,259,644
MSI Valley Fund-Traffic Mgmt Sys	7,829,274	2,476,978	2,576,279	7,729,973
MSI Victor Valley Fund-Major Local Hwy	17,150,121	4,238,698	9,477,120	11,911,699
MSI Victor Valley Fund-Local Street	-	11,497,982	11,497,982	-
MSI Victor Valley Fund-Senior/Disabled	737,598	846,620	1,584,218	-
MSI Victor Valley Fund-Traffic Mgmt Sys	825,387	339,436	619,224	545,599
MSI North Desert Fund-Major Local Hwy	4,925,609	2,409,829	1,076,682	6,258,756
MSI North Desert Fund-Local Street	-	6,536,593	6,536,593	-
MSI North Desert Fund-Senior/Disabled	378,111	481,602	859,713	-
MSI North Desert Fund-Traffic Mgmt Sys	573,798	192,963	13,780	752,981
MSI Colorado River Fund-Major Local High	178,369	67,672	50,000	196,041
MSI Colorado River Fund-Local Street	-	183,116	183,116	-
MSI Colorado River Fund-Senior/Disabled	9,220	13,499	22,719	-
MSI Colorado River Fund-Traffic Mgmt Sys	22,153	5,416	6,568	21,001
MSI Morongo Basin Fund-Major Local Hwy	872,596	528,002	1,300,000	100,598
MSI Morongo Basin Fund-Local Street	-	1,429,501	1,429,501	-
MSI Morongo Basin Fund-Senior/Disabled	23,572	105,125	128,697	-
MSI Morongo Basin Fund-Traffic Mgmt Sys	152,988	42,304	13,780	181,512
MSI Mountain Fund-Major Local Highway	1,555,279	464,391	-	2,019,670
MSI Mountain Fund-Local Street	-	1,261,295	1,261,295	-
MSI Mountain Fund-Senior/Disabled	87,423	92,842	180,265	-
MSI Mountain Fund-Traffic Mgmt Sys	144,300	37,322	147,580	34,042
MSI Cajon Pass Fund	11,171,245	4,357,591	8,363,298	7,165,538
Total Measure I 2010-2040 Fund	277,976,202	158,832,045	175,998,509	260,809,738

Budget Summary Changes in Fund Balances - Funding Sources

	Beginning Fund Balances	Revenues	Expenditures	Ending Fund Balances
Capital Projects Fund				
Local Projects Fund	-	19,036,059	19,036,059	-
Transit Center Project Fund	-	519,000	519,000	-
Redlands Passenger Rail Project Fund	-	600,000	600,000	-
San Gabriel Subdivision Line Project Fund	-	442,176	442,176	-
CALTRANS Local Reimbursement	-	600,000	600,000	-
Valley Fwy Interchange Bond Fund	10,963,505	-	6,118,236	4,845,269
Valley Major Street Bond Fund	31,351,869	-	25,408,656	5,943,213
Victor Valley Major Local Hwy Bond Fund	2,500,206	-	2,500,206	-
Valley Metrolink/Rail Bond Fund	11,410,804	-	1,525,499	9,885,305
Cajon Pass Bond Fund	5,575,235	-	2,417,515	3,157,720
Total Capital Projects Fund	61,801,619	21,197,235	59,167,347	23,831,507
Nonmajor Governmental Funds				
Active Transportation Program - State	-	1,343,045	1,343,045	-
Low Carbon Transit Operations Program	679,599	461,683	1,141,282	-
Low Carbon Transportation Fund	-	1,220,800	1,220,800	-
SCAQMD/Mobile Source Review Comm.	-	2,354,040	2,354,040	-
SAFE-Vehicle Registration Fees	2,924,552	1,717,405	1,944,486	2,697,471
SAFE Reimbursement	91,621	130,000	121,425	100,196
Freeway Service Patrol	-	1,442,331	1,442,331	-
Total Nonmajor Governmental Funds	3,695,772	8,669,304	9,567,409	2,797,667
Total Changes in Fund Balance	554,178,006	380,426,842	485,606,037	448,998,811

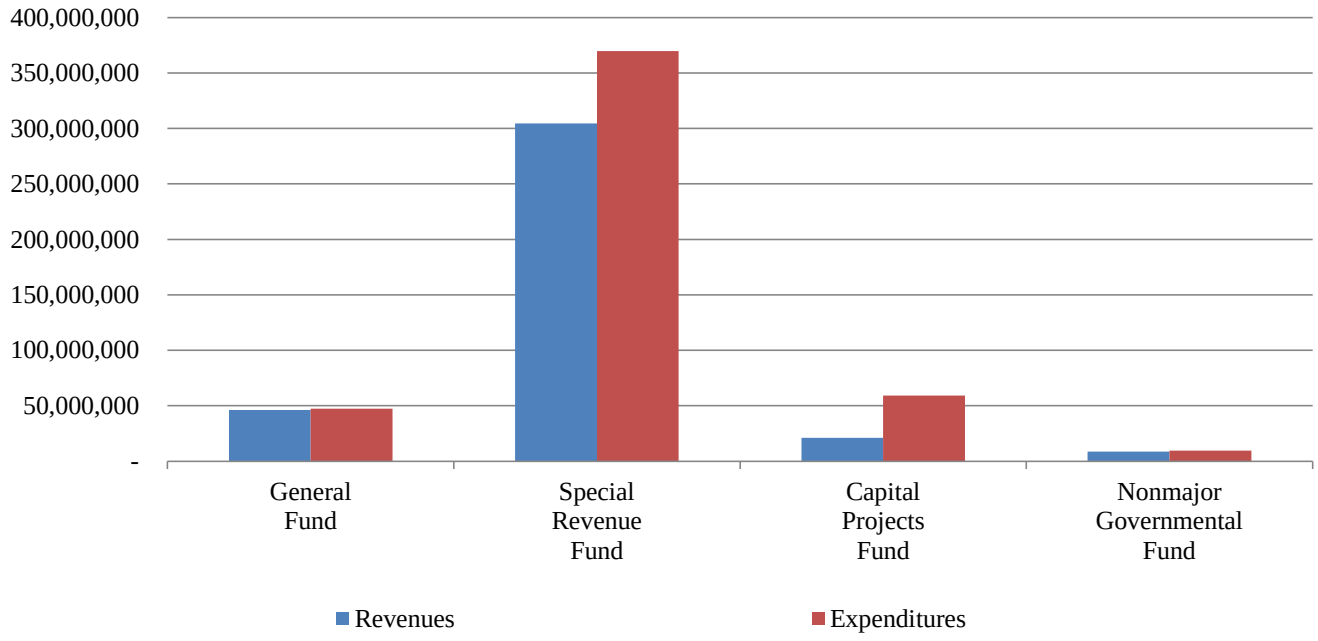


Beginning Fund Balances are shown as patterned columns
Ending Fund Balances as shown as solid columns

General Fund
Federal Highway Fund
Federal Transit Administration Fund
State Highway Fund
Propostion 1B Fund
Local Transportation Fund
State Transit Assistance Fund
Measure I 1990-2010 Fund
Measure I 2010-2040 Fund
Capital Projects Fund
Nonmajor Governmental Funds

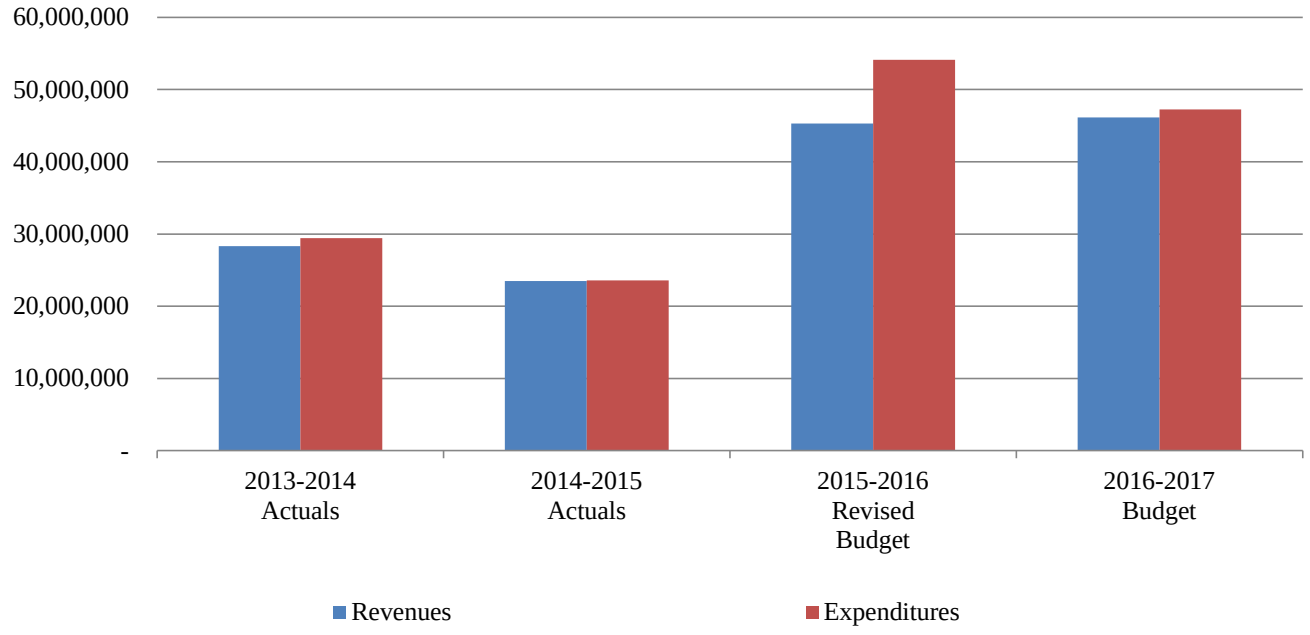
Budget Summary by Fund Type

	General Fund	Special Revenue Fund	Capital Projects Fund	Nonmajor Governmental Fund	Total
Revenues					
Sales Tax-MSI	1,600,000	158,400,000	-	-	160,000,000
Sales Tax-LTF	37,493,513	57,662,087	-	-	95,155,600
Intergovernmental	4,147,660	87,903,061	21,197,235	8,669,304	121,917,260
Charges for Services	460,000	-	-	-	460,000
Special Assessments	152,547	-	-	-	152,547
Investment Earnings	-	474,505	-	-	474,505
Miscellaneous	2,266,930	-	-	-	2,266,930
Total Revenues	46,120,650	304,439,653	21,197,235	8,669,304	380,426,842
Expenditures					
General Government	3,346,701	2,344,265	188,166	617,774	6,496,906
Environment and Energy Conservation	1,445,144	558,395	182,000	1,220,800	3,406,339
Commuter and Motorist Assistance	-	4,704,942	600,000	3,448,154	8,753,096
Regional & Subregional Planning Program	1,090,641	1,957,612	275,000	1,975,082	5,298,335
Transit	40,645,885	155,184,814	3,386,714	679,599	199,897,012
Major Projects Delivery	102,611	116,046,040	52,545,531	1,626,000	170,320,182
Fund Administration and Programming	630,703	76,831,978	1,989,936	-	79,452,617
Debt Service	-	11,981,550	-	-	11,981,550
Total Expenditures	47,261,685	369,609,596	59,167,347	9,567,409	485,606,037
Revenues Over (Under) Expenditures	(1,141,035)	(65,169,943)	(37,970,112)	(898,105)	(105,179,195)



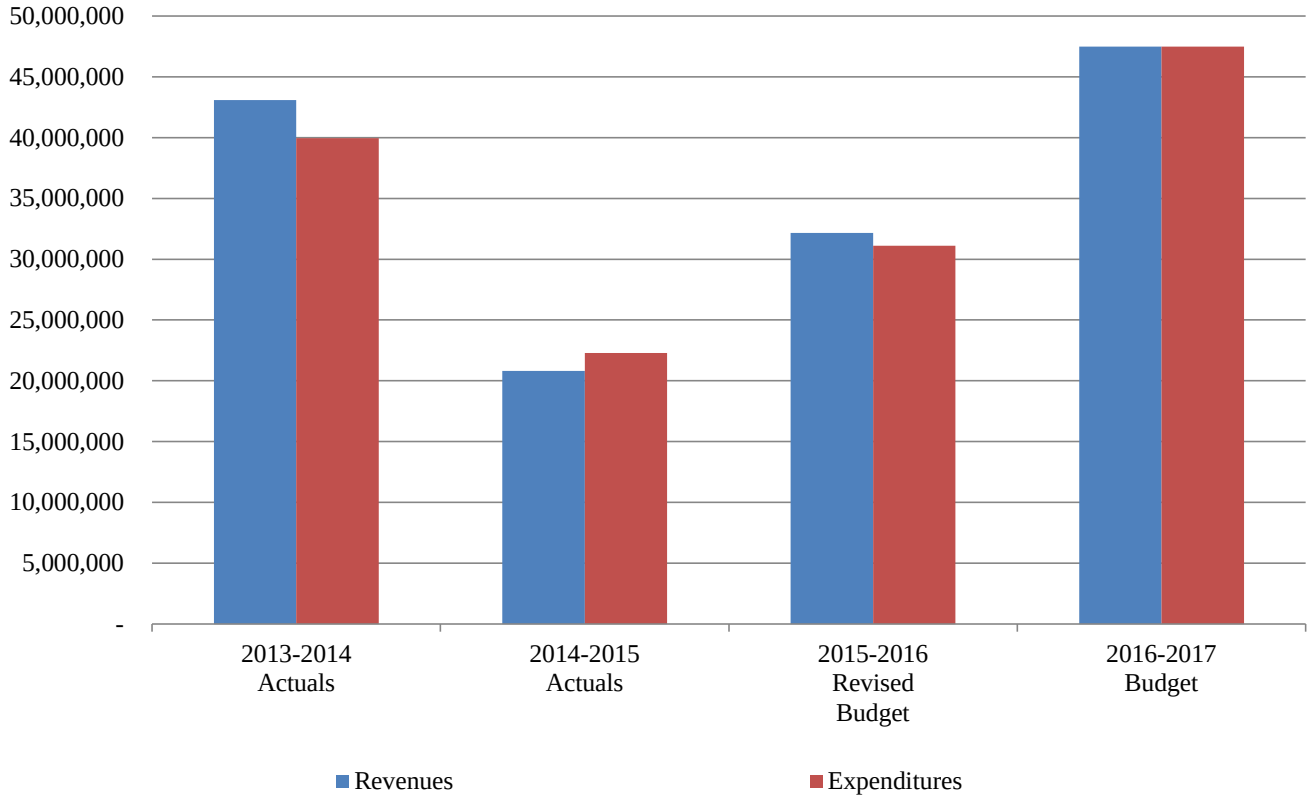
Budget Summary by Fund

	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
GENERAL FUND				
Revenues				
Sales Tax-MSI	1,454,073	1,523,424	1,490,000	1,600,000
Sales Tax-LTF	21,682,532	19,337,645	29,851,256	37,493,513
Intergovernmental	3,701,798	-	11,265,147	4,147,660
Charges for Services	483,490	473,282	465,000	460,000
Special Assessments	129,051	118,705	107,046	152,547
Investment Earnings	(197,873)	63,816	13,200	-
Miscellaneous	1,075,059	1,975,547	2,100,250	2,266,930
Total Revenues	28,328,130	23,492,419	45,291,899	46,120,650
Expenditures				
General Government	994,665	347,829	2,894,568	3,346,701
Environment and Energy Conservation	800,199	1,086,135	1,051,704	1,445,144
Regional & Subregional Planning Program	857,210	643,178	1,213,565	1,090,641
Transit	25,389,977	20,492,272	48,157,844	40,645,885
Major Projects Delivery	-	70,115	-	102,611
Fund Administration and Programming	1,403,650	926,772	805,486	630,703
Total Expenditures	29,445,701	23,566,301	54,123,167	47,261,685
Revenues Over (Under) Expenditures	(1,117,571)	(73,882)	(8,831,268)	(1,141,035)



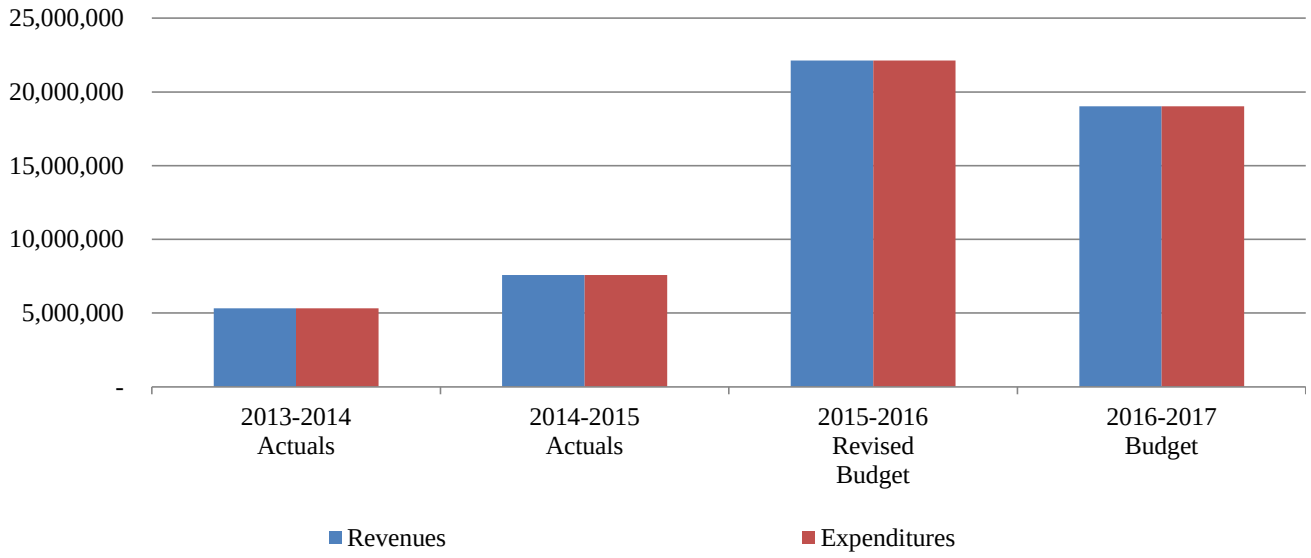
Budget Summary by Fund

	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
FEDERAL HIGHWAY FUND				
Revenues				
Intergovernmental	43,091,082	20,823,115	32,165,128	47,472,785
Investment Earnings	2,322	337	-	-
Total Revenues	43,093,404	20,823,452	32,165,128	47,472,785
Expenditures				
Commuter and Motorist Assistance	1,522,809	757,727	2,075,116	1,620,176
Major Projects Delivery	37,852,314	21,537,032	29,035,432	45,852,609
Total Expenditures	39,375,123	22,294,759	31,110,548	47,472,785
Revenues Over (Under) Expenditures	3,718,281	(1,471,307)	1,054,580	-



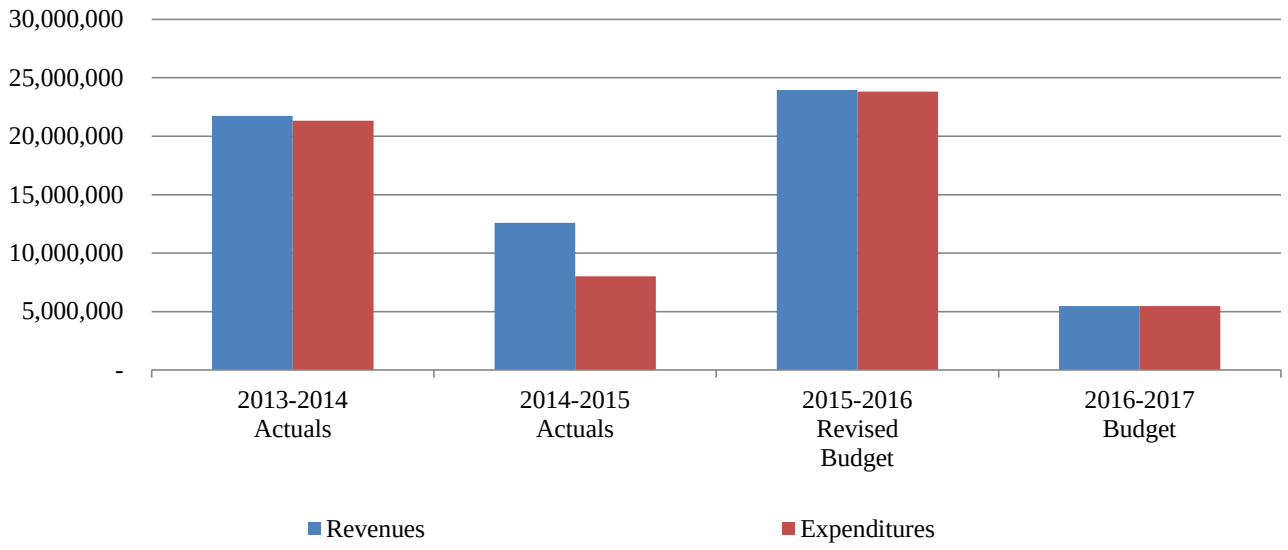
Budget Summary by Fund

	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
FEDERAL TRANSIT ADMINISTRATION FUND				
Revenues				
Intergovernmental	5,324,438	7,579,892	22,131,426	19,037,319
Total Revenues	5,324,438	7,579,892	22,131,426	19,037,319
Expenditures				
General Government	-	-	21,800	-
Commuter and Motorist Assistance	-	-	-	1,704,300
Transit	5,324,438	7,579,892	22,109,626	17,333,019
Total Expenditures	5,324,438	7,579,892	22,131,426	19,037,319
Revenues Over (Under) Expenditures	-	-	-	-



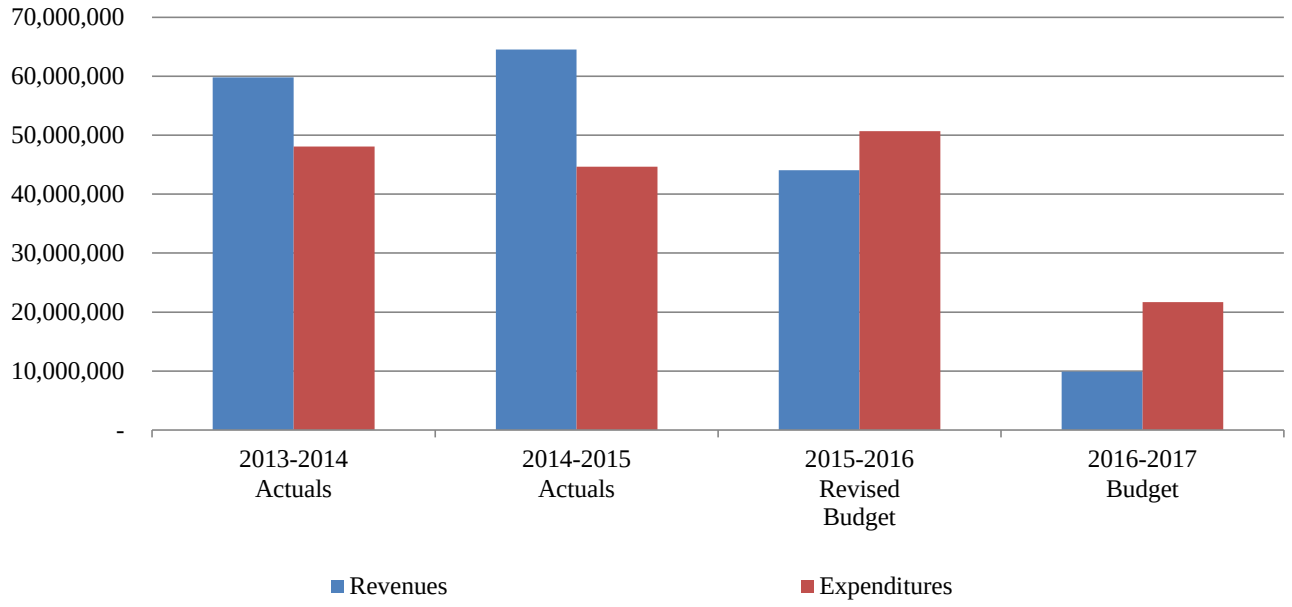
Budget Summary by Fund

	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
STATE HIGHWAY FUND				
Revenues				
Intergovernmental	21,750,760	12,587,535	23,947,761	5,478,319
Total Revenues	21,750,760	12,587,535	23,947,761	5,478,319
Expenditures				
General Government	-	-	26,352	10,371
Regional & Subregional Planning Program	246,416	291,332	12,233	16,075
Transit	-	69,760	-	-
Major Projects Delivery	20,740,774	6,926,119	22,780,614	4,208,319
Fund Administration and Programming	341,754	727,311	1,010,716	1,243,554
Total Expenditures	21,328,944	8,014,522	23,829,915	5,478,319
Revenues Over (Under) Expenditures	421,816	4,573,013	117,846	-



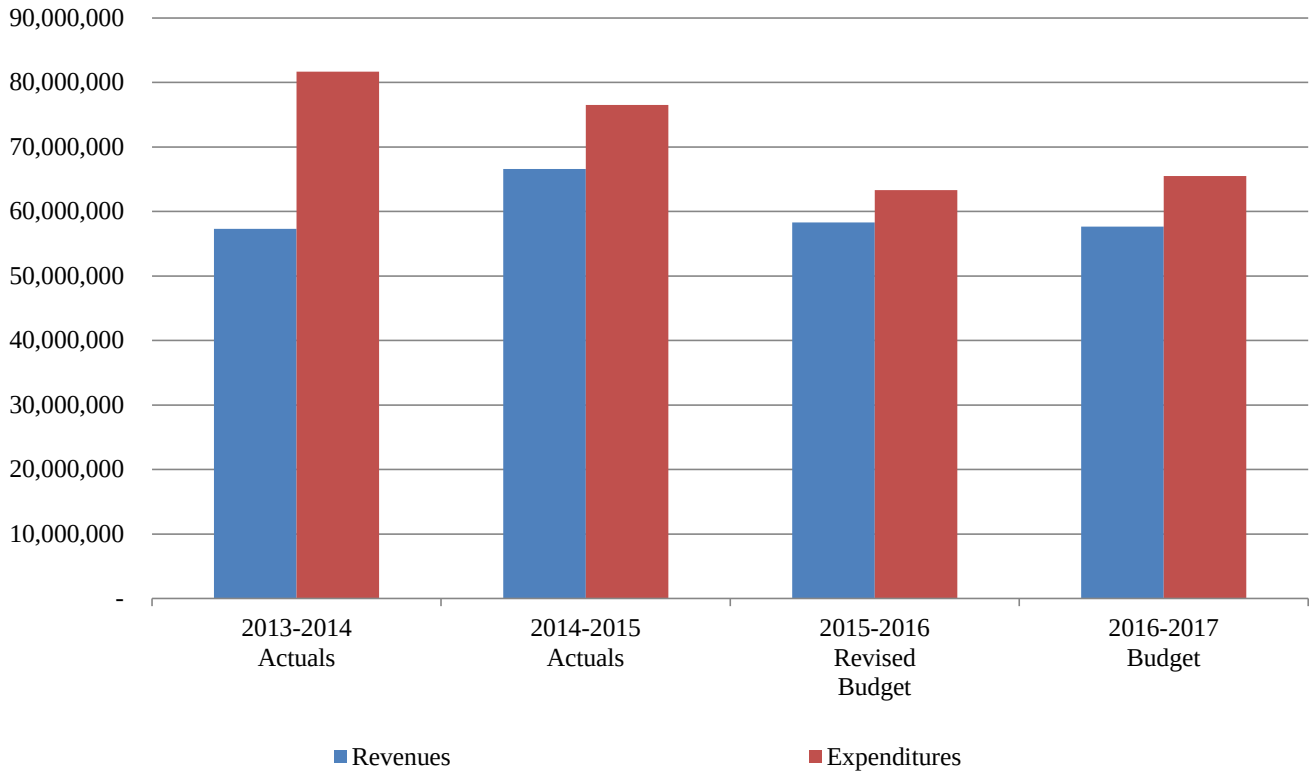
Budget Summary by Fund

	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
PROPOSITION 1B FUND				
Revenues				
Intergovernmental	59,795,654	64,328,853	44,078,068	9,902,130
Investment Earnings	18,518	203,267	-	-
Total Revenues	59,814,172	64,532,120	44,078,068	9,902,130
Expenditures				
Transit	1,473,621	10,645,762	16,662,457	14,736,054
Major Projects Delivery	46,582,239	34,004,216	34,009,936	6,970,530
Total Expenditures	48,055,860	44,649,978	50,672,393	21,706,584
Revenues Over (Under) Expenditures	11,758,312	19,882,142	(6,594,325)	(11,804,454)



Budget Summary by Fund

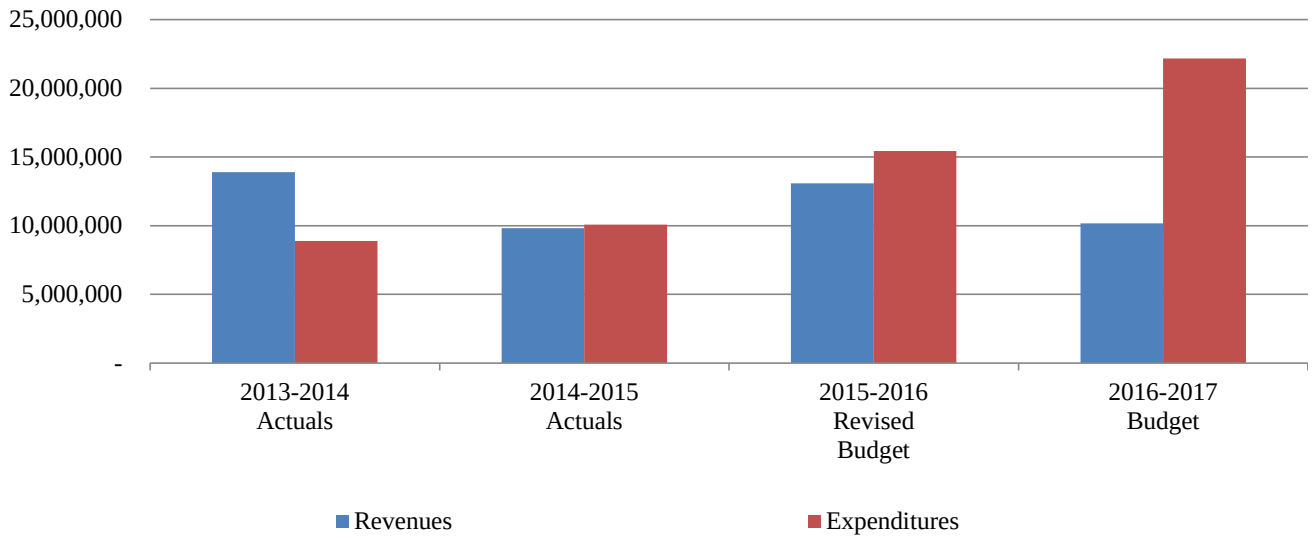
	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
LOCAL TRANSPORTATION FUND				
Revenues				
Sales Tax-LTF	57,876,677	66,193,980	58,083,705	57,662,087
Investment Earnings	(561,223)	393,551	200,000	-
Miscellaneous	-	949	-	-
Total Revenues	57,315,454	66,588,480	58,283,705	57,662,087
Expenditures				
Transit	81,697,802	76,534,677	63,300,000	65,500,000
Total Expenditures	81,697,802	76,534,677	63,300,000	65,500,000
Revenues Over (Under) Expenditures	(24,382,348)	(9,946,197)	(5,016,295)	(7,837,913)



Note: Sales Tax - LTF is net of the amount allocated to SANBAG and accounted for in the General Fund.

Budget Summary by Fund

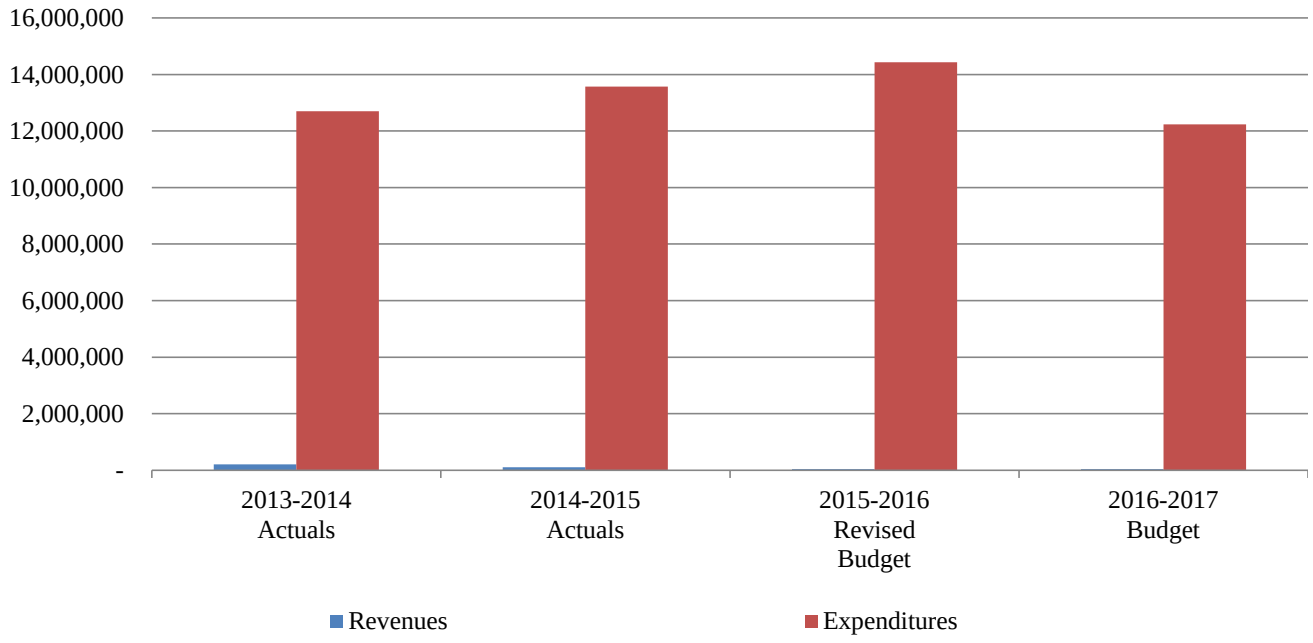
	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
STATE TRANSIT ASSISTANCE FUND				
Revenues				
Intergovernmental	10,542,032	9,564,536	1,709,736	6,012,508
Investment Earnings	(330,718)	247,017	100,000	-
Total Revenues	10,211,314	9,811,553	1,809,736	6,012,508
Expenditures				
Transit	8,891,860	10,087,220	15,450,000	22,176,420
Total Expenditures	8,891,860	10,087,220	15,450,000	22,176,420
Revenues Over (Under) Expenditures	1,319,454	(275,667)	(13,640,264)	(16,163,912)



Note: Intergovernmental revenue (from State Transit Assistance) is net of the amount allocted to SANBAG and accounted for in the General Fund.

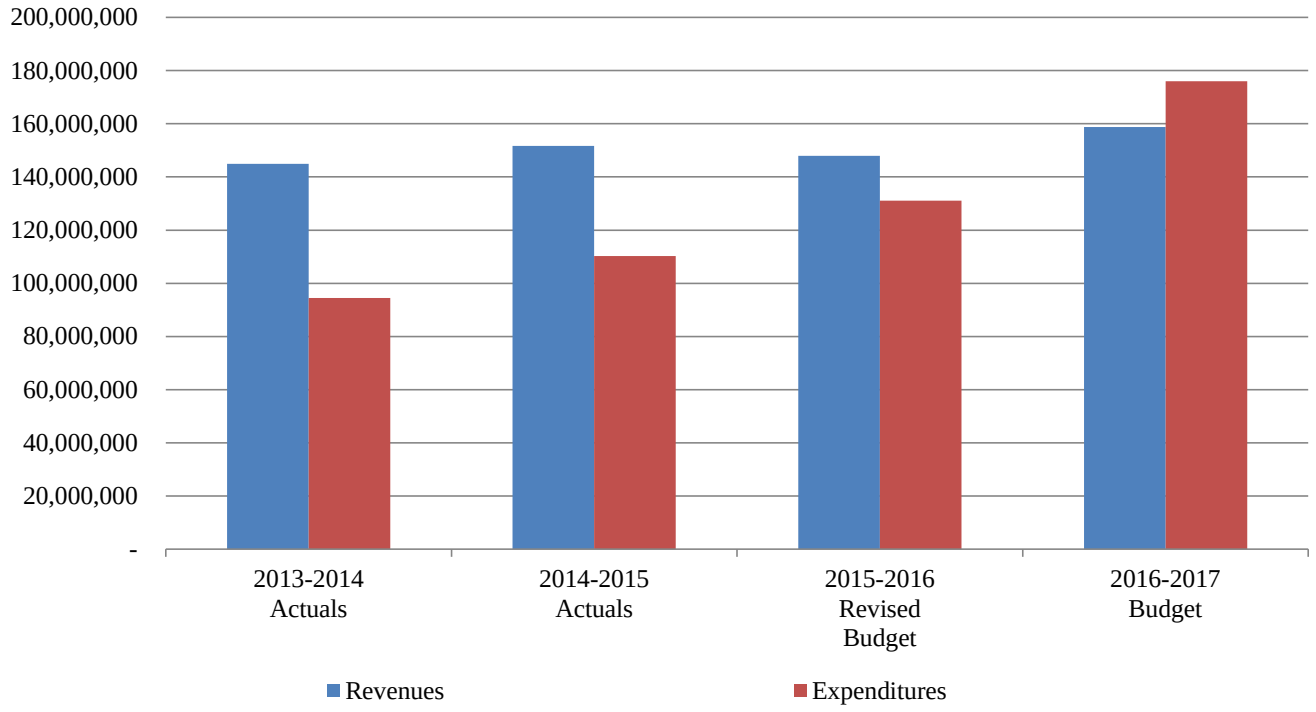
Budget Summary by Fund

	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
MEASURE I 1990-2010 FUND				
Revenues				
Investment Earnings	204,710	109,543	42,460	42,460
Miscellaneous	-	915	-	-
Total Revenues	204,710	110,458	42,460	42,460
Expenditures				
General Government	57,288	28,870	62,500	64,250
Environment and Energy Conservation	136,160	831	202,000	281,000
Commuter and Motorist Assistance	-	-	1,230,000	680,000
Regional & Subregional Planning Program	642,089	(10,359)	-	-
Transit	4,693,295	-	433,789	1,946,985
Major Projects Delivery	6,505,173	13,549,138	12,508,617	9,267,425
Fund Administration and Programming	665,863	-	-	-
Total Expenditures	12,699,868	13,568,480	14,436,906	12,239,660
Revenues Over (Under) Expenditures	(12,495,158)	(13,458,022)	(14,394,446)	(12,197,200)



Budget Summary by Fund

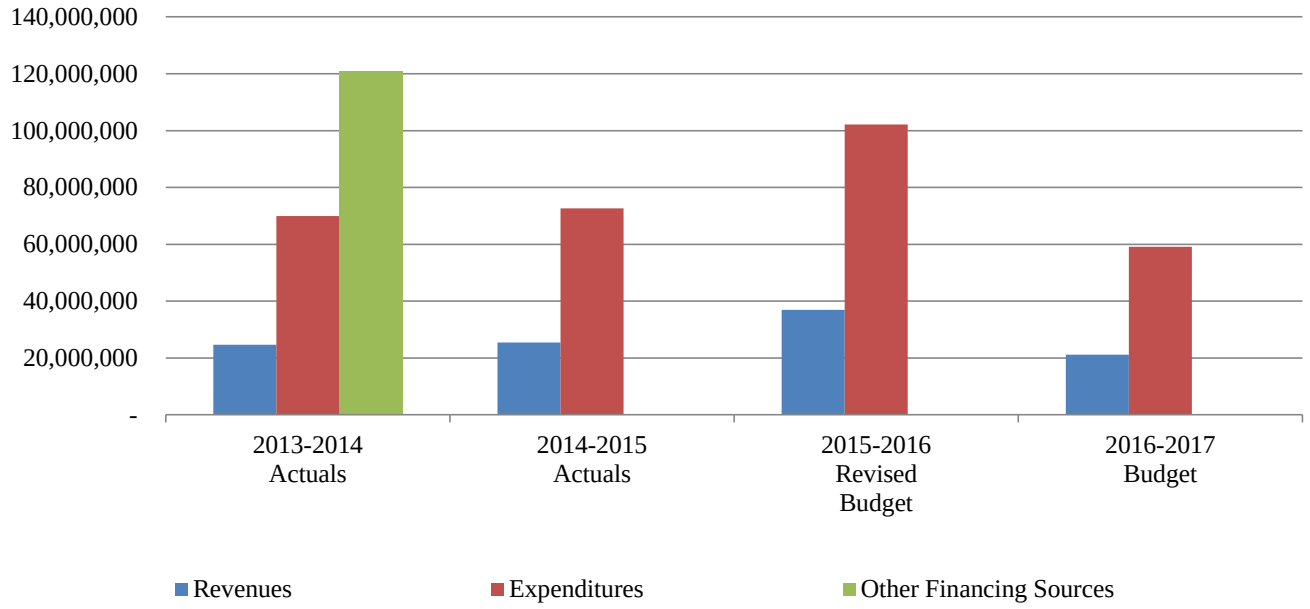
	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
MEASURE I 2010-2040 FUND				
Revenues				
Sales Tax-MSI	143,953,269	150,818,977	147,510,000	158,400,000
Investment Earnings	1,017,049	805,250	432,045	432,045
Total Revenues	144,970,318	151,624,227	147,942,045	158,832,045
Expenditures				
General Government	428,846	956,031	2,061,862	2,269,644
Environment and Energy Conservation	188,348	143,123	194,423	277,395
Commuter and Motorist Assistance	355,009	736,675	420,629	700,466
Regional & Subregional Planning Program	34,832	973,502	1,444,780	1,941,537
Transit	4,557,164	10,954,080	16,070,367	33,492,336
Major Projects Delivery	26,349,482	40,093,038	35,901,971	49,747,157
Fund Administration and Programming	62,546,820	56,410,338	73,017,927	75,588,424
Debt Service	-	-	1,997,000	11,981,550
Total Expenditures	94,460,501	110,266,787	131,108,959	175,998,509
Revenues Over (Under) Expenditures	50,509,817	41,357,440	16,833,086	(17,166,464)



Note: Sales Tax - MSI is net of the 1% for Measure I Administration and accounted for in the General Fund.

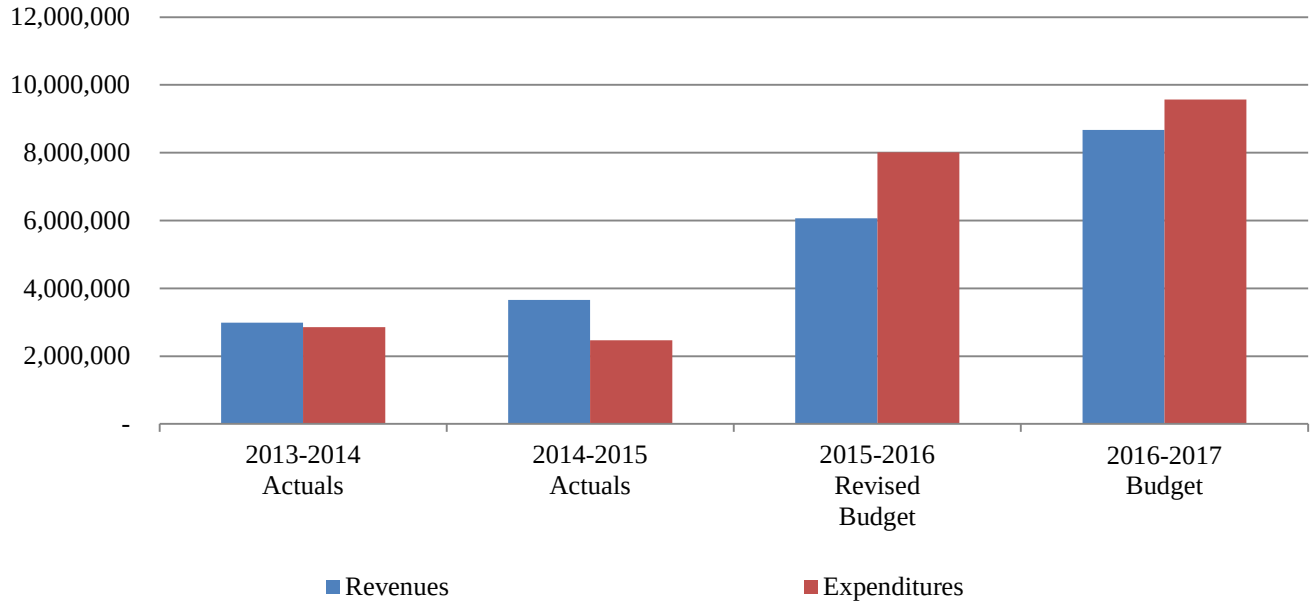
Budget Summary by Fund

	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
CAPITAL PROJECTS FUND				
Revenues				
Intergovernmental	24,715,647	25,335,824	36,873,602	21,197,235
Investment Earnings	117	68,257	42,000	-
Total Revenues	24,715,764	25,404,081	36,915,602	21,197,235
Expenditures				
General Government	-	-	300,433	188,166
Environment and Energy Conservation	-	-	202,042	182,000
Commuter and Motorist Assistance	-	170,365	600,000	600,000
Regional & Subregional Planning Program	29,626	-	50,000	275,000
Transit	3,473,311	12,928,932	29,960,523	3,386,714
Major Projects Delivery	61,593,018	52,162,137	68,740,751	52,545,531
Fund Administration and Programming	4,875,570	7,427,101	2,294,802	1,989,936
Total Expenditures	69,971,525	72,688,535	102,148,551	59,167,347
Other Financing Sources				
Premium on Bonds Issued	10,700,611	-	-	-
Revenue Bond Proceeds	110,135,000	-	-	-
Total Other Financing Sources	120,835,611	-	-	-
Revenues Over (Under) Expenditures	(166,091,372)	(47,284,454)	(65,232,949)	(37,970,112)



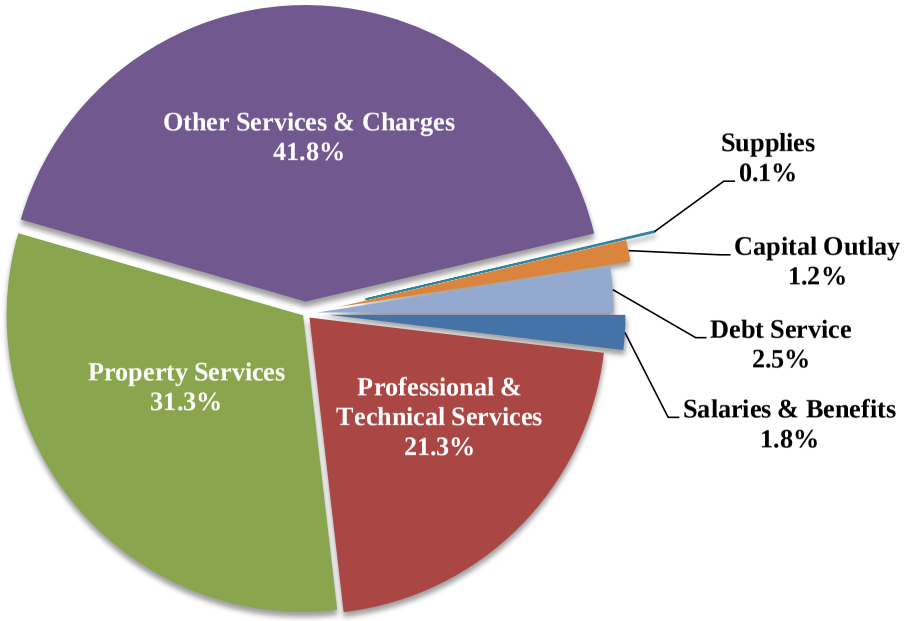
Budget Summary by Fund

	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
NONMAJOR GOVERNMENTAL FUNDS				
Revenues				
Intergovernmental	4,474,987	3,647,488	6,067,770	8,669,304
Investment Earnings	12,830	9,589	-	-
Total Revenues	4,487,817	3,657,077	6,067,770	8,669,304
Expenditures				
General Government	-	-	139,773	617,774
Environment and Energy Conservation	570,183	-	-	1,220,800
Commuter and Motorist Assistance	2,858,386	2,470,360	3,252,966	3,448,154
Regional & Subregional Planning Program	-	146	3,934,917	1,975,082
Transit	-	-	679,599	679,599
Major Projects Delivery	-	-	-	1,626,000
Total Expenditures	3,428,569	2,470,506	8,007,255	9,567,409
Revenues Over (Under) Expenditures	1,059,248	1,186,571	(1,939,485)	(898,105)



Budget Summary by Major Object Expenditures

	Salaries & Benefits	Professional & Technical Services	Property Services	Other Services & Charges	Supplies	Capital Outlay	Debt Service	Total
General Government	1,967,533	1,795,725	57,700	522,384	130,450	6,000	-	4,479,792
Environment and Energy Conservation	253,164	2,227,056	450	661,300	4,825	-	-	3,146,795
Commuter and Motorist Assistance	384,012	6,681,406	980,720	303,570	9,700	-	-	8,359,408
Regional & Subregional Planning Program	1,032,754	1,531,500	-	1,667,600	1,700	6,000	-	4,239,554
Transit	1,227,831	30,075,828	40,768,937	121,546,796	11,650	5,007,200	-	198,638,242
Major Projects Delivery	857,867	58,498,264	109,042,090	56,030	2,247	22,400	-	168,478,898
Fund Administration and Programming	1,144,997	10,000	-	77,127,901	1,350	-	-	78,284,248
Debt Service	-	-	-	-	-	-	11,981,550	11,981,550
Indirect Cost Allocation	2,323,014	2,471,317	1,164,736	1,315,216	77,150	646,117	-	7,997,550
Total Expenditures	9,191,172	103,291,096	152,014,633	203,200,797	239,072	5,687,717	11,981,550	485,606,037



Note: Indirect cost allocation allocates to the various programs. Indirect cost allocation includes program management costs allocated based on project management hours to various tasks under Major Project Delivery Program. The indirect expenditures are excluded to eliminate duplication of costs.

Revenue Overview

The revenue for Fiscal Year 2016/2017 is projected at $380,426,842. SANBAG maintains a General Fund which includes general assessment dues, Measure I administration, Local Transportation Fund–administration, planning, Article 3 and rail, State Transit Assistance Fund–rail, rail assets, property assessed clean energy, greenhouse gas, joint solar power, local/other, Amtrak, and Property Assessed Clean Energy (PACE) Program.

Special Revenue Funds maintained by SANBAG include federal highway, federal transit administration, state highway, Proposition 1B, Local Transportation Fund, State Transit Assistance Fund, Measure I 1990-2010, Measure I 2010-2040, and nonmajor governmental funds. The majority of the revenue received by SANBAG is classified as special revenue.

Capital Projects Funds identified in the budget include local projects reimbursements and bond funds.

Measure I Sales Tax

In November 2004, San Bernardino County voters approved an extension of Measure I authorizing the San Bernardino County Transportation Authority to impose half-cent retail transactions and use tax applicable in the incorporated and unincorporated territory of the County of San Bernardino for a period of thirty years. SANBAG, acting as the Authority, is authorized to administer the programs as described in the Measure.

Measure I identifies six separate subareas of the county for the purpose of revenue allocation: Colorado River, Morongo Basin, Mountain, North Desert, Victor Valley, and San Bernardino Valley. The San Bernardino Valley Subarea includes not only allocations for local jurisdictions, but also allocations for Freeway Projects, Freeway Interchange Projects, Major Street Projects, Metrolink/Rail, Express Bus/Bus Rapid Transit, Senior and Disabled Transit, and Traffic Management. The Mountain/Desert Subareas include allocations for Major Local Highways, Local Streets, Senior and Disabled Transit, and Traffic Management. Three percent of the revenue generated in the San Bernardino Valley and the Victor Valley subarea will be reserved in advance of other allocations specified in the plan for funding of the Interstate 15 (I-15)/Interstate 215 (I-215) Interchange in Devore Road, I-15 widening through Cajon Pass, and truck lane development. Revenue generated in each subarea is returned to that subarea for projects identified in expenditure plans. Revenue from the tax can only be used for transportation improvement and traffic management programs as authorized in the Measure and the Expenditure Plan as set forth in Ordinance No. 04-01.

Proper planning calls for continual assessment of the status of projects managed by SANBAG. Revenues determine what can be completed and when. SANBAG has made it a practice to regularly update its revenue projections. SANBAG engages the services of an investment advisor and a financial advisor. Additionally, SANBAG has prepared an economic forecast of annual taxable retail sales for the county, through the year 2040, to assist SANBAG in the forecasting of its future funding and bonding needs. Measure I collections are estimated to be $160 million for Fiscal Year 2016/2017 in comparison to $149 million for Fiscal Year 2015/2016.

SANBAG has chosen to remain conservative in the budgeting of Measure I Funds/Revenue. This strategy should provide a hedge against the current fluctuations in the transactions and use tax. Projects could be delayed to offset any projected deficits, but this usually is not in the best interest of the agency. Delays in construction and purchase of right of way can be costly. SANBAG continuously searches for additional funding sources to supplement the program. Staff has successfully reduced overall costs of the program by monitoring the status of the projects closely. Additionally, Measure I revenue is eligible to be pledged against bond proceeds.

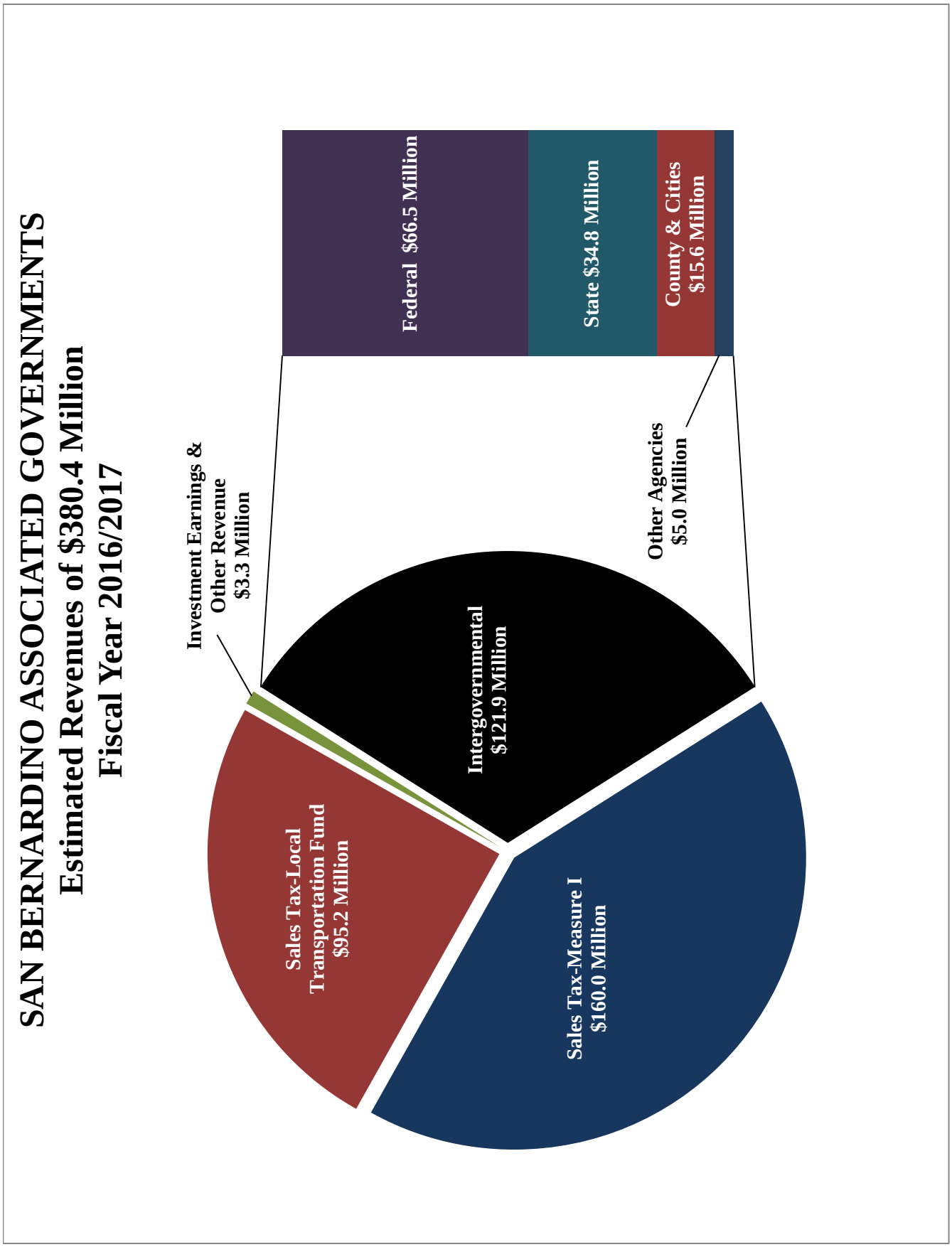
Additional information of fund revenues is included in the Revenue Detail Section of the budget document.

Estimated Revenue Summary

	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Taxes				
Sales Tax-MSI	145,407,342	152,342,401	149,000,000	160,000,000
Sales Tax-LTF	79,559,209	85,531,625	87,934,961	95,155,600
Total Taxes	224,966,551	237,874,026	236,934,961	255,155,600
Intergovernmental				
Surface Transportation Program	16,970,976	10,929,465	6,859,780	21,545,243
Congestion Mitigation & Air Quality	7,504,257	964,517	4,510,244	2,620,176
Transportation Enhancement Activities	1,091,188	172,624	281,430	-
Project National & Regional Significance	12,263,084	6,742,204	8,997,917	12,920,865
Demonstration Priority Project	5,261,577	2,014,305	9,915,757	9,679,550
Interstate Maintenance Discretionary	1,910,219	1,166,972	172,147	706,951
Active Transportation Program-Federal	-	-	1,600,000	-
Federal Transit Administration	5,324,438	7,579,892	24,058,920	19,037,319
Federal ARRA	570,182	-	-	-
Traffic Congestion Relief Program	3,861,971	4,444	-	101,419
Regional Improvement Program	14,777,440	10,216,119	22,575,614	3,825,900
Low Carbon Transit Operations Program	-	679,599	679,599	461,683
Low Carbon Transportation Fund	-	-	-	1,220,800
State Highway Oper & Protection Program	1,130	-	-	281,000
Planning, Programming & Monitoring	1,200,000	1,200,000	1,200,000	1,270,000
Corridor Mobility Improvement	17,139,733	5,905,968	602,470	-
Trade Corridor Improvement	25,876,910	22,392,852	19,930,786	6,457,038
State Local Partnership Program-P1b	2,381,735	7,728,599	9,534,100	50,000
Public Trans Modern,Improve&Svc Enhance	7,919,844	20,259,700	6,060,361	1,179,269
Transit Sys Safety Sec Disaster Recovery	1,847,771	3,084,990	1,597,771	1,752,331
Caltrans	-	170,365	600,000	600,000
Vehicle Registration Fees	1,685,034	1,723,426	1,911,486	1,847,405
Freeway Service Patrol	1,167,729	1,157,633	1,426,018	1,442,331
SCAQMD/Mobile Source Review Committee	-	-	1,250,000	2,354,040
Public Utilities Commission	3,092,620	4,956,744	6,352,580	463,492
Traffic Light Synchronization Program	1,537,041	-	-	-
State AB118 Program	930,800	-	-	-
Active Transportation Program-State	-	146	800,667	1,343,045
State Development Act	14,240,230	9,564,536	12,974,883	10,160,168
San Bernardino County	5,316,612	3,744,464	733,639	540,956
Barstow	987,173	(492,100)	12,500	11,250
Chino	-	14,025	264,803	664,964
Colton	1,189,210	1,029,862	1,489,840	2,647,768
Fontana	6,669,462	2,265,896	718,500	443,682
Hesperia	1,479,869	-	480,811	5,841
Highland	149,419	126,400	60,000	1,410,681
Loma Linda	1,155,773	-	-	-
Montclair	-	-	-	1,955,908
Ontario	(1,391,654)	(330,431)	650,498	956,080
Rancho Cucamonga	208,246	10,919,162	23,995,691	6,366,075
Redlands	-	38,558	163,257	286,277
Rialto	643,237	232,721	151,000	132,500

Estimated Revenue Summary

	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
San Bernardino	909,466	58,391	521,636	161,931
Victorville	2,950,119	66,067	-	-
Other Governmental Units	1,155,055	3,676,536	6,839,527	4,118,122
Orange Co. Transportation Authority	51,837	-	-	-
Riverside Co. Transportation Commission	27,418	-	140,400	-
Inland Valley Development Agency	1,246,384	9,600	1,500	-
SCAG	-	-	-	50,000
Omnitrans	2,092,862	3,892,992	50,000	845,200
Total Intergovernmental	173,396,397	143,867,243	180,166,132	121,917,260
Charges For Services				
AMTRAK.NPRC C08100 Lobby	6,000	6,000	-	-
Rail Asset Lease Revenue	477,490	433,931	465,000	460,000
Application Fee	-	26,226	-	-
Administration Fee	-	1,200	-	-
Amendment or Extension Fee	-	1,680	-	-
Use Fee - Transverse Crossings	-	1,845	-	-
Use Fee - Lease Fees/Rents	-	2,400	-	-
Total Charges For Services	483,490	473,282	465,000	460,000
Special Assessments				
General Assessment Dues	129,051	118,705	106,746	152,547
Congestion Management Program	-	-	300	-
Total Special Assessments	129,051	118,705	107,046	152,547
Investment Earnings				
Unrealized Gain (Loss) on Investments	(1,620,638)	70,565	-	-
Investment Earnings	1,786,371	1,836,097	829,705	474,505
Total Investment Earnings	165,733	1,906,662	829,705	474,505
Miscellaneous				
Fees for PACE Program	1,066,659	1,970,747	2,100,150	2,266,930
Greenhouse Gas Fund	-	-	100	-
Modeling Fees	8,400	4,800	-	-
Refund of Disbursed Funds-Rail	-	1,864	-	-
Total Miscellaneous	1,075,059	1,977,411	2,100,250	2,266,930
Other Financing Sources				
Revenue Bond Proceeds	110,135,000	-	-	-
Premium on Bonds Issued	10,700,611	-	-	-
Total Other Financing Sources	120,835,611	-	-	-
Total Revenues	521,051,892	386,217,329	420,603,094	380,426,842


SAN BERNARDINO ASSOCIATED GOVERNMENTS
Estimated Revenues of $380.4 Million
Fiscal Year 2016/2017
Investment Earnings & Other Revenue $3.3 Million
Sales Tax-Local Transportation Fund $95.2 Million
Intergovernmental $121.9 Million
Sales Tax-Measure I $160.0 Million
Other Agencies $5.0 Million
Federal $66.5 Million
State $34.8 Million
County & Cities $15.6 Million

Sales Tax Measure I
Revenue Summary

	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Measure I Administration				
Administration	1,454,073	1,523,424	1,490,000	1,600,000
Total Measure I Administration	1,454,073	1,523,424	1,490,000	1,600,000
Measure I Valley				
Freeway Projects	33,171,901	35,084,440	34,143,200	35,761,464
Freeway Interchange	12,582,445	13,307,891	12,950,900	13,564,694
Major Street	22,877,173	24,196,165	23,547,000	24,663,080
Local Street	22,877,173	24,196,165	23,547,000	24,663,079
Metrolink/Rail Service	9,150,869	9,678,466	9,418,800	9,865,232
Express Bus//Rapid Trans	2,287,717	2,419,617	2,354,700	2,466,308
Senior/Disabled	9,150,869	9,678,466	9,418,800	9,865,232
Traffic Mgmt Sys	2,287,717	2,419,617	2,354,700	2,466,308
Total Measure I Valley	114,385,864	120,980,827	117,735,100	123,315,397
Measure I Victor Valley				
Major Local Hwy	3,959,872	4,114,725	4,133,500	4,227,199
Local Street	10,770,851	11,131,455	11,160,500	11,497,982
Senior/Disabled	791,974	883,541	909,400	845,440
Traffic Mgmt Sys	316,790	329,178	330,700	338,176
Total Measure I Victor Valley	15,839,487	16,458,899	16,534,100	16,908,797
Measure I North Desert				
Major Local Hwy	1,402,266	1,227,654	1,216,900	2,403,159
Local Street	3,814,163	3,339,218	3,309,900	6,536,593
Senior/Disabled	280,453	245,531	243,400	480,632
Traffic Mgmt Sys	112,181	98,212	97,400	192,253
Total Measure I North Desert	5,609,063	4,910,615	4,867,600	9,612,637
Measure I Colorado River				
Major Local Hwy	52,767	55,139	57,600	67,322
Local Street	143,525	149,979	156,800	183,116
Senior/Disabled	10,553	11,028	11,500	13,464
Traffic Mgmt Sys	4,221	4,411	4,600	5,386
Total Measure I Colorado River	211,066	220,557	230,500	269,288
Measure I Morongo Basin				
Major Local Hwy	516,168	528,336	543,000	525,550
Local Street	1,403,977	1,437,073	1,476,900	1,429,501
Senior/Disabled	103,234	105,667	108,600	105,110
Traffic Mgmt Sys	41,293	42,267	43,400	42,044
Total Measure I Morongo Basin	2,064,672	2,113,343	2,171,900	2,102,205
Measure I Mountain				
Major Local Hwy	453,882	471,006	454,500	463,711
Local Street	1,234,560	1,281,136	1,236,300	1,261,295
Senior/Disabled	90,776	94,201	90,900	92,742
Traffic Mgmt Sys	36,311	37,680	36,400	37,097
Total Measure I Mountain	1,815,529	1,884,023	1,818,100	1,854,845
Measure I Cajon Pass				
Cajon Pass	4,027,588	4,250,713	4,152,700	4,336,831
Total Measure I Cajon Pass	4,027,588	4,250,713	4,152,700	4,336,831
Total Sales Tax Measure I	145,407,342	152,342,401	149,000,000	160,000,000

Program Overview

The Fiscal Year 2016/2017 SANBAG budget is organized into eight distinct program areas with budget requirements of $485,606,037. Within these eight program areas, thirty-five specific tasks and one hundred fifteen sub-tasks are budgeted. The table below lists the eight programs contained in the SANBAG budget which direct the financial and human resource expenditures of the agency for the Fiscal Year 2016/2017 budget year. The Fiscal Year 2016/2017 budget request includes prior year Board approved appropriations to be expended in Fiscal Year 2016/2017.

SANBAG
Budget Summary by Program Expenditures

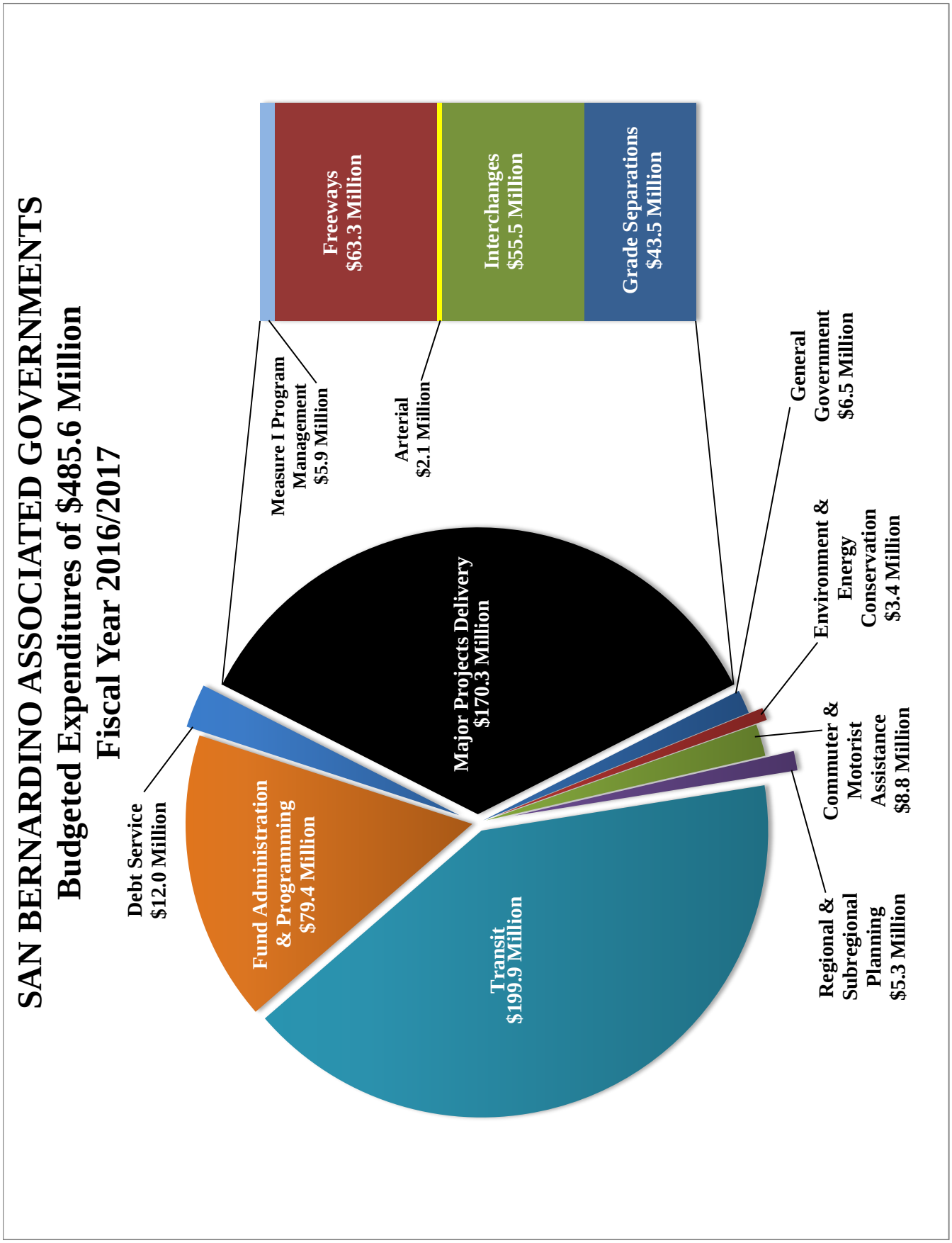
	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
General Government	1,480,799	1,332,730	5,507,288	6,496,906
Environment and Energy Conservation	1,694,889	1,230,089	1,650,169	3,406,339
Commuter and Motorist Assistance	4,736,204	4,135,127	9,078,839	8,753,096
Regional and Subregional Planning	1,810,173	1,897,799	6,655,495	5,298,335
Transit	135,501,468	149,292,595	211,830,478	199,897,012
Major Projects Delivery	199,623,000	168,341,795	202,977,321	170,320,182
Fund Administration and Programming	69,833,657	65,491,522	76,622,530	79,452,617
Debt Service	4,165,663	10,771,244	11,219,051	11,981,550
Total Expenditures	418,845,853	402,492,901	525,541,171	485,606,037

It should be noted that 93% of the total expenditures will fall into the Transit, Major Projects Delivery, and Fund Administration and Programming Programs. These three programs include the substantial investments by SANBAG in transit capital and operations, highway construction, and pass-through funds for local street improvements within San Bernardino County.

A complete listing of the tasks contained in the eight programs is included in the Supplemental Information Section of the budget document on the table entitled ***Task Listing Fiscal Year 2016/2017 pg. 250*** and the ***Sub-Task Listing Fiscal Year 2016/2017 pg. 251.*** Please refer to each program in the Program Expenditure Section for detailed information on funding sources and expenditures.

Classification changes from prior year's budget are reflected in the Transit and Fund Administration and Programming programs. Certain transit operating activities in Fund Administration and Programming are now accounted for in the Transit program. The changes provide a better understanding and overview of Transit as it relates to administration, operations, capital, and contributions and subsidies.

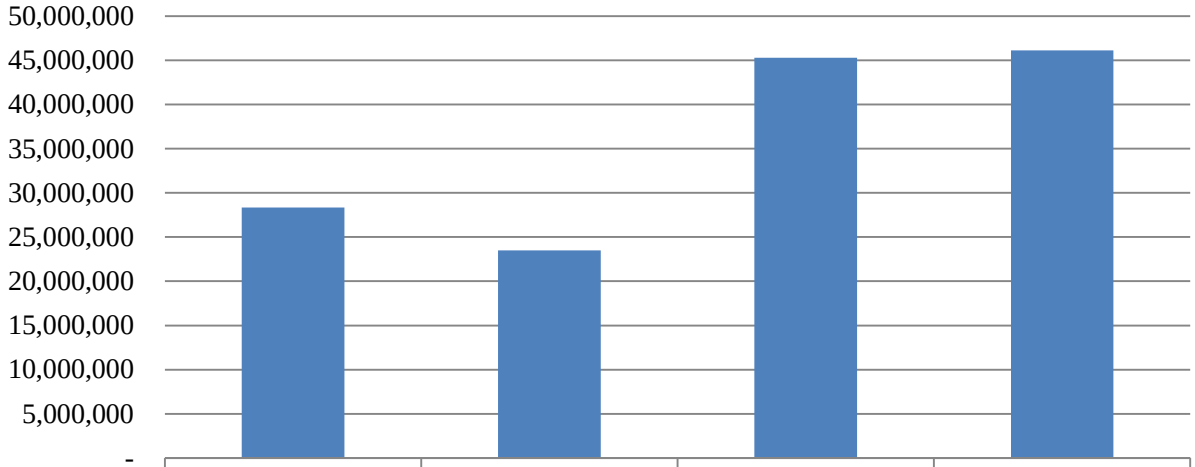
Decrease in the Fiscal Year 2016/2017 budget from prior year for Major Projects Delivery is attributed to completion of various interchange and grade separation projects. Increase in all tasks for indirect cost allocation is attributed to amounts for general counsel to be classified as indirect costs, additional depot improvements, furnishings for work areas, new virtual servers and network, and replacement of computer workstations. Significant legal work performed by General Counsel on a particular task will be charged internally to the task and credited to indirect cost allocation. Additional information on the indirect costs allocation is included in the Supplemental Information Section of the budget document on ***pg. 245***. Overtime is budgeted in specific tasks, but may be shifted to other tasks, as needed.


SAN BERNARDINO ASSOCIATED GOVERNMENTS
Budgeted Expenditures of $485.6 Million
Fiscal Year 2016/2017
Debt Service
$12.0 Million
Fund Administration
& Programming
$79.4 Million
Transit
$199.9 Million
Major Projects Delivery
$170.3 Million
Measure I Program
Management
$5.9 Million
Freeways
$63.3 Million
Arterial
$2.1 Million
Interchanges
$55.5 Million
Grade Separations
$43.5 Million
General
Government
$6.5 Million
Environment &
Energy
Conservation
$3.4 Million
Commuter &
Motorist
Assistance
$8.8 Million
Regional &
Subregional
Planning
$5.3 Million

REVENUE DETAIL

General Fund
Revenue Information

General fund revenues are used to carryout administrative activities and certain planning, transit and council of government tasks. This fund accounts for all financial transactions not properly accounted for in other funds.



	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Total Revenues	$28,328,130	$23,492,419	$45,291,899	$46,120,650

General fund revenues for Fiscal Year 2016/2017 are estimated to be $46.1 million, an increase of $829 thousand from prior year. Revenue recorded in the general fund is mainly derived from the following sources:

- Taxes
- Intergovernmental
- Charges for Services
- Special Assessments
- Miscellaneous

Taxes

Fiscal Year 2016/2017 taxes of $39.1 million represent 84.8% of the estimated general fund revenue. The two major sources of tax revenue are: sales tax-Measure I and sales tax-Local Transportation Fund.

Sales Tax-Measure I

Sales tax-Measure I revenue of $1.6 million represents 1% of the Measure I revenues generated from the ½ cent sales tax for administration. The money is used to support the administration of the Measure I tax such as San Bernardino County Transportation Authority, administration and financial management, intergovernmental relations, legislation and fund administration.

Sales Tax-Local Transportation Fund

Transportation Development Act funds include Local Transportation fund derived from sales tax collected within the County. An allocation of $37.5 million is programmed to SANBAG for administration of the program, planning, Article 3 Bicycle and Pedestrian, and for certain transit projects.

Intergovernmental

Intergovernmental revenue represents the State Development Act funds apportioned each year by the State of California. An allocation of $4.2 million is programmed in the general fund for various transit projects which represents 8.9% of the estimated general fund revenue.

Charges for Services

Charges for services include $460 thousand of rail asset revenue generated from railroad right of way lease revenue, application and user fees. The money is used for the Santa Fe depot operation and right of way management activities which represents 1% of the estimated general fund revenue.

Special Assessments

SANBAG annually collects from its member jurisdictions as authorized in the joint powers agreement, that are intended to fund SANBAG activities related to issues of mutual concern to the general membership. Dues are levied by a formula whereby one-half of the assessment is based on population and the other one-half is based on the assessed valuation of each member jurisdiction. The total amount of the general dues assessment is $108,074 and is utilized to support intergovernmental relations. The board of Director's approved additional $44,473 in dues for additional Council of Government's activities. General Assessment Dues estimated fund balance at June 30, 2016 is $311,852 for new initiatives which represents .5% of the estimated general fund revenue.

Miscellaneous

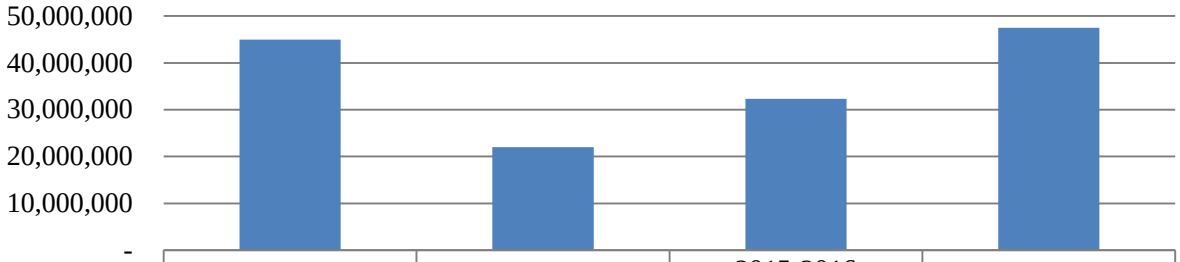
Fees collected from the Home Energy Retrofit Opportunity (HERO) program for Property Assessed Clean Energy (PACE) activities estimated revenue of $2.3 million which represents 5% of the estimated general fund revenue.

General Fund
Revenue Information

	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Taxes				
Sales Tax-MSI	1,454,073	1,523,424	1,490,000	1,600,000
Sales Tax-LTF	21,682,532	19,337,645	29,851,256	37,493,513
Total Taxes	23,136,605	20,861,069	31,341,256	39,093,513
Intergovernmental				
State Development Act	3,698,198	-	11,265,147	4,147,660
San Bernardino County	3,600	-	-	-
Total Intergovernmental	3,701,798	-	11,265,147	4,147,660
Charges For Services				
AMTRAK.NPRC C08100 Lobby	6,000	6,000	-	-
Rail Asset Lease Revenue	477,490	433,931	465,000	460,000
Application Fee	-	26,226	-	-
Administration and Extension Fees	-	2,880	-	-
Use Fee	-	4,245	-	-
Total Charges For Services	483,490	473,282	465,000	460,000
Special Assessments				
General Assessment Dues	28,653	28,653	106,746	152,547
General Assessment Dues-Special Projects	71,185	72,939	-	-
Congestion Management Program	29,213	17,113	300	-
Total Special Assessments	129,051	118,705	107,046	152,547
Investment Earnings				
Investment Earnings	103,289	68,184	13,200	-
Unrealized Gain (Loss) On Investments	(301,161)	(4,368)	-	-
Total Investment Earnings	(197,873)	63,816	13,200	-
Miscellaneous				
Fees for PACE Program	1,066,659	1,970,747	2,100,150	2,266,930
Greenhouse Gas Fund	-	-	100	-
Modeling Fees	8,400	4,800	-	-
Total Miscellaneous	1,075,059	1,975,547	2,100,250	2,266,930
Total Revenues	28,328,130	23,492,419	45,291,899	46,120,650

Federal Highway Fund
Revenue Information

Federal highway fund accounts for various federal grants and reimbursements administered by the Federal Highway Administration.



	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Total Revenues	$45,003,623	$21,990,424	$32,337,275	$47,472,785

Federal highway fund revenues for Fiscal Year 2016/2017 are estimated to be $47.5 million in comparison to $32.3 million of the previous year. Revenue for Fiscal Year 2016/2017 recorded in the federal highway fund is mainly derived from the following sources:

Intergovernmental

- Surface Transportation Program
- Congestion Mitigation & Air Quality
- Project National & Regional Significance
- Demonstration Priority Project
- Interstate Maintenance Discretionary

Surface Transportation Program

Fiscal Year 2016/2017 Surface Transportation Program revenue of $21.6 million represents 45.4% of the estimated federal highway fund revenue. The money will finance $13.8 million and $7.8 million in various freeway projects and interchange projects respectively of the major projects program.

Congestion Mitigation & Air Quality

Congestion Mitigation & Air Quality Fiscal Year 2016/2017 estimated revenue of $2.6 million represents 5.5% of the total fund revenue. This federal money is used for traveler services of the commuter and motorist assistance program and freeway and grade separation projects of the major projects delivery program.

Projects of National & Regional Significance

Projects of National & Regional Significance estimated revenue of $12.9 million represents 27.2% of the total revenue. The revenue will provide $7.2 million and $5.7 million for freeway projects and grade separation projects respectively of the major projects program.

Demonstration Priority Project

Demonstration Priority Project federal reimbursements of $9.7 million represent 20.4% of the Fiscal Year 2016/2017 federal highway revenue. The money will provide funding for major projects delivery program freeway and interchange projects.

Interstate Maintenance Discretionary

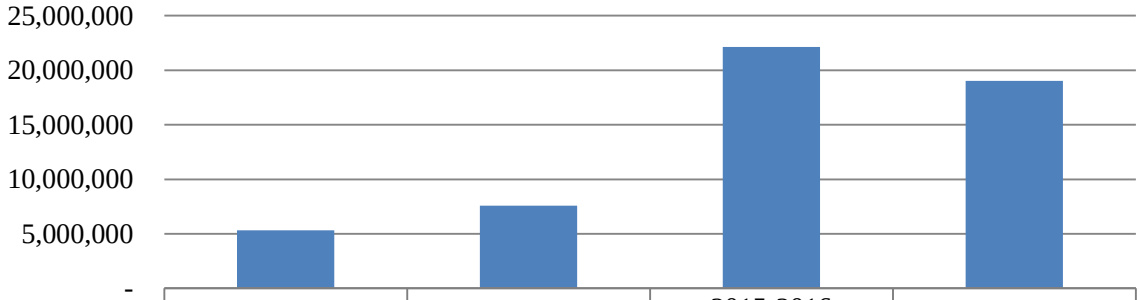
Interstate Maintenance Discretionary Fiscal Year 2016/2017 estimated revenue of $706.9 thousand represents 1.5% of the total fund revenue. This State money is used for freeway projects of the major projects delivery program.

Federal Highway Fund
Revenue Information

	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Intergovernmental				
Surface Transportation Program	16,970,976	10,929,465	6,859,780	21,545,243
Congestion Mitigation & Air Quality	7,504,257	964,517	4,510,244	2,620,176
Transportation Enhancement Activities	1,091,188	172,624	281,430	-
Project of National & Regional Significance	12,263,084	6,742,204	8,997,917	12,920,865
Demonstration Priority Project	5,261,577	2,014,305	9,915,757	9,679,550
Interstate Maintenance Discretionary	1,910,219	1,166,972	172,147	706,951
Active Transportation Program-Federal	-	-	1,600,000	-
Total Intergovernmental	45,001,301	21,990,087	32,337,275	47,472,785
Investment Earnings				
Investment Earnings	2,322	337		-
Total Investment Earnings	2,322	337	-	-
Total Revenues	45,003,623	21,990,424	32,337,275	47,472,785

Federal Transit Administration Fund
Revenue Information

Federal transit administration fund accounts for various federal funds administered by the Federal Transit Administration program.



	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Total Revenues	$5,324,438	$7,579,892	$22,131,426	$19,037,319

Federal Transit Administration Fund

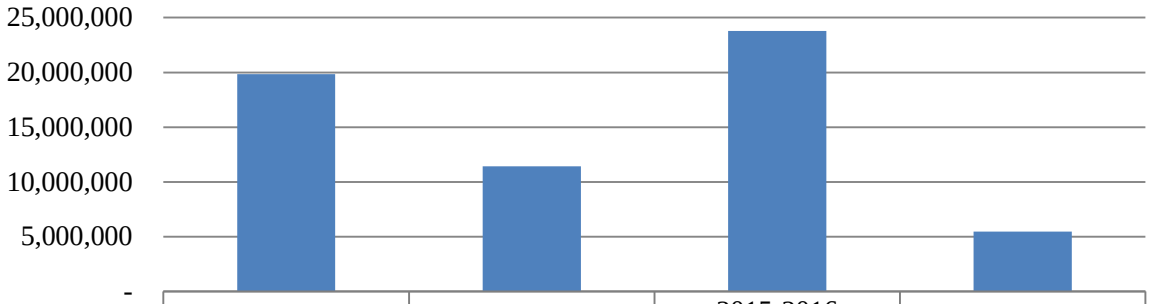
Federal transit administration fund revenues for Fiscal Year 2016/2017 are estimated to be $19 million in comparison to $22.1 million of the previous year. The revenues, under transit administration section 5307, are used to fund various transit capital projects.

Federal Transit Administration Fund
Revenue Information

	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Intergovernmental				
Federal Transit Administration	5,324,438	7,579,892	22,131,426	19,037,319
Total Intergovernmental	5,324,438	7,579,892	22,131,426	19,037,319
Total Revenues	5,324,438	7,579,892	22,131,426	19,037,319

State Highway Fund
Revenue Information

State highway fund accounts for various federal grants and reimbursements administered by the State highway traffic congestion relief; regional improvement; interregional improvement; longer life pavement; state highway operations and protection; planning, programming and monitoring; and public transportation account programs.



	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Total Revenues	$19,840,541	$11,420,563	$23,775,614	$5,478,319

State fund revenues for Fiscal Year 2016/2017 are estimated to be $5.5 million in comparison to $23.8 million of the previous year. Revenue for Fiscal Year 2016/2017 recorded in the state highway fund is mainly derived from the following sources:

Intergovernmental

- Traffic Congestion Relief Program
- Regional Improvement Program
- State Highway Operations & Protection Program
- Planning, Programming, & Monitoring

Traffic Congestion Relief Program

Fiscal Year 2016/2017 Traffic Congestion Relief Program revenue of $101.4 thousand represents 1.9% of the estimated state highway fund revenue. The money will finance various grade separation projects of the major projects program.

Regional Improvement Program

Regional improvement program Fiscal Year 2016/2017estimated revenue of $3.8 million represents 69.8% of the total fund revenue. This State money is used for freeway projects of the major projects delivery program.

State Highway Operations & Protection Program

State highway operations & protection program estimated revenue of $281 thousand represents 5.1% of the total revenue. The revenue is for freeway projects of the major projects program.

Planning, Programming, & Monitoring

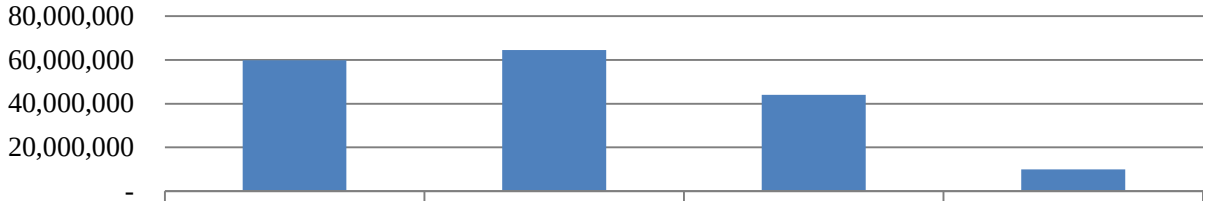
Planning, programming, and monitoring state reimbursements of $1.3 million represent 23.2% of the Fiscal Year 2016/2017 state highway revenue. The money will provide funding for administration costs in the general government, regional and subregional, and fund administration and programming programs.

State Highway Fund
Revenue Information

	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Intergovernmental				
Regional Improvement Program	14,777,440	10,216,119	22,575,614	3,825,900
Traffic Congestion Relief Program	3,861,971	4,444	-	101,419
State Highway Oper & Protection Program	1,130	-	-	281,000
Planning, Programming & Monitoring	1,200,000	1,200,000	1,200,000	1,270,000
Total Intergovernmental	19,840,541	11,420,563	23,775,614	5,478,319
Total Revenues	19,840,541	11,420,563	23,775,614	5,478,319

Proposition 1B Fund
Revenue Information

Proposition 1B fund accounts for various state grants and reimbursements administered by the state corridor mobility improvement; trade corridor improvement, public transportation modernization, improvements and services enhancement account, traffic light synchronization, state and local partnership, and transit systems safety security disaster recovery programs.



	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Total Revenues	$59,814,172	$64,532,120	$44,078,068	$9,902,130

State fund revenues for Fiscal Year 2016/2017 are estimated to be $9.9 million in comparison to $44.1 million of the previous year. Revenue for Fiscal Year 2016/2017 recorded in the Proposition 1B fund is mainly derived from the following sources:

Intergovernmental

- Trade Corridor Improvement Fund
- State & Local Partnership Program
- Public Transportation, Modernization, Improvement & Service Enhancement Account
- Transit Systems Safety Security Disaster Recovery Program
- Public Utilities Commission

Trade Corridor Improvement Fund

Fiscal Year 2016/2017 Trade Corridor Improvement Fund revenue of $6.4 million represents 65.2% of the estimated Proposition 1B fund revenue. The money will finance various freeway interchange and grade separation projects of the major projects program.

State & Local Partnership Program

State & Local Partnership program Fiscal Year 2016/2017 estimated revenue of $50 thousand represents 0.5% of the estimated Proposition 1B revenue. This State money is used for freeway interchange projects of the major projects delivery program.

Public Transportation, Modernization, Improvement & Service Enhancement Account

Public Transportation, Modernization, Improvement, & Service Enhancement Account Fiscal Year 2016/2017estimated revenue of $1.2 million represents 11.9% of the total fund revenue. This State money is used for transit projects.

Transit Systems Safety Security Disaster Recovery Program

Transit System Safety Security Disaster Recovery Program estimated revenue of $1.8 million represents 17.7% of the total revenue. The revenue is for transit projects.

Public Utilities Commission

Public Utilities Commission reimbursements of $463.4 thousand represent 4.7% of the Fiscal Year 2016/2017 state highway revenue. The money will provide funding for administration costs in the general government, regional and subregional, and fund administration and programming programs.

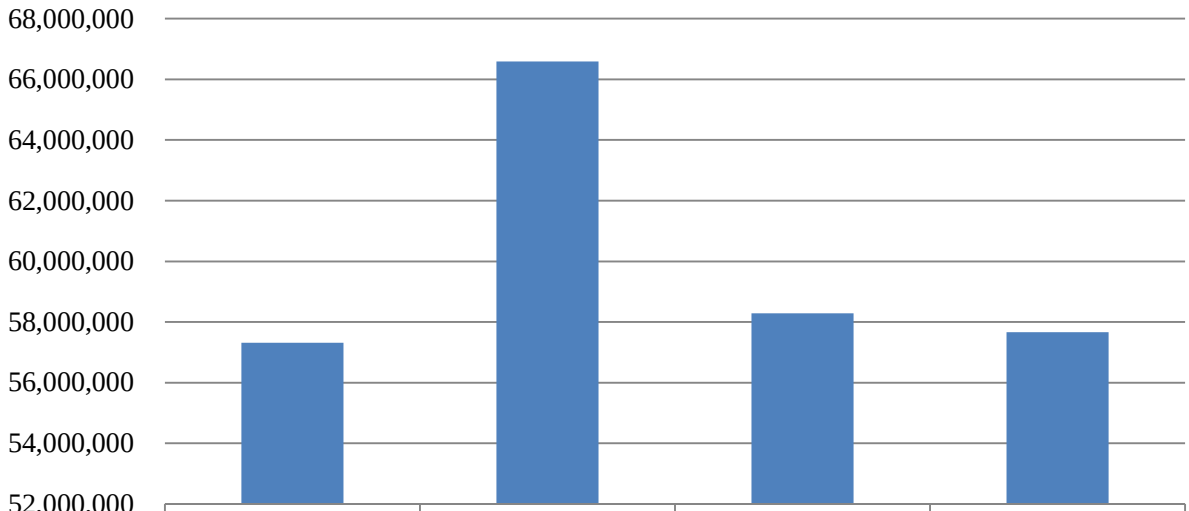
Proposition 1B Fund
Revenue Information

	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Intergovernmental				
Corridor Mobility Improvement	17,139,733	5,905,968	602,470	-
Trade Corridor Improvement	25,876,910	22,392,852	19,930,786	6,457,038
State Local Partnership Program-P1b	2,381,735	7,728,599	9,534,100	50,000
Public Trans Modern,Improve&Svc Enhance	7,919,844	20,259,700	6,060,361	1,179,269
Transit Sys Safety Sec Disaster Recovery	1,847,771	3,084,990	1,597,771	1,752,331
Public Utilities Commission	3,092,620	4,956,744	6,352,580	463,492
Traffic Light Synchronization Program	1,537,041	-	-	-
Total Intergovernmental	59,795,654	64,328,853	44,078,068	9,902,130
Investment Earnings				
Investment Earnings	18,518	203,267	-	-
Total Investment Earnings	18,518	203,267	-	-
Total Revenues	59,814,172	64,532,120	44,078,068	9,902,130

Local Transportation Fund
Revenue Information

The Transportation Development Act (TDA) authorizes the creation of a Local Transportation Fund (LTF) in each county for the transportation purposes specified in the Transportation Development Act. Local Transportation Funds are derived from the quarter cent of the retail sales tax collected countywide. The quarter cent is returned by the State Board of Equalization to each county according to the amount of tax collected in that county.

SANBAG is a recipient of local transportation funds for fund administration, planning, Article 3 bicycle and pedestrian, and commuter rail programs which is accounted for in the general fund. Allocation of the remaining funds is distributed to local jurisdictions and transit agencies based on annual apportionments.



	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Total Revenues	$57,315,454	$66,588,480	$58,283,705	$57,662,087

LTF sales tax revenues (exclusive of SANBAG's general fund allocation) for Fiscal Year 2016/2017 are estimated to be $57.7 million in comparison to $58.3 million of the previous year.

Sales Tax-Local Transportation Fund

Current sales tax revenue and existing fund balance will provide $65.5 million of transit allocations and pass-throughs to local jurisdictions and agencies in the transit program for Fiscal Year 2016/2017.

Local Transportation Fund
Revenue Information

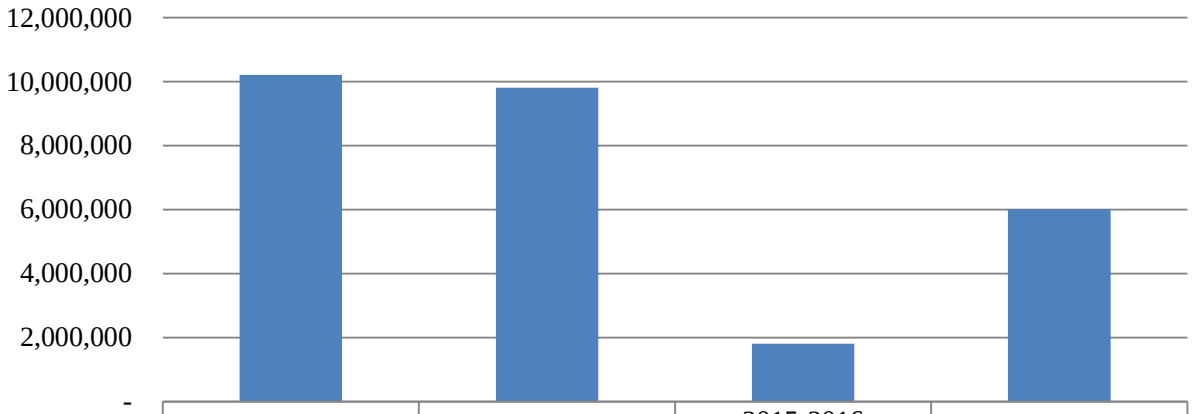
	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Taxes				
Sales Tax-LTF	57,876,677	66,193,980	58,083,705	57,662,087
Total Taxes	57,876,677	66,193,980	58,083,705	57,662,087
Investment Earnings				
Investment Earnings	(561,223)	393,551	200,000	-
Total Investment Earnings	(561,223)	393,551	200,000	-
Miscellaneous				
Miscellaneous	-	949	-	-
Total Miscellaneous	-	949	-	-
Total Revenues	57,315,454	66,588,480	58,283,705	57,662,087

Note: Sales Tax - LTF is net of the amount allocated to SANBAG and accounted for in the General Fund.

State Transit Assistance Fund
Revenue Information

This fund serves as the depository for the State Development Act. The revenues are derived from the portion of the sales tax applied to the purchase of gasoline and diesel and are appropriated annually by the State Legislature.

SANBAG is allocated a portion of the revenue for certain transit activities and projects accounted for in the general fund. Allocation of the remaining funds is distributed to local jurisdictions and agencies based on annual apportionments



	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Total Revenues	$10,211,314	$9,811,553	$1,809,736	$6,012,508

Fund revenues for Fiscal Year 2016/2017 are estimated to be $6 million in comparison to $1.8 million of the previous year.

Intergovernmental

Current State Development Act revenue and existing fund balance will provide $22.2 million of transit allocations and pass-throughs for local jurisdictions in Fiscal Year 2016/2017.

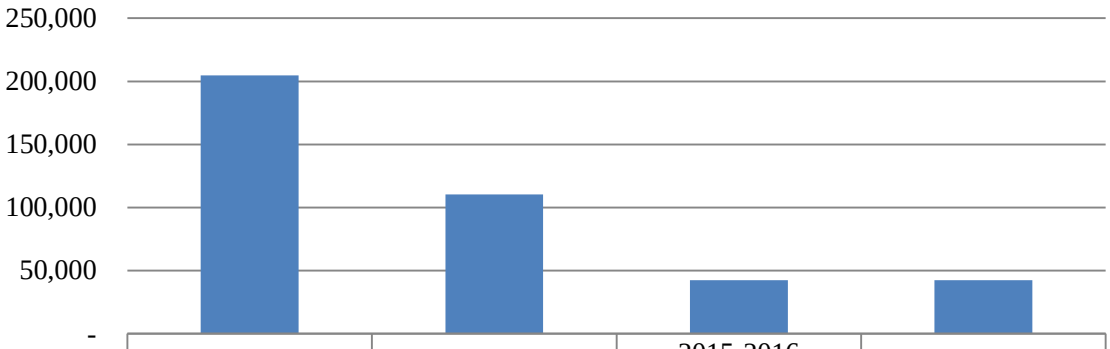
State Transit Assistance Fund
Revenue Information

	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Intergovernmental				
State Development Act	10,542,032	9,564,536	1,709,736	6,012,508
Total Intergovernmental	10,542,032	9,564,536	1,709,736	6,012,508
Investment Earnings				
Investment Earnings	(330,718)	247,017	100,000	-
Total Investment Earnings	(330,718)	247,017	100,000	-
Total Revenues	10,211,314	9,811,553	1,809,736	6,012,508

Note: Intergovernmental revenue (from State Transit Assistance) is net of the amount allocated to SANBAG and accounted for in the General Fund.

Measure I 1990-2010 Fund
Revenue Information

The Measure I 1990-2010 fund accounts for the ½ cent Measure I sales tax approved by the voters of San Bernardino County in November 1989. Ordinance 89-1 established the expenditure plan for distribution of tax revenues. The sales tax expired in 2010 and the remaining fund balance will be used for eligible activities and projects.



	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Total Revenues	$204,710	$110,458	$42,460	$42,460

Fund revenues for Fiscal Year 2016/2017 are estimated to be $42.5 thousand.

Investment Earnings

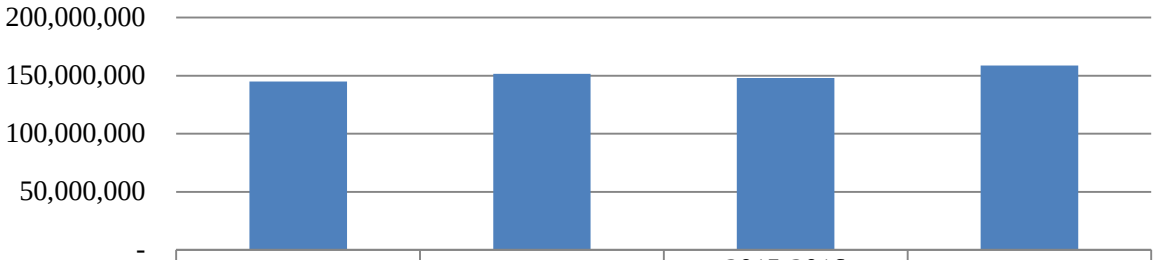
Investment earnings and existing fund balance will provide financing for certain legislative, environment, call box system, transit, freeway project, interchange project and grade separation project activities.

Measure I 1990-2010 Fund
Revenue Information

	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Investment Earnings				
Investment Earnings	204,710	109,543	42,460	42,460
Total Investment Earnings	204,710	109,543	42,460	42,460
Miscellaneous				
Miscellaneous	-	915	-	-
Total Miscellaneous	-	915	-	-
Total Revenues	204,710	110,458	42,460	42,460

2010-2040 Measure I Fund
Revenue Information

2010-2040 Measure I fund accounts for the extension of the ½ cent Measure I sales tax approved by the voters of San Bernardino County in November 2004. Ordinance 04-01 established the expenditure plan for the distribution of tax revenues to the subareas of the county.



	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Total Revenues	$144,970,318	$151,624,227	$147,942,045	$158,832,045

Measure I sales tax

2010-2040 Measure I revenues for Fiscal Year 2016/2017 are estimated to be $158.8 million in comparison to $147.9 million of the previous year. Revenue for Fiscal Year 2016/2017 is allocated among all Measure I programs.

Investment Earnings

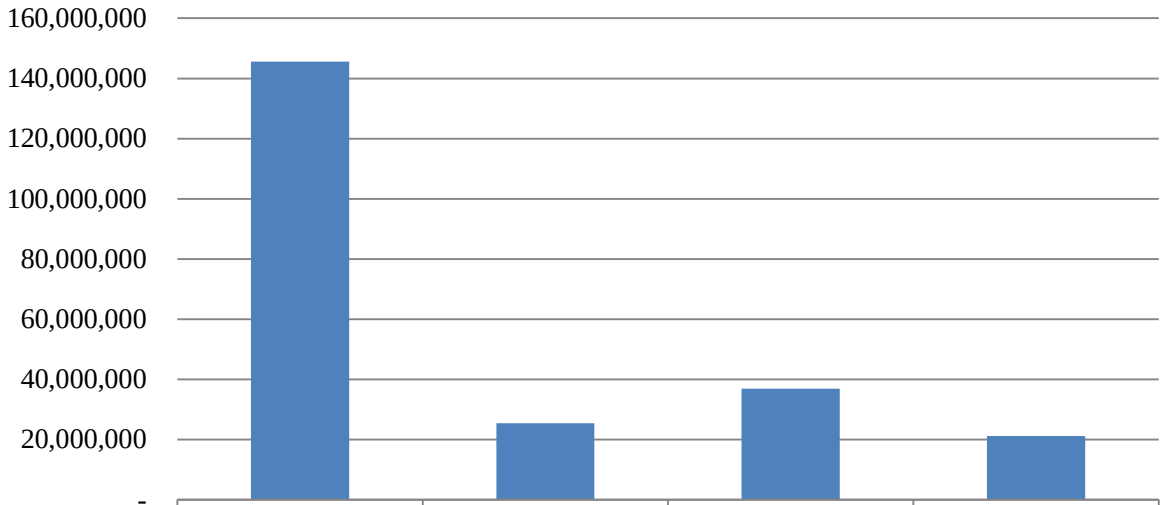
Investment earnings are generated from investing in idle cash. The investment earnings are distributed based on average monthly cash balances for each Measure I program.

Measure I 2010-2040 Fund
Revenue Information

	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Taxes				
Sales Tax-MSI	143,953,269	150,818,977	147,510,000	158,400,000
Total Taxes	143,953,269	150,818,977	147,510,000	158,400,000
Investment Earnings				
Investment Earnings	1,017,049	805,250	432,045	432,045
Total Investment Earnings	1,017,049	805,250	432,045	432,045
Total Revenues	144,970,318	151,624,227	147,942,045	158,832,045

Capital Projects Fund
Revenue Information

Capital projects fund accounts for local reimbursements and contributions and sales tax revenue bond proceeds for transportation and transit improvement projects. The revenue is recorded in the general government, environment and energy conservation, commuter and motorist assistance, regional & subregional planning, transit, major projects delivery, and fund administration and programming programs.



	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Total Revenues	$145,551,375	$25,404,081	$36,915,602	$21,197,235

Capital project revenues for Fiscal Year 2016/2017 are estimated to be $21.2 million in comparison to $36.9 million of the previous year. Revenue for Fiscal Year 2016/2017 recorded in all programs from the following source:

Intergovernmental

Intergovernmental revenues include County of San Bernardino, Cities, and other agencies.

Other Financing Sources

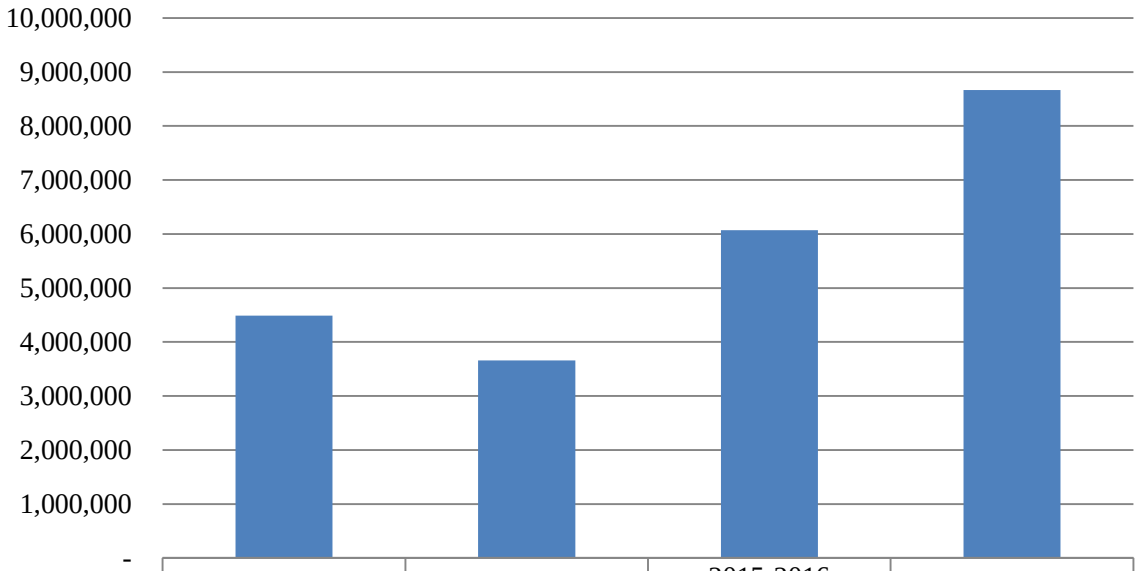
Bonds were issued in 2014 that generated $110.1 million to advance projects and $10.7 million of premium.

Capital Projects Fund
Revenue Information

	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Intergovernmental				
San Bernardino County	5,316,612	3,744,464	733,639	540,956
Barstow	987,173	(492,100)	12,500	11,250
Chino	-	14,025	264,803	664,964
Colton	1,189,210	1,029,862	1,489,840	2,647,768
Fontana	6,669,462	2,265,896	718,500	443,682
Hesperia	1,479,869	-	480,811	5,841
Highland	149,419	126,400	60,000	1,410,681
Loma Linda	1,155,773	-	-	-
Montclair	-	-	-	1,955,908
Ontario	(1,391,654)	(330,431)	650,498	956,080
Rancho Cucamonga	208,246	10,919,162	23,995,691	6,366,075
Redlands	-	38,558	163,257	286,277
Rialto	643,237	232,721	151,000	132,500
San Bernardino	909,466	58,391	521,636	161,931
Victorville	2,950,119	66,067	-	-
Orange Co. Transportation Authority	51,837	-	-	-
Riverside Co. Transportation Commission	27,418	-	140,400	-
Inland Valley Development Agency	1,246,384	9,600	1,500	-
Other Governmental Units	3,123,076	7,653,209	7,489,527	5,613,322
Total Intergovernmental	24,715,647	25,335,824	36,873,602	21,197,235
Investment Earnings				
Investment Earnings	117	68,257	42,000	-
Total Investment Earnings	117	68,257	42,000	-
Other Financing Sources				
Premium on Bonds Issued	10,700,611	-	-	-
Revenue Bond Proceeds	110,135,000	-	-	-
Total Other Financing Sources	120,835,611	-	-	-
Total Revenues	145,551,375	25,404,081	36,915,602	21,197,235

Nonmajor Governmental Funds
Revenue Information

Nonmajor governmental funds account for service authority for freeway emergencies, freeway service patrol, low carbon transit operations program, and active transportation programs. The revenue is recorded in the general government, commuter and motorist assistance, regional & subregional planning, transit, and major projects delivery programs.



	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Total Revenues	$4,487,817	$3,657,077	$6,067,770	$8,669,304

Nonmajor governmental revenues for Fiscal Year 2016/2017 are estimated to be $8.7 million in comparison to $6.1 million of the previous year. Revenue for Fiscal Year 2016/2017 recorded in from the following sources:

Intergovernmental

- Service Authority for Freeway Emergencies
- Freeway Service Patrol Program
- SCAQMD/Mobile Source Air Pollution Reduction Review Committee
- Low Carbon Transit Operations Program
- Low Carbon Transportation Fund
- Active Transportation Program

Service Authority for Freeway Emergencies

Fiscal Year 2016/2017 Service Authority for Freeway Emergencies revenue of $1.8 million represents 21.3% of nonmajor revenue. Revenues are vehicle registration fees received from the Department of Motor Vehicles for emergency call boxes to assist motorists.

Freeway Service Patrol

Fiscal Year 2016/2017 Freeway Service Patrol program revenue of $1.4 million represents 16.6% of nonmajor revenue. The Freeway Service Patrol program revenue covers eight beats operating along sixty-five centerline miles of highway in the Valley area. The funds are used for technical communications, California Highway Patrol, and various tow agreements.

SCAQMD/Mobile Source Air Pollution Reduction Review Committee

Fiscal Year 2016/2017 SCAQMD/Mobile Source Air Pollution Reduction Review Committee revenue of $2.4 million represents 27.2% of nonmajor revenue. The SCAQMD/Mobile Source Air Pollution Reduction Review Committee revenue accounts for state funding for projects that demonstrate improvement in air quality.

Low Carbon Transit Operations Program

Fiscal Year 2016/2017 Low Carbon Transit Operations Program revenue of $462 thousand represents 5.3% of nonmajor revenue. The Low Carbon Transit Operations Program revenue accounts for state funding to reduce carbon for various transit programs.

Low Carbon Transportation Fund

Fiscal Year 2016/2017 Low Carbon Transportation Fund revenue of $1.2 million represents 14.1% of nonmajor revenue. The Low Carbon Transportation Fund revenue accounts for state funding to reduce carbon for various transportation programs.

Active Transportation Program

Fiscal Year 2016/2017 Active Transportation Program revenue of $1.3 million represents 15.5% of nonmajor revenue. The Active Transportation Program revenue accounts for state funding for points of interests pedestrian plan and safe route to school program.

Nonmajor Governmental Fund
Revenue Information

	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Intergovernmental				
Vehicle Registration Fees	1,806,275	1,810,110	1,911,486	1,847,405
Freeway Service Patrol	1,167,729	1,157,633	1,426,018	1,442,331
SCAQMD/Mobile Source Review Committee	-	-	1,250,000	2,354,040
Federal ARRA	570,183	-	-	-
Low Carbon Transit Operations Program	-	679,599	679,599	461,683
Low Carbon Transportation Fund	-	-	-	1,220,800
State AB118 Program	930,800	-	-	-
Active Transportation Program-State	-	146	800,667	1,343,045
Total Intergovernmental	4,474,987	3,647,488	6,067,770	8,669,304
Investment Earnings				
Investment Earnings-Other	12,830	9,589	-	-
Total Investment Earnings	12,830	9,589	-	-
Total Revenues	4,487,817	3,657,077	6,067,770	8,669,304

PROGRAM EXPENDITURE DETAIL SECTION

GENERAL GOVERNMENT

General Government Program Budget

Description

The General Government Support Program provides general services and support to all of SANBAG. The program includes the following activities:

Board of Directors

The policy-making body of SANBAG includes elected representatives of all San Bernardino County cities and the Board of Supervisors.

Executive Administration and Support

This task provides administration and support services to the Board of Directors and management staff.

General Counsel

General Counsel is the legal representative and advisor of SANBAG and reports directly to the Board of Directors.

Financial Management

The Financial Management task provides for the strong fiscal stewardship necessary in administering the funds entrusted to SANBAG to carry out its work.

Management Services

Management Services is responsible for the information technology, records management and telecommunications of SANBAG.

Human Resources

This task is responsible for the overall personnel function of SANBAG. It includes recruitment, employee development, benefits administration, and special studies.

Intergovernmental

This task represents a large part of the Council of Governments function of SANBAG and includes regional collaboration with agencies throughout the County.

Legislation

Legislation advocates for policies, funding, legislation and regulatory actions to advance the transportation and council of governments priorities of the SANBAG Board of Directors.

Public Affairs

This task maintains a comprehensive public communications program to engage member agencies, private partners, and the community on SANBAG programs and projects.

Building Operation

Building Operation manages and maintains the operation of the Santa Fe Depot.

General Government Program Budget

Goals and Objectives

Board of Directors

1. Maintain project delivery focus.
2. Nurture external relationships.

Executive Administration and Support

1. Continue development of records retention/destruction schedules and policies.
2. Continue to improve electronic record storage and access.

General Counsel

1. Oversee transition to consolidated statutory entity.
2. Revise procurement policy for consistency with legislation.
3. Continue providing proactive strategic advice regarding risk mitigation.

Financial Management

1. Implement electronic accounts receivable records system.
2. Provide comprehensive quarterly reports.
3. Develop financing plan for Interstate 10 corridor including Transportation Infrastructure Finance and Innovation Act (TIFIA), toll revenue bonds and notes, Grant Anticipation Revenue Vehicles Bond Program (GARVEE), and sales tax revenue bonds and notes.

Management Services

1. Manage building improvements on first floor of Depot for possible new tenants.
2. Upgrade network servers.
3. Continue to integrate Laserfiche into business process.
4. Prepare RFP for Technology Support and Network Administrative Services.

Human Resources

1. Conduct recruitments to keep SANBAG fully staffed.
2. Evaluate benefits for potential cost saving opportunities.
3. Automate application and employee evaluation processes.

Intergovernmental

1. Cooperate with Ontario International Airport Authority (OIAA) on regional approaches to help Ontario succeed and maximize its potential as an economic driver of the region.
2. Organize joint meeting with neighboring Council of Governments (COGS) to discuss regional issues.
3. Work with Western Riverside County Council of Governments, Riverside and San Bernardino Counties on health and wellness initiative.
4. Participate with County and U.S. Forest Services on forest management plan.

General Government Program Budget

Legislation

1. Effectively advocate maintaining historic funding levels provided by state and federal sources, as well as represent SANBAG's interests as new funding sources and methodologies are considered in a special session/budget funding package or as funds are further distributed through Cap and Trade programs.
2. Build upon SANBAG's relationships with local, regional, state and federal policymakers and stakeholders, business and community leaders, the media, and the public.
3. Advocate to advance the state and federal legislative priorities of the Board of Directors including, but not limited to, promoting the inclusion of regional corridors in goods movement policies and plans at the state and federal level; supporting funding for freight priorities; working with statewide and regional partners on streamlining initiatives and expanded/extended authorities for alternative project delivery methods; and securing approval for SANBAG's sponsor legislation at the state level.
4. Support implementation of the Fixing America's Surface Transportation (FAST) Act in a manner that advances project streamlining initiatives and enhanced project delivery authority, prioritizes SANBAG projects and programs in funding decisions, and protects SANBAG's traditional funding and project selection roles and responsibilities.

Public Affairs

1. Continue to grow SANBAG's online and traditional media presence and evaluate new tools that would further facilitate the understanding of and engagement in SANBAG projects, programs, and services.
2. Build upon existing outreach and communication programs where possible, including enhancing graphic design services to develop a more comprehensive, uniform look for SANBAG materials.
3. Look for opportunities to partner with other agencies to build awareness of transit options, Measure I, and other SANBAG projects, programs, and services.
4. Partner with internal and external stakeholders to implement the agency-wide marketing and communications strategy, which serves as a toolbox and guidebook to promote effective communications policies within and outside the organization.
5. Seek opportunities to participate in community events, as appropriate, throughout the county to promote SANBAG programs and services and further engage with the public.

Building Operation

1. Complete first floor renovations to provide additional staff work areas.
2. Conclude new leases for café space and Harvey House space.
3. Implement improvements to Board Room audio visual systems.

General Government Program Budget

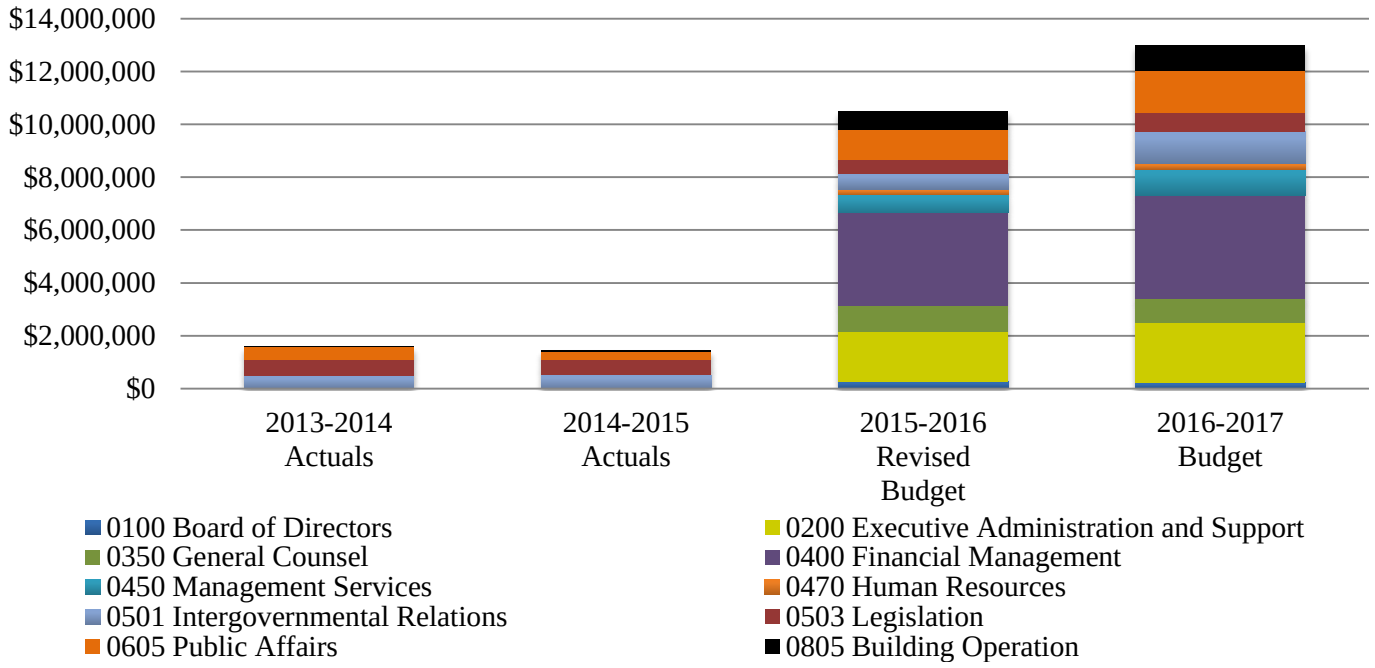
Performance/Workload Indicators

	2013-2014 Actual	2014-2015 Actual	2015-2016 Revised Budget	2016-2017 Budget
Realized yield on operating investments	1.1%	1.2%	1.2%	1.3%
Sales tax revenue note/bond rating (S&P/Fitch)	AAA/AA+	AAA/AA+	AAA/AA+	AAA/AA+
Measure I sales tax revenue forecast	YES	N/A	YES	N/A
Capital budget cash flow bond needs analysis	YES	N/A	YES	N/A
Long-term/short-term financing	YES	N/A	YES	YES
City/County Conference	YES	YES	YES	YES
Countywide Vision Element Presentations to Board of Directors and Community	10	12	8	6
State and Federal Advocates achieve an overall rating of “Very Good” or “Excellent”	N/A	YES	YES	YES
Grow social media and online presence	N/A	850	1,850	2,200
Maintain constitutional protections for existing state funds	YES	YES	YES	YES
Percentage of bill positions resulting in desired outcomes	N/A	86%	75%	80%
Conduct series of regional forums	N/A	3	2	3
Programs and projects are able to proceed without major delays due to state or federal actions	YES	YES	YES	YES
Build awareness of SANBAG programs and services, Measure I and transit opportunities	N/A	YES	YES	YES

General Government Support
Program Summary

		2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Tasks					
0100	Board of Directors	-	-	257,536	220,700
0200	Executive Administration and Support	-	-	1,907,882	2,275,313
0350	General Counsel	-	-	989,560	895,431
0400	Financial Management	-	-	3,499,980	3,927,067
0450	Management Services	-	-	691,526	985,942
0470	Human Resources	-	-	203,984	217,243
0501	Intergovernmental Relations	366,063	395,084	596,710	1,216,634
0503	Legislation	598,414	582,662	519,967	702,986
0605	Public Affairs	490,217	298,219	1,143,588	1,597,745
0805	Building Operation	26,105	56,765	712,126	952,301
	Total Tasks	1,480,799	1,332,730	10,522,859	12,991,362
Less Indirect Costs:					
0200	Executive Administration and Support			(972,728)	(1,416,083)
0350	General Counsel			(346,886)	(895,431)
0400	Financial Management			(2,162,896)	(2,204,399)
0450	Management Services			(692,626)	(985,942)
0470	Human Resources			(203,984)	(217,243)
0805	Building Operation			(636,451)	(775,358)
	Total Tasks Excluding Indirect Costs			5,507,288	6,496,906

NOTE: New account structure provides for total direct and indirect costs for general government in the Fiscal Year 2016/2017 budget. Direct and indirect costs for certain tasks are not available in prior years.



General Government

Task 0100 Board of Directors

Purpose

The Board of Directors (Board) membership is comprised of the Mayor or a Council Member from each of the 24 cities within San Bernardino County and the 5 members of the County Board of Supervisors. The Board serves as the governing body of the Council of Governments, County Transportation Authority, Service Authority for Freeway Emergencies, Congestion Management Agency and the County Transportation Commission. The Board membership of the County Transportation Commission includes an ex-officio member appointed by the Governor of California. The Board is responsible for setting policies to enhance the quality of life of residents within the County, promote cooperative regional planning, strengthen economic development efforts, exert leadership in creative problem solving and establishing priorities for the expenditure of funds in the most efficient and beneficial way to deliver projects and services.

Accomplishments

The effective leadership and advocacy of the Board on behalf of the residents of San Bernardino County is essential. The policy guidance provided by the Board ensures the effective use of precious tax dollars and advances the delivery of critical programs and projects. Their efforts have lead to the retainment of local control of cross-county issues protecting the public investment of San Bernardino County tax dollars. Board actions this past year significantly increased the focus on the Council of Governments, while delving deeply into the agency's formation documents and identifying legislative language to modernize the organization. The Board also approved implementation of the Maintenance of Effort requirement in the Ordinance, ensuring compliance with and transparency of the funds entrusted to its purview. The Board considered its role in transit operations, taking initial steps to assign operations and maintenance of equipment for the Redlands Passenger Rail project to Omnitrans as the local transit provider when it commences revenue service in 2020. It also considered opportunities to more effectively provide transit services, including folding the Consolidated Transportation Services Agency function from a separate external agency under the Omnitrans umbrella.

Work Elements

1. Establishing policy guidelines to advance key initiatives, programs and projects across the County.
2. Participation on SANBAG Policy Committees, Ad Hoc Committees and Study Sessions.
3. Participation on regional boards.
4. Legislative advocacy in Sacramento and Washington, D.C.

Budgetary changes include reduction of travel expense of $36,589.

Product

Policy direction and goal setting for the agency.

Manager

Vicki Watson, Clerk of the Board/Administrative Supervisor

General Government

Task 0100 Board of Directors

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Attendance Fees	-	-	144,400	144,000
Security	-	-	22,347	23,000
Training/Membership	-	-	1,000	1,000
Postage	-	-	500	200
Travel Expense - Non-Employee	-	-	65,589	29,000
Travel Expense-Mileage-Non-Employee	-	-	19,100	18,000
Meeting Expense	-	-	4,600	5,500
Total Expenditures	-	-	257,536	220,700

Funding Sources	
Local Transportation Fund - Planning	53,790
MSI Administration	105,100
MSI Valley Fund-Freeway Projects	18,220
MSI Valley Fund-Fwy Interchange	17,990
MSI Valley Fund-Grade Separations	6,530
SAFE-Vehicle Registration Fees	19,070
Total Funding Sources	220,700

NOTE: New account structure implemented in Fiscal Year 2015/2016 budget. It does not include prior year history.

General Government

Task 0200 Executive Administration and Support

Purpose

Provide leadership and direction to implement Board of Directors (Board) policies and priorities. The Executive Administration and Support task provides for the overall administration of the agency and support services to the Board, management staff and internal/external customers. This includes preparation of agendas and minutes for the Board meetings, Policy Committee and Technical Advisory Committee meetings.

Accomplishments

1. Strengthened our role as the Council of Governments by hosting joint regional forums with agencies outside San Bernardino County.
2. Continued participation with key stakeholders in the development of the State Freight Plan, which was required in the last federal transportation authorization, Moving Ahead for Progress in the 21st Century Act (MAP-21), and will be rolled into a national freight plan framework developed by the United States Department of Transportation (USDOT).
3. Implemented online access to submit public records requests using Laserfiche.

Work Elements

This task provides for the following:

1. Executive Director oversight and management to implement Board priorities and managing the executive staff.
2. Executive Director participation on conference panels as necessary to maintain agency presence and participation in issues of regional significance.
3. Executive Director advocacy in Sacramento and Washington, D.C.
4. Preparation of agendas and minutes.
5. Maintenance of all official records and documents.
6. Monitoring Political Reform Act and Conflict of Interest Code filings.
7. Certify documents pertaining to SANBAG affairs.
8. Administrative Support for all workgroups within the agency.

Budgetary changes include mainly an increase in consulting services for records retention policy and document destruction schedule.

Product

Executive leadership to ensure that Board priorities are met. Administrative support to ensure timely posting of agendas and preparation of minutes to document agency actions. Compliance with applicable laws and state requirements.

Contract Information

a. New Contracts
   i. RFP, Assist with development of Records Retention and Document Destruction Schedule, Amount Budgeted $120,000, Total Estimated Contract Amount $120,000.

Manager

Vicki Watson, Clerk of the Board/Administrative Supervisor

General Government

Task 0200 Executive Administration and Support

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	-	-	610,504	684,800
Overtime	-	-	14,500	8,000
Fringe Allocation-General	-	-	593,605	741,918
Professional Services	-	-	76,000	61,000
Consulting Services	-	-	50,000	120,000
Maintenance-Office Equipment			3,094	5,000
Rentals-Office Equipment	-	-	57,114	70,000
Dues & Subscriptions	-	-	2,000	2,500
Training/Membership	-	-	4,600	3,500
Postage	-	-	10,500	29,000
Travel Expense - Employee	-	-	4,000	5,000
Travel Expense-Mileage-Employee	-	-	1,000	1,000
Printing - External	-	-	3,500	5,000
Printing - Internal	-	-	17,000	45,000
Record/Equipment Storage	-	-	33,700	31,000
Office Expense	-	-	33,000	60,800
Meeting Expense	-	-	4,800	4,800
Indirect Allocation-General	-	-	388,965	396,995
Total Expenditures	-	-	1,907,882	2,275,313

Funding Sources	
MSI Administration	211,379
Local Transportation Fund - Planning	235,550
Property Assessed Clean Energy Fund	58,561
Planning, Programming & Monitoring	10,371
SAFE-Vehicle Registration Fees	61,522
MSI Valley Fund-Freeway Projects	88,870
MSI Valley Fund-Fwy Interchange	67,258
MSI Valley Fund-Grade Separations	65,183
MSI Valley Fund-Metrolink/Rail Service	21,262
MSI Valley Fund-Traffic Mgmt Sys	39,274
Indirect Cost Allocation Fund-Project	106,519
Indirect Cost Allocation Fund-General	1,309,564
Total Funding Sources	2,275,313

NOTE: New account structure implemented for the Fiscal Year 2015/2016 budget. It does not include prior year history.

General Government

Task 0350 General Counsel

Purpose

General Counsel is the chief legal advisor for SANBAG and its associated entities. The General Counsel, under the authority of the SANBAG Board of Directors (Board), renders legal advice and provides legal representation for SANBAG regarding matters relating to or arising out of SANBAG's projects, programs and policies.

Accomplishments

1. Introduced Statutory Entity concept to Board, and drafted legislation to mitigate risk and clarify legal duties.
2. Provided comprehensive quarterly litigation and claims updates for the Board.
3. Continued improving contract templates and policies to simplify contract drafting and approval.

Work Elements

1. Provides legal advice to SANBAG and the Board in all of their capacities.
2. Oversees outside counsel representing SANBAG in litigation matters.
3. Reviews, drafts or provides advice regarding hundreds of contracts and related agenda items annually.
4. Updates and advises the Board regarding major legal issues and litigation matters.
5. Provides risk mitigation legal strategies and advice.
6. Aids SANBAG in attaining legal compliance in all activities.

Budgetary changes include charging all expenditures to the indirect funds.

Product

Assistant General Counsel legal services are provided under contract for legal services (00-1000731) with $300,000 budgeted for such services in Fiscal Year 2016/2017.

Law office management software and implementation services are needed to organize and account for the legal services provided by General Counsel's office. A request for proposals may be issued.

In 2012, a panel of qualified legal counsel was established pursuant to a request for qualifications for various legal services needed from time-to-time by SANBAG. General Counsel will be issuing a new request for qualifications and/or request for proposals to refresh and augment the panel of qualified attorneys.

Last fiscal year, approximate costs attributed to General Counsel were accounted for in the indirect cost allocation funds and charged to various tasks. The Fiscal Year 2016/2017 budget includes all costs in the indirect cost allocation funds and work performed for certain tasks will be billed internally throught out the year. Specialty legal work provided by outside counsel, such as in the areas of environmental law, eminent domain, bankruptcy, and litigation, are budgeted under the project task numbers that created the need for outside legal services.

Contract Information

a. Existing Contracts
   - i. 00-1001010, Legal Services - Public Employment, Amount Budgeted $5,000.
   - ii. 00-1000731, Legal Services - Assistant to General Counsel, Amount Budgeted $300,000.
   - iii. 00-1000801, Legal Research Database, Amount Budgeted $7,000.
   - iv. 00-1001039, Legal Services, Amount Budgeted $20,000.

Manager

Eileen Monaghan Teichert, General Counsel

General Government

Task 0350 General Counsel

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	-	-	240,299	254,157
Overtime	-	-	2,000	2,000
Fringe Allocation-General	-	-	236,702	274,319
Professional Services	-	-	15,830	15,860
Consulting Services	-	-	10,000	10,000
Legal Fees	-	-	300,000	330,000
Training/Membership	-	-	3,995	3,995
Postage	-	-	200	200
Travel Expense - Employee	-	-	4,000	4,000
Travel Expense-Mileage-Employee	-	-	200	200
Printing - Internal	-	-	500	500
Office Expense	-	-	500	-
Meeting Expense	-	-	200	200
Indirect Allocation-General	-	-	175,134	-
Total Expenditures	-	-	989,560	895,431

Funding Sources	
Indirect Cost Allocation Fund-Project	617,696
Indirect Cost Allocation Fund-General	277,735
Total Funding Sources	895,431

NOTE: New account structure implemented in Fiscal Year 2015/2016 budget. It does not include prior year history.

General Government

Task 0400 Financial Management

Purpose

Provide for SANBAG's finance and accounting, procurement and contract administration, and risk management activities.

Accomplishments

1. Implementing electronic insurance tracking system and accounts payable financial management system.
2. Provided revenue forecast update for the ten-year delivery plan.
3. Received Government Finance Officers Association (GFOA) awards for the Comprehensive Annual Financial Report and Annual Budget.
4. Enhanced budget document to include budgetary summaries and revenue detail section.
5. Establishing short-term financing programs including notes, commercial paper and other options.

Work Elements

Finance and Accounting

This activity provides for the financial administration, general accounting, grant and project accounting, budgeting, payroll, accounts payable, independent audit, revenue forecasting, and cash and debt management. The activity entails the following consulting contracts:

1. Auditing and accounting services:
   i. Independent financial audit and single compliance audit.
   ii. Financial Measure I and Transportation Development Act (TDA) compliance audits of transit operators and cities.
2. Financial advisory services will include continuing review of strategic plan and cash flows, taking into account:
   i. The short and long-term needs of SANBAG.
   ii. Financing options and alternative debt structures.
   iii. Financing timetables.
   iv. Revenue forecasts.
3. Investment advisory services will include the following:
   i. Advice on portfolio performance.
   ii. Advice on current investment strategies, cash management and cash flow projections.
   iii. Monthly preparation of investment report and review.
   iv. Review investment policies, practices, procedures and portfolio status.
   v. Observations and recommendations regarding the adequacy of investment controls.
4. As necessary, review financing timetables and structure new money bond issue including rating agency presentations and official statements.

Procurement and contract administration

This activity provides the centralized purchasing and contacts administration for the Agency. It includes federal, state and local agreements and contracts. Staff works with departments initiating requests for proposals, evaluating proposals, negotiations and contract awards. This ensures proper documentation and procedures are adhered to according to various federal and state regulations. The activity entails the following contracts:

1. Imaging software program to store various contract and support documents (accounted for in Management Services).
2. Disadvantaged Business Enterprise Services.
3. On-line Vendor Registration Database to disseminate bidding information to vendors (accounted for in Management Services).
4. On-call Labor Compliance Services during contract administration to ensure compliance.
5. Audit and Price Review services to verify consultant rates and obtain conformance letter on federal projects.

Task 0400 Financial Management

Risk Management

The activity includes the marketing and obtaining proposals for the Agency insurance coverage: 1) workers compensation, 2) property, 3) general and excess liability, 4) crime, and 5) automobile. It also includes review of various contracts for proper vendor coverage and certificate of insurance. The activity includes the following professional contracts:

1. Insurance and Risk Management consultant:
   i. Marketing and seeking proposals from various carriers for Agency insurance policies.
   ii. Review Agency contracts for proper insurance overages and certificate of insurance.
2. Insurance Certificate Tracking to provide and maintain a database of all required certificates of insurance for all contracts (accounted for in Management Services).
3. Third Party Administrator to manage claims and negotiate possible outcomes before forwarding claim to insurance carrier.

Budgetary changes include increase in salaries due to addition of two accounting assistant positions for revenue reimbursement activities.

Product

The majority of the costs attributed to financial management are accounted for in the indirect costs allocation funds and charged to various tasks.

Contract Information

a. Existing Contracts
   i. 00-1000874, Financial Advisory Services, Amount Budgeted $50,000.
   ii. 00-1000668, Auditing Services for SANBAG, Amount Budgeted $126,850.
   iii. 00-1000728, Auditing Services for transit operators, Amount Budgeted $165,000.
   iv. 00-1000729, Auditing Services for Measure I local pass through recipients, Amount Budgeted $205,000.
   v. 00-1000798, Investment Advisory Services, Amount Budgeted $83,000.
   vi. 15-1001107, Disadvantaged Business Enterprise Services, Amount Budgeted, $10,000.
   vii. 00-1000755, Insurance and Risk Management Services, Amount Budgeted, $50,000.
   viii. 15-1001051, Third Party Administrator Services, Amount Budgeted, $30,000.
   ix. 00-1000726 & 00-1000736, On-call Labor Compliance Services, Amount Budgeted $10,000.
   x. 15-1001183, 15-1001197 & 15-1001198, On-call Temporary Employment Services, Amount Budgeted $150,000.
   xi. 15-1001061 & 15-1001226, Agreed Upon Procedures and Price Review services, Amount Budgeted $100,000.
b. New Contracts
   i. RFP, Banking Services, Amount Budgeted $1,000, Total Estimated Contract Amount $7,000.
   ii. RFP, Auditing Services for SANBAG, Amount Budgeted-$0*, Total Estimated Contract Amount $850,000.
   iii. RFP, Auditing Services for transit operators, Amount Budgeted-$0*, Total Estimated Contract Amount $1,137,500.
   iv. RFP, Auditing Services for Measure I local pass through recipients, Amount Budgeted-$0*, Total Estimated Contract Amount $1,509,500.
   v. RFP, On-call Labor Compliance Services, Amount of Budget-$0*, Total Estimated Contract Amount $400,000.

   *These new contracts were not budgeted for FY 2017 since work will commence in FY 2018.

Manager
William Stawarski, Chief Financial Officer

General Government

Task 0400 Financial Management

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	-	-	557,543	741,504
Regular Part-Time Employees	-	-	10,000	-
Overtime	-	-	12,500	4,000
Fringe Allocation-General	-	-	567,132	798,360
Professional Services	-	-	486,100	274,500
Consulting Services	-	-	114,000	110,000
County Fees	-	-	43,394	100,000
Auditing & Accounting	-	-	748,200	787,000
Investment Management Fees	-	-	70,500	83,000
General Liability Insurance	-	-	161,558	140,000
Umbrella Liability Insurance	-	-	86,857	75,000
Property Insurance	-	-	51,591	40,000
Crime Insurance	-	-	15,000	25,000
Public Officials Liability Insurance	-	-	198,060	175,000
Automotive Insurance	-	-	1,815	1,500
Dues & Subscriptions	-	-	1,000	1,550
Training/Membership	-	-	19,900	21,000
Postage	-	-	2,200	2,200
Travel Expense - Employee	-	-	1,000	1,000
Travel Expense-Mileage-Employee	-	-	750	750
Advertising	-	-	1,000	1,000
Printing - External	-	-	9,000	10,000
Communications	-	-	4,000	2,000
Office Expense	-	-	5,000	-
Meeting Expense	-	-	2,000	2,200
Computer Hardware & Software	-	-	15,000	-
Indirect Allocation-General	-	-	314,880	530,503
Total Expenditures	-	-	3,499,980	3,927,067

Funding Sources	
Local Transportation Fund - Admin	405,803
Local Transportation Fund - Planning	100,051
MSI Administration	803,049
MSI Valley Fund-Freeway Projects	83,683
MSI Valley Fund-Fwy Interchange	83,683
MSI Valley Fund-Grade Separations	83,683
Property Assessed Clean Energy Fund	11,218
Rail Assets	500
SAFE-Vehicle Registration Fees	75,499
Valley Metrolink/Rail Bond Fund	75,499
Indirect Cost Allocation Fund-Project	1,245,189
Indirect Cost Allocation Fund-General	959,210
Total Funding Sources	3,927,067

NOTE: New account structure implemented in Fiscal Year 2015/2016 budget. It does not include prior year history.

General Government

Task 0450 Management Services

Purpose

Provide for SANBAG's information technology (IT), records management, telecommunications systems and vehicle maintenance.

Accomplishments

1. Automated the Purchase Order request process using the Laserfiche and Eden systems.
2. Increased work efficiency for staff by upgrading to dual monitors with ergonomic stands.
3. Negotiated an agreement for increased internet bandwidth at a reduced rate resulting in a savings to SANBAG.
4. Developed and implemented a new policy for processing visitors to the SANBAG office.
5. Through the assistance of the contracted network administrator, resolved an average of seventy two (72) desktop support and data center work tickets per month within established service level agreement (SLA) guidelines.

Work Elements

Conduct administrative functions necessary to maintain the operation of SANBAG's information technology system, records management, telecommunications system, and vehicle maintenance.

Changes include an increase of $50,000 to integrate new records software into operations and $30,000 for assistance in evaluating SANBAG's IT systems overall performance and recommending appropriate upgrades.

Information Technology

This activity provides for the performance of computer hardware and software, computer networks, internet, Wi-Fi, software licenses and assurances, data network infrastructure and disaster recovery. This task provides for three contracts related to computer network administration.

Records Management

This activity provides for the management and upkeep of the agency Intranet site where SANBAG related policies, procedures, forms, and related information is maintained.

Telecommunications

This activity provides for use and maintenance of SANBAG's electronic devices and ShoreTel telephone system.

Vehicle Maintenance

This activity provides for the use and maintenance of the single agency Sports Utility Vehicle (SUV).

Product

1. Continue to improve administrative efficiency though automation of records processing using Laserfiche and Sharepoint.
2. Examine the SharePoint, Eden, Laserfiche, and Minute Traq software programs for increased efficiencies and opportunities for integration.

General Government

Task 0450 Management Services

3. Replace 25 computer network workstations as part of a standard rotation plan.
4. Upgrade network environment to virtual servers.
5. Upgrade backup and recovery system to an enterprise solution with scalable storage and more efficient data restoration abilities.
6. Purchase 20 computer network monitors and 20 monitor stands for increased efficiency and ergonomic positioning.
7. Provide computer software training to increase employee learning and efficiency.
8. Procure a consultant for network system design and modernization.

Contract Information

a. Existing Contracts
   i. 00-1000732, Information & Communication Technology Services, Amount Budgeted $136,400.
   ii. 15-1001256, Internet Bandwidth Service, Amount Budgeted $24,000.
   iii. 00-1000887, Depot WiFi Service, Amount Budgeted $4,000.

b. New Contracts
   i. RFP, Professional Services - System Design and Modernization Consulting, Amount Budgeted $30,000, Total Estimated Contract Amount $30,000.
   ii. RFP, Professional Services – Information & Communication Technology Services, Amount Budgeted $0*, Total Estimated Contract Amount $954,800.

   *These new contracts were not budgeted for FY 2017 since work will commence in FY 2018.

Manager

Duane Baker, Deputy Executive Director

General Government

Task 0450 Management Services

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	-	-	80,639	83,623
Fringe Allocation-General	-	-	78,778	89,552
Professional Services	-	-	231,404	256,950
Maintenance-Motor Vehicles	-	-	1,500	1,500
Training/Membership	-	-	10,000	10,000
Postage	-	-	500	500
Travel Expense - Employee	-	-	2,000	1,000
Travel Expense-Mileage-Employee	-	-	200	200
Printing - Internal	-	-	100	100
Communications	-	-	39,340	94,700
Office Expense	-	-	1,500	1,500
Meeting Expense	-	-	200	200
Office Furniture/Software-Inventorial	-	-	124,883	224,635
Computer Hardware & Software	-	-	120,482	221,482
Total Expenditures	-	-	691,526	985,942

Funding Sources	
Indirect Cost Allocation Fund-General	960,798
Indirect Cost Allocation Fund-Project	25,144
Total Funding Sources	985,942

NOTE: New account structure implemented in Fiscal Year 2015/2016 budget. It does not include prior year history.

General Government

Task 0470 Human Resources

Purpose

Human Resources responsibilities include the recruitment, selection, and appraisal process; training and development; classification and compensation studies; benefits administration; preventative illness and injury program; employee relations; and, recommending, implementing and maintaining personnel policies, procedures, and practices in accordance with state and federal guidelines.

Accomplishments

1. Recruited and filled seven (7) full-time positions and one (1) intern position.
2. Processed over three hundred forty (340) employment applications.
3. Created a new Deputy Executive Director classification within the Senior Management group.
4. Implemented a new employee identification badge system.
5. Conducted agency-wide fire, earthquake, and active shooter training and practice drills.
6. Recognized and rewarded employee contributions, longevity, and successes through several service awards and employee recognition events.
7. Provided opportunity for optional employee elected cancer and accident insurance and health savings account debit cards.

Work Elements

1. Provide information to enhance the employee's knowledge of current personnel policies and procedures in various forms including electronic access, trainings, and printed information.
2. Ensure that employee personnel records are documented and updated timely for various personnel actions.
3. Provide tools to supervisors so they can complete annual employee evaluations.
4. Employ and recruit a dynamic and talented workforce.
5. Maintain a compensation program that ensures internal equity and external competitiveness.
6. Provide appropriate and timely training to meet the demands of the organization and professional growth and development of all staff members.
7. Provide a safe working environment with the maintenance of an injury and illness prevention program.
8. Assist employees in utilizing employer-paid benefits to enhance their health, wellness, and quality of life.
9. Maintain a proactive employee relations process by facilitating a collaborative, professional working environment with all staff members.
10. Maintain an employee recognition program that rewards employees for outstanding service delivery and longevity.
11. Promote a healthy work-life balance.

Product

1. Develop leadership competency across the agency through training and development initiatives, to ensure leaders have both the skills and the tools necessary to effectively and fairly manage staff.
2. Audit and replenish emergency kits.
3. Research, develop, and deliver ways to automate human resource processes to improve efficiency and reduce costs.
4. Utilize consultant services to seek medical, dental, and vision benefit plan options that are cost effective.

Manager

Duane Baker, Deputy Executive Director

General Government

Task 0470 Human Resources

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	-	-	66,645	71,302
Fringe Allocation-General	-	-	65,105	76,357
Professional Services	-	-	650	300
Legal Fees	-	-	15,000	15,000
Dues & Subscription	-	-	1,634	1,634
Training/Membership	-	-	19,450	15,450
Postage	-	-	200	200
Travel Expense - Employee	-	-	5,500	6,500
Travel Expense-Mileage-Employee	-	-	200	500
Advertising	-	-	10,000	10,000
Printing - Internal	-	-	1,000	1,000
Contributions/Subsidies	-	-	5,000	5,000
Office Expense	-	-	1,100	1,500
Meeting Expense	-	-	12,500	12,500
Total Expenditures	-	-	203,984	217,243

Funding Sources	
Indirect Cost Allocation Fund-General	217,243
Total Funding Sources	217,243

NOTE: New account structure implemented in Fiscal Year 2015/2016 budget. It does not include prior year history.

General Government

Task 0501 Intergovernmental Relations

Purpose

Promote and encourage regional collaboration among agencies in San Bernardino County through our role as the Council of Governments.

Accomplishments

SANBAG, working as the Council of Governments, facilitates collaboration among our members to improve the region. This is done by coordinating the monthly San Bernardino City/County Managers Technical Advisory Committee and by putting on the annual City/County Conference and the annual SANBAG General Assembly. Participating in the coordination and implementation of the Countywide Vision is another way that SANBAG fosters collaboration through this task.

Work Elements

This task also covers the coordination of the Countywide Vision and regional programs.

1. Support of SANBAG's City/County Managers Technical Advisory Committee meetings and the League of California Cities San Bernardino County managers group.
2. Sponsorship, planning and logistics for the annual City/County Conference.
3. Coordination of the Countywide Vision implementation such as the Business Friendly County initiative and the "Cradle to Career" education initiative.
4. Coordination with local agencies and civic groups on regional programs on issues of importance to the various regions in the County.
5. Includes a $5,000 sponsorship for preparation of the annual Community Indicators Report under contributions/subsidies.
6. Partner with the County, City of Rancho Cucamonga and the U.S. Forest Service by helping fund development of a Forest Management Plan with an emphasis on Cucamonga Canyon, Lytle Creek and other urban interface areas.
7. Host grant writing seminars for SANBAG member agencies.

Changes include an increase of $98,500 to fund grant writing services, and increases in salary and benefits of $266,836 to fund a Council of Governments (COG) Manager and a Management Analyst I position.

Product

1. Monthly meeting of the City/County Managers Technical Advisory Committee.
2. Annual City/County Conference.
3. Three regional programs.
4. Forest Management Plan.
5. Grant writing workshops.

Contract Information

a. Existing Contracts
   i. 15-1001281, Forest Management Plan with U.S. Forest Service, Amount Budgeted $198,334.
b. New Contracts
   i. RFP, Grant Search and Writing services, Amount Budgeted $98,500, Total Estimated Contract Amount $260,500.

Local Funding Source Detail

i. Rancho Cucamonga Fire Protection District - $36,000.
ii. San Bernardino County - $76,667.

Manager

Duane Baker, Deputy Executive Director

General Government

Task 0501 Intergovernmental Relations

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	85,562	87,126	61,950	189,235
Overtime	2,910	2,245	-	-
Fringe Allocation-General	88,558	87,045	60,518	202,652
Professional Services	3,240	-	59,500	108,500
Attendance Fees	-	700	-	-
Maintenance-Motor Vehicles	-	-	200	200
Dues & Subscriptions	-	-	1,000	500
Training/Membership	43,562	52,951	16,750	21,750
Postage	11	-	200	200
Travel Expense - Employee	2,519	4,493	5,000	5,000
Travel Expense - Non-Employee	-	-	-	1,000
Travel Expense-Mileage-Employee	609	297	500	500
Travel Expense-Mileage-Non-Employee	-	134	-	500
Travel Expense-Other-Metrolink Tickets	-	-	200	200
Printing - External	-	-	100	100
Printing - Internal	-	-	100	100
Contributions/Subsidies	3,000	5,800	205,000	194,334
Office Expense	10	-	100	100
Meeting Expense	40,259	33,574	90,000	90,000
Indirect Allocation-General	95,822	120,718	95,592	401,763
Total Expenditures	366,063	395,084	596,710	1,216,634

Funding Sources	
General Assessment Dues	203,725
Local Projects Fund	112,667
MSI Administration	167,669
MSI Valley Fund-Freeway Projects	18,986
Property Assessed Clean Energy Fund	713,587
Total Funding Sources	1,216,634

General Government

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 and bill analysis, 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. A fully funded, five-year surface transportation bill – Fixing America's Surface Transportation (FAST) Act that includes $10.8 billion in dedicated funding for freight related projects for the first time and enhances streamlining provisions originally included in Moving Ahead for Progress in the 21st Century (MAP-21).
2. An expanded Primary Freight Network in the FAST Act that goes beyond the initial 27,000 mile designation and allows the creation of a more connected system at 41,000 miles nationwide.
3. Increased awareness of pending Air Quality deadlines that could threaten SANBAG's receipt of federal transportation funds.
4. Enhanced awareness of and support for major SANBAG projects and programs including the Redlands Passenger Rail Project and the Interstate 10/Interstate 15 (I-10/I-15) Corridor Projects.

In Sacramento, SANBAG Board Members and staffs' advocacy efforts included:

1. Securing express lanes authority for I-10/I-15 in San Bernardino County, as well as partnered with regional and statewide stakeholders to secure statewide express lane authority for future projects.
2. Seeking to reduce transportation funding losses in the State Transportation Improvement Program (STIP) and local streets and roads programs.
3. Advocating for Cap and Trade program allocations for transportation projects and worked with statewide partners to promote maximum flexibility in program guidelines.
4. Hosting high profile workshops at SANBAG serving to enhance SANBAG's statewide image.
5. Participating in discussions surrounding the development of the state's road charge pilot program to ensure San Bernardino County driver needs are appropriately considered.
6. Representing SANBAG's interests as new funding proposals are considered to address the state's ongoing deferred maintenance and overall infrastructure funding shortfalls, including ensuring that a proper balance in state and local project delivery responsibilities is promoted as process reforms are considered as part of a final package.

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,

Task 0503 Legislation

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.

Budgetary changes include an increase in salaries and benefits that were accounted for in Task 0605 in prior year.

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 2016/2017, SANBAG will continue to actively advocate for transportation funding at the State and Federal levels, promote the inclusion of SANBAG corridors into federal goods movement policies and funding plans, 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. 15-1001161, Federal Advocacy Services, Amount Budgeted $109,992.
   ii. 15-1001149, State Advocacy Services, Amount Budgeted $64,250.

Manager

Wendy Strack, Director of Legislative and Public Affairs

General Government

Task 0503 Legislation

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	129,595	102,404	58,788	102,955
Overtime	2,162	5,647	-	-
Fringe Allocation-General	131,886	105,239	60,416	110,256
Professional Services	160,187	166,311	230,309	179,242
Dues & Subscriptions	3,784	9,723	14,900	15,950
Training/Membership	965	225	28,400	28,300
Postage	192	58	350	350
Travel Expense - Employee	19,591	36,591	24,400	30,000
Travel Expense - Non-Employee	3,662	6,089	-	-
Travel Expense-Mileage-Employee	1,663	2,347	3,000	3,000
Travel Expense-Mileage-Non-Employee	90	-	-	-
Printing - External	208	544	2,000	2,000
Printing - Internal	-	-	1,600	500
Record/Equipment Storage	-	-	200	200
Office Expense	-	-	500	500
Meeting Expense	1,725	1,534	16,500	11,150
Indirect Allocation-General	142,704	145,951	78,604	218,583
Total Expenditures	598,414	582,662	519,967	702,986

Funding Sources	
MSI 1990-Valley Fund-Major Projects	64,250
MSI Administration	66,450
MSI Valley Fund-Freeway Projects	296,787
MSI Valley Fund-Fwy Interchange	134,744
MSI Valley Fund-Grade Separations	134,477
MSI Valley Fund-Metrolink/Rail Service	6,278
Total Funding Sources	702,986

General Government

Task 0605 Public Affairs

Purpose

Maintain a comprehensive public communications program to engage member agencies, private partners, and the community on the broad range of SANBAG programs and projects, as well as opportunities to plan and provide input on future projects and needs.

Accomplishments

Through this task, SANBAG has established a cooperative working relationship with community and business stakeholders, the public, and the media that engages the public into the development and implementation of SANBAG programs and projects. In Fiscal Year 2015/2016, this included the following:

1. Continued to provide outreach, communications, and education programs to support highway, streets and roads, and transit/rail projects to mitigate impacts to commuters and local communities.
2. Expanded outreach opportunities by bringing forward new tools, including enhancing our social media and online presence through a growth in Twitter followers from 1300 to more than 1800, increasing our presence on Instagram to include agency and project-based profiles with a combined 294 followers, launched both agency and project-based Facebook pages with a combined following of 871, and introducing a news blog - @sanbagnewsroom to share SANBAG and SANBAG partner generated information.
3. Worked with the media to ensure accurate, consistent, and timely messages were communicated and promoted SANBAG programs and projects through newspaper, radio, and television opportunities. Issued more than 150 traffic alerts, press releases, and editorials that resulted in print media in the Valley and High Desert areas and twelve on-air interviews related to the agency.
4. Enhanced SANBAG's communications program through the release of two requests for proposals for marketing and for on-call graphic design services. Combined, these additional resources are helping to create a more uniform look for SANBAG materials, building SANBAG's reputation, establishing an internal and external communications plan, and extending SANBAG's communications reach to improve engagement with the public.
5. Completed a redesign of public outreach services procurement to better align contract authority with the appropriate department and improve service delivery by allowing Public Affairs to allocate resources to projects or corridors as needed.
6. Further improved communications surrounding SANBAG's council of governments (COG) function, including the introduction of the COG Communicator in August 2015 and published quarterly and the establishment of a dedicated COG section on the SANBAG website; providing communications support to the newly formed Home Energy Partnership Program, HERO Program, Alliance for Education, Countywide Vision, and Inland Empire Economic Partnership (IEEP); and lead the planning of the 6th Annual General Assembly on June 16, 2016 and helped support the planning of the annual City-County Conference.
7. Hosting web content for a monthly rideshare publication and online content for the Freeway Service Patrol program.
8. Coordinated a special countywide training on crisis communication.
9. Secured a Low Carbon Transit Operations Program grant to develop and provide resources towards transit marketing programs and subsidies for Mountain/Desert transit operators.

Work Elements

This task provides for SANBAG's outreach to the wide array of external customers interested in SANBAG's projects, programs and services. Communicating the vision of the Board, mitigating project impacts, developing content for a variety of digital engagement opportunities, and showcasing COG and transportation successes through media and supplemental marketing are among the many activities managed by this office.

Task 0605 Public Affairs

Budgetary changes include a decrease in salaries and benefits that are accounted for in (Task 0503).

Product

Products of this work element include advocacy materials, hosted-venue for strategic partners, media advisories, digital engagement materials like @SANBAGnews, COG Communicator, Executive Director Updates, social media engagement, and YouTube project updates, complement the ongoing efforts in the areas of graphic design, photography, speech writing, presentation development, project fact sheets, and a variety of agency-specific brochures. The task also participates in the planning and delivery of the annual City-County Conference, the SANBAG General Assembly, and multiple public events commemorating the start and/or finish of major capital improvement projects.

In Fiscal Year 2016/2017, SANBAG will actively grow communications opportunities including the further development of SANBAG's traditional and online media presence; continuing to evaluate new tools to engage the public and provide information on SANBAG's programs and services; and seek to build awareness of SANBAG, Measure I, and transportation opportunities in the region.

Contract Information

a. Existing Contracts
   i. 16-1001370, On-Call Marketing Services, Amount Budgeted $100,000.
   ii. 16-1001371, 16-1001443, 16-1001444, 16-1001445 On-Call Graphic Design, Amount Budgeted $90,000.

b. New Contracts
   i. RFP, Marketing & Branding Services for Mountain/Desert Transit Agencies, Amount Budgeted $461,683, Total Estimated Contract Amount $461,683.
   ii. RFP, Measure I Outreach, Amount Budgeted $45,000, Total Estimated Contract Amount $90,000.

Manager

Wendy Strack, Director of Legislative and Public Affairs

General Government

Task 0605 Public Affairs

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	153,149	74,014	233,496	193,697
Fringe Allocation-General	153,299	72,087	228,103	207,430
Professional Services	8,717	9,895	130,000	661,683
Maintenance-Office Equipment	-	-	1,000	-
Dues & Subscriptions	2,049	4,398	2,500	4,500
Training/Membership	748	1,379	3,000	6,500
Postage	-	18	1,000	1,100
Travel Expense - Employee	3,324	7,608	5,000	8,000
Travel Expense - Non-Employee	-	240	-	-
Travel Expense-Mileage-Employee	785	983	2,250	2,150
Advertising	-	313	-	-
Public Information Activities	1,789	22,918	157,150	87,250
Printing - External	-	1,636	5,000	5,000
Other Service Charges	-	-	100	-
Office Expense	-	719	1,500	1,500
Meeting Expense	376	1,858	5,200	1,700
Office Equip/Software-Inventorial	108	177	10,000	6,000
Indirect Allocation-General	165,873	99,974	358,289	411,235
Total Expenditures	490,217	298,219	1,143,588	1,597,745

Funding Sources	
Low Carbon Transit Operations Program	461,683
MSI Administration	35,856
MSI Valley Fund-Freeway Projects	550,940
MSI Valley Fund-Fwy Interchange	190,721
MSI Valley Fund-Grade Separations	159,335
MSI Valley Fund-Metrolink/Rail Service	199,210
Total Funding Sources	1,597,745

Task 0805 Building Operation

Purpose

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

Accomplishments

SANBAG oversees the day-to-day operations of the Santa Fe Depot which is co-owned by SANBAG and the City of San Bernardino. As a result, SANBAG has procured the services of a property manager to assist with managing and marketing the facility. In addition to SANBAG's tenancy, there are currently three tenants occupying the Depot which include; San Bernardino Historical and Pioneer Society, Southern California Regional Rail Authority (SCRRA) crew offices, and Southern California Association of Governments (SCAG) local office and teleconferencing location. The revenue from leasing these units aids in offsetting the operational and maintenance costs of the Depot along with the cost sharing arrangement between SANBAG and the City of San Bernardino. Additionally, staff has worked diligently in collaboration with our property management company to implement added security measures which include the installation of the board room railing, metal detector and security station in the Depot lobby, and new employee access system to accommodate after-hours access to the Depot. Also, staff has implemented a revised visitor procedure which serves to optimize safety and security while still serving the public efficiently with continued excellence.

Work Elements

1. Monthly review of property manager's reports and allocated costs to this task as appropriate.
2. Coordinate all facility maintenance activities between SANBAG and the property manager.
3. Continue the search for a new tenant for the snack shop space.
4. Coordinate all furniture procurements and repair for SANBAG.
5. Review budgets quarterly and adjust as necessary.
6. Ongoing oversight of the property management account.
7. Coordinate activities related to the Metrolink extension that will impact the Depot.
8. Continued oversight over added security measures.

Budgetary changes include increases to office furniture and equipment of $165,000 in anticipation of SANBAG's ability to occupy office space on the first floor previously occupied by SCRRA and SCAG. Also includes changes to building maintenance of $156,500 to fund deferred maintenance items such as carpet replacement and bathroom refinishing. Include changes of $25,000 to computer hardware and software to replace control systems for building Heating, Ventilation, & Air Conditioning (HVAC) controls.

Product

Active management of the facility.

Contract Information

a. New Contracts
   i. Execute a new contract with the San Bernardino Historical and Pioneer Society (SBHPS) for the lease of approximately 6,973 square feet in the San Bernardino Santa Fe Depot for the space formerly called the Wesley McDaniel Community Room.

Local Funding Source Detail

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

Manager

Duane Baker, Deputy Executive Director

General Government

Task 0805 Building Operation

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	5,720	14,757	17,647	27,335
Fringe Allocation-General	5,725	14,373	17,239	29,273
Professional Services	3,200	2,400	7,608	25,208
Program Management Fees	-	-	3,400	-
Utilities	-	-	68,600	75,000
Maintenance-Buildings	5,258	5,300	501,443	499,000
Maintenance-Motor Vehicles	-	-	5,150	-
Postage	6	-	-	-
Communications	-	-	20,000	20,000
Other Service Charges	-	-	2,600	5,000
Office Expense	-	-	6,350	13,450
Office Furniture & Equipment	-	-	-	165,000
Office Equip/Software-Inventorial	-	-	5,000	10,000
Computer Hardware & Software	-	-	30,000	25,000
Indirect Allocation-General	6,195	19,934	27,089	58,035
Total Expenditures	26,105	56,765	712,126	952,301

Funding Sources	
Amtrak	4,800
Local Transportation Fund - Rail	50,000
Rail Assets	122,143
Indirect Cost Allocation Fund-Project	31,000
Indirect Cost Allocation Fund-General	744,358
Total Funding Sources	952,301

Project rendering looking at the new entrance to the Santa Fe Depot.

The historic Santa Fe Depot in San Bernardino is home to SANBAG offices on the second floor. Following many years of abandonment in the 1990s, the building experienced severe deterioration. Thanks to a historic preservation grant, the building was restored in 2004, at which time SANBAG moved into the building. At the completion of the Downtown San Bernardino Passenger Rail Project in late Summer 2017, the entrance to Depot will also see a facelift.

ENVIRONMENT AND ENERGY CONSERVATION

Environment & Energy Conservation Program Budget

Description

The Environment & Energy Conservation Program implements programs intended to improve air quality and reduce greenhouse gas emissions, encourage alternative fuels, reduce energy costs, and encourage energy and water conservation through Property Assessed Clean Energy (PACE) programs.

Accomplishments

1. Received approval from the California Public Utilities to form a Regional Energy Leader Program and hosted 5 LED holiday light exchanges.
2. Assisted jurisdictions with implementing the Regional Greenhouse Gas Inventory and Reduction Plan and prepared climate action plan implementation tools.
3. Participated in the review of White Papers that will be used by the South Coast Air Quality Management District (SCAQMD) in the preparation of the updated Air Quality Management Plan.
4. Through the Home Energy Retrofit Opportunity (HERO) PACE program assisted over 11,600 property owners to install $216 million in energy/water efficiency and clean energy projects resulting in annual utility savings of $12.1 million and the reduction of over 23,000 tons of greenhouse gasses.
5. Received a $9.1 million grant from the California Air Resources Board to fund a pilot to deploy electric trucks and charging equipment at rail and distribution facilities.

Goals and Objectives

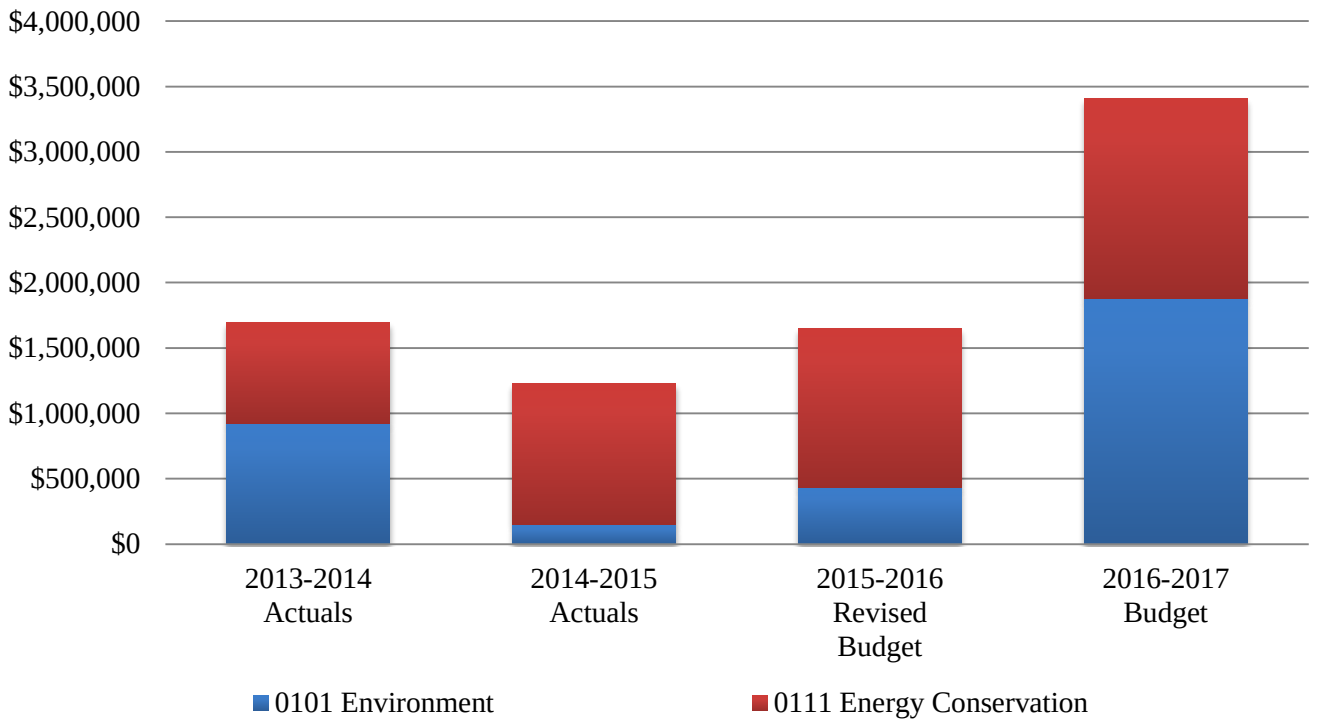
1. Work to achieve SB 375 targets for greenhouse gasses as part of Southern California Association of Governments (SCAG's) Sustainable Communities Strategy.
2. Develop an electric vehicle (EV) implementation strategy for the region.
3. Implement the Regional Energy Leader Program in cooperation with Southern California Edison and The Gas Company to help local governments reduce energy consumption.
4. Assist 5,400 property owners with clean energy and energy/water efficiency improvements through PACE programs.
5. Implement a pilot to deploy 12 electric trucks and related charging equipment at rail and distribution facilities in San Bernardino and Fontana to provide data for future equipment development.
6. Complete a feasibility study for a Community Choice Aggregation electric power program with Western Riverside Council of Governments and Coachella Valley Association of Governments.

Performance/Workload Indicators

	2013-2014 Actual	2014-2015 Actual	2015-2016 Revised Budget	2016-2017 Budget
Properties installing efficiency projects	3,458	5,128	5,400	5,400
Energy Leader Meetings	N/A	N/A	4	6
LED Holiday Light Exchanges	N/A	N/A	5	5
Electric Vehicle Workshops held	NO	NO	NO	YES

Environment and Energy Conservation
Program Summary

	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Tasks				
0101 Environment	925,630	149,187	436,137	1,879,195
0111 Energy Conservation	769,259	1,080,902	1,214,032	1,527,144
Total Tasks	1,694,889	1,230,089	1,650,169	3,406,339



Environment and Energy Conservation

Task 0101 Environment

Purpose

Improve air and general environmental quality of San Bernardino County through a variety of programs that reduce vehicle emissions, encourage alternative fuels, and reduce greenhouse gas emissions.

Accomplishments

1. Provided grant funding for the deployment of a fleet of 202 natural gas fueled trucks by Ryder.
2. Participated in review of white papers prepared by the South Coast Air Quality Management District that will inform the creation of the updated Air Quality Management Plan.
3. Assisted jurisdictions with implementing the Regional Greenhouse Gas Inventory and Reduction Plan and prepared climate action plan implementation tools.
4. Acquired grant award from the California Air Resources Board (CARB) for the Multi-class heavy duty zero emission Truck Development Project for intermodal and warehouse facilities.
5. Began feasibility study in cooperation with Western Riverside Council of Governments (WRCOG) and Coachella Valley Association of Governments (CVAG) of Community Choice Aggregation (CCA) for electric power.

Work Elements

1. Represent SANBAG through participation in technical committees of the South Coast Air Quality Management District (SCAQMD), Mojave Desert Air Quality Management District (MDAQMD), Mobile Source Air Pollution Reduction Review Committee (MSRC) and other groups for implementation of attainment strategies.
2. Provide information and analysis to the SANBAG Board regarding SCAQMD, CARB and Environmental Protection Agency (EPA) programs which may impact SANBAG's transportation programs, local governments, and the private sector.
3. Assist San Bernardino County fleets/site owners in securing funding sources from the MSRC and other State and/or Federal sources for clean or alternative vehicle implementation.
4. Participate with public and private sectors to study air quality issues important to the Inland Empire, and to formulate and advocate positions that will benefit the County.
5. Continue to monitor the progress of the completed Alternative Fuel project by Compressed Natural Gas (CNG) and Liquefied Natural Gas (LNG) fuel usage, as well as tracking emission reductions.
6. Develop an Electric Vehicle (EV) implementation strategy for the region. Collaborate with local agencies on model ordinances to make EV adoption simpler and more uniform throughout the County.
7. Work to achieve SB375 targets for greenhouse gasses as part of Southern California Association of Governments (SCAG)'s Sustainable Communities Strategy.
8. Complete CCA feasibility study and present findings to Board for direction.
9. Oversee Phase I of CARB Zero Emission Truck Projects in San Bernardino and Fontana.

Budgetary changes include incorporating revenues and expenditures of nearly $1.2 million for the CARB Zero Emission Truck project. Changes also include an increase of $150,000 to provide for preparation of a regional EV readiness and deployment plan.

Product

1. Completion of a regional EV readiness and deployment plan.
2. Develop model ordinances and other policies and procedures for use by local agencies to streamline EV implementation.
3. Obtain grants for installation of EV charging stations at public facilities.

Environment and Energy Conservation

Task 0101 Environment

4. Identify LNG/CNG funding opportunities to help the urban Valley improve air quality.
5. Completion of Phase I of CARB Zero Emission Truck deployment in San Bernardino and Fontana.
6. Completion of CCA feasibility study with WRCOG and CVAG.

Contract Information

a. New Contracts
   i. RFP, Electric Vehicle Readiness and Implementation Plan, Amount Budgeted $150,000, Total Estimated Contract Amount $150,000.
   ii. RFP, Air Quality Management Plan Analysis Amount Budgeted $50,000, Total Estimated Contract Amount $50,000.

Manager

Duane Baker, Deputy Executive Director

Environment and Energy Conservation

Task 0101 Environment

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	69,882	39,054	49,947	61,461
Regular Part-Time Employees	-	-	3,600	600
Overtime	921	53	-	2,000
Fringe Allocation-General	70,872	38,089	52,310	68,603
Professional Services	567,723	10,753	86,539	1,449,800
Consulting Services	34,493	2,990	-	-
Program Management Fees	41,913	-	-	-
County Fees	3,080	-	-	-
Legal Fees	49,850	-	-	-
Maintenance-Motor Vehicles	-	-	450	450
Training/Membership	3,157	1,399	2,000	2,000
Postage	-	-	350	350
Advertising	1,251	-	-	-
Travel Expense - Employee	190	2,806	5,000	5,000
Travel Expense-Mileage-Employee	1,703	557	550	550
Printing - External	278	-	1,000	1,000
Printing - Internal	-	-	300	300
Contributions/Subsidies	-	-	150,000	150,000
Office Expense	-	-	325	325
Meeting Expense	807	660	750	750
Indirect Allocation-General	76,685	52,824	83,016	136,006
Indirect Allocation-Project Management	2,827	-	-	-
Total Expenditures	925,630	149,187	436,137	1,879,195

Funding Sources	
Low Carbon Transportation Fund	1,220,800
MSI 1990-Valley Fund-TMEE	281,000
MSI Valley Fund-Traffic Mgmt Sys	277,395
Property Assessed Clean Energy Fund	100,000
Total Funding Sources	1,879,195

Environment and Energy Conservation

Task 0111 Energy Conservation

Purpose

Reduce energy costs, overall energy consumption and water use by encouraging property owners to install energy efficiency and water conservation improvements and assisting local governments with energy efficiency efforts.

Accomplishments

1. Helped over 11,600 property owners complete over $216 million in energy efficiency and water conservation improvements through the Home Energy Retrofit Opportunity (HERO) Program (a Property Assessed Clean Energy program).
2. HERO Program projects created $12.1 million in utility bill savings and 23,000 tons of greenhouse gas reductions.
3. Received approval from the California Public Utilities Commission (CPUC) to implement the San Bernardino Regional Energy Partnership (SBREP).
4. Hosted five holiday light emitting diode (LED) light exchange events.

Work Elements

1. Assist 5,200 property owners with energy efficiency and water conservation improvements through the HERO Program.
2. In partnership with Southern California Edison (SCE) and The Gas Company, assist cities and towns with reducing energy consumption and achieving savings through SBREP.
3. Increase participation in the SBREP by encouraging additional cities to pass resolutions to join.
4. Host holiday LED light exchange events in the Fall/Winter 2016.

Budgetary changes include changes in salary and benefits that are accounted for in different task(s) than in the prior year and an increase of $111,920 to account for expenditures and services related SBREP activities. Also professional services increase for the implementation of SBREP.

Product

1. Increase economic activity in the County through private investment in energy efficiency and water conservation improvements.
2. Reduce energy and water consumption by private property owners and public agencies.

Contract Information

a. Existing Contracts
   i. 00-1000735, Legal services for the HERO Program.
   ii. 00-1000775, Financial Advisor and Program Manager for the HERO Program, Amount Budgeted $670,000.
   iii. 00-1000776, Special Tax Consultant and Assessment Engineer for the HERO Program.
   iv. 00-1000872, Administration services for Commercial HERO Program.
   v. 00-1000871, Administration services for the Residential HERO Program.
   vi. 15-1001306, SBREP Implementation, Amount Budgeted $70,000.
   vii. 15-1001307, SBREP Implementation, Amount Budgeted $336,000.

b. New Contracts
   i. RFP, Marketing Materials, Amount Budgeted $50,000, Total Estimated Contract Amount $50,000.
   ii. RFP, Energy Planning, Amount Budgeted $75,000 Total Estimated Contract Amount $75,000.

Local Funding Source Detail
   i. Southern California Edison - $70,000.
   ii. Southern California Gas Company - $112,000.

Manager
Duane Baker, Deputy Executive Director

Environment and Energy Conservation

Task 0111 Energy Conservation

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	18,373	27,182	21,392	51,467
Regular Part-Time Employees	-	-	-	6,720
Overtime	-	121	-	-
Fringe Allocation-General	18,391	26,592	20,897	62,313
Professional Services	242,979	687,143	618,238	777,256
Training/Membership	-	-	3,500	-
Postage	108	35	7,000	1,400
Travel Expense - Employee	-	83	7,300	3,600
Travel Expense-Mileage-Employee	-	-	600	1,100
Printing - External	-	-	5,000	2,000
Bank Charges	-	9,060	24,000	-
Other Service Charges	469,507	293,804	465,000	494,000
Office Expense	-	-	1,250	1,250
Meeting Expense	-	3	6,100	2,500
Indirect Allocation-General	19,900	36,879	33,755	123,538
Total Expenditures	769,259	1,080,902	1,214,032	1,527,144

Funding Sources	
Local Projects Fund	182,000
Property Assessed Clean Energy Fund	1,345,144
Total Funding Sources	1,527,144

The U.S. Environmental Protection Agency honored Western Riverside Council of Governments, San Bernardino Associated Governments, and County of Los Angeles with a 2016 Innovative Partnerships Certificate for their leadership in addressing climate change. The group was recognized for helping to increase the mass adoption of home energy and water efficiency across California.

COMMUTER AND MOTORIST ASSISTANCE

Commuter & Motorist Assistance Program Budget

Description

The Commuter & Motorist Assistance Program implements programs intended to improve air quality, reduce congestion, and improve safety for the motoring public. These improvements are accomplished through inter and intra-county ridesharing, vanpools, park and ride lots, the call box program, the Freeway Service Patrol Program, operation of the 511 traveler information phone service and IE511.org traveler information website.

Accomplishments

1. Installed the first satellite emergency call boxes in remote areas of the County that don't have cellular coverage.
2. Expanded the number of eligible tow companies providing service through Freeway Service Patrol and deployed the first natural gas fueled tow trucks in the state.
3. Launched the 511 mobile app to increase access to information on travel conditions and ridesharing.

Goals and Objectives

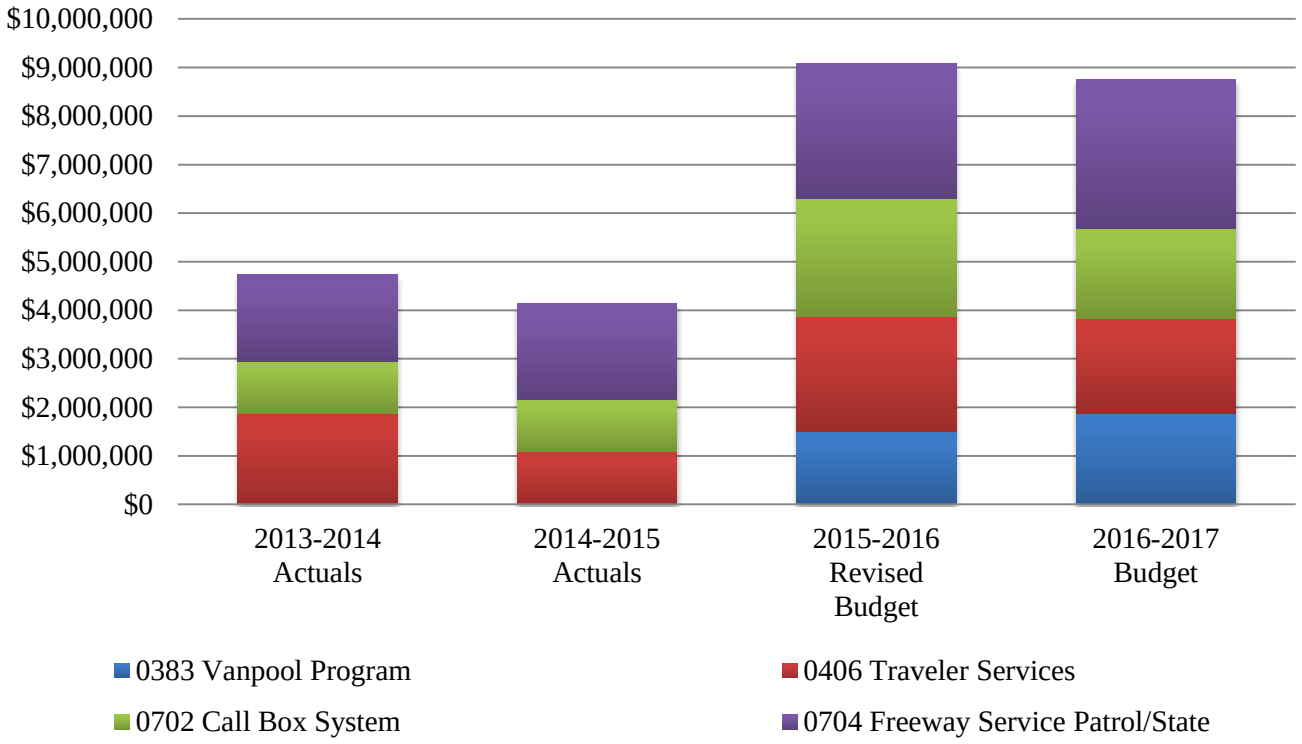
1. Expand call boxes for emergencies to more areas without cellular phone coverage.
2. Increase mobility on area freeways by removing disabled vehicles during rush hours in a safe and efficient manner.
3. Reduce traffic congestion by encouraging ridesharing and vanpools with enhanced marketing efforts and the use of IE511.org, and park and ride facilities.
4. Improve traffic flow by giving motorists knowledge of accidents and areas of congestion via 511 and IE511.org so that alternate routes can be taken.

Performance/Workload Indicators

	2013-2014 Actual	2014-2015 Actual	2015-2016 Revised Budget	2016-2017 Budget
Annual Rideshare Participants	8,399	8,280	9,000	9,000
Park and Ride Lots	21	22	21	22
Motorists assisted by Freeway Service Patrol	30,347	34,051	36,000	36,000
Calls to 511	351,161	282,180	330,000	345,000
Visits to IE511.org	399,730	400,000	605,000	610,000

Commuter and Motorist Assistance
Program Summary

		2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Tasks					
0383	Vanpool Program	-	-	1,500,128	1,865,267
0406	Traveler Services	1,877,818	1,090,629	2,371,345	1,974,175
0702	Call Box System	1,076,528	1,070,199	2,426,632	1,846,521
0704	Freeway Service Patrol/State	1,781,858	1,974,299	2,780,734	3,067,133
Total Tasks		4,736,204	4,135,127	9,078,839	8,753,096



Commuter & Motorist Assistance

Task 0383 Vanpool Program

Purpose

Operate and maintain a countywide vanpool program as an alternative mode of transportation for residents commuting within San Bernardino County.

Accomplishments

In October 2011, Victor Valley Transit Authority (VVTA), in partnership with SANBAG, was awarded a grant from the Federal Transit Administration (FTA) 5309 – Bus Livability Program, for the San Bernardino Regional Vanpool Program – Victor Valley Phase. Based on the success of this program, SANBAG studied opportunities to expand the program countywide. The analysis identified that significant benefits exist in creating a vanpool program throughout San Bernardino County and possibly, in partnership with Riverside County Transportation Commission, into Riverside County. With the final recommendations from the study, the SANBAG board in November 2014 approved creating and implementing a vanpool program throughout San Bernardino County.

For program implementation, staff has worked with Southern California Association of Governments (SCAG) to add the SANBAG Vanpool Program into the Federal Transportation Improvement Program (FTIP) as well as worked with Omnitrans to become a sub-recipient in order to report and receive funds associated with the Vanpool Program. This project will be using Congestion Mitigation Air Quality (CMAQ) funds to cover the first three years of the project.

Work Elements

1. Maintain accurate records and databases of vanpools for National Transit Database (NTD) database input for the FTA review and evaluation.
2. Work with local FTA grantee agencies through a Memorandum of Understanding (MOU) for allocation of FTA funds derived from the vanpool program Urbanized Area and Non-Urbanized Area.
3. Work with consultants for implementation and administration of the Vanpool Program.
4. Procure consultants for asset management online system and marketing.
5. Work closely with businesses on how to best utilize the Vanpool Program to increase participation with employees.
6. Work with the Riverside County Transportation Commission for possible partnership opportunities to expand the Vanpool Program into Riverside County.

Budgetary changes include expenditures to advance the vanpool program.

Product

1. Implement participation marketing campaign on introduction to new Vanpool Program.
2. Begin vanpool subsidy in Fiscal Year 2016/2017.
3. Monitor and report on vanpool participation regularly to the SANBAG Board.

Contract Information

a. Existing Contracts
   i. 00-1000940, Consulting Services and Program Administration, Amount Budgeted $595,000.

b. New Contracts
   i. RFP, Professional Services - Vanpool Leasing Vendor, Amount Budgeted $551,800, Total Estimated Contract Amount $2,197,400.
   ii. RFP, Professional Services - Asset Management System, Amount Budgeted $228,000, Total Estimated Contract Amount $310,000.
   iii. RFP, Professional Services - Marketing Services, Amount Budgeted $150,000, Total Estimated Contract Amount $230,000.

Manager

Duane Baker, Deputy Executive Director

Commuter & Motorist Assistance

Task 0383 Vanpool Program

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	-	-	74,439	31,969
Regular Part-Time Employees	-	-	-	1,500
Fringe Allocation-General	-	-	72,720	35,841
Professional Services	-	-	659,300	1,109,300
Consulting Services	-	-	528,000	595,000
Training/Membership	-	-	-	5,000
Postage	-	-	200	200
Travel Expense - Employee	-	-	200	-
Travel Expense-Mileage-Employee	-	-	200	8,000
Travel Expense-Other-Metrolink Tickets	-	-	200	200
Printing - External	-	-	200	5,000
Printing - Internal	-	-	-	200
Office Expense	-	-	200	1,000
Meeting Expense	-	-	50,200	1,000
Indirect Allocation-General	-	-	114,269	71,057
Total Expenditures	-	-	1,500,128	1,865,267

Funding Sources	
Federal Transit Administration 5307 - CMAQ	1,704,300
MSI Valley Fund-Traffic Mgmt Sys	140,367
MSI Victor Valley Fund-Traffic Mgmt Sys	20,600
Total Funding Sources	1,865,267

Commuter & Motorist Assistance

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

Creation of a regional database of commuter information; a regional guaranteed ride home program; and the coordination of 511, a telephone (by dialing 511 or 1-877-MYIE511), web (www.IE511.org), and now smart phone application-based service providing transportation solutions, including real-time traffic information, and ridesharing options. In 2015, the IE511 phone system had more than 250,000 visits. The website had more than 450,000 visits. The smartphone application, which launched in early 2012 has had more than 40,000 downloads to date. In 2015, IE511 launched a special page and application section dedicated to three major projects in the inland empire: The 91 CIP Project, Devore Interchange Project, and Cajon Pass Rehab Project. These newly featured sections of the website and app provide daily closure updates directly from project management. A rideshare site, IE Commuter was integrated into the IE511 website so that when commuters visit the IE511 for real-time traffic information they now have instant access to rideshare features and information through IE Commuter, which includes ride-matching and park and ride lot information. In 2015, the IE Commuter website was expanded to provide commuters access to applying for rideshare incentives online, also providing employers the ability to approve applications using the system.

SANBAG continues its Park and Ride (P&R) lease program, which reimburses businesses for the use of their parking spaces for P&R purposes, in lieu of constructing and owning Park and Ride lots. To date, seven leased P&Rs have been added to the County's network of twenty-one 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 ridesharing 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. 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.
5. Solicit public/private interest to lease parking for P&R spaces.
6. 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.
7. Continue work with the media, especially with Traffic Reporters (radio and television), to promote and encourage commuters to Rideshare which includes public transit (bus/train), carpooling, vanpooling, bicycling, walking or Telecommuting. Additional special emphasis will take place with the Traffic Reporters prior and during the Rideshare Week campaign, first full week of October, to help get out the message during the campaign each year.

Budgetary changes include an increase of $10,000 for additional rideshare and 511 marketing throughout the County and an additional $20,000 for park and ride lot leases.

Commuter & Motorist Assistance

Task 0406 Traveler Services

Product

1. Add at least two new P&R lots to the current network.
2. Research opportunities to promote safety of vehicles utilizing P&R lots.
3. Implement promotional marketing campaigns and materials during the year. Sponsor regional networking meetings and other workshops/events with employer representatives throughout the year to increase vanpool and rideshare participants.
4. 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.
5. Explore possible regional partnerships with other 511 systems in Southern California Los Angeles County Metropolitan Transportation Authority and Orange County Transportation Authority (OCTA).
6. Continue to look for inventive ways to install Inland Empire 511 signage and promote and advertise the IE511.org website.

Contract Information

a. Existing Contracts
   - i. 15-1001303, Park & Ride Lot lease, Amount Budgeted $12,600.
   - ii. 15-1001253, Park & Ride Lot lease, Amount Budgeted $3,060.
   - iii. 15-1001248, Park & Ride Lot lease, Amount Budgeted $9,000.
   - iv. 15-1001247, Park & Ride Lot lease, Amount Budgeted $10,200.
   - v. 15-1001246, Park & Ride Lot lease, Amount Budgeted $6,636.
   - vi. 15-1001249, Park & Ride Lot lease, Amount Budgeted $2,880.
   - vii. 15-1001046, Park & Ride Lot lease, Amount Budgeted $10,080.
   - viii. 15-1001164, Technical Consulting, Amount Budgeted $2,000.

b. New Contracts
   - i. Contract for San Bernardino County Implementation of Trip Reduction/Rideshare and 511 Programs, Amount Budgeted $1,900,000, Total Estimated Contract Amount $1,900,000.
   - ii. Contract for Park & Ride Lot Leases, Amount Budgeted $40,000, Total Estimated Contract Amount $40,000.

Manager

Duane Baker, Deputy Executive Director

Commuter & Motorist Assistance

Task 0406 Traveler Services

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	56,306	67,897	70,168	50,243
Regular Part-Time Employees	-	-	-	1,500
Overtime	-	516	200	2,000
Fringe Allocation-General	56,361	66,632	68,742	57,554
Professional Services	1,697,135	854,033	2,048,616	1,670,176
Consulting Services	1,152	908	26,500	24,500
Program Management Fees	3,588	-	600	-
Maintenance-Motor Vehicles	-	-	200	200
Training/Membership	-	892	2,000	2,000
Postage	-	69	100	100
Travel Expense - Employee	290	1,822	3,000	3,000
Travel Expense-Mileage-Employee	1,943	3,728	3,200	3,200
Printing - External	-	1,675	39,400	45,000
Printing - Internal	-	-	100	100
Office Expense	-	-	250	250
Meeting Expense	59	48	250	250
Indirect Allocation-General	60,984	92,409	108,019	114,102
Total Expenditures	1,877,818	1,090,629	2,371,345	1,974,175

Funding Sources	
Congestion Mitigation & Air Quality	1,620,176
MSI Valley Fund-Traffic Mgmt Sys	249,899
MSI Victor Valley Fund-Traffic Mgmt Sys	104,100
Total Funding Sources	1,974,175

Commuter & Motorist Assistance

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. The current system consists of approximately 1,200 call boxes along 1,800 centerline highway miles.

Accomplishments

Last year 7,695 motorists received assistance through the call box system. The call box system had previously been upgraded from an analog to a digital cellular signal and has now begun being upgraded from 2G to 3G due to a nationwide phase out of 2G cellular service. Satellite call boxes have been installed in locations where no consistent, reliable digital signal is available. Satellite sites selected have helped fill previous large service gaps in areas that are more remote and/or in areas where the terrain is more limiting or does not provide a consistent digital signal, in some cases where there has never been a call box available to motorists before. All call boxes are equipped with Text Telephone (TTY's – to assist the hearing and speech impaired) devices and improvements continue to be made to provide better access to motorists with physical and mobility disabilities. A TTY satellite upgrade has been developed and implemented as well. Literature promoting the call box system in San Bernardino County and briefly explaining how it works is placed in Department of Motor Vehicle locations throughout the County.

Work Elements

Continue upgrading the call box network from 2G to 3G and transitioning cellular carriers. At the same time, staff is working with state agencies for reducing call boxes in areas where other motorist aid support (i.e. Freeway Service Patrol) or services (i.e. fueling stations, restaurants, shopping centers) exists.

Following the 3G upgrade, review/survey each call box in the San Bernardino system to analyze and determine if each call box is Americans with Disabilities Act (ADA) compliant. When the survey is completed, a plan to address any non-ADA compliant call boxes will be developed. Additionally, staff will begin researching and working with other agencies for implementing a Mobile Call Box program that would allow motorists to call for motorist assistance from their cellular phones.

1. Manage day-to-day operations and maintenance of the Call Box Program.
2. Oversee work performed by consultants and other agencies for the call box system.
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 California Department of Transportation (CALTRANS)/California Highway Patrol (CHP) with traffic mitigation projects.
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 available nearby.
7. Continue to upgrade call boxes from 2G to 3G and transition cellular carriers.
8. Research implementation of a Mobile Call Box program.

Budgetary changes include a $150,000 increase for a one time ADA analysis of the call box network, a $40,000 increase for removing call boxes to reduce the overall size of the call box network, and $150,000 for researching the potential for a Mobile Call Box program.

Commuter & Motorist Assistance

Task 0702 Call Box System

Product

Operate an efficient Call Box Program providing maximum benefit to the public. Products include upgrading the call boxes to the 3G cellular network, the repair or installation of call boxes which have been damaged/knocked down, and other upgrades/improvements. Oversee and monitor the Call Answering Center (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.
3. Upgrade call boxes to the 3G cellular network and change cellular carriers.

Contract Information

a. Existing Contracts
   - i. 15-1001189, Call Box Liaison support with CHP Sacramento, Amount Budgeted $5,400.
   - ii. 00-1000553, Call Box Call Answering Services, Amount Budgeted $200,000.
   - iii. 00-1000829, Call Box Maintenance Services, Amount Budgeted $600,000.
   - iv. 15-1001148, Call Box Knockdown Recovery Services, Amount Budgeted $35,000.
   - v. 15-1001164, Call Box Technical Consultation, Amount Budgeted $20,000.

b. New Contracts
   - i. RFP, ADA Analysis, Amount Budgeted, $150,000. Total Estimated Contract Amount $150,000.
   - ii. RFP, Mobile Call Box Program, Amount Budgeted, $150,000. Total Estimated Contract Amount $150,000.

Manager

Duane Baker, Deputy Executive Director

Commuter & Motorist Assistance

Task 0702 Call Box System

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	46,352	49,004	49,450	46,012
Regular Part-Time Employees	-	-	-	1,560
Overtime	2	-	100	2,000
Fringe Allocation-General	46,399	47,728	48,405	53,088
Professional Services	152,892	135,198	264,400	390,400
Consulting Services	7,328	12,364	124,000	194,000
Mountain Avenue Callbox	396	403	1,425	1,425
Maintenance-Motor Vehicles	-	-	120	120
Maintenance-Call Boxes	482,175	570,545	1,750,000	980,000
Training/Membership	-	-	150	150
Postage	29	15	100	100
Travel Expense - Employee	582	1,105	4,150	4,150
Travel Expense-Mileage-Employee	616	705	620	620
Printing - External	353	1,239	500	500
Printing - Internal	-	-	150	150
Communications	93,940	94,362	100,000	60,000
Record/Equipment Storage	1,501	2,252	5,000	5,000
Office Expense	324	1,005	1,500	1,500
Meeting Expense	18	-	500	500
Call Boxes	193,417	88,080	-	-
Indirect Allocation-General	50,205	66,192	76,062	105,246
Total Expenditures	1,076,528	1,070,199	2,426,632	1,846,521

Funding Sources	
MSI 1990-Valley Fund-TMEE	680,000
SAFE Reimbursement	121,425
SAFE-Vehicle Registration Fees	1,045,096
Total Funding Sources	1,846,521

Commuter & Motorist Assistance

Task 0704 Freeway Service Patrol/State

Purpose

To fund, implement, and maintain a Freeway Service Patrol (FSP) Program which is responsive to the needs of stranded motorists traveling on designated highways of San Bernardino County.

Accomplishments

SANBAG operates a FSP Program on a total of eight (8) Beats along 67 centerline miles of highway in the Valley area that assists approximately 35,000 motorists each year. 3G Automatic Vehicle Locators (AVL) were installed on all FSP back-up tow trucks as well as the primary trucks due to the frequency with which they are used in actual field services. The analog radio system between the FSP tow trucks and California Highway Patrol (CHP) was converted to a digital radio system that greatly improved communications and safety between the FSP tow drivers and CHP, who oversees the daily operations of the FSP program. In addition, the San Bernardino FSP Program converted all FSP radio equipment from wideband to narrowband as mandated by the Federal Communication Commission. In 2014, data collection methods for the program were enhanced by providing wireless data collection tablets in each truck. The tablet automatically connects to the FSP server while the FSP Driver is entering the assist out in the field. Now, both SANBAG and CHP, who oversee and manage the field operations of the program, have immediate access to the assist data. If there is a concern, or a need to investigate an assist, both SANBAG and CHP can do so immediately. In 2015, SANBAG concluded research on finding the best provider for push-to-talk network communications in the field and changed the contract requirements as needed. In addition, the program continued to provide Construction FSP (CFSP) services to three major construction projects in San Bernardino County under the Memorandum of Understanding (MOU) executed with California Department of Transportation (CALTRANS) in March 2014 for CFSP services including: the Interstate 215 Bi-County Project, the Devore Interchange Project, and the Cajon Pass Rehabilitation Project. Lastly, in 2015, SANBAG extended Friday afternoon service hours as a result of analyzing the traffic patterns and assist volumes. Hours on Fridays now begin at 12:30p.m., which is a two hour increase. (normally started at 2:30 p.m.)

Work Elements

1. Explore further technology to enhance program efficiency, in addition to those mentioned above.
2. Prepare quarterly reports and invoices to the State for funding reimbursement.
3. Coordinate the program with the Riverside County Transportation Commission (RCTC), local and state CHP, CALTRANS District 8 and CALTRANS Headquarters. Attend Inland Empire FSP Techical Advisory Committee meetings, statewide FSP meetings, and other meetings as needed throughout the year.
4. Explore new and cost saving technologies for the program.
5. Continue to evaluate the current eight beat areas of the FSP Program and to seek other possible service areas.
6. Continue to explore ways in which the program can be changed to better serve the public and maximize resources.
7. Continue to work and encourage tow operators that are interested in converting their own diesel tow truck inventory to alternative fuel on any upcoming Request for Proposals (RFP)'s for FSP Beats.
8. Continue to work toward public awareness of the program.
9. Continue to expand the SANBAG FSP Marketing plan when is aimed at bringing awareness to the program, its requirements, and upcoming opportunities to tow companies in the area.
10. Explore the use of service trucks in the County of San Bernardino.

Changes also include a $107,000 increase for contract towing services due to higher prices on the most recent bids.

Commuter & Motorist Assistance

Task 0704 Freeway Service Patrol/State

Product

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

1. Procure and award for Beat 6, which will be combining two Beat's into 1 and introduce the concept of service trucks into the program
2. Procure and award for Beat 31, which will service a new area along the State Route 210 from the LA County line to Citrus Avenue
3. Maintain close relationships with the tow industry for marketing and outreach of the program.
4. Conduct periodic driver meetings to reinforce safety, customer service and FSP policies.
5. Procure and award for a new contract for digital radio lease of repeaters.

Contract Information

a. Existing Contracts
   - i. 00-1001020, FSP tow services along Beat 1, Amount Budgeted $192,270.
   - ii. 15-1001074, FSP tow services along Beat 2, Amount Budgeted $219,564.
   - iii. 15-1001224, FSP tow services along Beat 3, Amount Budgeted $251,520.
   - iv. 15-1001181, FSP tow services along Beat 4, Amount Budgeted $219,564.
   - v. 15-1001095, FSP tow services along Beat 5, Amount Budgeted $213,300.
   - vi. 00-1000555, FSP tow services along Beat 6, Amount Budgeted $268,520.
   - vii. 00-1000556, FSP tow services along Beat 7, Amount Budgeted $142,900.
   - viii. 15-1001225, FSP tow services along Beat 8, Amount Budgeted $258,400.
   - ix. 15-1001184, FSP daily oversight and supervision plus additional ½ of a full-time CHP Officer, Amount Budgeted $136,536.
   - x. 00-1000671, FSP digital radio services, Amount Budgeted $2,500.
   - xi. 00-1001164, FSP Technical Services, Amount Budgeted $24,000.

b. New Contracts
   - i. RFP, Freeway Service Patrol Beat 6, Amount Budgeted $142,900, Total Estimated Contract Amount $1,292,000.
   - ii. RFP, Freeway Service Patrol Beat 31, Amount Budgeted $138,720, Total Estimated Contract Amount $1,085,280.
   - iii. RFP, Freeway Service Patrol Digital Radio Frequency provider, Amount Budgeted $8,000, Total Estimated Contract Amount $100,000.

Manager

Duane Baker, Deputy Executive Director

Commuter & Motorist Assistance

Task 0704 Freeway Patrol Service/State

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	77,318	72,554	52,339	31,595
Regular Part-Time Employees	-	-	-	17,053
Overtime	1,884	1,633	-	-
Fringe Allocation-General	79,279	72,256	51,130	52,097
Professional Services	1,459,135	1,637,195	2,449,871	2,671,105
Consulting Services	23,934	23,863	24,500	25,500
Maintenance-Motor Vehicles	-	-	400	400
Training/Membership	-	-	300	300
Postage	77	262	1,000	1,000
Travel Expense - Employee	1,166	789	4,000	4,000
Travel Expense-Mileage-Employee	1,744	2,425	3,000	3,000
Printing - External	25,439	22,935	37,500	50,000
Printing - Internal	-	-	500	500
Communications	26,034	39,920	74,650	102,100
Office Expense	-	-	700	700
Meeting Expense	64	261	500	4,500
Indirect Allocation-General	85,782	100,208	80,344	103,283
Total Expenditures	1,781,858	1,974,299	2,780,734	3,067,133

Funding Sources	
CALTRANS Local Reimbursement	600,000
Freeway Service Patrol	1,442,331
MSI Valley Fund-Traffic Mgmt Sys	185,500
SAFE-Vehicle Registration Fees	735,262
SCAQMD/Mobile Source Review Comm.	104,040
Total Funding Sources	3,067,133

SANBAG's Freeway Service Patrol (FSP) Program currently has six compressed natural gas (CNG) tow trucks in its fleet assisting stranded motorists along designated areas of the San Bernardino Valley highway system. The FSP Program assists more than 35,000 motorists a year and overall 99.8% of the drivers aided by the service have rated their experience as excellent or good.

REGIONAL & SUBREGIONAL PLANNING

Regional & Subregional Planning Program Budget

Description

The Regional & Subregional Planning Program represents the continuing responsibilities of the agency to comprehensively plan at the regional and county levels, compile and maintain planning and monitoring data in support of planning efforts, and support ongoing congestion management, travel demand modeling, growth analysis, and focused transportation study efforts.

There were several major focal points for Fiscal Year 2015/2016:

- Completion of the Countywide Transportation Plan (CTP). The CTP was developed to support SANBAG's input to the Southern California Association of Governments' (SCAG's) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). It includes evaluation of all transportation modes including auto travel, freight movement, rail and bus transit, and "active" (non-motorized) transportation.
- Approval of the 2016 RTP/SCS by SCAG in April 2016. SANBAG has worked with SCAG on many aspects of the RTP/SCS, including growth forecasts, project lists, freight strategy, and sustainability elements.
- Update of the Valley Freeway Interchange Program priorities, per Measure I policy, and evaluation of interchange phasing options. These updates are being incorporated into the 2016 10-year Delivery Plan, subject to agency input and Board approval.
- State Active Transportation Program (ATP) grants. Almost $50 million in ATP grants have been awarded to San Bernardino County jurisdictions in Cycles 1 and 2 of this new state grant program.
- The Advanced Regional Rail Integrated Vision - East (ARRIVE) Corridor. The ARRIVE Corridor Study, funded by a Caltrans grant, aims to develop practical strategies for transitioning the San Bernardino Metrolink line, over time, from a traditional commuter rail corridor to a more integrated transit oriented development (TOD)/regional rail corridor. The ARRIVE Corridor Study was completed in Fiscal Year 2015-2016, with substantial input from the cities served by the San Bernardino Line.
- An update of the Development Mitigation Nexus Study was completed.
- A new, more cost-effective methodology for the monitoring of the Congestion Management Program (CMP) roadway system was implemented and is now available for application to congestion monitoring countywide.
- Phase II of the Habitat Preservation/Conservation Framework was initiated, being funding by the County of San Bernardino and SCAG, with leadership from the Environment Element Group of the Countywide Vision.
- Provision of input to the update of the South Coast Air Quality Management Plan, to be approved in 2016.

Activities for Fiscal Year 2016-2017 include:

- Implementation of the 2016 RTP/SCS will also be a theme for Fiscal Year 2016/2017, including continued delivery of Measure I transit and highway projects, as well as increased emphasis on delivery of active transportation projects and pursuit of freight initiatives.
- Update of the SANBAG Long Range Transit Plan, a countwide plan addressing the provision of transit services countywide.
- Update of the Measure I 2010-2040 Strategic Plan.
- Continued pursuit of grant applications and assistance to local jurisdictions for grants on ATP projects, Caltrans Sustainable Transportation Planning Grants, cap-and-trade funding, and other state/federal grant programs.
- Providing continuing input to and comments on the South Coast Air Quality Management Plan. SANBAG is providing input through the Air Quality Management Plan (AQMP) Advisory Group.

- A variety of countywide and subarea planning efforts on active transportation, habitat conservation, Mountain/Desert studies, the High Desert Corridor, and input to several regional studies being conducted by SCAG.
- The Planning Workgroup will continue to support other SANBAG departments as well as individual jurisdictions with modeling, Geographic Information System (GIS), and analysis support where appropriate.

Goals and Objectives

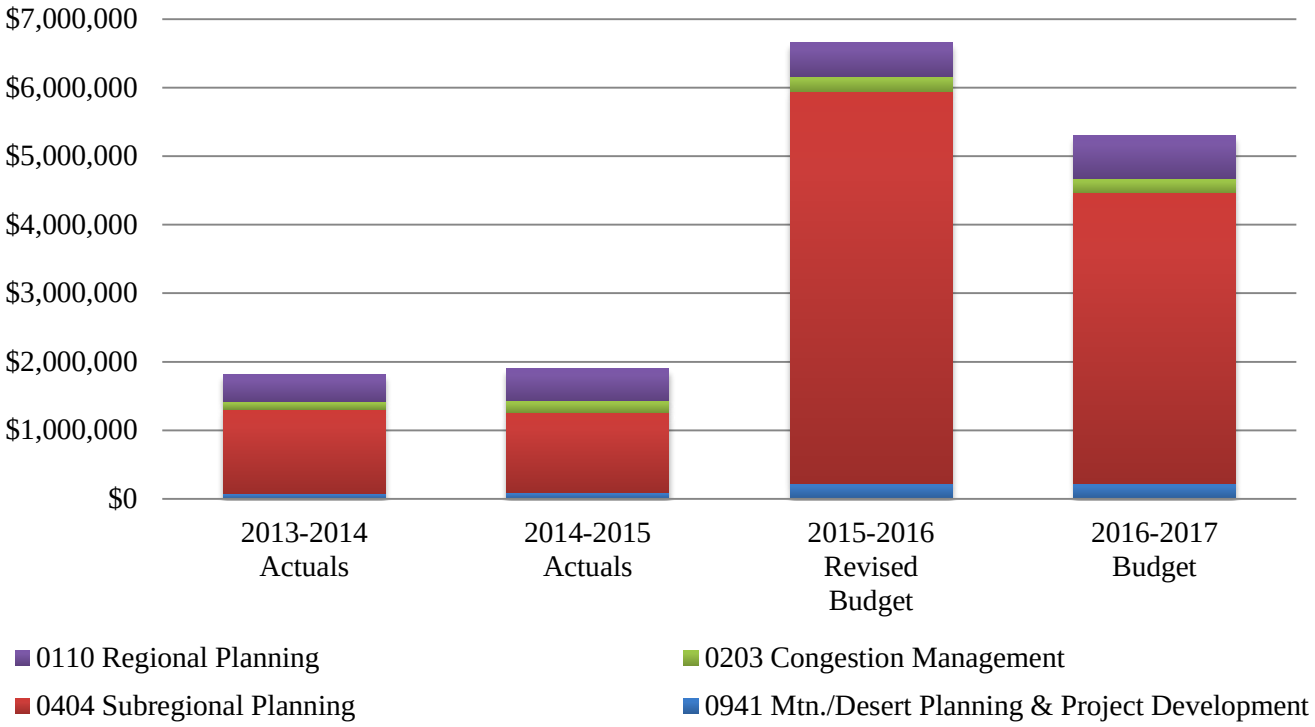
1. Work with SCAG, other counties, and local jurisdictions in San Bernardino County to implement the 2016 RTP/SCS, with emphasis on Measure I projects, active transportation projects, and freight initiatives.
2. Provide updates on countywide plans, such as the Long Range Transit Plan and Measure I Strategic Plan, as well as Active Transportation Plans and the countywide and subarea level.
3. Work with SCAG on regional planning efforts related to freight corridors and inter-county transit planning.
4. Continue planning and implementation of sustainability initiatives, per the Memorandum of Understanding (MOU) between SCAG and SANBAG approved in 2014. An update to the MOU may be warranted based on the 2016 RTP/SCS.
5. Maintain tools including travel demand modeling and geographic information systems capabilities to support planning and project delivery activities. San Bernardino County Transportation Analysis Model (SBTAM) transit modeling capabilities will be reviewed and enhanced.

Performance/Workload Indicators

	2013-2014 Actual	2014-2015 Actual	2015-2016 Revised Budget	2016-2017 Budget
RTP/SCS/RHNA Growth forecasts and project submittals	Coordinate Reviews for SANBAG Projects and 25 Jurisdictions	Coordinate Reviews for SANBAG Projects and 25 Jurisdictions	Coordinate Reviews for SANBAG Projects and 25 Jurisdictions	Coordinate Reviews for SANBAG Projects and 25 Jurisdictions
Transportation Modeling	SBTAM Version 1.0 Completed	Validated 2012 model and applied to projects	Applied to CTP, I-10 PA/ED and subare analysis	Validate transit model for LRTP and transit planning
Support SANBAG and Jurisdiction analysis of projects	20+ SBTAM Model Products	20+ SBTAM Model Products	20+ SBTAM Model Products	20+ SBTAM Model Products
Data Management Maintain data sets	Existing Land Use General Plan L.U. Proj. Mgmt. Dbbase Growth Forecast Model Answer calls/emails from 25 jurisdictions	Existing Land Use General Plan L.U. Proj. Mgmt. Dbbase Growth Forecast Model Answer calls/emails from 25 jurisdictions	Existing Land Use General Plan L.U. Proj. Mgmt. Dbbase Growth Forecast Model Answer calls/emails from 25 jurisdictions	Existing Land Use General Plan L.U. Proj. Mgmt. Dbbase Growth Forecast Model Answer calls/emails from 25 jurisdictions
Mapping/Data Products	40+ Monthly	40+ Monthly	40+ Monthly	40+ Monthly

Regional and Subregional Planning
Program Summary

		2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Tasks					
0110	Regional Planning	392,482	468,862	489,052	630,073
0203	Congestion Management	110,049	164,746	222,614	201,069
0404	Subregional Planning	1,227,838	1,170,460	5,714,043	4,240,078
0941	Mtn./Desert Planning & Project Development	79,804	93,731	229,786	227,115
Total Tasks		1,810,173	1,897,799	6,655,495	5,298,335



Regional & Subregional Planning

Task 0110 Regional Planning

Purpose

Improve mobility, safety, and environmental quality by developing and coordinating countywide input to updates and amendments of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and mobile source components of air quality plans to meet State and Federal requirements. Develop and coordinate countywide input and understanding of updates, revisions, refinement, policies, or other issues associated with the regional growth forecast used as the basis for State and Federally mandated regional plans, including regional transportation, freight, air quality, and housing plans, the SB 375 Sustainable Communities Strategy, and preparation of subregional and corridor travel demand forecasts. SANBAG represents the subregion on the Southern California Association of Governments' (SCAG's) and South Coast Air Quality Management District (SCAQMD) advisory committees which provide technical and policy recommendations at the regional level. In addition, SANBAG reviews and provides comments on State-level plans and programs, such as: California Transportation Plan 2040, Inter-regional Transportation Strategic Plan, California Freight Mobility Plan, Sustainable Freight Strategy, and guidelines for State Cap-and-Trade programs and other statewide policy documents such as California Environmental Quality Act (CEQA) guidelines.

Accomplishments

Consistent with SANBAG's Memorandum of Understanding and subsequent contracts with SCAG, SANBAG coordinates and provides subregional and County Transportation Commission input to the RTP/SCS. SANBAG has provided substantive input to the 1994, 1998, 2001, 2004, and 2008 Regional Transportation Plan (RTP)s, as well as the 2012 and 2016 RTP/SCSs. SANBAG worked with local jurisdictions to provide updated growth forecasts for the 2016 RTP/SCS and lists of highway, transit, and other projects for inclusion in San Bernardino County's portion of the RTP/SCS. The RTP/SCS also serves as the basis for the mobile source elements of the South Coast Air Quality Management Plans (AQMPs). SANBAG has participated in preparation of all South Coast AQMPs since 1994. SANBAG has been very active in many venues in its efforts to address critical RTP issues including impacts of growth, regional aviation, transportation finance, and freight movement, through its leadership in SCAG's Transportation Working Group and the Chief Executive Officers (CEO)s' Sustainability Working Group. The countywide transportation plan, various subarea and corridor studies, and current project development efforts serve as a basis for SANBAG's input to RTP/SCS updates. This task also includes technical support for SCAG delegates from San Bernardino County on regional transportation and emission reduction planning issues, and coordination with other subregional agencies and County Transportation Commissions in regional transportation, freight, and emission reduction planning, transportation finance, and plan implementation. Extensive input was provided to the statewide plans and guidelines listed above.

Work Elements

1. Track implementation of the 2016 RTP/SCS and provide technical input into initiation of the 2020 RTP/SCS and mobile source emission reduction elements for the next AQMP for the South Coast Air Basin. SCAG is scheduled to approve the 2016 RTP/SCS and Program Environmental Impact Report (PEIR) in April 2016 and will initiate growth forecasting and framework development for the 2020 RTP/SCS in Fiscal Year 2016/2017. SANBAG will coordinate with SCAG, other County Transportation Commissions, and other subregions to address regional or intercounty transportation planning and implementation issues.
2. Update Geographic Information System (GIS) coverages for existing land use, General Plan/Specific Plan land use, and student populations. Continue the upgrade to the SANBAG GIS growth distribution model to better address issues such as: higher density non-residential development; improved association of non-residential land use with employment sectors; incorporation of more Specific Plan land use mapping; addition of control totals for additional unincorporated areas; and better analysis of infill/redevelopment areas.

Task 0110 Regional Planning

3. Monitor the updated growth distribution for San Bernardino County for use in the 2020 RTP/SCS. Coordinate local agency development and review of draft growth forecasts and scenario alternatives, including alternatives incorporating transit oriented development.
4. Coordinate with SCAG and other subregions in addressing regional growth-related planning, policy, and implementation issues, including monitoring and implementation of the 2016 RTP/SCS. SANBAG will continue participating in the SCAG CEOs' Sustainability Committee, Transportation Working Group, Aviation Technical Advisory Committee (ATAC), and other regional-level advisory committees.
5. Develop technical input and policy recommendations as needed for regional transportation, aviation, air quality and goods movement studies conducted by SCAG, Caltrans, air districts, other subregional agencies, and transportation commissions, and participate on steering committees for those studies managed by other agencies, including follow-up analysis of SCAG's East-West Freight Corridor Study, regional open space/conservation studies, and Regional Express Lane Study.
6. Coordinate with other subregions, SCAG, and State and Federal Agencies in addressing regional goods movement issues through the Southern California National Freight Gateway Collaboration (SCNFGC).
7. Provide review and analysis of the statewide plans, programs, and guidelines identified in the Purpose section of this task, and provide formal comments where appropriate.
8. Provide technical support as needed for SCAG delegates regarding the RTP/SCS, air quality issues, and regional goods movement issues.
9. Assist in public outreach and information dissemination regarding technical and policy issues associated with the RTP/SCS, aviation, air quality issues, and goods movement.
10. Coordinate development and inclusion in the RTP of South Coast Air Basin Transportation Control Measures (TCM's) consistent with the TCM structure defined by the State Implementation Plans for ozone and fine particulates.
11. Participate in agency and industry conferences relevant to specific work elements such as GIS, air quality conformity, goods movement, inter-modal accessibility, or planning.

Product

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

Manager

Steven Smith, Director of Planning

Regional & Subregional Planning

Task 0110 Regional Planning

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	125,979	140,284	136,377	146,775
Overtime	196	49	-	-
Fringe Allocation-General	126,298	136,680	133,227	157,182
Professional Services	-	-	-	10,000
Legal Fees	-	-	600	-
Training/Membership	150	450	-	-
Travel Expense - Employee	2,043	875	2,500	2,500
Travel Expense-Mileage-Employee	297	80	500	500
Travel Expense-Other-Metrolink Tickets	530	607	1,000	1,000
Contributions/Subsidies	-	-	5,000	-
Office Expense	94	-	200	200
Meeting Expense	238	283	300	300
Indirect Allocation-General	136,658	189,555	209,348	311,616
Total Expenditures	392,482	468,862	489,052	630,073

Funding Sources	
Local Transportation Fund - Planning	630,073
Total Funding Sources	630,073

Regional & Subregional Planning

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 2013 and another revision is anticipated in early 2016. 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. A project to develop a refined methodology to satisfy State and Federal requirements regarding monitoring of the regional transportation system was completed in 2015. Model improvements for the CMP, San Bernardino County Transportation Analysis Model (SBTAM), Subregional Planning (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 2016. 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 a new approach that relies on congestion monitoring data available from the private sector that is based on vehicle probe data for freeways and arterials. These data will be more robust and reliable indicators of system performance than the traditional reliance on traffic volume counts. The statewide Performance Measurement System (PeMS) and locally collected traffic counts will continue to be used for traffic volume purposes. These data can also 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. Updated process and data for monitoring system performance.

Contract Information

a. Existing Contracts:
   i. 16-1001364, Congestion Monitoring Program Tool Hosting and Support, Amount Budgeted $75,000.

Manager

Steven Smith, Director of Planning

Regional & Subregional Planning

Task 0203 Congestion Management

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	35,683	20,899	26,883	29,177
Fringe Allocation-General	35,718	20,355	26,263	31,246
Consulting Services	-	95,263	125,000	75,500
Legal Fees	-	-	1,000	1,000
Travel Expense - Employee	-	-	500	500
Travel Expense-Mileage-Employee	-	-	1,000	1,000
Printing - Internal	-	-	500	500
Meeting Expense	-	-	200	200
Indirect Allocation-General	38,648	28,229	41,268	61,946
Total Expenditures	110,049	164,746	222,614	201,069

Funding Sources	
Congestion Management Program	500
MSI Valley Fund-Traffic Mgmt Sys	170,280
MSI Victor Valley Fund-Traffic Mgmt Sys	30,289
Total Funding Sources	201,069

Regional & Subregional Planning

Task 0404 Subregional Planning

Purpose

Optimize SANBAG investments in transportation infrastructure through a comprehensive, coordinated, and continuing process of identification and evaluation of multimodal transportation options and funding solutions. SANBAG will maintain a long-range Countywide Transportation Plan (CTP), for input into the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), developed in conjunction with the Southern California Association of Governments (SCAG) through Regional Planning (Task 0110). This task also includes the conduct of transportation and land use studies in individual corridors or for subareas of the county. It includes maintenance of the Measure I 2010-2040 Strategic Plan, the Non-Motorized Transportation Plan, and work on various sustainability initiatives in conjunction with SCAG, local jurisdictions, and other stakeholders.

Accomplishments

Subregional planning is an ongoing process, and has provided a basis for SANBAG's input to the 1998, 2001, 2004, and 2008 Regional Transportation Plans and the 2012 and 2016 RTP/SCS. It has served as a foundation for the development of the Expenditure Plan for the reauthorization of Measure I and for the Congestion Management Program (Task 0203), including the Development Mitigation Nexus Study. In Fiscal Year 2015/2016 the CTP report was finalized and approved by the Board for submittal to SCAG for input into the RTP/SCS. An improved process for monitoring of Congestion Management Program roadways was implemented. The Planning Department continued to support other departments and jurisdictions with transportation analysis, such as interchange phasing analyses and the Morongo Basin Area Transportation Study. This task supported the activities of both the Transportation Technical Advisory Committee (TTAC) and the Planning and Development Technical Forum (PDTF), key advisory committees for review of technical and policy issues.

SANBAG staff also worked on multiple sustainability initiatives in Fiscal Year 2015/2016. Implementation tools were developed in support of local Climate Action Plans; substantial progress was made on development of a Habitat Preservation/Conservation Framework for the Environment Element of the Countywide Vision; and planning studies were completed to assist in local implementation of the state's Complete Streets requirements and Safe Routes to School plans. Staff completed the Advanced Regional Rail Integrated Vision – East (ARRIVE) planning study for the San Bernardino Metrolink corridor. Staff assisted jurisdictions in competing for the state's second cycle of Active Transportation Program grants. The Data Management Office (DMO) supported the maintenance and updating of fifteen datasets that are needed for regional and subregional planning activities. The DMO provided mapping and analysis support for all SANBAG departments.

Work Elements

1. Work with SCAG and local jurisdictions to maintain and apply the San Bernardino County Transportation Analysis Model (SBTAM). SBTAM is the forecasting tool used to support traffic and environmental studies for all of SANBAG's primary transportation projects, as well as selected local planning projects and development-related traffic studies. The model includes a more detailed network and zone system and is based on SCAG's TransCAD version five Regional Model.
2. Support the jurisdictions of San Bernardino County in the planning and implementation of sustainability initiatives and the Countywide Vision.
3. Support both TTAC and PDTF, consisting of staff from local jurisdictions providing input on transportation and local government planning issues.

Regional & Subregional Planning

Task 0404 Subregional Planning

4. Manage multiple SCAG and California Department of Transportation (CALTRANS) grant-funded and other-funded projects, including:
   a. Points of Interest Pedestrian Plan, Customer-Based Ridesharing and Transit Interconnectivity Study, San Bernardino County Habitat Conservation Framework, Safe Routes to School, Alternative Paths toward Vehicle Technology and Alternative Fuel Transition in San Bernardino County and several state Active Transportation Program (ATP) grants. Submit additional grants for sustainability projects. The budget includes $200,000 in contributions/subsidies to match planning, project development, and/or construction funds for Sustainability and Active Transportation studies/projects in the Valley and $50,000 in contributions/subsidies for the Mountain/Desert Region. The purpose is to make SANBAG and jurisdiction grant applications as competitive as possible.
   b. Rim of the World Active Transportation Plan. SANBAG staff is managing this project on behalf of the County of San Bernardino at their request. The budget includes funding from the County for management of the study.
5. Manage the development of an update to the 2009 SANBAG Long Range Transit Plan.
6. Support SANBAG project development efforts with traffic analyses and impact assessments.
7. Maintain the policies in the Measure I 2010-2040 Strategic Plan.
8. Seek to implement the San Bernardino County Non-Motorized Transportation Plan (NMTP), in conjunction with local jurisdictions. The Non-Motorized Plan requires updating every five years to maintain project funding eligibility for the new statewide and regional ATP, but periodic amendments are also required to keep it current. A major update and rebranding of the NMTP is anticipated in FY 2016/2017 to include a pedestrian component from the Points of Interest Pedestrian Plan.
9. Manage the Active Transportation and Sustainability initiatives for SANBAG as part of the implementation of the SCAG RTP/SCS, based on the SCAG/SANBAG Sustainability MOU and in keeping with the goals and objectives of agencies in San Bernardino County.
10. Participate in subregional planning efforts led by local jurisdictions, SCAG, transit agencies or other agencies.
11. Maintain data management capabilities including the Data Management Office Network, Geographic Information System (GIS) workstations and data sets needed to support SANBAG programs.
12. As needed, provide assistance to local jurisdictions to access and manage planning and project data disseminated by SANBAG.
13. Maintain a monitoring database in coordination with the Congestion Management Program and GIS based regional planning data.
14. Collect and compile data, and distribute data as appropriate to other agencies and organizations.
15. Continue to manage $1,250,000 in grant funds available from the South Coast Air Quality Management District (SCAQMD)/Mobile Source Review Committee as contributions/subsidies to support signal synchronization and other signal upgrades to improve arterial traffic flow in the Valley.
16. Coordinate with Project Delivery to secure and manage an additional $1,000,000 in SCAQMD/Mobile Source Review Committee as contributions/subsidies to support the SANBAG management of the San Bernardino County Valley Traffic Signal Synchronization system.
17. Manage $250,000 in grant funds available from the South Coast Air Quality Management District (SCAQMD)/Mobile Source Review Committee (MSRC) as contributions/subsidies to support SCAG's *Go Human* Bike/Ped Safety Open Streets Events.

Product

Update of the Non-Motorized Transportation Plan and supporting reports on active transportation; update of SBTAM; Analysis support for the Measure I Strategic Plan and project development activities; data and analyses supporting development and updating of the CTP, Modal Alternatives Analyses, and related activities.

Regional & Subregional Planning

Task 0404 Subregional Planning

Contract Information

a. Existing Contracts
   i. 15-1001172, Points of Interest Pedestrian Plan, Amount Budgeted $200,000.
   ii. 15-1001193, Safe Routes to School Phase II, Amount Budgeted $250,000.
   iii. 16-1001417, Rim of the World Active Transportation Plan, Amount Budgeted $200,000.
   iv. 16-1001454, Habitat Preservation/Conservation Framework, Phase II, Amount Budgeted $275,000.
   v. 15-1001101, MSRC Signal Synchronization Partnership Program, Amount Budgeted $90,000 (City of Yucaipa).
   vi. 15-1001102, MSRC Signal Synchronization Partnership Program, Amount Budgeted $325,390 (City of Highland).
   vii. 15-1001103, MSRC Signal Synchronization Partnership Program, Amount Budgeted $305,000 (City of Chino).
   viii. 15-1001104, MSRC Signal Synchronization Partnership Program, Amount Budgeted $268,800 (City of Ontario).
   ix. 15-1001105, MSRC Signal Synchronization Partnership Program, Amount Budgeted $124,810 (City of Rancho Cucamonga).
   x. 15-1001106, MSRC Signal Synchronization Partnership Program, Amount Budgeted $136,000 (City of Colton).

b. New Contracts
   i. RFP, SBTAM Update and Transit Model Calibration/Validation, Amount Budgeted $200,000, Total Estimated Contract Amount $200,000.
   ii. RFP, Long Range Transit Plan Support, Amount Budgeted $50,000, Total Estimated Contract Amount $50,000.

Local Funding Source Detail

   i. San Bernardino County - $225,000.
   ii. SCAG - $50,000.

Manager

Steven Smith, Director of Planning

Regional & Subregional Planning

Task 0404 Subregional Planning

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	275,243	272,617	290,083	295,060
Overtime	2,953	-	-	-
Fringe Allocation-General	278,469	265,521	286,477	315,979
Professional Services	10,130	3,848	519,250	50,000
Consulting Services	190,618	179,614	880,000	1,250,000
Program Management Fees	29,626	-	75,000	-
Information Technology Services	32,958	33,404	34,000	35,000
Maintenance-Office Equipment	2,893	1,200	8,000	-
Construction Capital	-	-	1,600,000	-
Training/Membership	1,394	1,761	3,000	3,000
Postage	121	16	-	-
Travel Expense - Employee	2,639	5,570	5,000	5,000
Travel Expense-Mileage-Employee	1,248	1,582	1,800	1,800
Travel Expense-Other-Metrolink Tickets	-	108	-	-
Advertising	317	-	500	500
Printing - Internal	543	670	500	300
Contributions/Subsidies	91,612	34,641	1,550,000	1,650,000
Office Expense	-	-	500	500
Meeting Expense	57	66	500	500
Office Equip/Software-Inventorial	5,706	1,602	5,000	5,000
Computer Hardware & Software	-	-	3,000	1,000
Indirect Allocation-General	301,310	368,239	445,299	626,439
Indirect Allocation-Project Management	-	-	6,134	-
Total Expenditures	1,227,838	1,170,460	5,714,043	4,240,078

Funding Sources	
Active Transportation Program - State	717,045
General Fund-Local/Other	22,330
Greenhouse Gas Fund	20,376
Local Projects Fund	275,000
Local Transportation Fund - Admin	29,615
Local Transportation Fund - Planning	355,610
MSI Morongo Basin Fund-Traffic Mgmt Sys	3,577
MSI Mountain Fund-Traffic Mgmt Sys	3,577
MSI North Desert Fund-Traffic Mgmt Sys	3,577
MSI Administration	32,137
MSI Valley Fund-Express Bus//Rapid Trans	26,271
MSI Valley Fund-Freeway Projects	73,982
MSI Valley Fund-Fwy Interchange	67,401
MSI Valley Fund-Traffic Mgmt Sys	1,127,371
MSI Victor Valley Fund-Traffic Mgmt Sys	208,097
Planning, Programming & Monitoring	16,075
SAFE-Vehicle Registration Fees	8,037
SCAQMD/Mobile Source Review Comm.	1,250,000
Total Funding Sources	4,240,078

Regional & Subregional Planning

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

Provided support to the Mountain/Desert Policy 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. In Fiscal Year 2015/2016, SANBAG staff worked with staff of the Mountain/Desert subareas to identify both project priorities for inclusion in the 2016 update to the Ten-Year Delivery Plan, the 2012-2040 Regional Transportation Plan/Sustainable Communities Strategy and long-term priorities over the life of Measure I 2010-2040. In the Mountain subarea additional efforts are required to identify priority projects, which led to initiation of the Mountain Area Transportation Study, similar to a recent effort for the Morongo Basin. SANBAG provided support for further development of the High Desert Corridor.

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 Committee.
3. Respond to special requests for reports and materials related to program implementation in the Mountain/Desert subregion.
4. Assist Mountain/Desert representatives with identification of priority projects and strategies for implementing those projects.
5. Participate on project development teams for major transportation projects in the Mountain/Desert subregions.
6. Support efforts for regional cooperation and possible public private partnerships to realize construction of the High Desert Corridor.
7. Participate with the High Desert Corridor Joint Powers Authority and project partners in the completion of the Investment Grade Rail Ridership and Revenue Forecast Study that was initiated in Fiscal Year 2015/2016.
8. Manage the Mountain Area Transportation Study.

Budgetary changes include a reduction of Attendance Fees and Non-Employee Travel Expenses. These activities are now budgeted in Task 0100 Board of Directors.

Product

1. Policy direction and involvement in SANBAG programs affecting the Mountain/Desert subregion.
2. Planning and technical assistance in cooperation with California Department of Transportation (CALTRANS) and local jurisdictions relative to project development in the Mountain/Desert subregions.
3. Mountain Area Transportation Study Final Report.

Contract Information

a. Existing Contracts
   i. 15-1001173, Mountain Area Transportation Study, Amount Budgeted $100,000.

Manager

Steven Smith, Director of Planning

Regional & Subregional Planning

Task 0941 Mountain/Desert Planning and Project Development

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	22,101	25,015	21,551	27,686
Overtime	87	-	-	-
Fringe Allocation-General	22,210	24,363	21,053	29,649
Professional Services	-	-	149,500	10,000
Consulting Services	-	-	-	100,000
Attendance Fees	6,400	6,200	-	-
Maintenance-Motor Vehicles	-	-	100	-
Postage	-	-	400	-
Travel Expense - Employee	170	-	400	-
Travel Expense-Mileage-Employee	1,362	1,143	2,000	-
Travel Expense-Mileage-Non-Employee	3,411	3,201	-	-
Advertising	-	-	500	1,000
Printing - Internal	-	-	500	-
Office Expense	32	22	200	-
Meeting Expense	-	-	500	-
Indirect Allocation-General	24,032	33,788	33,082	58,780
Total Expenditures	79,804	93,731	229,786	227,115

Funding Sources	
MSI Colorado River Fund-Traffic Mgmt Sys	6,568
MSI Morongo Basin Fund-Traffic Mgmt Sys	10,203
MSI Mountain Fund-Traffic Mgmt Sys	144,003
MSI North Desert Fund-Traffic Mgmt Sys	10,203
MSI Victor Valley Fund-Traffic Mgmt Sys	56,138
Total Funding Sources	227,115

TRANSIT

Transit Program Budget

Description

The Transit Program represents the continuing responsibilities of SANBAG to implement new passenger rail service, plan for future passenger rail service, support existing commuter rail service through the Southern California Regional Rail Authority (SCRRA)/Metrolink, provide technical assistance to local jurisdictions implementing transit oriented development, coordinate and assist local bus operators when needed, and manage 62 miles of agency owned railroad right of way. The program is funded by an array of funding sources including Measure I, Federal, State, and local funds. Many of SANBAG's Transit and Passenger Rail Program responsibilities are based on federal and state regulations, requiring coordination with the Federal Railroad Administration, Federal Transit Administration, and the California Public Utility Commission.

As part of the Fiscal Year 2016/2017 Budget, the Task and Sub Task Structure for the Transit Program is being revised to align more closely with Major Projects Delivery's Task and Sub Task Structure. This includes identifying four major Tasks and various new Sub Tasks including a separate Sub Task for each capital project:

- Task 0309 was renamed from General Transit to Transit Operator Support to better reflect the activities associated with this task. This task involves the facilitation, oversight of the administration and programming of transit funding. This includes both funds used directly by SANBAG and funds allocated to the County's transit operators.

- Task 0310 was renamed from Transit Operations to Transit Allocations/Pass Throughs to better reflect that this task includes the funds passed through to the County's transit operators. SCRRA subsidies are administered through Task 0314 and Task 0315 as SANBAG is a member agency of SCRRA.

- Task 0312 – General Transit
  - Sub Task 0352 Regional Representation
  - Sub Task 0353 Program Management
  - Sub Task 0354 Short Range Transit Plan

- Task 0313 – Transit Right-of-Way Management
  - Sub Task 0360 Right-of-Way Property Management
  - Sub Task 0361 Maintenance of Way
  - Sub Task 0362 Plan Reviews

- Task 0314 – Transit Operations
  - Sub Task 0377 Metrolink Operating and Maintenance Subsidy
  - Sub Task 0371 San Bernardino to Redlands Rail Service
  - Sub Task 0372 Station Security Study

- Task 0315 – Transit Capital
  - See Sub Task Narratives except for the SCRRA Capital Subsidy. The SCRRA Capital Subsidy information is included in the Task 0315 narrative.

Goals and Objectives

1. Substantially complete construction of the Downtown San Bernardino Passenger Rail Project including commissioning of Metrolink service.
2. For the Redlands Passenger Rail Project: award the construction management contract, award an early utility relocation contract, complete final design, and secure the vehicle procurement contract.

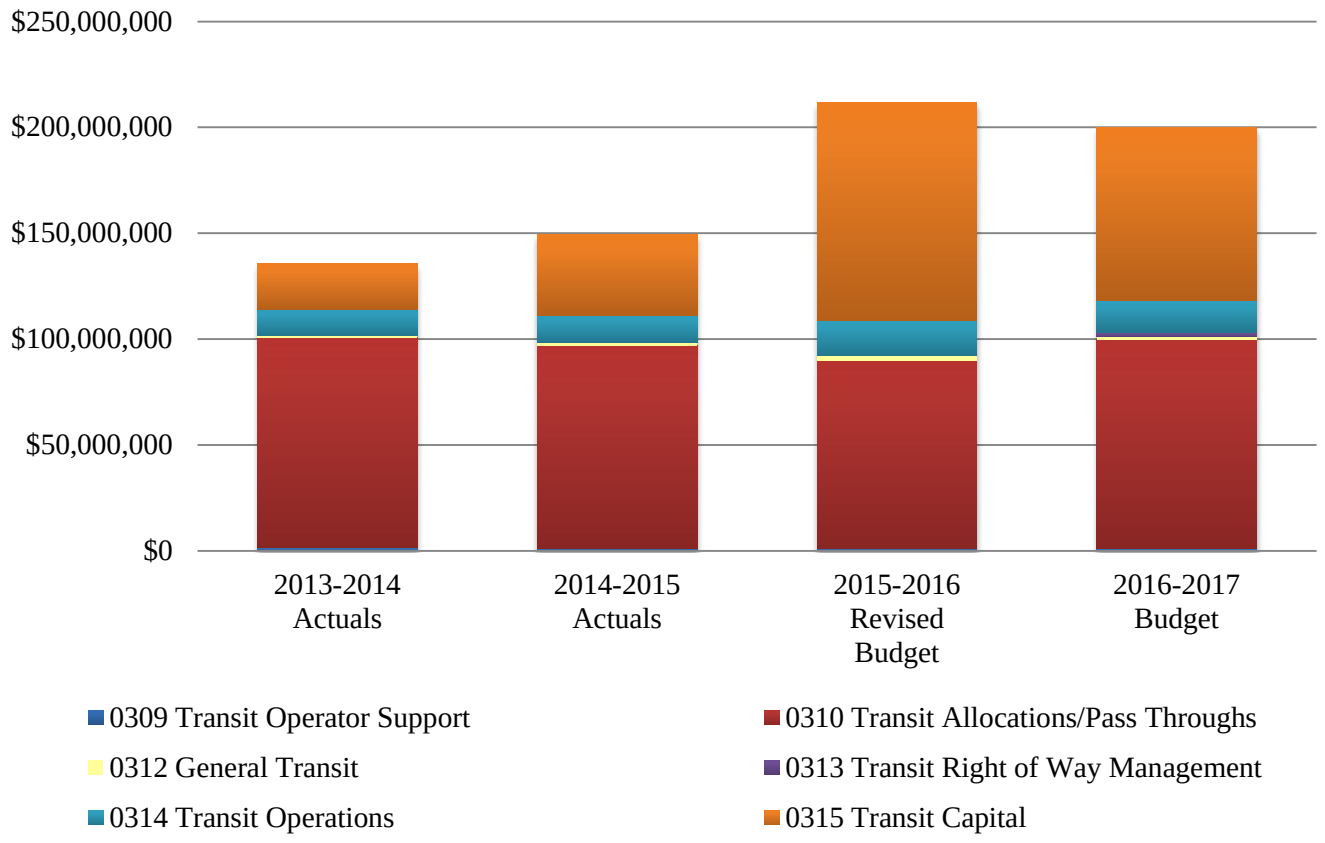
3. Provide oversight and coordination for the extension of the Gold Line from Azusa to Montclair, including preliminary engineering effort by the Gold Line Construction Authority. Seek non-federal funding sources and work with SANBAG Fund Administration Department to implement a non-federalized funding plan if possible.
4. Complete construction of the Sierra Avenue and Juniper Avenue at-grade crossing improvements in partnership with the City of Fontana and SCRRA.
5. Proceed with the preliminary engineering and environmental clearance of the Metrolink Double Track – Control Point (CP) Lilac to CP Rancho Project.
6. Complete the design, environmental clearance, construction, and implementation of the Shortway Subdivision Quiet Zone.
7. Support and provide technical assistance to the cities of Montclair, Upland, Rancho Cucamonga, San Bernardino and Redlands in their transit oriented development efforts.
8. Support and provide technical assistance to SCRRA and monitor subsidy needs.
9. Support the SANBAG Planning Department in their efforts to update the SANBAG Long Range Transit Plan.
10. Update out dated right of use agreements along SANBAG owned railroad right of way and implement collection of the lease revenue directly by SANBAG.

Performance/Workload Indicators

	2013-2014 Actual	2014-2015 Actual	2015-2016 Revised Budget	2016-2017 Budget
Downtown San Bernardino Passenger Rail Project	Construction	Construction	Construction	Construction
San Bernardino Transit Center	Construction	Construction	Project Closeout (Phase 1)	Construction (Phase 2)
Redlands Passenger Rail Project	Preliminary Engineering/ Environmental Clearance	Preliminary Engineering/ Environmental Clearance	Final Design/ Vehicle Procurement	Final Design/ Vehicle Procurement/ Utility Relocations
Gold Line Extension	N/A	N/A	Preliminary Engineering	Preliminary Engineering
Metrolink Double Track – CP Lilac to CP Rancho	N/A	Included	Preliminary Engineering/ Environmental Clearance	Preliminary Engineering/ Environmental Clearance
Station Security Study	N/A	Included	Underway	Finalize
Shortway Subdivision Quiet Zone	N/A	N/A	Final Design/ Environmental Clearance	Final Design/ Construction
Sierra Avenue and Juniper Avenue Grade Crossing Improvements	N/A	N/A	Final Design	Construction

Transit
Program Summary

		2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Tasks					
0309	Transit Operator Support	1,342,294	1,229,467	1,111,678	826,530
0310	Transit Allocations/Pass Throughs	99,265,368	95,675,794	88,663,710	98,928,201
0312	General Transit	875,881	1,355,954	2,264,754	1,179,448
0313	Transit Right of Way Management	-	-	-	1,974,667
0314	Transit Operations	12,493,216	12,775,574	16,786,597	15,070,715
0315	Transit Capital	21,524,709	38,255,806	103,003,739	81,917,451
	Total Tasks	135,501,468	149,292,595	211,830,478	199,897,012



Transit

Task 0309 Transit Operator Support

Purpose

Facilitate and oversee the administration and programming of transit projects through funding provided by a variety of Federal and State revenue sources and Measure I to allow delivery of transit projects on schedule and to demonstrate compliance with applicable State, Federal, and local guidelines, fiscal constraint and air quality conformity requirements. Federal and State revenue sources include Fixing America's Surface Transportation (FAST) Act programs administered by the Federal Transit Administration (FTA); State Proposition 1B Bond programs; Local Transportation Funds (LTF) and State Transit Assistance Funds (STAF) made available from State Transportation Development Act (TDA); and the Low Carbon Transit Operations Program (LCTOP). This provides for assistance and oversight of San Bernardino County transit operators, including review of their cost effectiveness and efficiency, State and Federal funding compliance, funding allocations, 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) , and Needles Area Transit (NAT), as well as Omnitrans in its role as the Consolidated Transportation Services Agency (CTSA) for the San Bernardino Valley. For the purpose of operational and fiscal efficiency, Barstow Area Transit (BAT) and VVTA completed consolidation efforts in Fiscal Year 2014/2015. BAT is no longer in service, and VVTA now oversees BAT's former service area.

Accomplishments

Annually, SANBAG is responsible for the coordination of Unmet Transit Needs Public Hearings in the Victor Valley and Morongo Basin areas to determine whether there are unmet transit needs in those areas that could be reasonably met. During the Fiscal Year 2014/2015 unmet transit needs process, it was determined there were no unmet needs that could be resasonably met in those service areas. Additionally, SANBAG and the operators completed the Countywide Transit Efficiency Study in Fiscal Year 2015/2016. This resulted in several interagency agreements for coordination and shared resources and identified areas of coordination to consider in the future. The operators in the mountain/desert areas are continuing work on Short Range Transit Plans (SRTP) as required by SANBAG for receipt of Measure I funding.

During Fiscal Year 2015/2016 an evaluation of the effectiveness and efficiency of the Valley CTSA model was undertaken that resulted in the Valley moving from a non-profit CTSA model to a consolidation under Omnitrans. Omnitrans created a new department for the administration of CTSA services in concert with Access, their paratransit service, and SANBAG, Valley Transportation Services (VTrans), and Omnitrans worked together to ensure a seamless transition of the CTSA services from VTrans to Omnitrans.

SANBAG staff has administered and programmed the funding available for transit projects based on the Board of Director's approved priorities and strategies as communicated through the Ten-Year Delivery Plan, program apportionments, and project-specific allocations. Through strategic fund management and timely delivery of existing committed funds, SANBAG has maximized and protected State and Federal funding revenues. In addition, SANBAG has supported transit operators with information on funding opportunities and transportation program guidelines, requirements, policies, and schedules. SANBAG serves as a liaison between transit operators and the California Department of Transportation (CALTRANS), the California Transportation Commission (CTC), the County Auditor/Controller, and various other state and federal agencies to assist local implementation of projects funded by State and Federal sources.

Work Elements

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

Transit

Task 0309 Transit Operator Support

This task also includes continued staff and consultant efforts required to maintain compliance with State and Federal funding requirements, such as reviewing procedures related to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act and conducting the annual unmet transit needs public hearings. Additionally SANBAG staff provides technical assistance for the transit operators such as financial forecasts for their Short Range Transit Plans, grant applications review and submittal, and programming of projects in the Federal Transportation Improvement Program and Regional Transportation Plan.

The task also includes 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. Share new industry and regulatory information with operators.
4. Review and implement SANBAG procedures and provide technical assistance to transit operators and non-profits to ensure compliance with Federal Transit Administration requirements.
5. Schedule, mail and publish notices for annual Unmet Transit Needs Public Hearings (a minimum of two hearings will be held in the Mountain/Desert Region), as required by the Transportation Development Act (TDA). Obtain court recorder services for public hearings. Prepare summary of testimony received, recommended staff response, and formal findings for review by the Public and Specialized Transportation Advisory and Coordination Council (PASTACC) and the hearing boards. Obtain Board adoption of formal findings.
6. Identify eligible candidate projects for various competitive grant programs and provide support to transit operators to submit applications and implement projects, if selected.
7. Determine the distribution of FTA formula and Federal Highway Administratoin (FHWA) Congestion Mitigation and Air Quality (CMAQ) funds committed to transit projects. Provide assistance to operators in the preparation of annual Section 5311 and Section 5307 Programs of Projects and grant applications, and provide concurrence with the use of Section 5307 and Section 5337 apportioned to the San Bernardino Valley by the Southern California Regional Rail Authority.
8. Review and prioritize FTA Section 5310 grant applications for submission to and project selection by CALTRANS.
9. Allocate LTF to transit operators and local agencies for public transportation and local streets and roads projects and STAF to transit operators for capital projects and eligible operating costs in accordance with the TDA Statutes and the California Code of Regulations.
10. Coordinate with SANBAG auditor for audit of LTF and STAF funds, and monitor contract auditor work and final product for TDA claimants. Submit TDA audits to the State by the December 31 deadline.
11. Represent San Bernardino countywide programming interests at statewide meetings such as the Regional Transportation Planning Agencies' meeting, CTC meetings, Southern California's Programming/Planning group meeting, Transportation Conformity Working Group meetings, the Statewide TDA Advisory Committee meetings, and the California Federal Programming Group meetings.
12. Coordinate activities and provide assistance in responding to inquiries from Board members, member agencies, and transit operators through the Transportation Technical Advisory Committee (TTAC), PASTACC, and other interagency forums.

Budgetary changes include a reflection of general transit activities that are performed by Fund Administration and Programming into this Program. Some salaries and benefits associated with these efforts are now reflected in this task rather than Fund Administration and Programming.

Transit

Task 0309 Transit Operator Support

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. Additionally, an objective, efficient, and timely process to program and allocate Federal, State, and local funds in cooperation with the transit operators to maximize the use of revenue sources, to support the delivery of transit projects that provide the greatest transportation benefit relative to their cost, and to ensure that all transit funds allocated to projects within San Bernardino County are used in a timely manner without risk of loss.

Contract Information

a. Existing Contracts
   i. 15-1001235, Transit and Specialized Transportation Planning Services, Amount Budgeted $160,000.
   ii. 15-1001099, Transportation Development Act Services and Updates, Amount Budgeted $6,884.

Prior Year Budgeted Commitments
The proposed Fiscal Year 2016/2017 budget includes Board approved Fiscal Year 2015/2016 appropriations in the estimated amount of $34,528.

Manager

Andrea Zureick, Director of Fund Administration and Programming

Transit

Task 0309 Transit Operator Support

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	282,224	238,602	111,938	142,513
Overtime	1,606	259	600	-
Fringe Allocation-General	284,108	232,643	109,938	152,617
Professional Services	247,151	121,879	427,000	162,000
Consulting Services	320	24,941	232,800	18,884
Auditing & Accounting	171,431	262,409	15,000	-
Attendance Fees	1,050	1,125	-	-
Legal Fees	19,946	4,831	-	-
Dues & Subscriptions	12,360	12,832	17,000	27,000
Training/Membership	5,699	1,910	4,600	4,000
Postage	25	39	300	250
Travel Expense - Employee	3,461	2,560	5,200	5,200
Travel Expense-Mileage-Employee	533	176	1,100	1,100
Travel Expense-Other-Metrolink Tickets	-	-	250	250
Advertising	1,285	1,665	2,200	2,000
Printing - External	-	-	300	300
Printing - Internal	-	-	200	-
Office Expense	-	370	-	-
Meeting Expense	334	339	500	650
Office Equip/Software-Inventorial	3,348	245	10,000	7,200
Indirect Allocation-General	307,411	322,642	172,752	302,566
Total Expenditures	1,342,294	1,229,467	1,111,678	826,530

Funding Sources	
Local Transportation Fund - Admin	369,897
Local Transportation Fund - Planning	456,633
Total Funding Sources	826,530

Transit

Task 0310 Transit Allocations/Pass Throughs

Purpose

To serve as a depository for State Transportation Development Act (TDA) funds, Measure I 2010-2040 Senior and Disabled Program funds, and other grant funds that are required to pass through SANBAG prior to disbursement to transit operators and other local agencies implementing transit-related or TDA local streets and roads projects within their jurisdiction.

Accomplishments

As the County Transportation Commission and the administrator of Measure I, SANBAG is responsible for the disbursement of funding from the TDA, the Measure I 2010-2040 Senior and Disabled Program, and other State grant programs. SANBAG staff disburses these funds based on the program apportionments and project-specific allocations. The Measure I Senior and Disabled Program funds provided to the transit operators offer financial assistance to offset costs associated with paratransit service by the transit operators for those that meet the qualifications under the Americans with Disabilities Act (ADA). These funds are also used to provide subsidized fares for seniors. Additionally, other fund sources are included in this task when State processes require those funds to flow through SANBAG to the implementing agency or when SANBAG provides additional contributions to locally implemented transit projects.

Work Elements

1. Disburse Local Transportation Funds (LTF) to transit operators and local agencies for public transportation, local streets and roads projects, and projects that are provided for use by pedestrians and bicycles in accordance with the TDA Statutes and the California Code of Regulations.
2. Disburse State Transit Assistance Funds (STAF) to transit operators for capital projects and eligible operating costs in accordance with the TDA Statutes and the California Code of Regulations.
3. Disburse Measure I Senior and Disabled Program funds based on annual allocations approved by the SANBAG Board of Directors.
4. Disburse other program funds that must pass through the SANBAG budget for disbursement to the transit operators and local agencies implementing transit-related projects within their jurisdiction.

Product

Funds for Transit Operators and other local agencies implementing transit-related projects within their jurisdiction.

Contract Information

a. Existing Contracts
   i. 16-1001458, Funding operation of a consolidated transportation services agency to provide for the coordination of transit services for seniors and persons with disabilities, Amount Budgeted $2,466,308.
   ii. 00-1001075, Memorandum of Understanding between San Bernardino County Transportation Commission and City of Needles, Amount Budgeted $200,000.

Manager

Andrea Zureick, Director of Fund Administration and Programming

Transit

Task 0310 Transit Allocations/Pass Throughs

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Contributions/Subsidies	8,675,706	9,053,897	9,913,710	11,251,781
Pass-Thru Payments	90,589,662	86,621,897	78,750,000	87,676,420
Total Expenditures	99,265,368	95,675,794	88,663,710	98,928,201

Funding Sources	
Local Transportation Fund - Pass Through	65,500,000
MSI Colorado River Fund-E & D	42
MSI Colorado River Fund-Senior/Disabled	22,719
MSI Morongo Basin Fund-E & D	1
MSI Morongo Basin Fund-Senior/Disabled	128,697
MSI Mountain Fund-E & D	109
MSI Mountain Fund-Senior/Disabled	180,265
MSI North Desert Fund-E & D	341
MSI North Desert Fund-Senior/Disabled	859,713
MSI Valley Fund-E & D	1,945,333
MSI Valley Fund-Senior/Disabled	6,329,184
MSI Victor Valley Fund-E & D	1,159
MSI Victor Valley Fund-Senior/Disabled	1,584,218
Public Trans Modern,Improve&Svc Enhance-P1B	200,000
State Transit Assistance Fund - Pass Through	22,176,420
Total Funding Sources	98,928,201

Transit

Task 0312 General Transit

Purpose

Represent the San Bernardino County transit interests at the Regional, State, and National levels, including staff time associated with SANBAG's role as a member agency of the Southern California Regional Rail Authority (SCRRA), the operator of the Metrolink commuter rail system, to make transit in San Bernardino County safe, efficient, and effective. In addition, facilitate and assist with regional studies and plans associated with transit.

Accomplishments

SANBAG shares operating and capital expenses with the Los Angeles County Metropolitan Transportation Authority (LACMTA), the Riverside County Transportation Commission (RCTC), and the Orange County Transportation Authority (OCTA) for the three Metrolink routes that service San Bernardino County. These three lines typically carry up to 50% of the total Metrolink passengers. The San Bernardino Line alone carries about 30% and boasts the highest fare box recovery on the entire Metrolink system. While small in comparison to the other counties, Ventura County Transportation Commission (VCTC) does contribute on an "all-share" formula for all lines on the Metrolink system. During Fiscal Year 2015/2016, SANBAG worked with the four other county transportation commissions and SCRRA towards the implementation of Positive Train Control, the completion of a Metrolink Strategic Plan, and the purchase of new locomotives.

SANBAG continues to coordinate activities with the California High-Speed Rail Authority, discussing proposed alignments through the Inland Empire to link high speed rail from Los Angeles to San Diego. Coordination continues on efforts to implement and fund capacity improvement projects on existing commuter rail lines to provide feeder service to the high speed rail stations.

The Fiscal Year 2015/2016 – Fiscal Year 2018/2019 SANBAG Short Range Transit Plan was substantially completed and includes proposed capital and operating needs for SANBAG as well as the six San Bernardino County transit operators: Southern California Regional Rail Authority, OmniTrans, Victor Valley Transit Authority, Morongo Basin Transit Authority, Mountain Transit and Needles Area Transit.

SANBAG implemented use of EcoSys, a data management tool to monitor project phase, contract, fund source, actual expenditures and projected expenditures, as the primary project controls tool for the Transit Program.

Work Elements

1. Represent the interest of the County on the SCRRA Technical Advisory Committee and advise SANBAG Board representatives on the SCRRA Board.
2. Attend SCRRA Board and policy committee meetings.
3. Work with SCRRA staff to improve financial/accounting practices and monitoring efforts.
4. Attend the American Public Transportation Association (APTA) Annual Rail Conference.
5. Attend the American Railway Engineering and Maintenance-of-Way Association (AREMA) meetings and Annual AREMA Conference.
6. Provide staff support to the SANBAG Commuter Rail and Transit Committee.
7. Continue support and coordination on the California High-Speed Rail Authority Project.
8. Complete the SANBAG Short Range Transit Plan
9. Other miscellaneous general transit items including project controls.

Transit

Task 0312 General Transit

Product

Regional, State and National representation on transit related items, staff time, reports, and recommendations in support of San Bernardino County's interest as a member of the SCRRA Board, representation and participation with respect to High-Speed Rail, miscellaneous studies and analyses pertaining to transit issues of a regional nature, and high level tasks associated with management of the overall program such as project controls.

Contract Information

a. Existing Contracts
   i. 00-1000939, CTO #11, Professional Services – Staff Augmentation, Amount Budgeted $473,166.
   ii. 00-1000940, CTO #1, Professional Services – General Support Services, Amount Budgeted $100,000.
   iii. 00-1000940, CTO #40, Professional Services – Ontario Airport Ride Share Study, Amount Budgeted $10,000.
   iv. 00-1000940, CTO #5, Consulting Services – SANBAG Short Range Transit Plan, Amount Budgeted $30,000.

Manager

Carolyn Schindler, Director of Transit and Rail Programs

Transit

Task 0312 General Transit

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	168,991	175,237	87,885	124,084
Overtime	27	396	-	-
Fringe Allocation-General	169,183	171,062	85,855	132,882
Professional Services	211,169	716,417	1,864,017	576,166
Consulting Services	30,237	-	35,000	40,000
Attendance Fees	3,150	3,375	-	-
Legal Fees	72,345	13,903	-	12,000
Dues & Subscriptions	3,000	2,913	1,849	7,000
Training/Membership	5,311	6,830	4,000	4,000
Postage	60	9	125	625
Travel Expense - Employee	9,104	14,395	21,000	15,500
Travel Expense - Non-Employee	1,613	5,303	-	-
Travel Expense-Mileage-Employee	550	553	500	1,000
Travel Expense-Mileage-Non-Employee	700	805	-	-
Travel Expense-Other-Metrolink Tickets	1,739	53	500	1,000
Advertising	15,417	4,058	10,000	-
Printing - External	-	2,507	150	150
Record/Equipment Storage	36	-	100	100
Office Expense	54	853	500	500
Meeting Expense	137	49	500	1,000
Indirect Allocation-General	183,060	237,237	152,773	263,441
Total Expenditures	875,881	1,355,954	2,264,754	1,179,448

Funding Sources	
Local Transportation Fund - Planning	574,282
State Transit Assistance Fund - Rail	605,166
Total Funding Sources	1,179,448

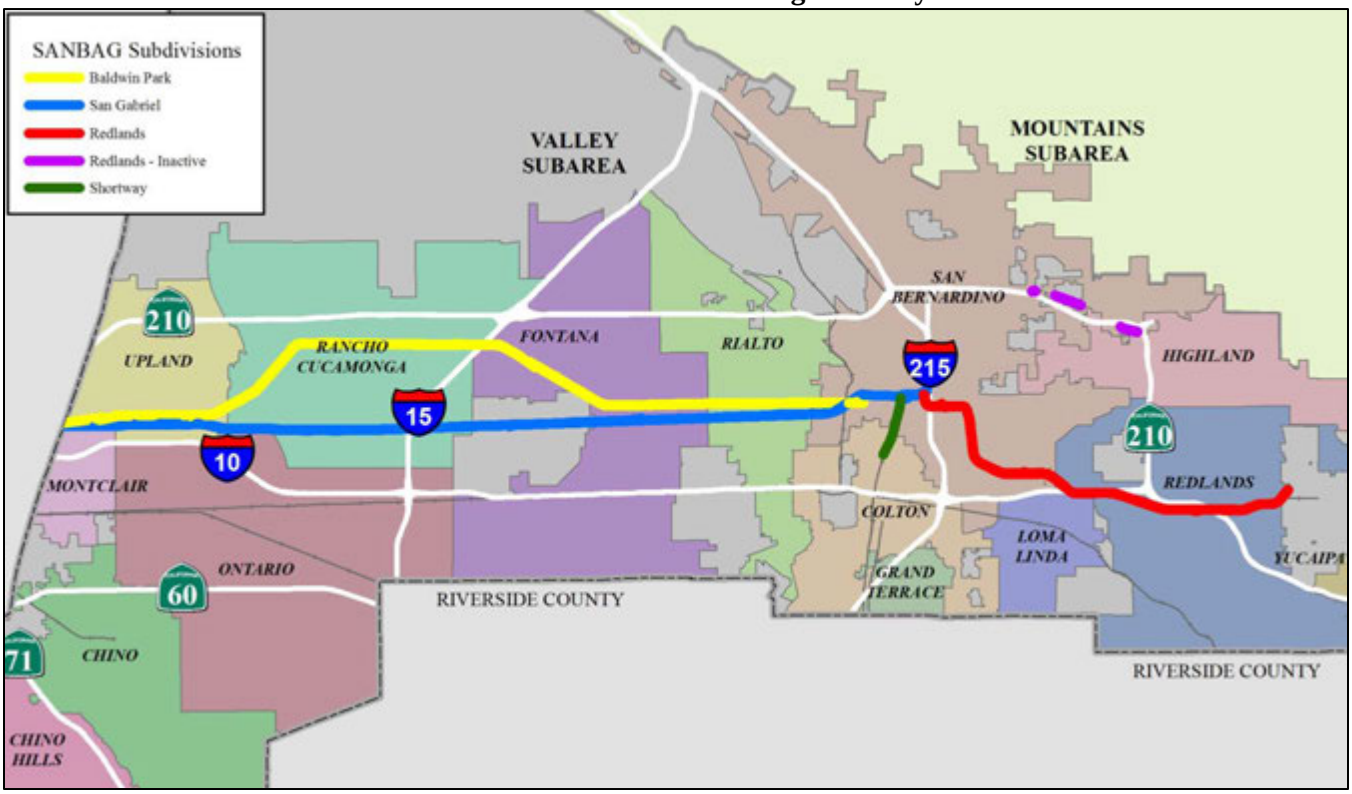
Transit

Task 0313 Transit Right of Way Management

Purpose

Manage and maintain approximately 62 miles of SANBAG owned railroad right of way in a safe, efficient and effective manner.

Transit Program
SANBAG Owned Railroad Right of Way



Accomplishments

A new staff position was created and filled to oversee efforts to manage SANBAG owned railroad right of way. In addition, a new on-call railroad right of way maintenance services contract and a new on-call railroad right of way property management services contract were awarded. SANBAG increased its efforts to remove graffiti by doing a comprehensive cleanup of the Metrolink San Bernardino Line Corridor.

Work Elements

1. Process new rights of use agreements in a timely manner.
2. Graffiti removal and weed abatement.
3. Records management.
4. Update existing rights of use agreements using the SANBAG Board approved templates.
5. Implement collection of lease revenue directly by SANBAG.
6. Implement master agreements with utility agencies where possible.
7. Dispose of surplus property.

Transit

Task 0313 Transit Right of Way Management

Product

Proactively manage the railroad right of way by: performing maintenance activities, processing new railroad right of way rights of use agreements in a timely fashion, updating outdated rights of use agreements, and determining the process for SANBAG to begin collecting use revenues directly and implementing such process in partnership with the Finance Department, as well as recommending disposal of surplus property where applicable. Specific railroad right of way maintenance activities include weed abatement, graffiti abatement, trash removal, and fence repairs.

Contract Information

a. Existing Contracts
   - i. 16-1001409, Professional Services - On-call Railroad Right of Way Maintenance Services, Amount Budgeted $800,000.
   - ii. 16-1001412, Professional Services - On-call Railroad Right of Way Property Management Services, Amount Budgeted $600,000.
   - iii. 00-1000988-C14126, Legal Services - Railroad Right of Way, Amount Budgeted $50,000.
   - iv. 00-1000940 CTO #37, Professional Services - On-call Engineering Plan Review, Amount Budgeted $55,000.
   - v. 00-1000940, CTO #42, Professional Services - Phase 2 Environmental Assessments for Upland Surplus Property, Amount Budgeted $50,000.
   - vi. 16-1001483, Professional Services - San Bernardino County Real Estate Services for Upland Surplus Property Sale, Amount Budgeted $10,000.

b. New Contracts
   - i. RFP/CTO, Legal Services - Railroad Right of Way Litigation, Amount Budgeted $25,000, Total Estimated Contract Amount $25,000.
   - ii. RFP/CTO, Temporary Staffing Services - Railroad Right of Way Filing, Amount Budgeted $20,000, Total Estimated Contract Amount $20,000.

Manager

Carolyn Schindler, Director of Transit and Rail Programs

Transit

Task 0313 Transit Right of Way Management

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	-	-	-	81,466
Fringe Allocation-General	-	-	-	87,242
Professional Services	-	-	-	70,000
Consulting Services	-	-	-	75,000
Legal Fees	-	-	-	75,000
Rail Maintenance of Way	-	-	-	1,400,000
Postage	-	-	-	1,500
Travel Expense - Employee	-	-	-	2,000
Travel Expense-Mileage-Employee	-	-	-	1,000
Travel Expense-Other-Metrolink Tickets	-	-	-	500
Advertising	-	-	-	2,000
Bank Charges	-	-	-	3,000
Meeting Expense	-	-	-	3,000
Indirect Allocation-General	-	-	-	172,959
Total Expenditures	-	-	-	1,974,667

Funding Sources	
Local Transportation Fund - Planning	341,667
Local Transportation Fund - Rail	1,413,500
Rail Assets	219,500
Total Funding Sources	1,974,667

Transit

Task 0314 Transit Operations

Purpose

To improve mobility, reduce air pollution, and reduce energy consumption by providing reliable and safe transit service within and between San Bernardino County and Los Angeles, Orange, and Riverside Counties.

Accomplishments

The Metrolink San Bernardino Line service, operated by the Southern California Regional Rail Authority (SCRRA), continues to carry the most ridership of any Metrolink line. Roundtrip express train service continues between San Bernardino and Los Angeles Union Station. Two new station stops were added to the express train service, one at California State University Los Angeles and the other at Montclair, in addition to the existing stops of Rancho Cucamonga and Covina. With the current limitations of operating agreements on Burlington Northern Santa Fe Railway and the Union Pacific Railroad lines, the existing Inland Empire Orange County and Riverside Metrolink lines are operating at their allowable capacity.

SANBAG began the process of determining the operating structure for the future passenger rail service between the San Bernardino Transit Center (SBTC) and the University of Redlands that will be commissioned upon completion of the Redlands Passenger Rail Project in mid-2020. The SANBAG Board approved negotiating with OmniTrans to operate the future service and maintain the equipment. In addition, the SANBAG Board approved negotiating with SCRRA to provide maintenance of way and dispatch services.

SANBAG began work on a study analyzing consolidation of security staffing at the existing Metrolink Stations, integration of the proposed security camera improvements as part of the Downtown San Bernardino Passenger Rail Project with Metrolink's ongoing security camera improvement efforts, and integration of the proposed Redlands Passenger Rail Project security camera improvements with the security rotunda at the SBTC.

Work Elements

1. Provide SANBAG's share of SCRRA's Metrolink service annual operating subsidy.
2. Allocate funding to OmniTrans for staff time associated with development of the new operating structure including hiring a Rail Director to manage rail operations and legal costs associated with OmniTrans becoming an agency managing passenger rail service.
3. The Metrolink Stations Security Study will continue to analyze any economic benefits of consolidating services associated with station security by: 1) determining the efficiency and effectiveness of administering the security services with staffed security guards at the various Metrolink stations through a consolidated contract, as opposed to each city administering them individually; 2) analyzing how to best integrate the planned capital security improvements at the San Bernardino Santa Fe Depot and future Metrolink station at the San Bernardino Transit Center, being constructed as part of the Downtown San Bernardino Passenger Rail Project, with the security camera improvements that Metrolink is currently implementing system-wide; and 3) determining the improvements required at the San Bernardino Transit Center to integrate the future Redlands Passenger Rail Project security camera feeds.

Product

Process quarterly disbursement of operating funds to SCRRA in a timely manner and monitor their ongoing operating needs. It should be noted that since SCRRA's budget process parallels SANBAG's budget process the SCRRA operating subsidy identified initially in the SANBAG budget is an estimate. The SCRRA budget and corresponding SANBAG subsidies are presented by separate action to the SANBAG Board for approval in June. Typically this action includes a budget amendment. Allocate funding to OmniTrans to support the development of the future passenger rail service between the SBTC and the University of Redlands. Complete the Metrolink Stations Security Study and where appropriate propose implementation of findings.

Transit

Task 0314 Transit Operations

Contract Information

a. Existing Contracts
   i. 00-1000940, CTO #29, Consulting Services - Station Security Study, Amount Budgeted $58,262.
   ii. 00-1000145, Contributions - Maintenance on active Right of Way outside the 20' centerline, Amount Budgeted $147,300.

b. New Contracts
   i. RFP, New Passenger Rail Service, Amount Budgeted $400,000, Total Estimated Contract Amount $400,000.

Manager

Carolyn Schindler, Director of Transit and Rail Programs

Transit

Task 0314 Transit Operations

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	-	15,009	109,143	59,541
Overtime	-	-	1,500	-
Fringe Allocation-General	-	14,618	108,088	63,762
Professional Services	-	16,617	31,542	-
Consulting Services	-	-	-	58,262
Legal Fees	29,270	31,584	291,100	-
Rail Maintenance of Way	831,579	901,885	987,300	147,300
Postage	-	-	100	500
Travel Expense - Employee	-	-	-	500
Travel Expense-Mileage-Employee	-	-	-	200
Travel Expense-Other-Metrolink Tickets	-	-	-	200
Advertising	-	455	2,000	-
Contributions/Subsidies	11,629,747	11,772,477	15,071,585	14,613,039
Bank Charges	2,620	2,655	6,000	-
Meeting Expense	-	-	800	1,000
Land	-	-	-	126,411
Indirect Allocation-General	-	20,274	177,439	-
Total Expenditures	12,493,216	12,775,574	16,786,597	15,070,715

Funding Sources	
Local Transportation Fund - Planning	225,296
Local Transportation Fund - Rail	13,233,440
Low Carbon Transit Operations Program	679,599
MSI Valley Fund-Metrolink/Rail Service	700,000
State Transit Assistance Fund - Rail	147,300
Transit Sys Safety Sec Disaster Recovery-P1B	85,080
Total Funding Sources	15,070,715

Transit

Task 0315 Transit Capital

Purpose

Implement and provide funding for capital improvements and projects that develop and maintain high quality transit options, increase mobility, provide for safe operations, and expand service.

Accomplishments

Transit revenues have translated into significant transit enhancements for our region. Both the San Bernardino Transit Center (SBTC) and sbX are fully operational. Construction close-out activities are wrapping up for sbX and a Phase 2 contract to install a backup generator at SBTC is anticipated. Construction continues on the Downtown San Bernardino Passenger Rail Project and Rialto Metrolink Station Parking Lot Expansion. Preliminary engineering and/or environmental efforts continue on the Gold Line Extension to Montclair, Shortway Quiet Zone, and the Lilac to Rancho Double Track Project. Final design and vehicle procurement efforts are in full swing on the Redlands Passenger Rail Project. In addition, final design is underway for safety enhancements at the existing Sierra Avenue and Juniper Avenue Metrolink grade crossings in the City of Fontana. Staff continues to work with the City of Rancho Cucamonga on transit-oriented development efforts at the Milliken Metrolink Station.

On an annual basis, as a member agency of the Southern California Regional Rail Authority (SCRRA), SANBAG provides funding for capital related expenditures including rehabilitation and renovation efforts. In the recent past, SANBAG's capital subsidy has funded positive train control efforts, new locomotives, rolling stock, ticket vending machines replacements, and efforts to implement mobile and online ticketing. It should be noted that since SCRRA's budget process parallels SANBAG's, the SCRRA capital subsidy identified initially in the SANBAG budget is an estimate. The SCRRA budget and corresponding SANBAG subsidies are presented by separate action to the SANBAG Board for approval in June. Typically this action includes a budget amendment. For this reason, Sub Task 0379 does not have a Sub Task narrative. The SCRRA allocation balance of $763,345 from prior years non-federal funding is included in Task 0315, Sub Task 0379.

The majority of funding for capital projects is comprised of Valley Measure I Metrolink/Rail Program funds, Valley Measure I Express Bus & Bus Rapid Transit Program funds, Federal Transit Administration (FTA) Formula funds, Transportation Development Act funds, and State Proposition 1B funds. Federal funds allocated to SCRRA as part of their capital subsidy are administered by SCRRA and do not flow through the SANBAG Budget.

Contract Information – Transit Program*

None

*Contracts and/or staff time that are utilized on all Sub-Tasks within the Program. There is $163,629 of staff time, fringe, and indirect budgeted under Task 0315 that is not assigned to specific Sub Tasks.

Local Funding Source Detail

The local funding source detail is specific to the individual Sub Tasks and is included in the Sub Tasks narratives.

Manager

Carolyn Schindler, Director of Transit and Rail Program

Transit

Task 0315 Transit Capital

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	184,920	215,385	272,458	185,294
Fringe Allocation-General	185,101	209,779	298,322	198,430
Program Management Fees	-	83,144	-	-
Professional Services	3,630,605	3,942,128	6,620,080	11,631,562
Consulting Services	4,151,574	3,796,894	10,423,731	15,588,954
Legal Fees	1,118,445	988,998	2,870,000	1,768,000
Utilities	-	-	-	2,300,000
Construction Capital	8,513,264	24,925,841	51,818,329	33,862,637
Utilities Capital	1,649	141,143	60,000	50,000
Right of Way Capital	3,639,504	906,330	6,560,000	3,009,000
Postage	23	255	4,270	14,500
Travel Expense - Employee	-	960	20,000	23,600
Travel Expense-Mileage-Employee	-	196	8,344	9,500
Travel Expense-Other-Metrolink Tickets	-	-	-	900
Advertising	20,965	1,697	10,270	18,500
Public Information Activities	-	-	-	1,250
Printing - External	313	-	-	1,000
Printing - Internal	-	-	-	2,750
Contributions/Subsidies	(121,938)	2,752,123	17,609,380	7,851,681
Meeting Expense	-	-	130	6,500
Land	-	-	3,007,325	-
Motor Vehicles	-	-	3,000,000	5,000,000
Indirect Allocation-General	200,284	290,932	421,100	393,393
Total Expenditures	21,524,709	38,255,806	103,003,739	81,917,451

Funding Sources	
Federal Transit Administration 5307	10,922,000
Federal Transit Administration 5307 - CMAQ	6,411,019
Local Projects Fund	375,538
Local Transportation Article 3 - Bicycle/Pedestrian	1,320,523
Local Transportation Fund - Planning	182,982
Local Transportation Fund - Rail	17,937,355
MSI Valley Fund-Express Bus//Rapid Trans	715,283
MSI Valley Fund-Metrolink/Rail Service	22,972,257
Public Trans Modern,Improve&Svc Enhance-P1B	11,865,984
Rail Assets	223,150
Redlands Passenger Rail Project Fund	600,000
San Gabriel Subdivision Line Project Fund	442,176
State Transit Assistance Fund - Rail	3,395,194
Transit Center Project Fund	519,000
Transit Sys Safety Sec Disaster Recovery-P1B	2,584,990
Valley Metrolink/Rail Bond Fund	1,450,000
Total Funding Sources	81,917,451

Transit Program
Passenger Rail Projects

Page No.

VALLEY SUBAREA

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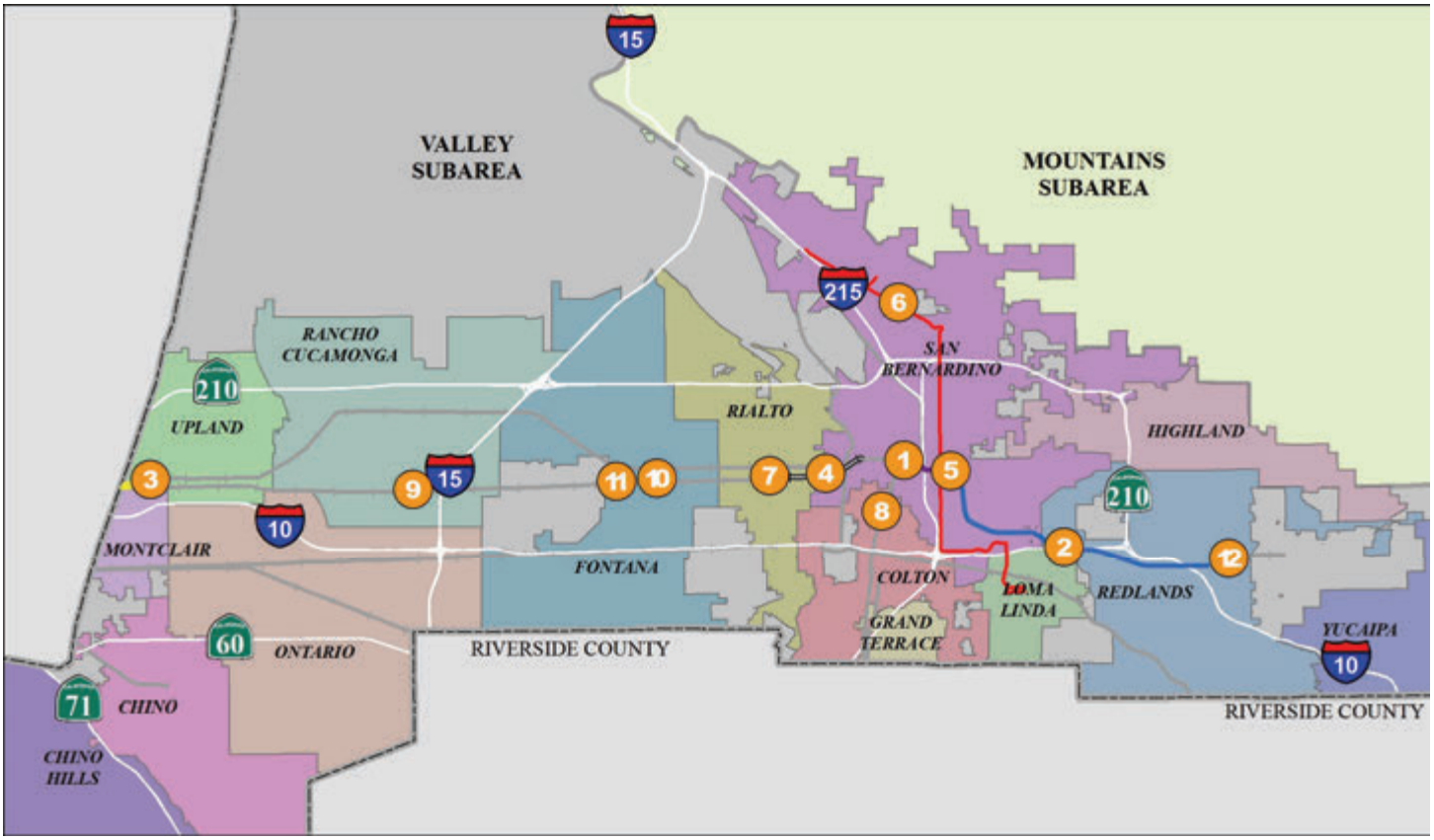
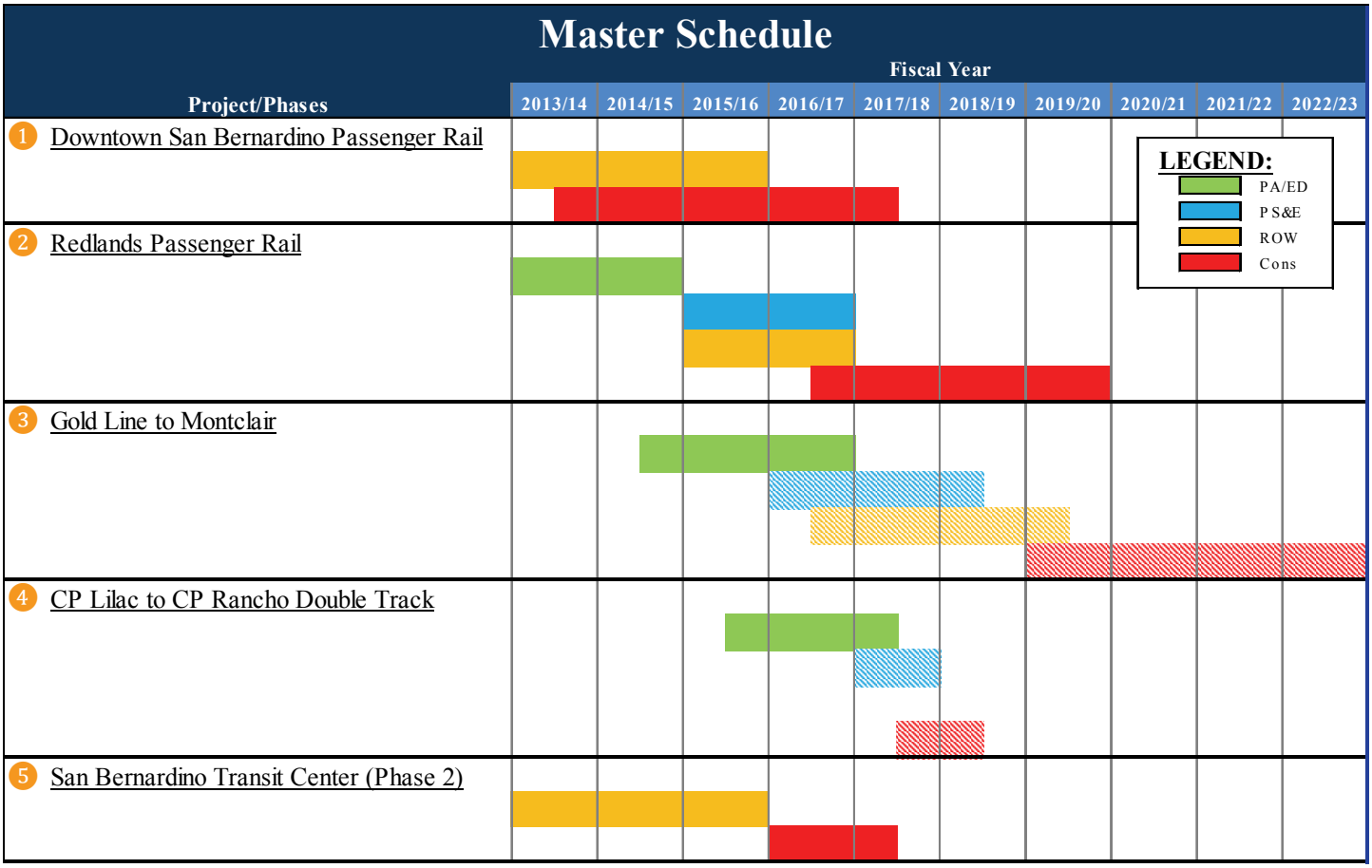
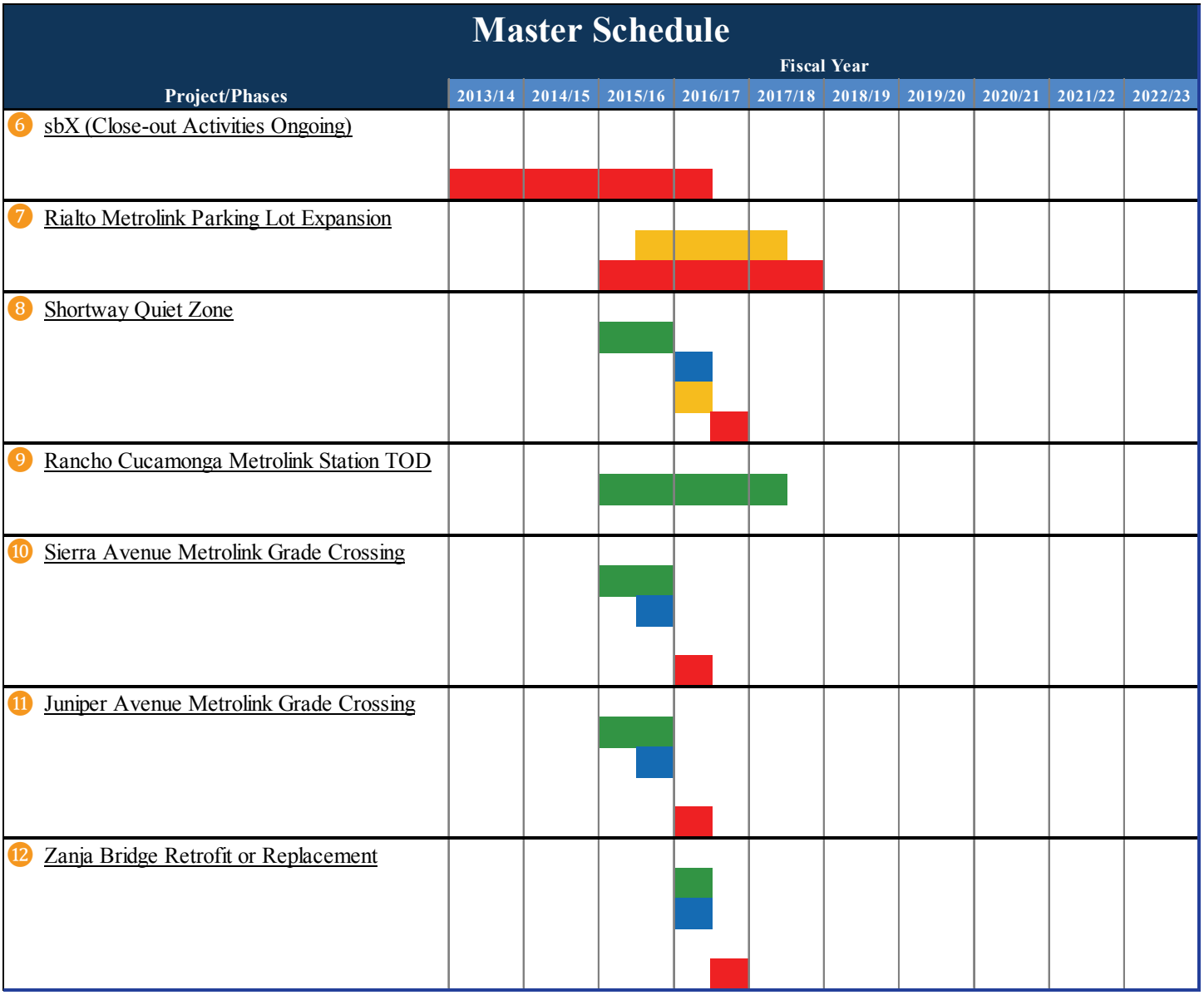
Transit Program





Transit Program



1 Project Downtown San Bernardino Passenger Rail Project (0323)

Description

The Downtown San Bernardino Passenger Rail Project is a one-mile extension of the Metrolink system from the existing San Bernardino Metrolink station at the Santa Fe Depot to the San Bernardino Transit Center at Rialto Avenue and E Street in San Bernardino and includes station improvements at both locations. Current Phase: Construction

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$117,870,000	$70,778,000	$39,882,253	$7,209,747

Contract Information

a. Existing Contracts

i. 00-1000248, Engineering and Design Services - Downtown San Bernardino Passenger Rail Project (DSBPRP) and Redlands Passenger Rail Project (RPRP), Amount Budgeted $2,050,000.
ii. 00-1000583, Construction Management Services DSBPRP, Amount Budgeted $2,520,000.
iii. 00-1001004, Construction Capital - DSBPRP, Amount Budgeted $28,986,303.
iv. 00-1000571, Legal Services - DSBPRP and SBTC, Amount Budgeted $250,000.
v. 00-1000716, Memorandum of Understanding - Design and Construction Support for the Eastern Maintenance Facility and the Downtown San Bernardino Passenger Rail Project, Amount Budgeted $1,952,907.
vi. 00-1000939, CTO #11, Professional Services - Project Management, Amount Budgeted $807,766.
vii. 00-1000939, CTO #19, Professional Services - Environmental, Monitoring & Mitigation, Amount Budgeted $120,000.

b. New Contracts

i. RFP/CTO, Consulting Services – Way-finding Design, Amount Budgeted $50,000, Total Estimated Contract Amount $50,000.
ii. RFP/CTO, Professional Services – Post construction traffic counts and possible improvements, Amount Budgeted $100,000, Total Estimated Contract Amount $100,000.
iii. IFB/CTO, Construction Capital - Way finding Construction, Amount Budgeted $100,000, Total Estimated Contract Amount $100,000.
iv. RFP/CTO, Construction Capital – Potential City of San Bernardino Traffic Mitigation Fee, Amount Budgeted $200,000, Total Estimated Contract Amount $200,000.

2 Project Redlands Passenger Rail Project (0324)

Description

Construct necessary improvements to implement a new passenger rail service between the San Bernardino Transit Center and the University of Redlands resulting in approximately nine miles of rail improvements. The project will use right of way acquired by SANBAG from the Burlington Northern Santa Fe Railway in 1992. Additionally, SANBAG is partnering with Esri and the University of Redlands to fund the New York Street Station and betterments at the University Station respectively. Once operational, it is anticipated that passenger service and vehicle maintenance will be managed by OmniTrans, while maintenance of way and rail dispatching services will be completed by the Southern California Regional Rail Authority (SCRRA) also known as Metrolink. Current Phase: Final design, vehicle procurement, and preparation of an early utility relocation construction contract.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$250,000,000	$11,304,507	$26,337,124	$212,358,369

Prior Year Budgeted Funds

The 2014 Ten-Year Delivery Plan identified an overall capital project cost of $242 million. As presented to the August 2016 Commuter Rail and Transit Committee, the current overall capital cost is estimated at $250,000,000 due to an increase in cost estimates for the diesel multiple unit vehicles and associated vehicle maintenance facility. As part of the 2016 Ten-Year Delivery Plan update staff will analyze the effect of this cost increase on the overall SANBAG delivery program.

The proposed budget includes Fiscal Year 2015/2016 budgeted funds in the estimated amount of $7,533,254.

Contract Information

a. Existing Contracts

i. 15-1001146, Program Management Services, Amount Budgeted $2,000,000.
ii. 15-1001093, Final Mainline Design Services, Amount Budgeted $10,000,000.
iii. 16-1001336, Maintenance Facility Design Services, Amount Budgeted $1,000,000.
iv. 16-1001329, Right of Way Legal Services, Amount Budgeted $1,000,000.
v. 16-1001363, Legal Services, Amount Budgeted $200,000.
vi. 15-1001301, Public Outreach and Branding, Amount Budgeted $100,000.

b. New Contracts

i. IFB, Diesel Multiple Unit rail vehicles, Amount Budgeted $5,000,000, Total Estimated Contract Amount of $21,750,000.
ii. RFP, Mainline Construction Management Services, Amount Budgeted $1,000,000, Total Estimated Contract Amount of $15,100,000.
iii. IFB, Mainline Utility Relocations, Amount Budgeted $2,300,000, Total Estimated Contract Amount$2,300,000.
iv. IFB, Building Demolition, Amount Budgeted $100,000, Total Estimated Contract Amount $100,000.
v. Right of Way Acquisitions, Amount Budgeted $2,100,000, Total Estimated Amount $2,100,000.
vi. Environmental Permit and Mitigation Fees, Amount Budgeted $1,000,000, Total Estimated Contract Amount $1,000,000.
vii. Cooperative Agreement, California Department of Transportation Design Coordination, Amount Budgeted $50,000, Total Estimated Contract Amount $50,000.
viii. Design Coordination Cooperative Agreement with SCRRA, Amount Budgeted $250,000, Total Estimated Contract Amount $250,000.

3 Project Gold Line Extension to Montclair (0326)

Description

The Foothill Gold Line from Azusa to Montclair will extend the Metro Gold Line 12.3 miles and add six stations, including a final stop at the Montclair Transcenter. Approximately 2,400 feet of the 12.3 mile project falls within San Bernardino County. The portion within San Bernardino County is identified as one of the projects in the San Bernardino County Measure I 2010-2014 Expenditure Plan. As project implementation responsibilities reside with the Foothill Gold Line Construction Authority, SANBAG's role is to provide coordination, oversight, and funding for the portion in San Bernardino County. Measure I identifies 8% of the Valley Measure I for use on rail projects which equates to about $9 million annually. As such, SANBAG relies heavily on the use of federal funds to deliver large rail projects. The Construction Authority's current plan is to deliver Phase 2B without federal funds. Phase 2B has received California Environmental Quality Act clearance and advanced conceptual engineering is underway. Based on a current estimated total cost of $68 million for the San Bernardino portion and current revenue projections, SANBAG is in need of approximately $30 million to avoid federalization of the project based on the Construction Authority's proposed delivery date of 2023. It should be noted that funding for the Los Angeles County portion is dependent upon the project being prioritized in the proposed Los Angeles County sales tax measure, Measure R2, and approval of Measure R2 which is scheduled to be presented to the voters in fall 2016. The City of Montclair agreed to advance $3 million to allow the project to progress due to funding constraints until there is certainty that Phase 2B will be constructed, $840,000 of which is to support SANBAG's oversight costs which have not been fully incurred.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$68,000,000	$0	$2,269,338	$65,730,662

Prior Year Budgeted Funds

The proposed budget includes Fiscal Year 2015/2016 budgeted funds in the estimated amount of $6,688.

Contract Information

a. Existing Contracts
   i. 15-1001309, Cooperative Agreement - City of Montclair Funding Advancement & Reimbursement Agreement, Amount Budgeted $2,220,000.

Local Funding Source Detail

i. City of Montclair - $49,338.

4 Project Control Point Lilac to Control Point Rancho Double Track (0328)

Description

Construct a double track section between Control Point (CP) Lilac and CP Rancho along the San Gabriel Subdivision that carries the Metrolink San Bernardino Line. This three mile double track project spanning the cities of Rialto and San Bernardino includes 8 at-grade crossings that will be considered for Quiet Zone improvements, improvements to the railroad signaling and communications systems to accommodate Positive Train Control (PTC) and the addition of a second platform at the Rialto Metrolink Station.

Currently, only the Preliminary Engineering and Environmental Clearance phase is funded at an estimated cost of $2,200,000. Once the Preliminary Engineering and Environmental Clearance are completed, it will be more feasible to pursue other funding opportunities to complete final design and construction. The Los Angeles County Metropolitan Transportation Authority (LACMTA) is pursuing a similar strategy for another double track project on the San Gabriel Subdivision from Lone Hill Avenue to CP White in Los Angeles County. Once both of these capacity enhancement projects have completed the initial engineering and environmental clearance stage, corridor-wide grant opportunities will be sought encompassing improvements for both projects that would provide additional capacity and service reliability for the Metrolink San Bernardino Line.

Total Estimated Cost*	Costs to Date	Proposed Budget	Future Costs
$72,000,000	$0	$1,865,722	$70,134,278

Prior Year Budgeted Funds

The proposed budget includes Fiscal Year 2015/2016 budgeted funds in the estimated amount of $132,868.

Contract Information

a. Existing Contracts
   i. 00-1000940 CTO #39, Professional Services - Project Management, Amount Budgeted $132,868.

a. New Contracts
   i. 16-1001411, Preliminary Design and Environmental Clearance for the Lilac to Rancho Double Track Project, Amount Budgeted $1,599,000, Total Estimated Contract Amount, $1,599,000.
   ii. Cooperative Agreement, SCRRA Coordination and Design Reviews, Amount Budgeted $100,000, Total Estimated Contract Amount, $100,000.

5 Project San Bernardino Transit Center (0322)

Description

The San Bernardino Transit Center (SBTC) which went operational on September 8, 2015, provides intermodal connectivity with multiple transit modes including OmniTrans' fixed route bus service, sbX, Victor Valley Transit Authority, Morongo Basin Transit Authority, Mountain Area Regional Transit Authority and Pass Transit out of Riverside County as well as a connection to Metrolink service and Redlands Passenger Rail service in the future. Current phase: Phase 2 Construction which includes installation of a backup generator and additional landscaping in the area designated for future transit oriented development.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$26,641,000	$23,853,000	$1,560,909	$1,227,091

Prior Year Budgeted Funds

The proposed budget includes Fiscal Year 2015/2016 budgeted funds in the estimated amount of $967,531.

Contract Information

a. Existing Contracts
   i. 00-1000584, Construction Management Services - OmniTrans Bus Facility, Amount Budgeted $128,000.
   ii. 00-1000612, Architectural and Engineering Services - OmniTrans Bus Facility, Amount Budgeted $300,000.
   iii. 00-1000571, Legal Services - DSBPRP and SBTC, Amount Budgeted $173,000.
   iv. 00-1000939, CTO #11, Professional Services - Project Management, Amount Budgeted $219,409.
   v. 00-1000939, CTO #19, Professional Services - Environmental, Monitoring & Mitigation, Amount Budgeted $25,000.

b. New Contracts
   i. IFB, Construction Capital - SBTC Phase 2 Construction, Amount Budgeted $650,000, Total Estimated Contract Amount $650,000.

Local Funding Source Detail

   i. OmniTrans – $519,000.

6 Project sbX (0311)

Description

The sbX/Bus Rapid Transit (BRT) Project includes the construction of bus rapid transit (BRT) along E Street in San Bernardino. The proposed BRT project provides a dedicated bus travel lane through the majority of the corridor connecting California State University at San Bernardino (CSUSB), downtown San Bernardino, the City of Loma Linda, the Loma Linda University Medical Center and the Veterans Affairs (VA) Hospital. Omnitrans is the lead agency for the construction activities and SANBAG is the lead agency for the right of way acquisition.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$6,176,754	$3,841,043	$1,041,483	$1,294,228

Contract Information

a. Existing Contracts

i. 00-1000363, Legal Services - E Street sbX Right of Way Acquisition, Amount Budgeted $325,000.

ii. 15-1001261, Contributions - E Street sbX Bust Rapid Transit (BRT) Project, Closeout Activities, Amount Budgeted $715,283.

Local Funding Source Detail

i. OmniTrans – $326,200.

7 Project Rialto Metrolink Parking Lot Expansion (0325)

Description

This project involves the construction of an additional 230 parking spaces at the Rialto Metrolink Station. In accordance with Agreement No. 00-1000878 the City of Rialto is the lead agency and SANBAG provides funding. This project has been phased with Phase 1 currently under construction to provide 122 parking spaces. Phase 2 is in the right-of-way acquisition phase and once constructed will add the remaining 108 parking spaces.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$2,230,782	$0	$2,230,782	$0

Prior Year Budgeted Funds

The proposed budget includes Fiscal Year 2015/2016 budgeted funds in the estimated amount of $2,200,000.

Contract Information

a. Existing Contracts

i. 00-1000878, Cooperative Agreement - City of Rialto, Amount Budgeted $2,220,698.

ii. 00-1000939, CTO #11, Professional Services - Project Management, Amount Budgeted $10,084.

8 Project Shortway Quiet Zone (0327)

Description

The Shortway Railroad Subdivision is a 2.1 mile section of railroad serving Metrolink's San Bernardino and Inland Empire Orange County (IEOC) Lines that SANBAG purchased in 2015 as part of the Downtown San Bernardino Passenger Rail Project. The Shortway Subdivision is also the only rail access to Metrolink's Eastern Maintenance Facility (EMF), where overnight storage and servicing of approximately 12 trains occurs daily. A Quiet Zone Feasibility Study has been completed, detailing strategies and the capital improvements needed to implement a Quiet Zone along the Shortway. Design of these improvements has begun in coordination with the City of San Bernardino, the California Public Utilities Commission, and Southern California Regional Rail Authority (SCRRA). In accordance with a memorandum of understanding with the City of San Bernardino and federal regulation, the City is responsible for applying to the Federal Railroad Administration for the implementation of the Quiet Zone once improvements are completed.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$4,000,000	$224,287	$3,775,713	$0

Prior Year Budgeted Funds

The proposed budget includes Fiscal Year 2015/2016 budgeted funds in the estimated amount of $117,889.

Contract Information

a. Existing Contracts
   i. 00-1000939, CTO #32, Consulting Services - Shortway Subdivision Quiet Zone Project, Amount Budgeted $300,000.
   ii. 00-1000939, CTO #39, Project Management, Amount Budgeted $30,000.

b. New Contracts
   i. IFB, Shortway Subdivision Quiet Zone Construction, Amount Budgeted $3,085,600, Total Estimated Contract Amount $3,085,600.
   ii. CTO/RFP, Shortway Subdivision Quiet Zone Construction Management, Amount Budgeted $308,560, Total Estimated Contract Amount $308,560.
   iii. CTO/RFP, Property Acquisition, Amount Budgeted $25,000, Total Estimated Contract Amount $25,000.

9 Project Rancho Cucamonga Metrolink Station Transit Oriented Development (0329)

Description

In 2015, the City of Rancho Cucamonga proposed transitioning the use of the Milliken Avenue Metrolink Station parking area into a Transit Oriented Development (TOD). As joint owner with the hosting cities of the seven Metrolink station sites, SANBAG is interested in supporting cities' in their development efforts that not only increase rail passenger ridership and provide better transit connectivity, but to also generate revenue through the lease or sale of land. In support of this project, SANBAG entered Agreement No. 15-1001271 outlining the roles and responsibilities of the City and SANBAG. The project cost included below is based on the estimated staff time associated with supporting delivery of the TOD and providing technical assistance.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$66,304	$25,000	$41,304	$0

Contract Information

a. Existing Contracts
   i. 00-1000939, CTO #11, Professional Services - Staff Augmentation, Amount Budgeted $39,204.

10 Project Sierra Avenue Metrolink Grade Crossing Pedestrian Improvements (0330)

Description

Construct grade crossing safety enhancements for pedestrian at the existing Sierra Avenue Metrolink Grade Crossing in the City of Fontana. The City of Fontana secured $750,000 in Article 3 Local Transportation Funds as part of the competitive grant process with $250,000 of local match funds identified. As work around the railroad is specialized and this project requires substantial coordination with Metrolink, the City requested SANBAG finalize the design and administer the construction contract.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$1,000,000	$116,457	$883,543	$0

Contract Information

a. Existing Contracts
   i. 00-1000939, CTO #20, Design of Sierra Avenue and Juniper Avenue grade crossing improvements, Amount Budgeted $100,000.
   ii. 00-1000940, CTO #39, Project Management Services, Amount Budgeted $9,000.
   iii. 15-1001125, Work Order 1, Contract Work Order with Southern California Regional Rail Authority, Amount Budget $786.

b. New Contracts
   i. IFB, Construction Contract, Amount Budgeted $659,319, Total Estimate Contract Amount $659,310.
   ii. CTO, Construction Management Contract, Amount Budgeted $73,257, Total Estimated Contract Amount $73,257.

Local Funding Source Detail

   i. City of Fontana - $221,560.

11 Project Juniper Avenue Metrolink Grade Crossing Pedestrian Improvements (0331)

Description

Construct grade crossing safety enhancements for pedestrians at the existing Juniper Avenue Metrolink Grade Crossing in the City of Fontana. The City of Fontana secured $750,000 in Article 3 Local Transportation Funds as part of the competitive grant process with $250,000 of local match funds identified. As work around the railroad is specialized and this project requires substantial coordination with Metrolink, the City requested SANBAG finalize the design and administer the construction contract.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$1,000,000	$120,844	$879,156	$0

Contract Information

a. Existing Contracts
   i. 00-1000939, CTO #20, Design of Sierra Avenue and Juniper Avenue grade crossing improvements, Amount Budgeted $100,000.
   ii. 00-1000940, CTO #39, Project Management Services, Amount Budgeted $9,000.
   iii. 15-1001125, Work Order 2, Contract Work Order with Southern California Regional Rail Authority, Amount Budget $786.

b. New Contracts
   i. IFB, Construction Contract, Amount Budgeted $659,319, Total Estimated Contract Amount $659,319.
   ii. CTO, Construction Management Contract, Amount Budgeted $73,257, Total Estimated Contract Amount $73,257.

Local Funding Source Detail

i. City of Fontana - $195,616.

12 Project Zanja Bridge Retrofit (0332)

Description

The Zanja Bridge is a non-functioning dilapidated timber railroad bridge, with a span of approximately 30 feet, partially crossing Zanja Creek located on the SANBAG right-of-way near the intersection of North Lincoln Street and Sylvan Boulevard in the City of Redlands. Zanja Creek is designated as a historical resource and the bridge has historical potential because it crosses the creek. The recently completed Orange Blossom Trail multi-use path is located within the same right-of-way on either end of the bridge. Rather than utilize the bridge to cross Zanja Creek, the trail currently detours along Sylvan Blvd and North Lincoln Street and then re-joins the existing right-of-way after crossing the creek. The cost included here are for retrofit of the existing bridge, however, depending upon separate Board direction the bridge could be removed. The cost to remove is less than the cost to retrofit.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$223,150	$0	$223,150	$0

Contract Information

a. Existing Contracts
   i. 00-1000939, CTO #11, Professional Services – Project Management, Amount Budgeted $11,500.

b. New Contracts
   i. CTO, Environmental & Design Services, Amount Budgeted $51,750, Total Estimated Contract Amount $51,750.
   ii. IFB, Construction Capital, Amount Budgeted $156,400, Total Estimated Contract Amount $138,000.

Project rendering looking at the new pedestrian overpass from North Mt. Vernon Avenue.

As part of the Downtown San Bernardino Passenger Rail Project, improvments are being made to the tracks as well as boarding platforms – including a new pedestrian overpass.

MAJOR PROJECTS DELIVERY

Major Projects Delivery Program Budget

Description

The Major Projects Delivery Program is responsible for the development and construction of major freeway, interchange, and grade separation projects. The program is funded by an array of funding sources including Measure I, Federal, State, and local funds. The Fiscal Year 2016/2017 budget of $170,320,182 is for the preparation, management, and construction of major projects.

Goals and Objectives

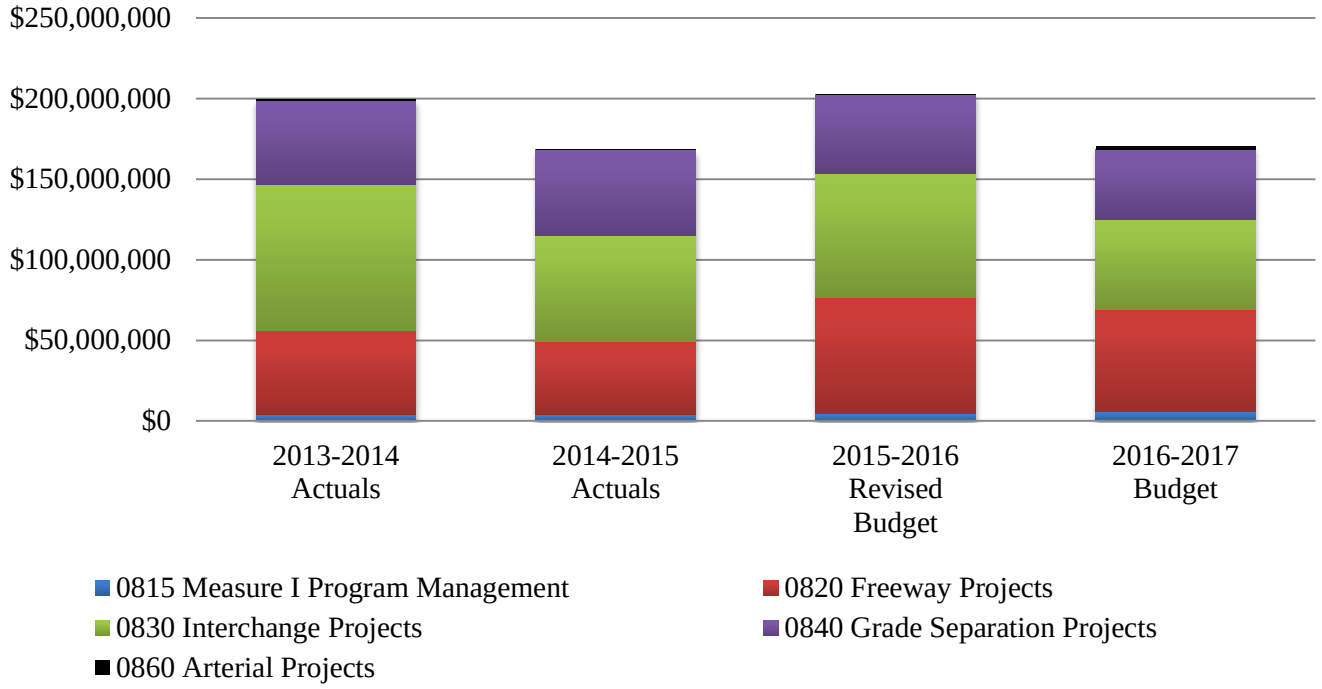
The Major Projects Delivery team will continue the delivery, management, and construction of major freeway, interchange, and grade separation projects. In doing so, the staff will assist in meeting SANBAG's commitment to deliver the transportation projects as described in the Measure I Transportation Transactions and Use Tax approved in 1989 and renewed in 2004 by the San Bernardino voters. The Major Projects Delivery Program for this Fiscal Year includes 9 Freeway/Highway Projects, 18 Interchange Projects, 9 Railroad Grade Separation Projects, and 2 Miscellaneous Projects. In addition, to enhance project delivery and maximize the utilization of funds, staff will continue to maintain and improve the Project Control System.

Performance/Workload Indicators

	2013-2014 Actual	2014-2015 Actual	2015-2016 Revised Budget	2016-2017 Budget
Project Approval/Environmental Document	2	1	3	3
Start Construction	8	1	1	3
Open to Traffic	7	7	5	3
Project Control System	YES	YES	YES	YES

Major Projects Delivery
Program Summary

		2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Tasks					
0815	Measure I Program Management	3,969,349	4,199,682	4,769,944	5,874,716
0820	Freeway Projects	51,847,149	44,720,484	71,894,628	63,316,334
0830	Interchange Projects	90,944,509	66,089,221	76,686,270	55,494,848
0840	Grade Separation Projects	51,973,993	53,076,266	49,196,598	43,519,480
0860	Arterial Projects	888,000	256,142	429,881	2,114,804
	Total Tasks	199,623,000	168,341,795	202,977,321	170,320,182



Major Projects Delivery

Task 0815 Measure I Program Management

Purpose

Manage the Major Projects Program.

Accomplishments

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

Ongoing maintenance, assessment and enhancements of Major Project's Program Controls were conducted including: 1) Support of Planning staff's analysis of the partial interchange improvement plan 2) Development of a comprehensive Quality Assurance/Quality Control (QA/QC) system was completed and implementation started. 3) The Project Control System (PCS) was maintained to support Major Project's management of project schedules, contracts, funding and documentation. Also, the PCS provided support to Major Projects, Programming and Finance staff to serve as a tool for the update of the Ten-Year Delivery Plan and the preparation of the Fiscal Year Budget.

Work Elements

1. Project Delivery: Perform tasks related to the project development and construction management of SANBAG managed projects as described by the task-specific narratives.
2. Project Controls: Maintain and enhance PCS to monitor and report the status of the budget, cost, and schedule and forecast performance trends of each project under the Major Projects Delivery Program. Collect and maintain all pertinent budget, cost, and schedule information on each project. Track project risks, goals and accomplishments, and action items. This work element includes regular updates to detailed project cost estimates commensurate with the level of project development and project scheduling, and development and regular updates to detailed project schedules. Use this integrated system to create different funding scenarios for the identification of the optimum funding plan.
3. Consultant Selection and Management: Administered the on-going consultant activities. Analyze bids/cost proposals against independent cost estimates. Negotiate contracts that are fair and reasonable and in the best interest of the agency. Perform audits as a practice to insure appropriate hourly rates.
4. Contract Management and Invoicing: Perform routine contract management and invoicing tasks. Utilize contract controls to track consultant expenditures and budgets in coordination with the PCS and Finance Department. Review consultant invoices for compliance with contract terms.
5. Quality Assurance and Quality Control (QA/QC) Reviews: Conduct QA/QC reviews and peer reviews to ensure that SANBAG products and deliverables meet quality standards.
6. Other Program Activities: Other activities include document controls and archiving; project database maintenance; implementation of program procedures and requirements; participation in the development of programming strategies for all available State and Federal funds; provide input into the development of SANBAG policies; and complete project close out of projects.

Provide program and project management services that result in the efficient delivery of transportation improvement projects.

Major Projects Delivery

Task 0815 Measure I Program Management

Contract Information – Major Projects Program*

a. Existing Contracts
   i. 15-1001222, Preliminary Design & Environmental Support, Amount Budgeted $17,000.
   ii. 15-1001195, Program Management, Amount Budgeted $2,700,000.
   iii. 00-1000558, Right of Way Services, Amount Budgeted $67,000.
   iv. 00-1000778, Legal Services, Amount Budgeted $37,000.
   v. 00-1000603, Legal Services, Amount Budgeted $80,000.
   vi. 00-1000736, Procurement Services, Amount Budgeted $500.

   *Contracts that are utilized on all Sub Tasks within the Program.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2016/2017 budget includes Board approved Fiscal Year 2015/2016 appropriations in the estimated amount of $2,545,369.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0815 Measure I Program Management

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	512,512	505,407	375,975	408,248
Overtime	167	56	3,750	6,000
Fringe Allocation-General	513,180	492,306	370,953	443,619
Professional Services	89,472	73,461	687,391	684,500
Consulting Services	-	4,310	20,000	100,000
Program Management Fees	1,999,096	2,197,883	2,400,000	2,700,000
Attendance Fees	15,700	15,300	-	13,700
Legal Fees	39,122	46,960	88,500	123,000
Dues & Subscriptions	199	115	900	900
Training/Membership	1,625	3,413	3,300	3,300
Postage	26	35	600	600
Travel Expense - Employee	2,573	362	6,000	6,000
Travel Expense - Non-Employee	-	-	-	2,000
Travel Expense-Mileage-Employee	105	-	-	-
Travel Expense-Mileage-Non-Employee	3,639	2,897	-	16,000
Advertising	-	-	1,800	1,600
Printing - External	951	1,155	1,800	2,000
Communications	223	309	2,100	2,100
Record/Equipment Storage	1,532	-	3,030	3,030
Office Expense	523	293	600	600
Meeting Expense	2,786	1,396	2,747	1,647
Office Furniture & Equipment	12,846	-	21,300	22,400
Office Furniture/Software-Inventorial	1,674	1,167	-	-
Computer Hardware & Software	-	16,250	-	-
Indirect Allocation-General	555,273	422,395	582,902	879,485
Indirect Allocation-Project Management	216,125	414,212	196,296	453,987
Total Expenditures	3,969,349	4,199,682	4,769,944	5,874,716

Funding Sources	
MSI Cajon Pass Fund	185,000
MSI Valley Fund-Freeway Projects	2,207,061
MSI Valley Fund-Fwy Interchange	1,888,731
MSI Valley Fund-Grade Separations	1,593,924
Total Funding Sources	5,874,716

Major Projects Delivery

Task 0820 Freeway Projects

Purpose

The Freeway Projects program develops and constructs freeway/highway improvements that enhance mobility, reduce traffic congestion, and improve safety. These enhancements are achieved by the construction of a variety of lane additions including general purpose lanes, truck climbing lanes, car pool lanes, express lanes and ancillary improvements.

Accomplishments

Transportation revenues continue to translate into significant enhancements to our local freeways. The landscape design for the first three phases of Interstate 215 (I-215) widening through the City of San Bernardino is complete and ready for construction pending lifting of drought restrictions. The State Route 210 (SR-210) landscaping construction projects are complete with the final segments in plant establishment. Progress continues on the preliminary engineering/environmental phase of the SR-210 lane addition project in the Cities of Highland, San Bernardino and Redlands with approval scheduled for late summer 2016. Analysis of express lanes on the Interstate 10 (I-10) and Interstate 15 (I-15) Corridors has been completed. In addition, environmental work for the I-10 Corridor is progressing on schedule with the environmental document scheduled to be circulated in the spring of 2016. Work on the Preliminary engineering/environmental phase is ongoing on the I-15 Corridor express lane improvements from State Route 60 (SR-60) to SR-210 with the environmental document scheduled to be circulated in mid-2017. Lastly, the I-215 Bi-County High Occupancy Vehicle (HOV) lane addition construction was completed in mid-2015 and work on a follow-on signal project at the I-215 and Iowa/LaCadena Interchange ramp intersections is ongoing.

Contract Information – Major Projects Program*

a. Existing Contracts
   - i. 15-1001222, Preliminary Design & Environmental Services, Amount Budgeted $296,829.
   - ii. 00-1000736, Procurement Services, Amount Budgeted $5,000.
   - iii. 00-1000743, Procurement Services, Amount Budgeted $30,000.
   - iv. 00-1000166, Construction Capital, Amount Budgeted $60,000.
   - v. 15-1001302, Legal Services, Amount Budgeted $1,600,000.
   - vi. 00-1000710, Right of Way Services, Amount Budgeted $50,000.
   - vii. 15-1001195, Program Management Services, Amount Budgeted $1,495,000.
   - viii. 00-1000004, Program Management Services, Amount Budgeted $210,000.

* Contracts that are utilized on all Sub Tasks within the Program.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0820 Freeway Projects

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	40,660	57,368	-	-
Fringe Allocation-General	40,700	55,910	-	-
Professional Services	889,920	1,194,120	4,777,943	13,266,540
Consulting Services	12,155,324	8,370,441	16,469,641	19,406,797
Program Management Fees	785,854	1,181,690	1,085,540	1,495,000
Legal Fees	246,487	5,360,178	380,400	1,500,000
Utilities	-	-	4,228	-
Landscaping Care	-	-	55,000	-
Rentals-Building	64,180	-	-	-
Construction Capital	36,724,608	22,147,944	17,255,198	10,112,825
Utilities Capital	512,943	3,481,510	-	-
Right of Way Capital	162,124	2,697,599	31,766,968	17,276,293
Postage	328	93	2,150	2,500
Public Information Activites	112,928	-	-	-
Advertising	-	194	1,800	-
Printing - External	1,477	9,115	21,880	5,000
Record/Equipment Storage	4,115	-	-	-
Meeting Expense	105	401	120	-
Indirect Allocation-General	44,038	80,361	-	-
Indirect Allocation-Project Management	61,359	83,562	73,760	251,379
Total Expenditures	51,847,149	44,720,484	71,894,628	63,316,334

Funding Sources	
Congestion Mitigation & Air Quality	700,000
Demonstration High Priority Program	2,266,300
MSI 1990-Valley Fund-Major Projects	6,989,307
MSI 1990-Valley Fund-TMEE	1,033,694
MSI Valley Fund-Freeway Projects	26,657,861
MSI Victor Valley Fund-Major Local Hwy	2,000
Project National & Regional Significance	7,250,000
Regional Improvement Program	3,825,900
State Highway Oper & Protection Program	281,000
Surface Transportation Program	13,800,002
Victor Valley Major Local Hwy Bond Fund	510,270
Total Funding Sources	63,316,334

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Freeway Projects

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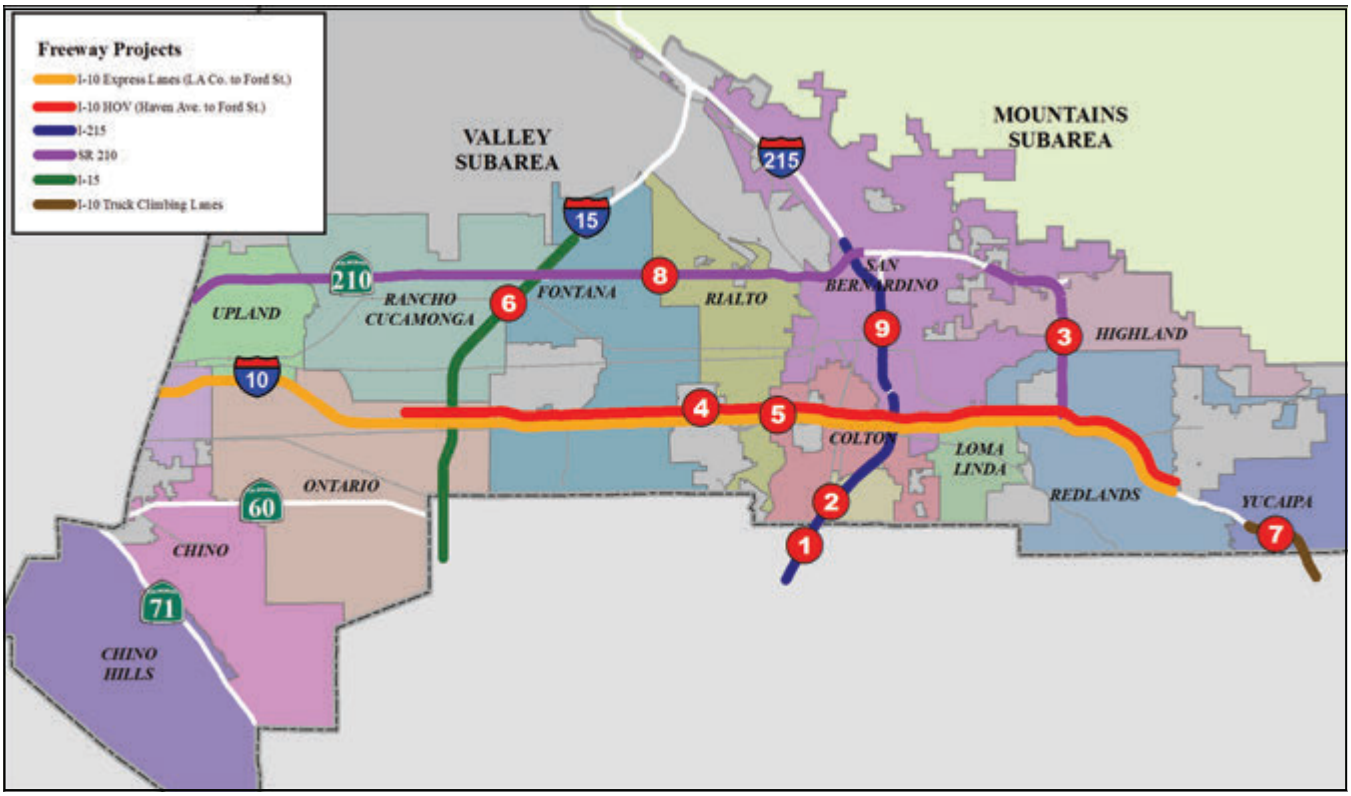
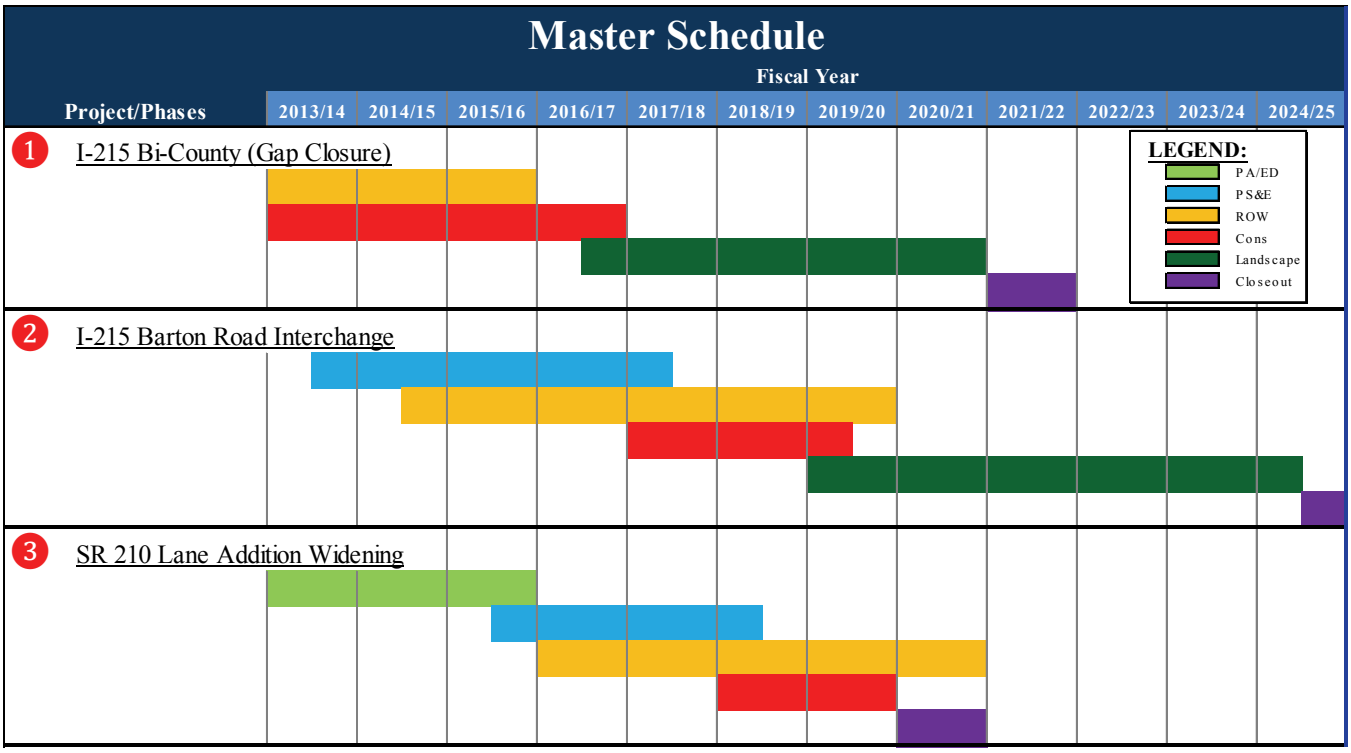
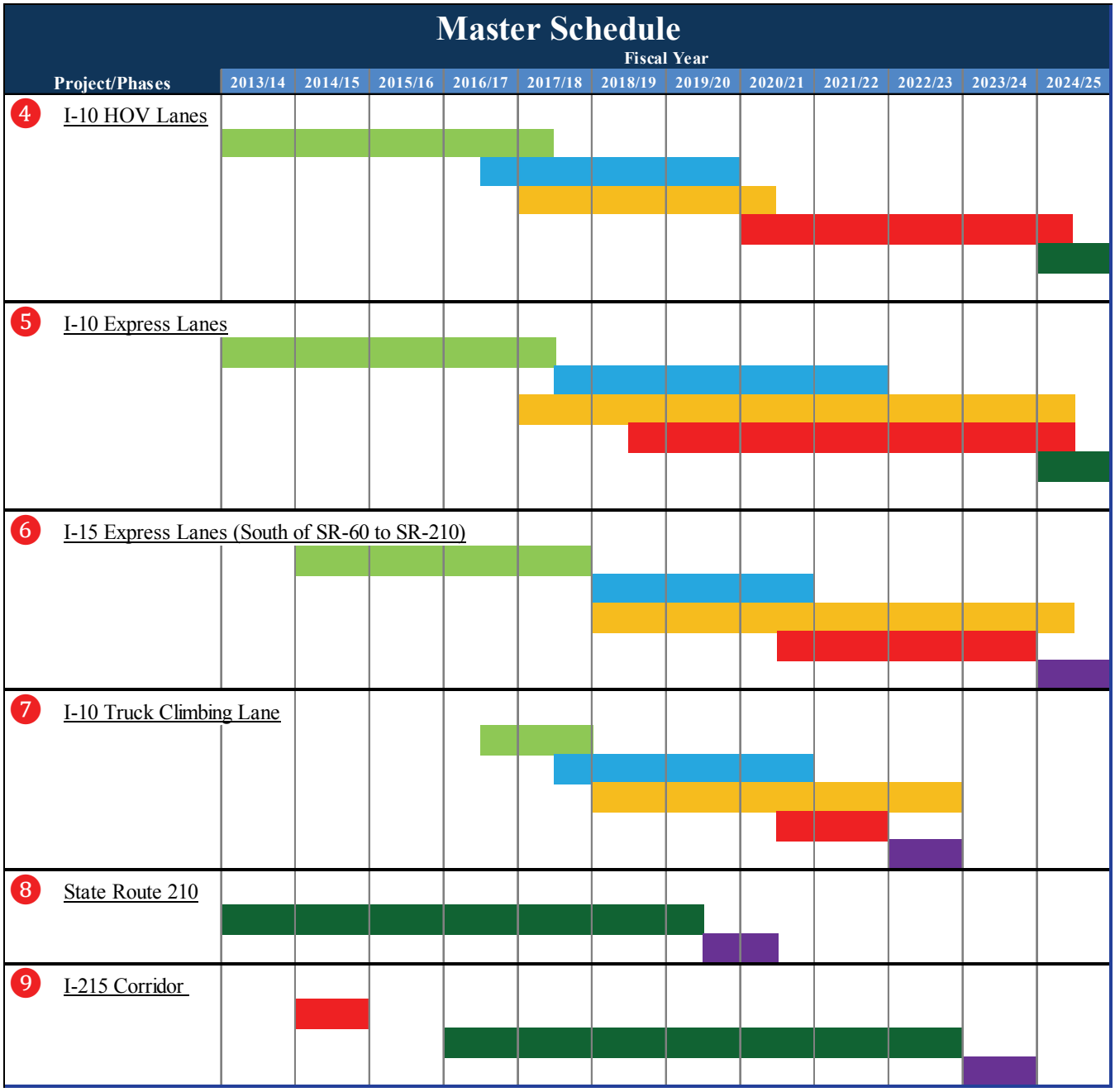
Freeway Projects
Valley Subarea





Major Projects Delivery Program
Freeway Projects
Valley Subarea



1 Project Interstate 215 Bi-County High Occupancy Vehicle (HOV) lane Project (0839)

Description

Close the gap between carpool lanes north of Orange Show Road in San Bernardino and south of the State Route 60/State Route 91/Interstate 215 (I-215) interchange in Riverside, to encourage ridesharing and improve the efficiency, safety, and operations of traffic. Remaining tasks consist of adding traffic signalization at Southbound I-215/Iowa ramp intersection and Iowa/La Cadena intersection and corridor landscaping. Current phase: Carpool Lane Construction Closeout, Traffic Signalization construction, and Landscaping.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$189,227,000	$175,633,364	$1,624,629	$11,969,007

Contract Information

a. Existing Contracts
   i. 00-1000109, Environmental Services, Amount Budgeted $10,000.
   ii. 00-1000652, Right of Way Capital, Amount Budgeted $500,000.
   ii. 00-1000626, Construction Capital, Amount Budgeted $500,000.

b. New Contracts
   i. RFP, Cooperative Agreement, Landscape design, Amount Budgeted $100,000, Total Estimated Contract Amount $1,050,000.
   ii. IFB, Construction Capital Contract, Traffic Signal Improvements, Amount Budgeted $381,000, Total Estimated Contract Amount $381,000.

2 Project Interstate 215 Barton Road Interchange (0840)

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Design and Right of Way.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$88,045,674	$14,409,573	$6,342,222	$67,293,879

Contract Information

a. Existing Contracts
   i. 00-1000665, Design and Right of Way Engineering, Amount Budgeted $50,000.
   ii. 00-1000709, Right of Way Services, Amount Budgeted $180,000.
   iii. 00-1000710, Right of Way Services, Amount Budgeted $50,000.
   iv. 15-1001302, Legal Services, Amount Budgeted $700,000.
   v. 15-1001044, Right of Way Acquisition Admin Contract, Amount Budgeted $3,100,000.
   vi. 15-1001259, Department of Toxic Substances Control Agreement, Amount Budgeted $40,000.
   vii. 15-1001045, Utilities Relocations Admin Contract, Amount Budgeted $1,400,000.
   viii. 16-1001325, Utility Agreement, Amount Budgeted $45,000.
   ix. 16-1001419, Utility Agreement, Amount Budgeted $500,000.

b. New Contracts
   i. RFP, Cooperative Agreement Construction, Amount Budgeted $100,000, Total Estimated Contract Amount $58,000,000.

3 Project State Route 210 Lane Addition (0887)

Description

Add one mixed flow lane each direction between Highland Avenue in the City of San Bernardino and San Bernardino Avenue in the City of Redlands to relieve existing congestion and accommodate future demands. Current Phase: Project Approval and Environmental Document/Design and Right of Way.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$132,163,000	$2,366,072	$10,166,678	$119,630,250

Prior Year Budgeted Funds

The proposed budget includes Fiscal Year 2015/2016 budgeted funds in the estimated amount of $3,166,568.

Contract Information

a. Existing Contracts
   i. 00-1000631, Preliminary Design & Environmental Services, Amount Budgeted $150,000.
   ii. 15-1001231, Design Services, Amount Budgeted $5,666,667.

b. New Contracts
   i. RFP, Construction Management Services, Amount Budgeted $70,200, Total Estimated Contract Amount $13,500,000.
   ii. IFB, Environmental Mitigation, Amount Budgeted, $4,122,793, Total Estimated Contract Amount $4,122,793.

4 & 5 Project Interstate 10 Corridor Project Development (0825)

Description

Mitigate traffic congestion and accommodate future traffic on the Interstate 10 Corridor from the Los Angeles/San Bernardino County border to Ford Street in the City of Redlands, a distance of approximately thirty-three (33) miles. Alternatives being considered are the addition of High Occupancy Vehicle (HOV) lanes and express lanes. Current Phase: Project Approval and Environmental Document.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$1,200,000,000	$23,880,702	$5,172,036	$1,170,947,262

Costs for Express lane Alternative

Contract Information

a. Existing Contracts
   i. 00-1000004, Preliminary Design & Environmental Services, Amount Budgeted $150,000.
   ii. 00-1000403, Preliminary Design & Environmental Services, Amount Budgeted $30,000.
   iii. 15-1001195, Preliminary Design & Environmental Services, Amount Budgeted $4,500,000.

Note: Costs for the Interstate 10 Corridor are separated between the sub-task 0823 and 0825 costs. Sub-task 0825 include the costs and budget for all Interstate 10 Corridor work except what is specific to Interstate 10 Corridor Contract 1 work. Those costs are included in sub-task 0823.

5 Project Interstate 10 Corridor Phase 1 - Contract 1 (0823)

Description

Mitigate traffic congestion and accommodate future traffic on the Interstate 10 Corridor from the Los Angeles/San Bernardino County border to Interstate 15 in the City of Ontario, a distance of approximately ten (10) miles. Current Phase: Project Approval and Environmental Document/ Procurement.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$620,000,000	$192,206	$9,500,443	$610,357,351

Costs based on Express Lanes Alternative. Costs to Date reflect contract costs incurred after Board confirmation of Locally Preferred Alternative at November, 2015 meeting.

Contract Information

a. Existing Contracts
   i. 16-1001355, Preliminary Design & Environmental Services, Amount Budgeted $700,000.
   ii. 16-1001447, Legal Advisor Services, Amount Budgeted $1,500,000
   iii. 16-1001369, Financial Advisor Services, Amount Budgeted $700,000.
   iv. 00-1000052, Preliminary Design Services, Amount Budgeted $400,000.

b. New Contracts
   i. RFP, Project Management/Construction Management Services, Amount Budgeted $5,500,000, Total Estimated Contract Amount $43,000,000.

Note: Costs for the Interstate 10 Corridor are separated between the sub-task 0823 and 0825 costs. Sub-task 0823 costs and budget are for all work specific to Interstate 10 Contract 1 and the balance of Interstate 10 Corridor costs are included in sub-task 0825.

6 Project Interstate 15 Corridor Express Lanes (0852)

Description

Add express lanes in each direction along the Interstate 15 corridor from south of Cantu Galleano Ranch Road in Riverside County to north of State Route 210. Project includes auxiliary lanes and other operational improvements along the corridor. Current Phase: Project Approval and Environmental Document.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$369,688,000	$3,573,835	$5,536,206	$360,577,959

Prior Year Budgeted Funds

The proposed budget includes Fiscal Year 2015/2016 budgeted funds in the estimated amount of $993,359.

Contract Information

a. Existing Contracts
   i. 00-1001166, Preliminary Design & Environmental Services, Amount Budgeted $20,710.
   ii. 00-1001154, Preliminary Design & Environmental Services, Amount Budgeted $4,647,587.

7 Project Interstate 10 Eastbound Truck Lane Project (0854)

Description

Improve traffic operations and safety along Interstate 10 by constructing a dedicated truck climbing lane for slower moving vehicles. Current phase: Project Study Report.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$30,500,000	$34,805	$1,058,408	$29,406,787

Contract Information

a. New Contracts
   i. RFP, Environmental and Design Services, Amount Budgeted $1,000,000, Total Estimated Contract Amount $3,250,000.

8 Project State Route 210 (0820, 0822, 0824)

Description

State Route 210 extension constructions completed to enhance the east-west mobility in the San Bernardino Valley. Current Phase: Landscaping.

Total Estimated Cost*	Costs to Date*	Proposed Budget	Future Costs
Not Available – Legacy Project	Not Available – Legacy Project	1,165,239	$1,450,000

Contract Information

a. Existing Contracts
   i. 00-1000910, Construction Capital, Amount Budgeted $252,000.
   ii. 00-1000823, Construction Capital, Amount Budgeted $259,194.
   iii. 00-1000319, Construction Management Services, Amount Budgeted $384,000.
   iv. 15-1001174, Construction Capital, Amount Budgeted $120,000.

*The project was completed in 2007 and involved 11 segments over 25 years. Remaining costs relate to landscaping.

9 Project Interstate 215 Corridor (0834, 0836, 0838)

Description

The addition of a high-occupancy vehicle and mixed flow lane in each direction on Interstate 215 through the City of San Bernardino to relieve congestion and accommodate future traffic demand. Current Phase: Construction Closeout and Landscaping.

Total Estimated Cost*	Costs to Date*	Proposed Budget	Future Costs
$667,000,000	$633,478,847	$15,614,521	$17,906,632

***Estimated Costs**

Prior Year Budgeted Funds

The proposed budget includes Fiscal Year 2015/2016 budgeted funds in the estimated amount of $4,240,383.

Contract Information

a. Existing Contracts
   i. 00-1000163, Construction Capital, Amount Budgeted $6,482,672.
   ii. 00-1000154, Construction Management Services, Amount Budgeted $50,000.
   iii. 00-1000190, Construction Capital, Amount Budgeted $1,706,759.
   iv. 00-1000602, Design Services, Amount Budgeted $100,000.
   v. 16-1001378, Construction Management Services, Amount Budgeted $100,000.

b. New Contracts
   i. IFB, Segment 3 Landscaping, Amount Budgeted $1,500,000, Total Estimated Contract Amount $3,500,000.
   ii. IFB, Segment 1 Landscaping, Amount Budgeted $300,000, Total Estimated Contract Amount $3,900,000.
   iii. IFB, Segment 2 Landscaping, Amount Budgeted $100,000, Total Estimated Contract Amount $4,400,000.
   iv. IFB, Segment 5 Landscaping, Amount Budgeted $100,000, Total Estimated Contract Amount $7,200,000.

Project **Alternative Project Financing (0850)**

Description

Includes development of alternative financing and delivery mechanisms through both preliminary financial and traffic and revenue studies to support delivery of major highway corridor improvements. Also includes providing public outreach to communicate study findings and project developments. Current Phase: Planning.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$5,816,457	$4,842,772	$223,682	$750,003

Prior Year Budgeted Funds

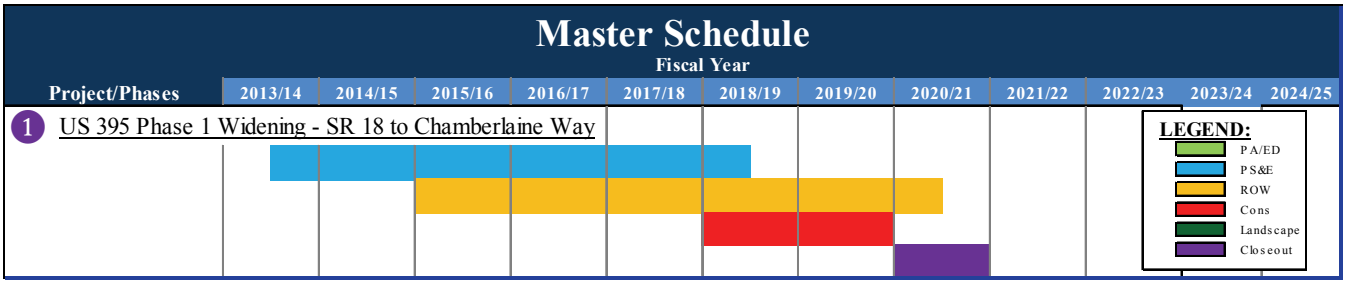
The proposed budget includes Fiscal Year 2015/2016 budgeted funds in the estimated amount of $20,000.

Contract Information

a. Existing Contracts
   i. 15-1001155, Public Outreach, Amount Budgeted $200,000.

Note: This task is not project specific. Not included on the map or master schedule.

Major Projects Delivery Program
Freeway Projects
Victor Valley Subarea



1 Project US- 395 Widening Phase I (0891)

Description

Widen the US-395 to 4 lanes and improve intersections from State Route 18 to Chamberlain Way in the City of Adelanto to accommodate existing and future traffic. Current Phase: Design and Right of Way.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$56,724,000	$1,512,937	$6,912,270	$48,298,793

Prior Year Budgeted Funds

The proposed budget includes Fiscal Year 2015/2016 budgeted funds in the estimated amount of $3,238,170.

Contract Information

a. Existing Contracts
   i. 15-1001188, Right of Way Services, Amount Budgeted $1,000,000.
   ii. 15-1001280, Right of Way Capital, Amount Budgeted $3,000,000.

Major Projects Delivery

Task 0830 Interchange Projects

Purpose

The Interchange Projects program develops and constructs freeway interchange improvements that mitigate existing traffic congestion, accommodates future traffic, and enhances safety. The improvements range from just ramp widening to complete interchange replacement.

Accomplishments

The interchange improvement program is in full swing. Interstate 10 (I-10) Tippecanoe Avenue (Phase 2) interchange was opened in the spring of 2016. Construction continues on the Interstate 15 (I-15) Baseline Road project and I-15/Interstate 215 (I-215) Devore Interchange project with substantial completion anticipated in mid-2016 for both projects. Construction has started on I-10 Pepper and construction is anticipated to start on the State Route 210 (SR 210) Pepper interchange at the beginning of 2017. Project development is well underway on the I-215 Barton Road, I-10 Cedar, SR-60 Central Avenue, SR-60 Archibald Avenue, and I-10 University interchanges. Project development has commenced on I-10 Monte Vista Avenue, I-215 University Parkway and the I-10 Mount Vernon Avenue interchange projects.

Contract Information – Major Projects Program*

a. Existing Contracts
   - i. 15-1001222, Preliminary Design & Environmental Services, Amount Budgeted $77,534.
   - ii. 00-1000736, Procurement Services, Amount Budgeted $2,000.
   - iii. 00-1000166, Construction Capital, Amount Budgeted $60,000.
   - iv. 00-1000710, Right of Way Services, Amount Budgeted $16,792.
   - v. 00-1000629, Right of Way Services, Amount Budgeted $125,000.
   - vi. 00-1000628, Right of Way Services, Amount Budgeted $75,000.
   - vii. 00-1000770, Construction Capital, Amount Budgeted $20,000.
   - viii. 15-1001195, Program Management Services, Amount Budgeted $915,000.
   - ix. 00-1000004, Program Management Services, Amount Budgeted $109,288.
   - x. 00-1000603, Legal Services, Amount Budgeted $112,560.

* Contracts that are utilized on all Sub Tasks within the Program.

Local Funding Source Detail

- i. County of San Bernardino – $264,289.
- ii. City of Chino – $664,964.
- iii. City of Colton – $481,044.
- iv. City of Fontana – $443,682.
- v. City of Hesperia – $5,841.
- vi. City of Highland – $1,410,681.
- vii. City of Montclair – $190,848.
- viii. City of Ontario – $951,080.
- ix. City of Rancho Cucamonga – $6,366,075.
- x. City of Redlands – $286,277.
- xi. City of Rialto – $132,500.
- xii. City of San Bernardino – $11,931.
- xiii. West Valley Water District – $495,424.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0830 Interchange Projects

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	34,491	36,991	-	-
Fringe Allocation-General	34,525	36,029	-	-
Professional Services	1,270,877	1,120,552	2,303,250	3,587,996
Consulting Services	11,276,082	8,890,107	11,334,752	9,490,282
Program Management Fees	2,192,410	1,891,421	1,553,500	915,000
Legal Fees	70,683	93,116	90,900	30,352
Construction Capital	65,608,629	48,961,105	48,966,644	26,317,447
Utilities Capital	-	-	340,000	-
Right of Way Capital	10,274,335	4,860,313	11,937,295	14,993,913
Postage	111	245	1,800	5,500
Advertising	4,111	4,210	1,300	-
Travel Expense - Employee	-	12	-	-
Printing - External	18,196	10,661	22,200	500
Meeting Expense	36	553	-	-
Indirect Allocation-General	37,357	49,966	-	-
Indirect Allocation-Project Management	122,665	133,938	134,629	153,858
Total Expenditures	90,944,509	66,089,221	76,686,270	55,494,848

Funding Sources	
Cajon Pass Bond Fund	2,417,515
Demonstration High Priority Program	7,413,250
Interstate Maintenance Discretionary	706,951
Local Projects Fund	11,704,636
MSI 1990-Valley Fund-Major Projects	1,238,177
MSI Cajon Pass Fund	4,907,500
MSI Valley Fund-Freeway Projects	327,461
MSI Valley Fund-Fwy Interchange	8,889,680
State Local Partnership Program-P1B	50,000
Surface Transportation Program	7,745,241
Trade Corridor Improvement Fund-P1B	3,976,201
Valley Fwy Interchange Bond Fund	6,118,236
Total Funding Sources	55,494,848

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Interchange Projects

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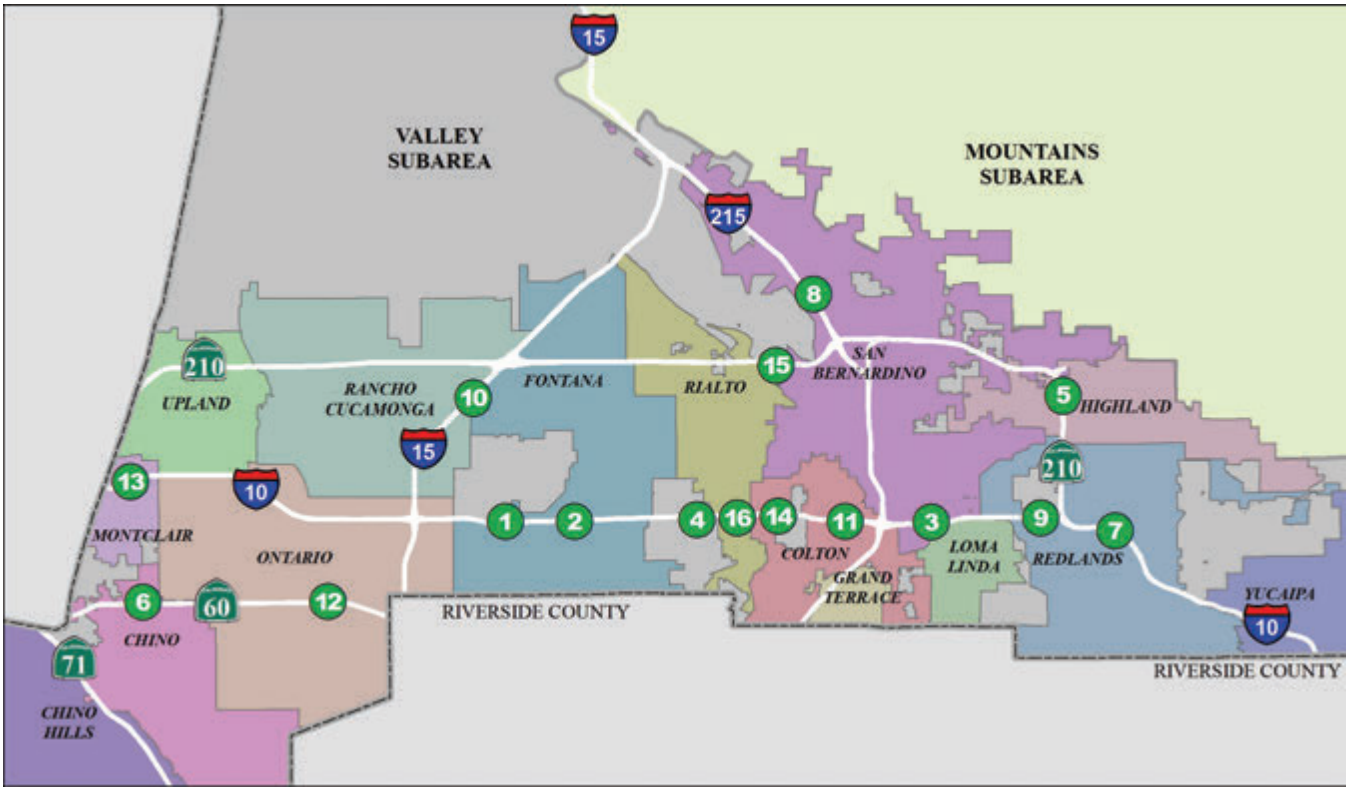
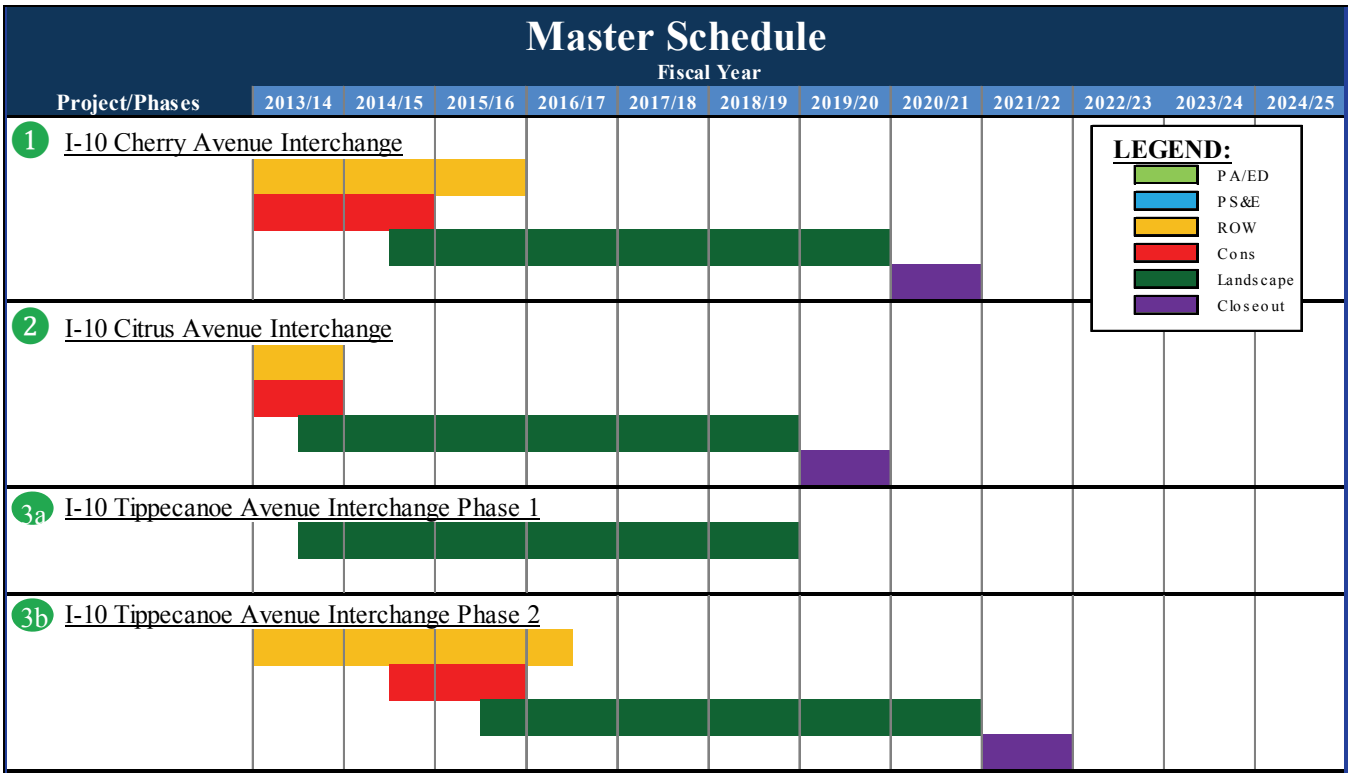
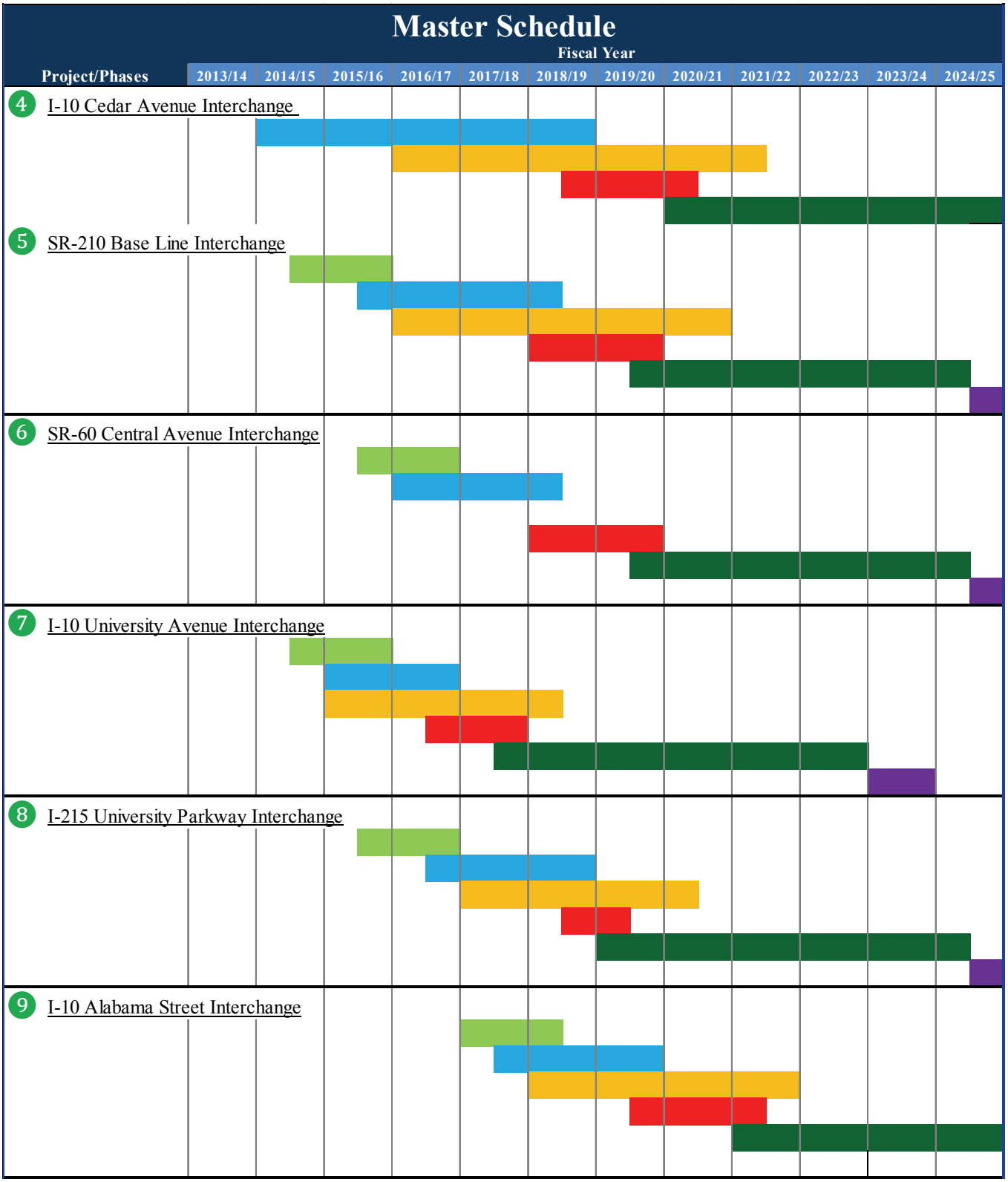
Interchange Projects
Valley Subarea

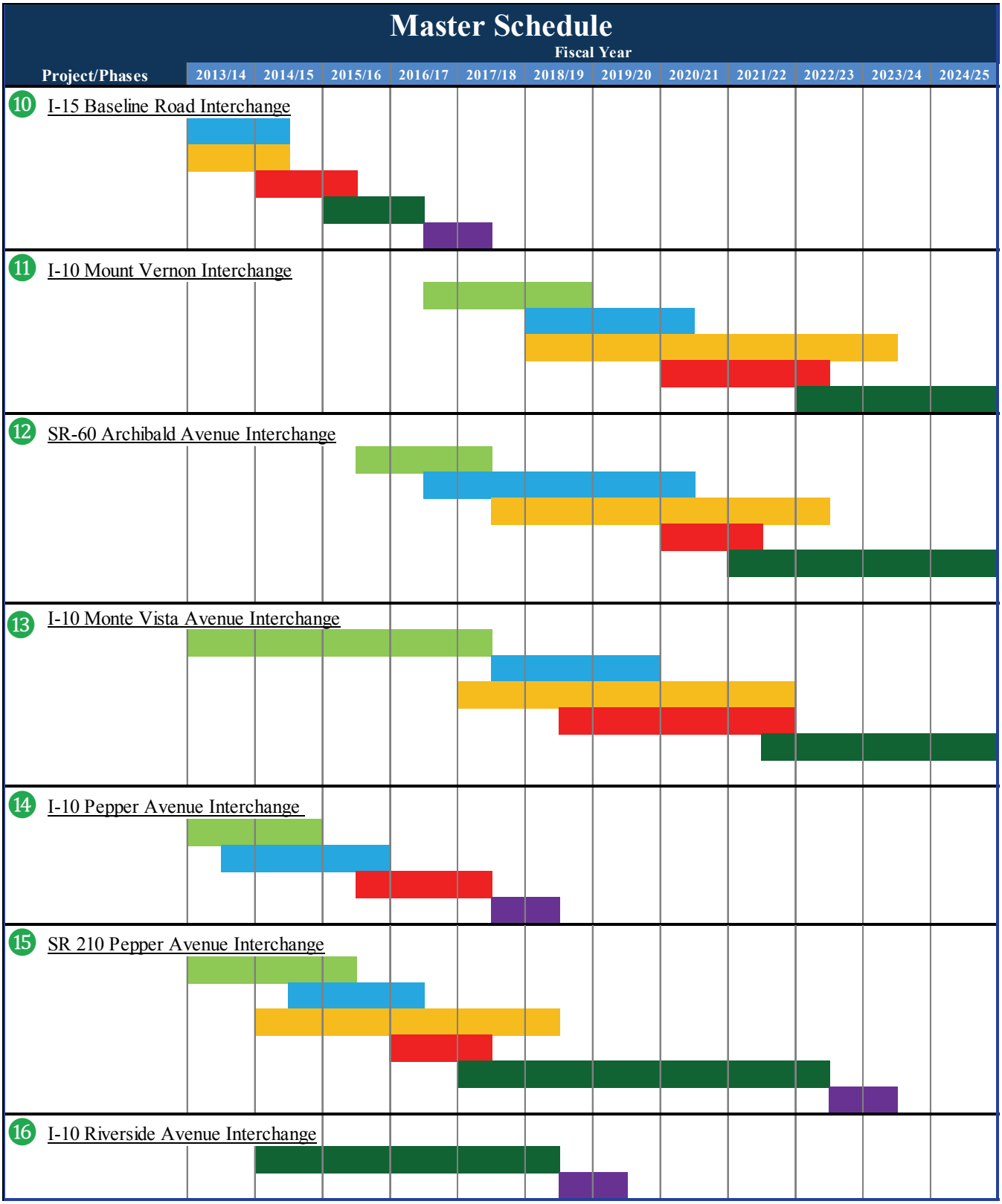




Major Projects Delivery Program
Interchange Projects
Valley Subarea



Major Projects Delivery Program
Interchange Projects
Valley Subarea



1 & 2 Project Interstate 10 Cherry Avenue/ Citrus Avenue Interchanges (0826)

Description

Improve the interchanges at Interstate 10 Cherry Avenue and Interstate 10 Citrus Avenue to mitigate the existing congestion and accommodate future traffic volumes. Current Phase: Construction Closeout and Landscaping.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$125,399,000	$118,163,291	$2,791,061	$4,444,648

Prior Year Budgeted Funds

The proposed budget includes Fiscal Year 2015/2016 budgeted funds in the estimated amount of $173,458.

Contract Information

a. Existing Contracts
   - i. 00-1000287, Right of Way Services, Amount Budgeted $1,200,000.
   - ii. 00-1000405, Construction Capital, Amount Budgeted $42,832.
   - iii. 00-1000770, Construction Capital, Amount Budgeted $20,000.
   - iv. 00-1000445, Construction Management Services, Amount Budgeted $50,000.
   - v. 00-1000740, Construction Capital, Amount Budgeted $1,004,242.
   - vi. 00-1000051, Design Services, Amount Budgeted $25,000.
   - vii. 00-1000406, Construction Capital, Amount Budgeted $57,468.
   - viii. 15-1001190, Construction Capital, Amount Budgeted $72,000.
   - ix. 16-1001334, Construction Management Services, Amount Budgeted $53,261.

3a & 3b Project Interstate 10/Tippecanoe Avenue Interchange (0842)

Description

Reconfigure interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$74,136,000	$53,867,363	$10,716,989	$9,551,648

Contract Information

a. Existing Contracts
   i. 00-1000037, Final Design & Construction Support, Amount Budgeted $300,000.
   ii. 00-1000198, Right of Way Capital, Amount Budgeted $2,000,000.
   iii. 00-1000868, Right of Way Capital, Amount Budgeted $260,000.
   iv. 00-1000864, Right of Way Capital, Amount Budgeted $350,000.
   v. 00-1000909, Right of Way Capital, Amount Budgeted $982,336.
   vi. 00-1000938, Right of Way Capital, Amount Budgeted $606,901.
   vii. 15-1001242, Right of Way Capital, Amount Budgeted $46,000.
   viii. 15-1001244, Right of Way Capital, Amount Budgeted $681,734.
   ix. 15-1001143, Construction Management Services, Amount Budgeted $464,818.
   x. 15-1001223, Construction Capital, Amount Budgeted $3,171,560.
   xi. 00-1001024, Construction Capital, Amount Budgeted $46,047.
   xii. 16-1001332, Construction Capital, Amount Budgeted $229,686.
   xiii. 16-1001331, Construction Capital, Amount Budgeted $3,162.
   xiv. 16-1001334, Landscape Management Services, Amount Budgeted $120,421.

b. New Contracts
   i. IFB, Landscape Maintenance Contract, Amount Budgeted $200,000, Total Estimated Contract Amount $250,000.

4 Project Interstate 10 Cedar Avenue Interchange (0897)

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Design and Right of Way.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$71,859,000	$2,448,611	$4,014,205	$65,396,184

Contract Information

a. New Contracts
   i. RFP, Design and Right of Way Capital and Support, Amount Budgeted $3,979,343, Total Estimated Contract Amount $13,000,000.

5 Project State Route 210 Baseline Road Interchange (0803)

Description

Improve the interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Project Approval and Environmental Document/Design and Right of Way.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$24,657,573	$859,544	$2,610,678	$21,187,351

Prior Year Budgeted Funds

The proposed budget includes Fiscal Year 2015/2016 budgeted funds in the estimated amount of $393,604.

Contract Information

a. Existing Contracts
   i. 00-1000631, Preliminary Design & Environmental Services, Amount Budgeted $150,000.
   ii. 00-1000957, Project Study Report Services, Amount Budgeted $100,000.
   iii. 15-1001231, Design Services, Amount Budgeted $1,000,000.

b. New Contracts
   i. RFP, Construction Management Services, Amount Budgeted $25,000, Total Estimated Contract Amount $1,500,000.

6 Project State Route 60 Central Avenue Interchange (0893)

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Project Approval and Environmental Document.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$19,583,000	$385,288	$1,064,265	$18,133,447

Contract Information

a. Existing Contracts
   i. 00-1001076, Preliminary Design & Environmental Services, Amount Budgeted $57,446.
   ii. 15-1001262, Preliminary Design, Environmental & Right of Way Services, Amount Budgeted $620,268.

b. New Contracts
   i. RFP, Right of way Services, Amount Budgeted $92,298.

7 Project Interstate 10 University Street Interchange (0899)

Description

Improve interchange to reduce congestion and improve traffic operations. Current Phase: Project Approval and Environmental Document, and Design.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$5,200,000	$371,523	$916,950	$3,911,527

Contract Information

a. Existing Contracts
   i. 00-1001239, Preliminary Engineering & Environmental Document, Design and Construction Support Services, Amount Budgeted $439,455.

b. New Contracts
   i. RFP, Construction Management services, Amount Budgeted $227,935, Total Estimated Contract Amount $350,000.

8 Project Interstate 215/University Parkway Interchange (0853)

Description

Improve interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Project Approval and Environmental Document.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$4,866,505	$28,532	$747,604	$4,090,369

Prior Year Budgeted Funds

The proposed budget includes Fiscal Year 2015/2016 budgeted funds in the estimated amount of $747,604.

Contract Information

a. New Contracts
   i. RFP, Environmental and Engineering Services, Amount Budgeted $595,000, Total Estimated Contract Amount $1,077,305.

9 Project Interstate 10 Alabama Street Interchange (0895)

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic. Current Phase: Planning.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$41,610,000	$0	$79,288	$41,530,712

Prior Year Budgeted Funds

The proposed budget includes Fiscal Year 2015/2016 budgeted funds in the estimated amount of $79,288.

Contract Information

a. New Contracts
   i. RFP, Project Study Report, Amount Budgeted $70,000, Total Estimated Contract Amount $950,000.

10 Project Interstate 15 Baseline Road Interchange (0892)

Description

Reconstruct interchange, and widen local streets to improve traffic operations for current and future traffic. Current Phase: Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$56,572,000	$29,762,309	$6,453,686	$20,356,005

Contract Information

a. Existing Contracts
   i. 00-1000893, Construction Management Services, Amount Budgeted $1,250,000.
   ii. 15-1001086, Construction Services, Amount Budgeted $5,050,000.
   iii. 00-1000925, Construction Capital, Amount Budgeted $66,075.

11 Project Interstate 10 Mount Vernon Avenue Interchange (0898)

Description

Reconstruct bridge and local intersection to relieve existing congestion and to meet future traffic demands. Current Phase: Planning.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$37,125,000	$0	$622,408	$36,502,592

Prior Year Budgeted Funds

The proposed budget includes Fiscal Year 2015/2016 budgeted funds in the estimated amount of $169,000.

Contract Information

a. Existing Contracts
   i. 16-1001423, Project Study Report Services, Amount Budgeted $99,000.

b. New Contracts
   i. RFP, Preliminary Design and Environmental Services, Amount Budgeted $50,000, Total Estimated Contract Amount $1,387,000.
   ii. RFP, Project Study Report Services, Amount Budgeted $415,000, Total Estimated Contract Amount $1,900,000.

12 Project State Route 60 Archibald Avenue Interchange (0894)

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Planning and Environmental.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$14,563,000	$315,083	$1,418,085	$12,829,832

Contract Information

a. Existing Contracts
   i. 16-1001328, Planning, Environmental Services & Design, Amount Budgeted $1,128,855.
   ii. 15-1001084, Project Study Report Agreement with Caltrans, Amount Budgeted $44,316.
   iii. 16-1001328, Right of Way Services, Amount Budgeted $110,000.

b. New Contracts
   i. RFP, Right of Way Consultant, Amount Budgeted $11,000.

13 Project Interstate 10 Monte Vista Avenue Interchange (0851)

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Project Approval and Environmental Document.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$36,729,000	$508,106	$794,351	$35,426,543

Contract Information

a. Existing Contracts
   i. 00-1000052, Project Approval and Environmental Document Services, Amount Budgeted $791,457 (Contract also providing services under Interstate 10 corridor).

14 Project Interstate 10 Pepper Avenue Interchange (0896)

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$10,046,000	$916,301	$7,318,771	$1,810,928

Prior Year Budgeted Funds

The proposed budget includes Fiscal Year 2015/2016 budgeted funds in the estimated amount of $622,538.

Contract Information

a. Existing Contracts
   i. 15-1001308, Construction Management Services, Amount Budgeted $1,735,622.
   ii. 15-1001238, Construction Capital Contract, Amount Budgeted $5,416,333.

15 Project State Route 210 Pepper Avenue Interchange (0883)

Description

Construct new interchange to provide freeway access in the City of Rialto. Current phase: Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$23,770,000	$3,208,000	$8,420,469	$12,141,531

Prior Year Budgeted Funds

The proposed budget includes Fiscal Year 2015/2016 budgeted funds in the estimated amount of $2,307,162.

Contract Information

a. Existing Contracts
   i. 00-1000357, Preliminary Design & Environmental Services, Amount Budgeted $80,000.
   ii. 15-1001296, Construction Management Services, Amount Budgeted $947,000.
   iii. 15-1000710, Right of Way Services, Amount Budgeted $16,792.

b. New Contracts
   i. IFB, Construction Capital Contract, Amount Budgeted $6,867,513, Total Estimated Contract Amount $14,000,000.

16 Project Interstate 10 Riverside Interchange (0841)

Description

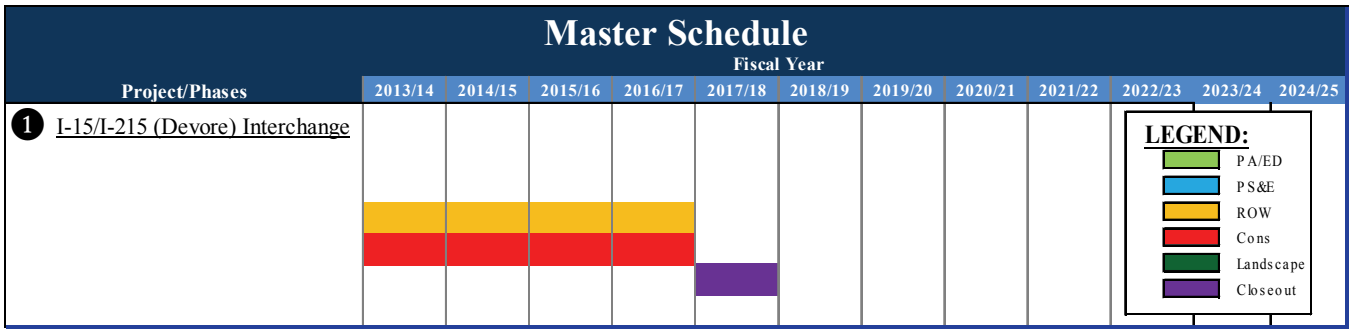
Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Landscaping.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$40,024,000	$39,388,341	$145,182	$490,477

Contract Information

a. Existing Contracts
   i. 15-1001168, Construction Capital, Amount Budgeted $84,000.
   ii. 00-1000867, Construction Management Services, Amount Budgeted $48,000.

Major Projects Delivery Program
Interchange Projects
Cajon Pass



❶ Project Interstate 15/ Interstate 215 (Devore) Interchange (0880)

Description

To accommodate existing and future traffic, this project will provide four lanes in each direction on Interstate 15 (I-15) through the interchange, adds truck by-pass lanes, reconfigures the interchange so that I-15 southbound becomes the primary route, reconnects Cajon Boulevard, and provides other ancillary improvements. Current Phase: Design-Build.

Total Estimated Cost	Costs to Date	Proposed Budget*	Future Costs
$325,005,000	$279,080,000	$7,325,015	$31,099,985

***Additional Estimated amount of $7.5 million not going through SANBAG's books**

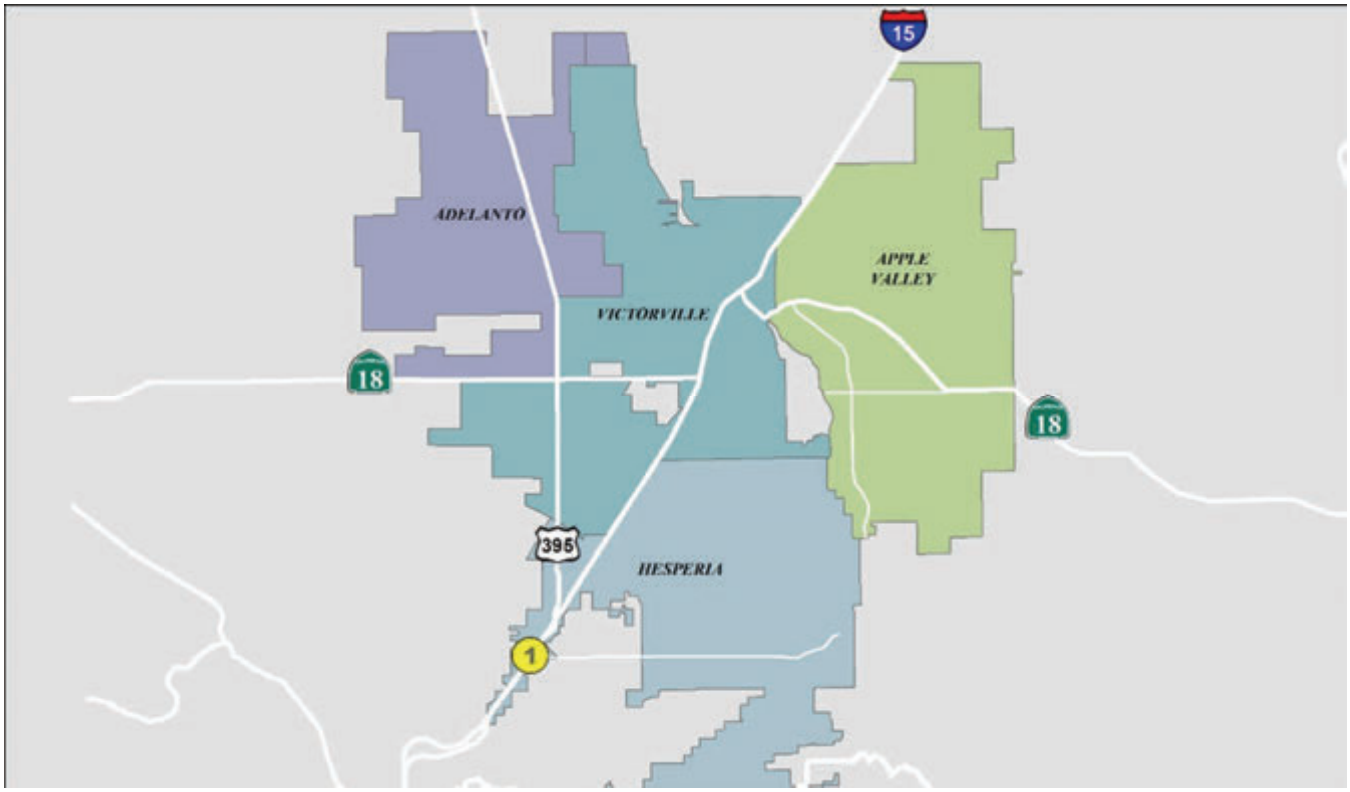
Prior Year Budgeted Funds

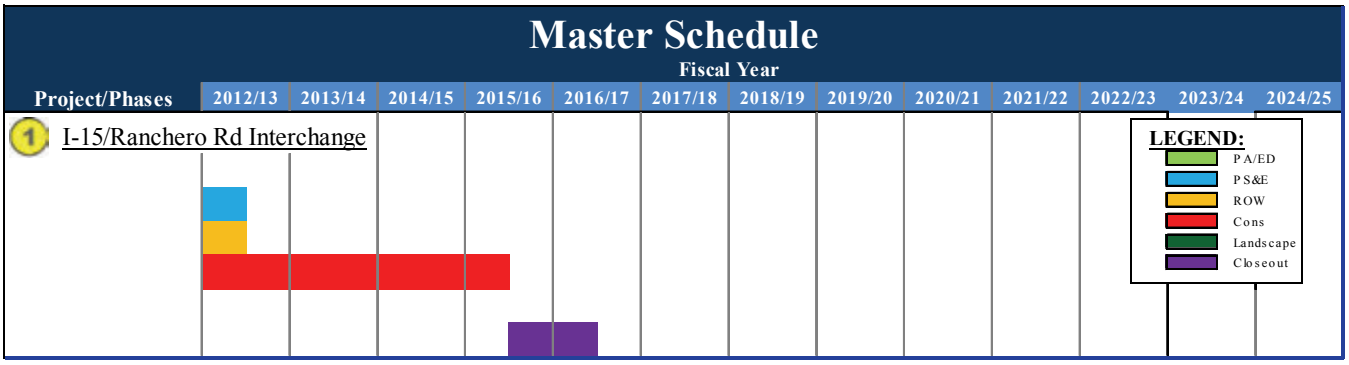
The proposed budget includes Fiscal Year 2015/2016 budgeted funds in the estimated amount of $7,325,015.

Contract Information

a. Existing Contracts
   - i. 00-1000467, Right of Way Services, Amount Budgeted $300,000.
   - ii. 00-1000967, Right of Way Services, Amount Budgeted $60,000.
   - iii. 00-1000980, Right of Way Services, Amount Budgeted $265,000.
   - iv. 00-1000981, Right of Way Services, Amount Budgeted $156,000.
   - v. 00-1000972, Right of Way Services, Amount Budgeted $50,000.
   - vi. 00-1000968, Right of Way Services, Amount Budgeted $120,000.
   - vii. 00-1000973, Right of Way Services, Amount Budgeted $10,000.
   - viii. 00-1000974, Right of Way Services, Amount Budgeted $650,000.
   - ix. 00-1000971, Right of Way Services, Amount Budgeted $90,000.
   - x. 00-1000830, Right of Way Services, Amount Budgeted $11,000.
   - xi. 00-1000976, Right of Way Services, Amount Budgeted $50,700.
   - xii. 00-1000977, Right of Way Services, Amount Budgeted $47,500.
   - xiii. 00-1000979, Right of Way Services, Amount Budgeted $72,000.
   - xiv. 00-1000978, Right of Way Services, Amount Budgeted $20,000.
   - xv. 00-1001034, Construction Capital, Amount Budgeted $80,000.
   - xvi. 00-1000851, Construction Capital, Amount Budgeted $3,500,000.
   - xvii. 00-1000628, Right of Way Services, Amount Budgeted $75,000.
   - xviii. 00-1000629, Right of Way Services, Amount Budgeted $125,000.

Major Projects Delivery Program
Interchange Projects
Victor Valley Subarea





1 **Project** **Interstate 15 Ranchero Road Interchange (0890)**

Description

Reconstruct interchange to improve traffic operation and circulation for current and future demand. Current Phase: Construction Closeout.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$54,019,883	$53,864,000	$55,841	$100,042

Contract Information

a. Existing Contracts
   i. 00-1000882, Construction Capital, Amount Budgeted $50,000.

Major Projects Delivery

Task 0840 Grade Separation Projects

Purpose

The Grade Separation Projects program develops and constructs railroad grade separations that improve mobility, reduce traffic congestion, and improve safety. Safety benefits include both eliminating the risk associated with vehicles crossing the railroad tracks and the improved response time for emergency responders.

Accomplishments

Measure I revenue supplemented by Trade Corridor Improvement Funds (TCIF) has provided an opportunity to deliver several much needed grade separation projects. The project development for all the grade separations has been completed. The Hunts Lane, Palm Avenue, North Milliken, Lenwood Road, and Glen Helen Parkway grade separations have all been completed. South Milliken Avenue, Vineyard Avenue, and Laurel Avenue, are under construction and should be open to traffic in the current fiscal year. The Monte Vista Grade Separation project is anticipated to start construction in early 2017.

Contract Information – Major Projects Program*

a. Existing Contracts
   i. 00-1000603, Legal Services, Amount Budgeted $62,000.
   ii. 00-1000241, Right of Way Services, Amount Budgeted $48,128.
   iii. 00-1000339, Procurement Services, Amount Budgeted $250.
   iv. 15-1001195, Program Management Services, Amount Budgeted $495,000.
   v. 15-1001222, Preliminary Design & Environmental Services, Amount Budgeted $389.

   * Contracts that are utilized on all Sub Tasks within the Program.

Local Funding Source Detail

i. City of Barstow - $11,250.
ii. City of Colton - $2,166,724.
iii. City of Ontario - $5,000.
iv. City of San Bernardino - $125,000.
v. BNSF - $1,116,493.
vi. UPRR - $1,246,029.
vii. City of Montclair - $1,715,722

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0840 Grade Separation Projects

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	7,253	8,292	-	-
Fringe Allocation-General	7,260	8,041	-	-
Professional Services	98,215	4,004	1,323,600	1,486,043
Consulting Services	5,021,340	4,520,319	3,939,998	1,108,587
Program Management Fees	730,177	817,638	759,850	495,000
Legal Fees	1,092,899	401,078	164,000	50,000
Construction Capital	39,457,328	44,381,398	40,786,412	33,436,186
Utilities Capital	-	(272,100)	-	-
Right of Way Capital	5,482,013	3,140,966	2,173,064	6,855,426
Postage	338	299	650	500
Advertising	1,861	-	500	2,000
Printing - External	13,494	185	2,200	2,500
Indirect Allocation-General	7,856	8,330	-	-
Indirect Allocation-Project Management	53,959	57,818	46,324	83,238
Total Expenditures	51,973,993	53,076,266	49,196,598	43,519,480

Funding Sources	
Congestion Mitigation & Air Quality	300,000
Local Projects Fund	6,386,218
MSI 1990-Valley Fund-Major Projects	6,247
MSI North Desert Fund-Major Local Hwy	107,950
MSI Valley Fund-Freeway Projects	697,195
MSI Valley Fund-Grade Separations	1,896,601
Project National & Regional Significance	5,670,865
Public Utilities Commission	463,492
Trade Corridor Improvement Fund-P1B	2,480,837
Traffic Congestion Relief Program	101,419
Valley Major Street Bond Fund	25,408,656
Total Funding Sources	43,519,480

Major Projects Delivery Program
Grade Separation Projects

Page No.

VALLEY SUBAREA

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NORTH DESERT SUBAREA

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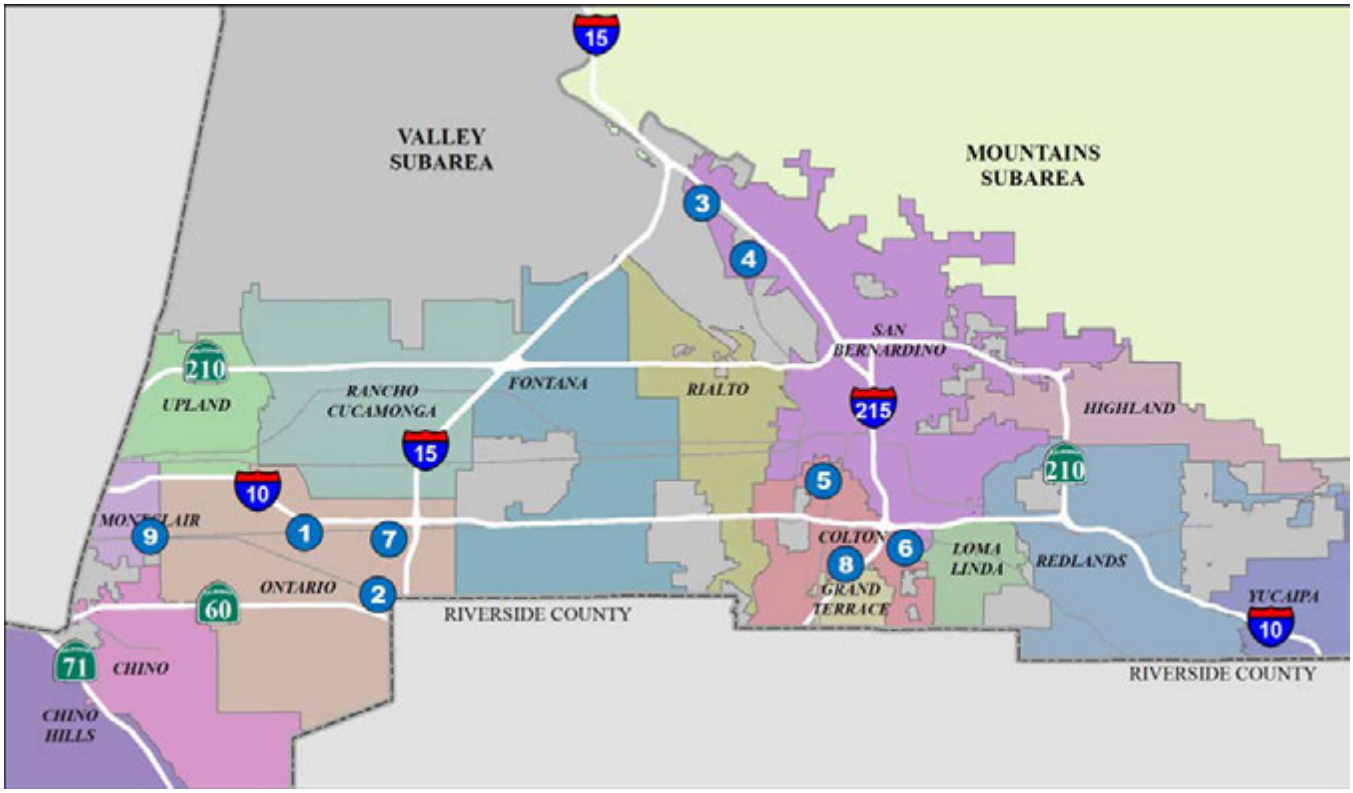
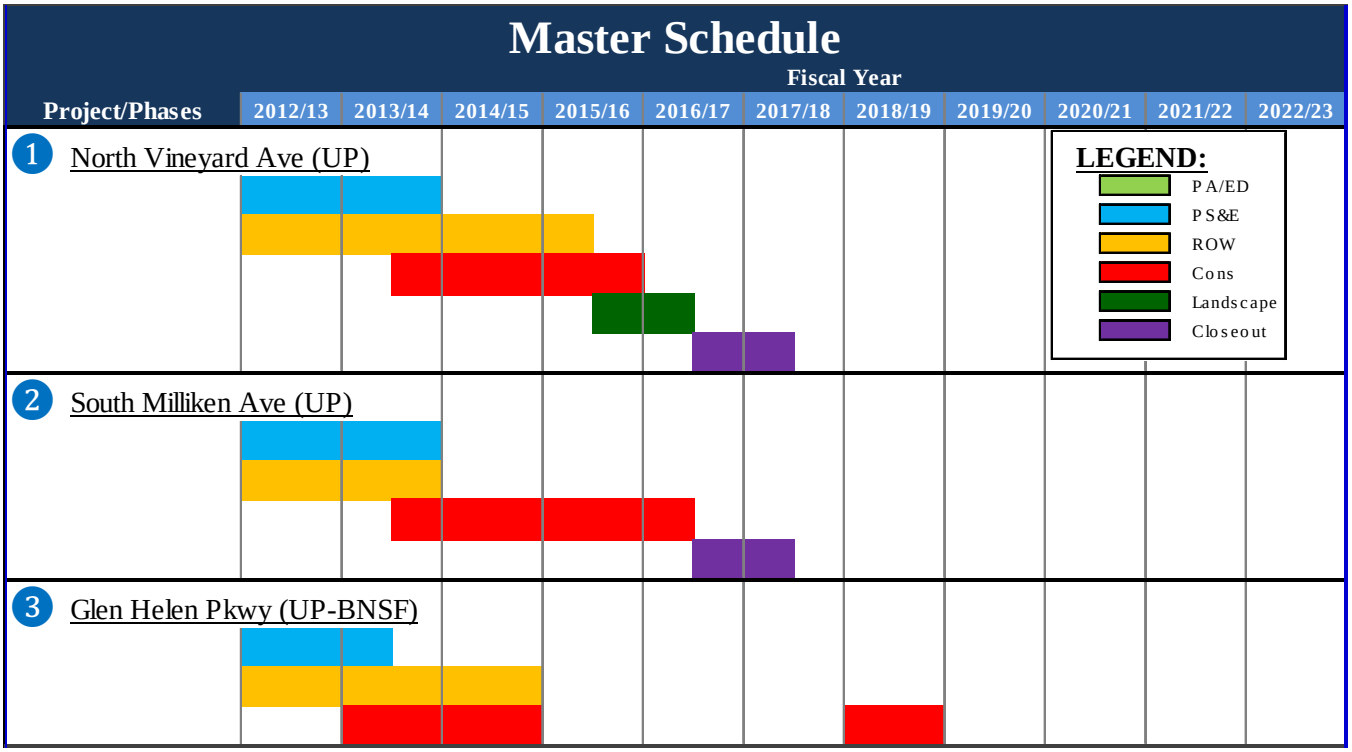
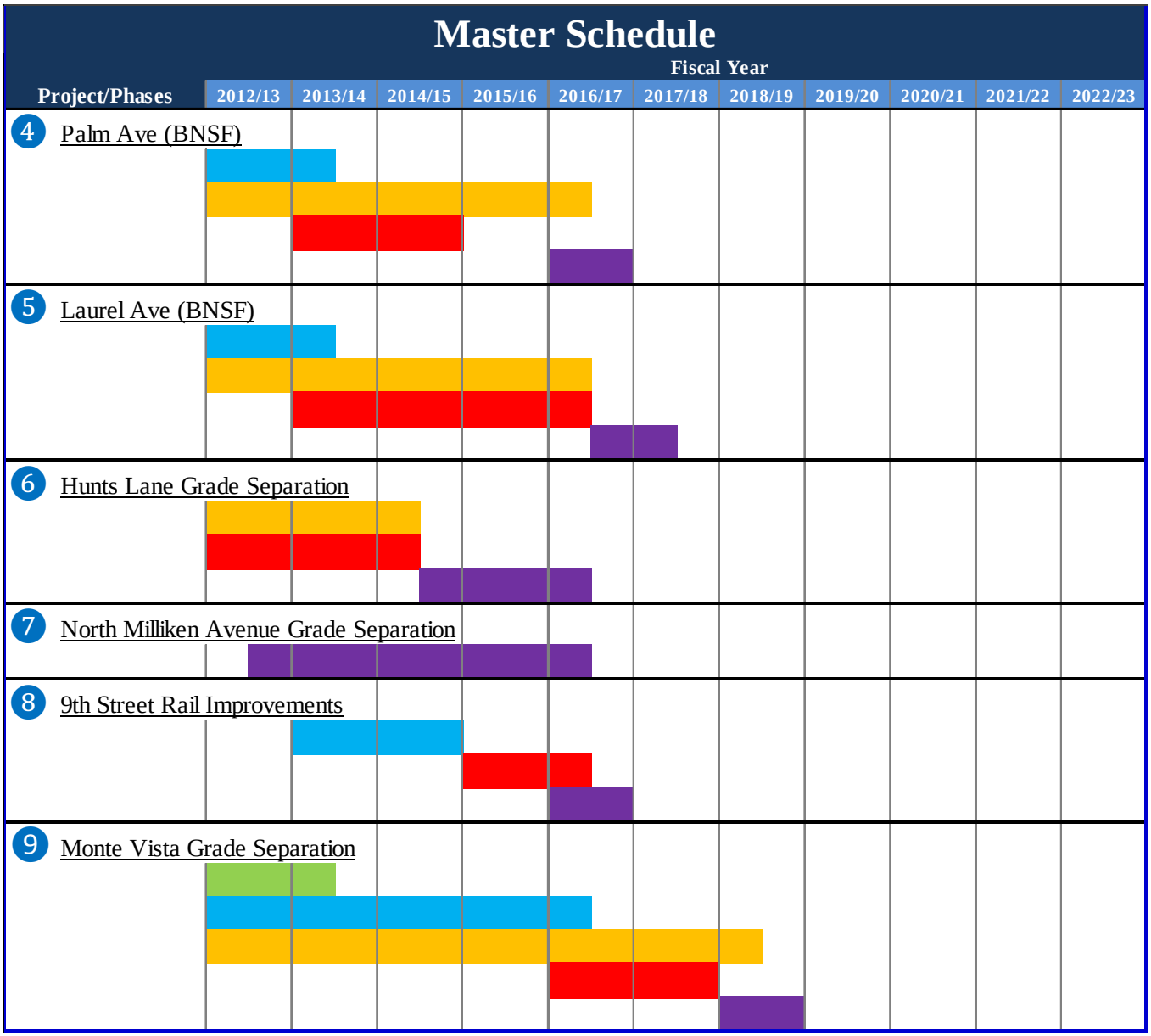
Major Projects Delivery Program
Grade Separation Projects
Valley Subarea





Major Projects Delivery Program
Grade Separation Projects
Valley Subarea



1 Project North Vineyard Avenue Grade Separation (0877)

Description

Construct a grade separation over the Union Pacific Railroad (UPRR) tracks to relieve traffic congestion and improve safety. Current Phase: Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$53,125,000	$35,631,889	$15,508,408	$1,984,703

Contract Information

a. Existing Contracts
   i. 00-1000317, Final Design & Construction Support, Amount Budgeted $100,000.
   ii. 00-1000510, Right of Way Services and Capital, Amount Budgeted $350,000.
   iii. 00-1000848, Construction Support and Capital, Amount Budgeted $15,000,000.

2 Project South Milliken Avenue Grade Separation (0876)

Description

Construct grade separation over Union Pacific Railroad (UPRR) tracks to relieve traffic congestion and improve safety. Project is located in the City of Ontario. Current Phase: Construction.

Total Estimated Cost	Costs to Date	Proposed Budget*	Future Costs
$76,815,000	$17,509,694	$8,286,408	$24,618,898

***Additional $26.4 million not going through SANBAG's books**

Prior Year Budgeted Funds

The proposed budget includes Fiscal Year 2015/2016 budgeted funds in the estimated amount of $1,118,577.

Contract Information

a. Existing Contracts
   i. 00-1000932, Final Design & Construction Support, Amount Budgeted $228,000.
   ii 00-1000473, Right of Way Support and Capital, Amount Budgeted $4,700,000.
   iii. 00-1000843, Construction Support and Capital, Amount Budgeted $3,300,000.

3 Project Glen Helen Parkway Grade Separation (0869)

Description

Construct grade separation over the Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe Railroad (BNSF) Railway tracks in Phase 1 and complete tie in to adjacent bridge project as part of future phase 2. The project is in the community of Devore. Current Phase: Construction Closeout Phase 1.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$34,711,000	$30,789,364	$255,841	$3,665,795

Prior Year Budgeted Funds

The proposed budget includes Fiscal Year 2015/2016 budgeted funds in the estimated amount of $255,841.

Contract Information

a. Existing Contracts
   i. 00-1000685, Construction Capital, Amount Budgeted $250,000.

4 Project Palm Avenue Grade Separation (0874)

Description

Construct grade separation on Palm Avenue over the Burlington Northern Santa Fe Railroad (BNSF) railroad tracks. The project straddles the City of San Bernardino and the County of San Bernardino. Current Phase: Right of Way and Construction Closeout.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$24,201,000	$22,014,955	$2,186,045	$0

Contract Information

a. Existing Contracts
   i. 00-1001006, Right of Way Services, Amount Budgeted $700,000.
   ii. 00-1000796, Right of Way Services, Amount Budgeted $300,000.

5 Project Laurel Street Grade Separation (0884)

Description

Construct a railroad grade separation under the Burlington Northern Santa Fe Railroad (BNSF) tracks in the City of Colton to relieve traffic congestion and improve safety. Current phase: Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$64,289,000	$47,019,924	$6,463,871	$10,805,205

Prior Year Budgeted Funds

The proposed budget includes Fiscal Year 2015/2016 budgeted funds in the estimated amount of $1,404,337.

Contract Information

a. Existing Contracts
   - i. 00-1000354, Preliminary Design & Environmental Services, Amount Budgeted $50,000.
   - ii. 00-1000711, Right of Way Services, Amount Budgeted $275,546.
   - iii. 00-1000854, Right of Way Services, Amount Budgeted $27,508.
   - iv 00-1000898, Right of Way Services, Amount Budgeted $50,008.
   - v. 00-1000906, Right of Way Services, Amount Budgeted $57,517.
   - vi. 00-1000935, Right of Way Services, Amount Budgeted $10,761.
   - vii. 00-1000734, Construction Management Services, Amount Budgeted $565,269.
   - viii. 00-1000837, Construction Capital, Amount Budgeted $2,323,686.
   - ix. 00-1000890, Construction Capital, Amount Budgeted $1,410,779.
   - x. 00-1000935, Construction Capital, Amount Budgeted $59,447.

6 Project Hunts Lane Grade Separation (0870)

Description

Construct grade separation on Hunts Lane over the Union Pacific Railroad (UPRR) tracks. The project straddles the cities of San Bernardino and Colton. Current Phase: Construction Closeout.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$33,985,000	$32,838,274	$1,146,726	$0

Contract Information

a. Existing Contracts
   - i. 00-1000630, Construction Services, Amount Budgeted $1,000,000.
   - ii. 00-1000200, Right of Way Services, Amount Budgeted $100,000.

7 Project North Milliken Avenue Grade Separation (0882)

Description

Construct a grade separation over the Union Pacific Railroad (UPRR) tracks to relieve traffic congestion and improve safety. Current Phase: Construction Closeout.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$67,079,760	$67,068,591	$11,169	$0

8 Project 9th Street Rail Improvements (0885)

Description

Realign Union Pacific Railroad (UPRR) rail to improve safety and traffic operations and eliminate eleven at-grade railroad crossings in the City of Colton. Project associated with the Colton Crossing Project. Current phase: Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$4,380,000	$1,339,668	$697,195	$2,343,137

Contract Information

a. Existing Contracts
   i. 00-1000733, Construction Capital, Amount Budgeted $675,000.

9 Project Monte Vista Avenue Grade Separation (0868)

Description

Construct Grade Separation on Monte Vista Avenue over the Union Pacific Railroad tracks in the City of Montclair. Current Phase: Construction.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$23,026,120	$61,513	$8,268,087	$14,696,520

Prior Year Budgeted Funds

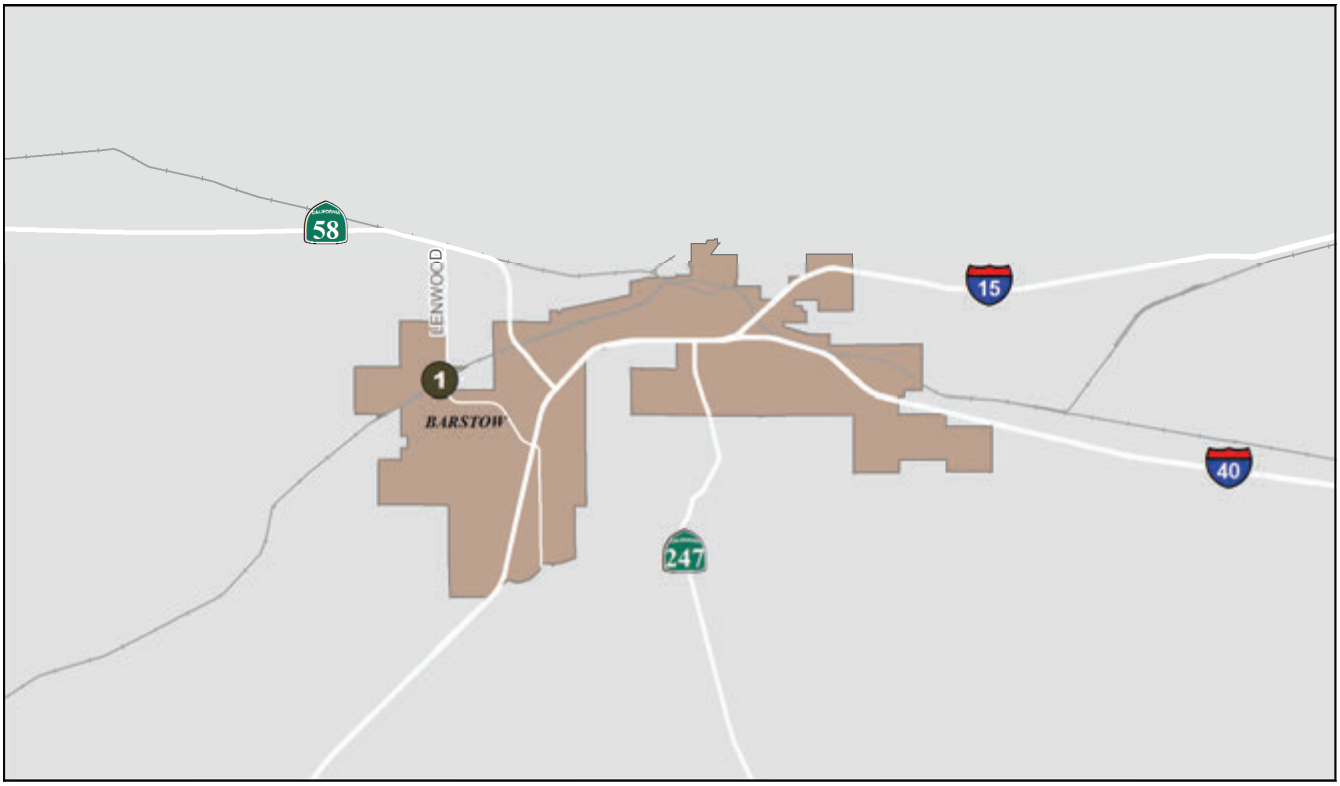
The proposed budget includes Fiscal Year 2015/2016 budgeted funds in the estimated amount of $337,525.

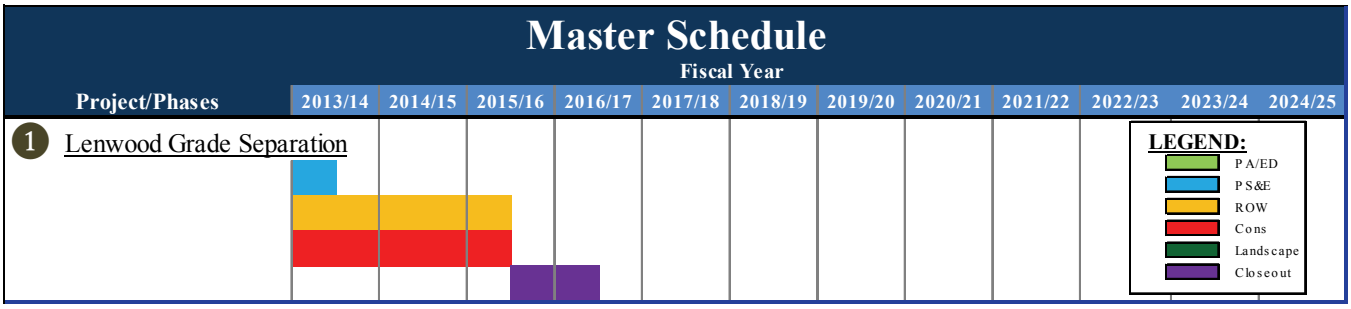
Contract Information

a. Existing Contracts
   i. 15-1001298, Construction Management Services, Amount Budgeted $1,500,000.

b. New Contracts
   i. IFB, Construction Services, Amount Budgeted $7,382,865, Total Estimated Contract $18,315,100.

Major Projects Delivery Program
Grade Separation Projects
North Desert Subarea





1 Project Lenwood Road Grade Separation (0881)

Description

Construct four lane grade-separated crossing over the Burlington Northern Santa Fe Railroad (BNSF) tracks to improve safety and reduce traffic congestion. Located in the City of Barstow. Current Phase: Construction Closeout.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$29,916,000	$29,220,270	$695,730	$0

Prior Year Budgeted Funds

The proposed budget includes Fiscal Year 2015/2016 budgeted funds in the estimated amount of $463,583.

Contract Information

a. Existing Contracts
   - i. 00-1000261, Final Design & Construction Support Services, Amount Budgeted $50,000.
   - ii. 00-1000714, Right of Way Capital, Amount Budgeted $25,000.
   - iii. 00-1000900, Right of Way Capital, Amount Budgeted $197,700.
   - iv. 15-1001126, Right of Way Capital, Amount Budgeted $45,000.
   - v. 00-1000869, Construction Management Services, Amount Budgeted, $30,000.
   - vi. 00-1000983, Construction Capital, Amount Budgeted $272,362.

Major Projects Delivery

Task 0860 Arterial Projects

Purpose

Improve flow of traffic on the San Bernardino Valley arterial streets by completing street and operational improvements.

Accomplishments

Construction of all four tiers of the Valley Signal Coordination Program has been completed. The operation and maintenance of the systems have been turned over to the local agencies. SANBAG currently provides an on-call specialized traffic signal coordination consultant to assist the local agencies in operating and maintaining the systems. Environmental clearance has been obtained on the Active Transportation Program (ATP) Metrolink improvements project and the design phase has started.

Contract Information – Major Projects Program*

a. Existing Contracts
   i. 15-1001195, Program Management Services, Amount Budgeted $115,000.

   * Contracts that are utilized on all Sub Tasks within the Program.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0860 Arterial Projects

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	307	77	-	-
Fringe Allocation-General	308	75	-	-
Professional Services	-	12,584	288,245	1,354,467
Consulting Services	815,990	172,389	100,000	576,000
Program Management Fees	42,585	49,887	40,000	115,000
Construction Capital	-	17,379	-	50,000
Postage	6	-	-	-
Communications	23,134	145	-	-
Indirect Allocation-General	333	103	-	-
Indirect Allocation-Project Management	5,338	3,505	1,636	19,337
Total Expenditures	888,000	256,142	429,881	2,114,804

Funding Sources	
Active Transportation Program - State	626,000
Local Transportation Article 3 - Bicycle/Pedestrian	102,611
MSI Valley Fund-Traffic Mgmt Sys	386,193
SCAQMD/Mobile Source Review Comm.	1,000,000
Total Funding Sources	2,114,804

Project **Metrolink ATP Improvements (0401)**

Description

Construct pedestrian and bicycle accessibility improvements to local Metrolink stations. Current Phase: Design and Right of Way.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$4,929,000	$119,861	$728,611	$4,080,528

Prior Year Budgeted Funds

The proposed budget includes Fiscal Year 2015/2016 budgeted funds in the estimated amount of $716,000.

Contract Information

a. Existing Contracts
   i. 15-1001122, Design Services, Amount Budgeted $576,000.

b. New Contracts
   i. RFP, Construction Management Services, Amount Budgeted $50,000, Total Estimated Contract Amount $400,000.

Project **Valley Signal Coordination (0701)**

Description

Improve the flow of traffic on the San Bernardino Valley arterial streets by coordinating traffic signals. Current Phase: Monitoring and maintenance.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
$16,549,917	$15,263,724	$1,386,193	$100,000

Contract Information

a. Existing Contracts
   i. 00-1000557, Construction Capital, Amount Budgeted $339,467.

b. New Contracts
   i. RFP, Design Services, Amount Budgeted $1,000,000, Total Estimated Contract Amount $1,000,000.

Notes: Project consists of 1,200 locations throughout San Bernardino County. This task is not project specific. Not included on the map or master schedule.

SANBAG is currently studying managed lanes alternatives for the I-10 corridor.

FUND ADMINISTRATION & PROGRAMMING

Fund Administration & Programming Program Budget

Description

The Fund Administration & Programming Program contains tasks that are most central to SANBAG's role as the County Transportation Commission and Transportation Authority. Maximizing transportation funding to San Bernardino County, determining how best to use the many federal, state, and local funding types to improve local and regional transportation systems within the county, and fulfilling the procedural and eligibility requirements associated with various funds are core functions under this program. Tasks within the program relate directly to the allocation, programming, and administration of funds for the implementation of various transportation projects. These tasks support the policy considerations that lead to project prioritization and distribution of funds under the discretion of SANBAG.

Fund Administration and Programming tasks include administering the Measure I Transactions and Use Tax and Measure I allocations per the Measure I Strategic Plan; administering Local Transportation Fund and State Transit Assistance Fund revenues for local transit operators, Mountain/Desert jurisdictions, and Metrolink; programming projects that receive State and Federal highway and transit funds in required State and Federal transportation improvement programs; timely allocation of various fund types to meet project financial needs at the time of project delivery; administering timely expenditure of funds per State and Federal requirements; strategic planning of fund allocations to ensure that SANBAG maximizes opportunities to bring additional State and Federal funds to meet project commitments as established in the SANBAG Measure I expenditure plan; and implementation and updating of SANBAG's Ten-Year Delivery Plan.

Tasks in this program include pass through of an estimated $45 million in Measure I funds for road priorities determined by local jurisdictions on their local streets, reimbursement of an estimated $18 million in Measure I funds for projects in the Valley Major Street and Project Advancement Programs, and $12 million in Measure I funds for projects in the Mountain/Desert Major Local Highway and Project Development/Traffic Management Systems Programs.

Goals and Objectives

1. Manage the allocations of SANBAG public funds (non-pass through) such as Measure I and State and Federal funds per approved Ten-Year Delivery Plan to meet project delivery needs.
2. Develop and implement funding strategies that result in SANBAG using all State and Federal funds available and receiving additional State and Federal funds in the form of Obligation Authority, apportionments, and new grants.
3. Develop and amend the Federal Transportation Improvement Program (FTIP) for projects within San Bernardino County as required by law.
4. Develop and amend the State Transportation Improvement Program (STIP) as required by the California Transportation Commission (CTC).
5. Provide support to local jurisdictions in the area of FTIP development, allocation and obligation processes, and fund management strategies that have impact to SANBAG's public funds.
6. Evaluate public fund revenue when revenue assumptions change, and make allocation planning recommendations for consideration in the SANBAG budget.
7. Manage Measure I reimbursement programs
    a. For the arterial portion of the Measure I Valley Major Street Program, plan annual allocations in accordance with submitted Capital Project Needs Analyses, review and approve invoice submittals, and document information in SANBAG's arterial program database.
    b. For Project Advancement Agreements, review consultant/contractor invoices, annually identify invoices eligible for reimbursement based on invoice chronology, and document information in SANBAG's project advancement database.
    c. For Measure I Mountain/Desert Major Local Highway and Project Development/Traffic Management Systems Programs, convene subarea meetings to discuss proposed project allocations, recommend allocations to the Board, process funding agreements with local jurisdictions, and review and approve invoice submittals for payment.
8. Provide timely local pass-through distribution to jurisdictions.

Fund Administration & Programming Program Budget

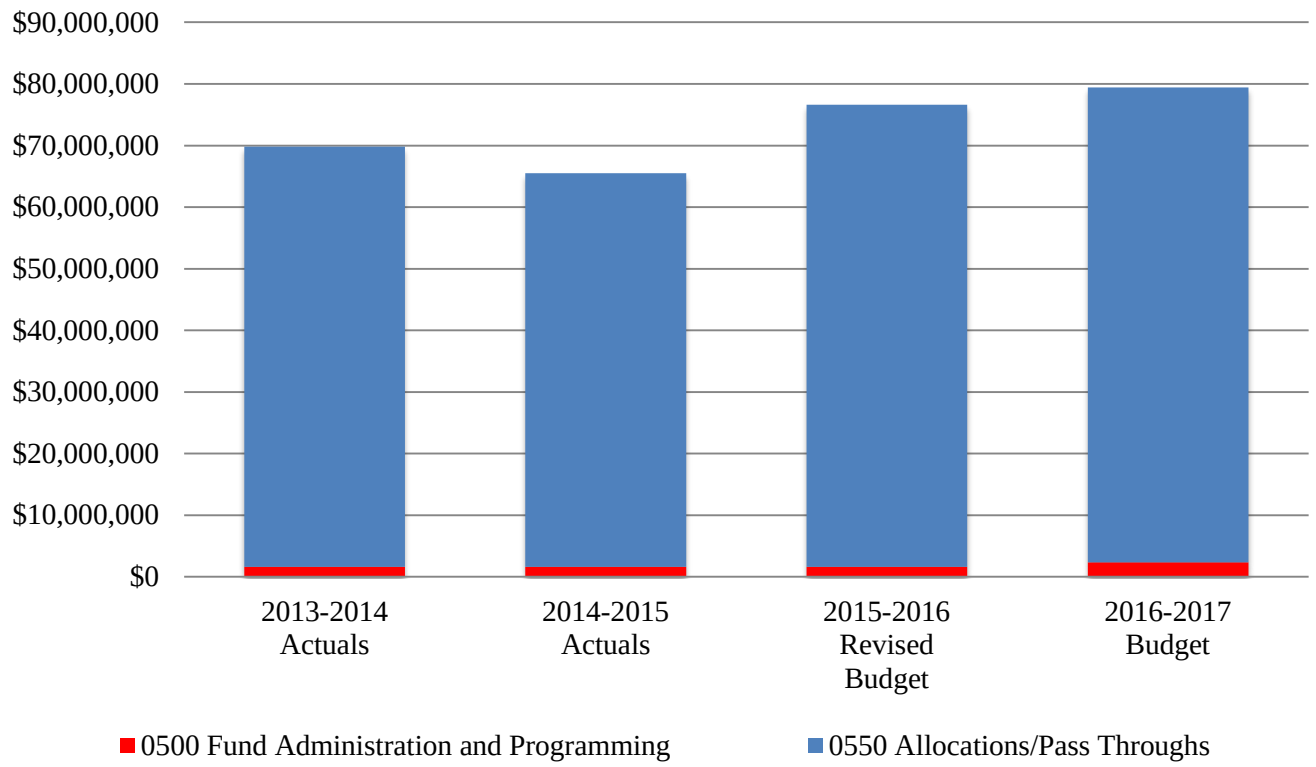
Performance/Workload Indicators

	2013-2014 Actual	2014-2015 Actual	2015-2016 Revised Budget	2016-2017 Budget
State and Federal Funds Delivery[1]	101%	47%	49%	114%
FTIP Amendments	14	9	11	11
Additional state funds received	$5,000,000	$10,000,000	N/A	N/A
Additional federal funds received	$366,977	$5,000,000	N/A	N/A
Programming changes processed	272	268	250	200
Ten-Year Delivery Plan Update	3/5/2014	N/A	6/1/2016	N/A
Measure I Valley Major Street/Arterial[2]	$2,297,670	$8,292,988	$8,623,528	$13,319,336
Measure I Mtn/Desert Reimbursements	$5,430,053	$13,211,028	$11,880,090	$12,380,778
Project Advancement-Valley Interchanges[2]	$2,037,574	N/A	$966,835	N/A
Project Advancement-Valley Arterials[2]	$15,665,520	$11,361,899	$10,560,651	$8,188,822
Measure I Valley Local Pass-Through	$22,877,173	$24,196,165	$23,547,000	$24,663,079
Measure I Mountain/Desert Pass-Through	$17,367,076	$17,338,861	$17,340,400	$20,908,486
Local Transportation Fund Pass-Through[3]	$81,697,802	$76,534,678	$103,623,636	$65,500,000
State Transit Assistance Fund Pass-Through[3]	$8,891,860	$10,087,220	$24,429,181	$22,176,420
Project Advancement Agreements	22	17	15	11
Arterial Program Jurisdiction Master Agreements	16	16	16	16
Advance Expenditure Agreements	3	3	4	4
Development Share Loan Agreements	1	2	3	4

[1] Low delivery is intentional as funds are being saved for large projects being delivered in the next five years
[2] Amounts represent annual allocation, not expenditure
[3] Pass-throughs specific to Transit are budgeted in the Transit Program Budget.

Fund Administration and Programming
Program Summary

		2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Tasks					
0500	Fund Administration and Programming	1,607,349	1,629,264	1,656,192	2,344,616
0550	Allocations/Pass Throughs	68,226,308	63,862,258	74,966,338	77,108,001
	Total Tasks	69,833,657	65,491,522	76,622,530	79,452,617



Fund Administration & Programming

Task 0500 Fund Administration and Programming

Purpose

Facilitate and oversee the administration and programming of transportation projects through funding provided by a variety of Federal and State revenue sources and Measure I to allow delivery of transportation projects on schedule and to demonstrate compliance with applicable State, Federal, and local guidelines, fiscal constraint and air quality conformity requirements. Federal and State revenue sources include Fixing America's Surface Transportation (FAST) Act programs, such as Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ); State Transportation Improvement Program (STIP); State Active Transportation Program (ATP); State Proposition 1B Bond programs; and various federal appropriations.

Accomplishments

SANBAG staff has administered and programmed the above funding based on the Board of Director's approved priorities and strategies as communicated through the Ten-Year Delivery Plan, program apportionments, and project-specific allocations. Through strategic fund management and timely delivery of existing committed funds, SANBAG has maximized and protected State and Federal funding revenues. In addition, SANBAG has supported local agencies with information on funding opportunities and transportation program guidelines, requirements, policies, and schedules. SANBAG serves as a liaison between local agencies and the California Department of Transportation (CALTRANS), the California Transportation Commission (CTC), and various other state and federal agencies to assist local implementation of projects funded by State and Federal sources.

Work Elements

1. Program and allocate State and Federal funds, leverage funding, and integrate with local and private funds to maximize delivery of high priority transportation projects, comply with Measure I Strategic Plan Policy, and minimize administrative burdens. Ensure the region's delivery goals are met or exceeded on an annual basis, long-term projects can be adequately funded, and equity is maintained within the different subareas of the county.
2. Develop program-level annual delivery plans to ensure member agencies deliver projects as planned to maximize funding opportunities and guard against loss. Maintain SANBAG's program/project-level database to support program management activities. Monitor and track obligation and implementation progress of projects funded with State and Federal funds to protect SANBAG's fiscal allocations pursuant to timely use of funds deadlines.
3. Identify eligible candidate projects for various competitive grant programs and provide support to responsible agencies to submit applications and implement projects if selected.
4. Identify and submit candidate projects for inclusion into the Federal Transportation Improvement Program (FTIP) from the SANBAG Nexus Study and Measure I 2010-2040 Strategic Plan, the Ten-Year Delivery Plan, the Regional Transportation Plan (RTP), local agencies, and CALTRANS. Review and assist local candidate project submittals and work with SCAG, CALTRANS District 8, and CALTRANS Headquarters to ensure that candidate FTIP projects meet eligibility requirements, including fiscal constraint. Prepare, submit and track FTIP amendments.
5. Prepare recommendations for project funding from the State Transportation Improvement Program (STIP) to be considered by the SANBAG Board of Directors. Meet and confer with CTC staff and Commissioners to advocate for STIP funding of key projects through the Regional and Interregional Programs as appropriate. Assist in coordination of inter-county projects during the development of STIP candidate project recommendations. Assist in development of legislative support for candidate projects.
6. Implement and monitor the 2016 Update to the Measure I 2010-2040 Ten-Year Delivery Plan.
7. Request Capital Project Needs Analyses from Valley and Victor Valley subarea jurisdictions and SANBAG program managers and compile into a comprehensive assessment of funding needs for each

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

8. Facilitate Mountain/Desert subarea meetings for project identification, prioritization, and allocations, and present Mountain/Desert subarea representatives' recommendations to the Mountain/Desert Policy Committee and Board for approval.
9. Represent San Bernardino countywide programming interests at statewide meetings such as the Regional Transportation Planning Agencies' meeting, CTC meetings, Southern California's Programming/Planning group meeting, Transportation Conformity Working Group meetings, and the California Federal Programming Group meetings.
10. Coordinate activities and provide assistance in responding to inquiries from Board members, member agencies, and transit operators through the Transportation Technical Advisory Committee (TTAC) and other interagency forums.

Budgetary changes include reorganization of this task to include administrative costs that were previously budgeted in (Task 0550) Allocations/Pass Throughs. All administrative costs are now budgeted in Task 0500 Fund Administration and Programming. There is no proposed increase in staffing levels from prior year.

Product

An objective, efficient, and timely process to program and allocate Federal, State, and local funds in cooperation with regional and local agencies to maximize the use of revenue sources, to support the delivery of transportation projects that provide the greatest transportation benefit relative to their cost, and to ensure that all transportation funds allocated to projects within San Bernardino County are used in a timely manner without risk of loss.

Contract Information

a. Existing Contracts
   i. 15-1001310, On-call Air Quality Analysis, Amount Budgeted $10,000.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2016/2017 budget includes Board approved Fiscal Year 2015/2016 appropriations in the estimated amount of $2,960.

Manager

Andrea Zureick, Director of Fund Administration and Programming

Fund Administration & Programming

Task 0500 Fund Administration & Programming

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	405,384	370,108	448,351	552,898
Regular Part-Time Employees	19,557	20,116	15,400	-
Overtime	120	286	-	-
Fringe Allocation-General	405,901	360,753	453,040	592,099
Professional Services	59,702	41,183	-	-
Consulting Services	-	-	10,000	10,000
Auditing & Accounting	220,294	287,468	-	-
Attendance Fees	31,200	28,100	-	-
Legal Fees	6,683	753	-	-
Training/Membership	895	1,413	4,000	4,000
Postage	78	165	300	400
Travel Expense - Employee	3,914	3,582	7,400	8,000
Travel Expense-Mileage-Employee	764	920	1,700	3,700
Travel Expense-Mileage-Non-Employee	405	286	-	-
Advertising	-	-	100	-
Printing - External	2,140	-	2,800	3,800
Printing - Internal	-	-	1,100	-
Office Expense	532	-	400	500
Meeting Expense	-	57	850	850
Indirect Allocation-General	449,780	514,075	710,751	1,168,369
Total Expenditures	1,607,349	1,629,264	1,656,192	2,344,616

Funding Sources	
Local Transportation Fund - Planning	24,450
MSI Administration	606,253
MSI Valley Fund-Freeway Projects	115,477
MSI Valley Fund-Fwy Interchange	177,867
MSI Valley Fund-Grade Separations	85,074
MSI Valley Fund-Metrolink/Rail Service	91,941
Planning, Programming & Monitoring	1,243,554
Total Funding Sources	2,344,616

Fund Administration and Programming

Task 0550 Allocations/Pass Throughs

Purpose

To serve as a depository for Measure I 2010-2040 local pass through and reimbursement funds prior to disbursement to local agencies.

Accomplishments

As the administrator of Measure I, SANBAG is responsible for the disbursement of funding from the Measure I 2010-2040 local pass through and reimbursement programs. SANBAG staff disburses these funds based on the Board of Director's approved priorities and strategies as communicated through the Ten-Year Delivery Plan, program apportionments, and project-specific allocations.

Work Elements

1. Reimburse jurisdictions for Measure I Project Advancement Agreements, Measure I Valley Major Street/Arterial Sub-Program, and Measure I Mountain/Desert Major Local Highway and Project Development/Traffic Management Systems Programs expenditures based on invoices received.
2. Disburse Measure I Local Pass Through funds to Valley jurisdictions and the Valley portion of the County based on the ratio of each jurisdiction's population to the total Valley population, as specified by Ordinance to the Valley and Mountain/Desert cities and the County of San Bernardino.
3. Disburse Measure I Local Pass Through funds to Mountain/Desert jurisdictions 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, as specified by Ordinance.

Budgetary changes include reorganization of this Task to represent only funding allocations and pass through payments. All administrative costs are now budgeted in (Task 0500) Fund Administration and Programming.

Product

Fiscal Accounting. Disbursements that support the delivery of State and locally funded projects in San Bernardino County.

Contract Information

a. Existing Contracts
   - i. Various, Jurisdictional Master Agreements, Amount Budgeted $10,000,000.
   - ii. Various, Project Advancement Agreements, Amount Budgeted $9,155,657.
   - iii. 00-1000662, Apple Valley Yucca Loma Bridge MLH, Amount Budgeted $3,814,424.
   - iv. 15-1001116, Apple Valley Yucca Loma Road Widening MLH, Amount Budgeted $2,597,480.
   - v. 15-1001119, Barstow First Avenue Bridge over BNSF MLH, Amount Budgeted $620,694.
   - vi. 15-1001118, Barstow First Avenue Bridge over Mojave River MLH, Amount Budgeted $314,038.
   - vii. 16-1001410, High Desert Corridor Joint Powers Authority (JPA) High Desert Corridor Rail Study Project Development/Traffic Management Systems (PDTMS), Amount Budgeted $200,000.
   - viii. 00-1000927, Needles Connector Project MLH, Amount Budgeted $50,000.
   - ix. 00-1000847, San Bernardino County Yates Road MLH, Amount Budgeted $1,209,677.
   - x. 15-1001157, San Bernardino County Baker Boulevard MLH, Amount Budgeted $34,000.
   - xi. 16-1001374, San Bernardino County Park Boulevard MLH, Amount Budgeted $1,050,000.
   - xii. 00-1001090, Twentynine Palms Lear Avenue Signal MLH, Amount Budgeted $250,000.
   - xiii. 15-1001115, Victorville Green Tree Boulevard MLH, Amount Budgeted $1,240,465.

Fund Administration and Programming

Task 0550 Allocations/Pass Throughs

Prior Year Budgeted Commitments

The proposed Fiscal Year 2016/2017 budget for Jurisdictional Master Agreements includes Board approved Fiscal Year 2015/2016 appropriations in the estimated amount of $3,580,344.

The proposed Fiscal Year 2016/2017 budget for Project Advancement Agreements includes Board approved Fiscal Year 2015/2016 appropriations in the estimated amount of $966,835.

The proposed Fiscal Year 2016/2017 budget for MLH and PDTMS allocations includes Board approved Fiscal Year 2015/2016 appropriations in the estimated amount of $7,553,074.

Manager

Andrea Zureick, Director of Fund Administration and Programming

Fund Administration & Programming

Task 0550 Allocations/Pass Throughs

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Regular Full-Time Employees	44,718	43,217	61,518	-
Fringe Allocation-General	44,762	42,092	60,097	-
Legal Fees	135	-	-	-
Postage	-	-	100	-
Travel Expense - Employee	-	-	100	-
Travel Expense-Mileage-Employee	6	-	100	-
Pass-Thru Payments	40,354,747	41,424,529	40,887,400	45,571,566
Stimulus Payments	665,863	-	-	-
Project Advancements Payments	18,996,482	11,298,284	11,527,486	9,155,657
Major Street Payments	2,641,109	1,976,470	10,000,000	10,000,000
Major Local Highway Payments	5,404,012	8,519,292	11,880,090	12,180,778
Project Develop Traffic Mgmt Sys Pmt	26,042	500,000	455,012	200,000
Indirect Allocation-General	48,433	58,375	94,435	-
Total Expenditures	68,226,308	63,862,258	74,966,338	77,108,001

Funding Sources	
MSI Colorado River Fund-Local Street	183,116
MSI Colorado River Fund-Major Local High	50,000
MSI Morongo Basin Fund-Local Street	1,429,501
MSI Morongo Basin Fund-Major Local Hwy	1,300,000
MSI Mountain Fund-Local Street	1,261,295
MSI North Desert Fund-Local Street	6,536,593
MSI North Desert Fund-Major Local Hwy	968,732
MSI Valley Fund-Arterials	10,000,000
MSI Valley Fund-Fwy Interchange	966,835
MSI Valley Fund-Local Street	24,663,079
MSI Valley Fund-Project Adv Agreements	8,188,822
MSI Victor Valley Fund-Local Street	11,497,982
MSI Victor Valley Fund-Major Local Hwy	7,872,110
MSI Victor Valley Fund-Traffic Mgmt Sys	200,000
Victor Valley Major Local Hwy Bond Fund	1,989,936
Total Funding Sources	77,108,001

On Friday, March 11, 2016 the San Bernardino Associated Governments (SANBAG), the County of San Bernardino, the City of Colton, and the California Department of Transportation celebrated the start of construction for the much-anticipated Interstate 10/Pepper Avenue Interchange Improvement Project.

The project boasts a first-of-its-kind federal pilot program for local and veteran hiring practices.

DEBT SERVICE

Debt Service Program Budget

Description

This program accounts for the debt service principal, interest and fiscal charges attributed to the outstanding bonded indebtedness of SANBAG. The Fiscal Year 2016/2017 budget includes the 2012A and 2014A Sales Tax Revenue Bond debt service expenditures.

Goals and Objectives

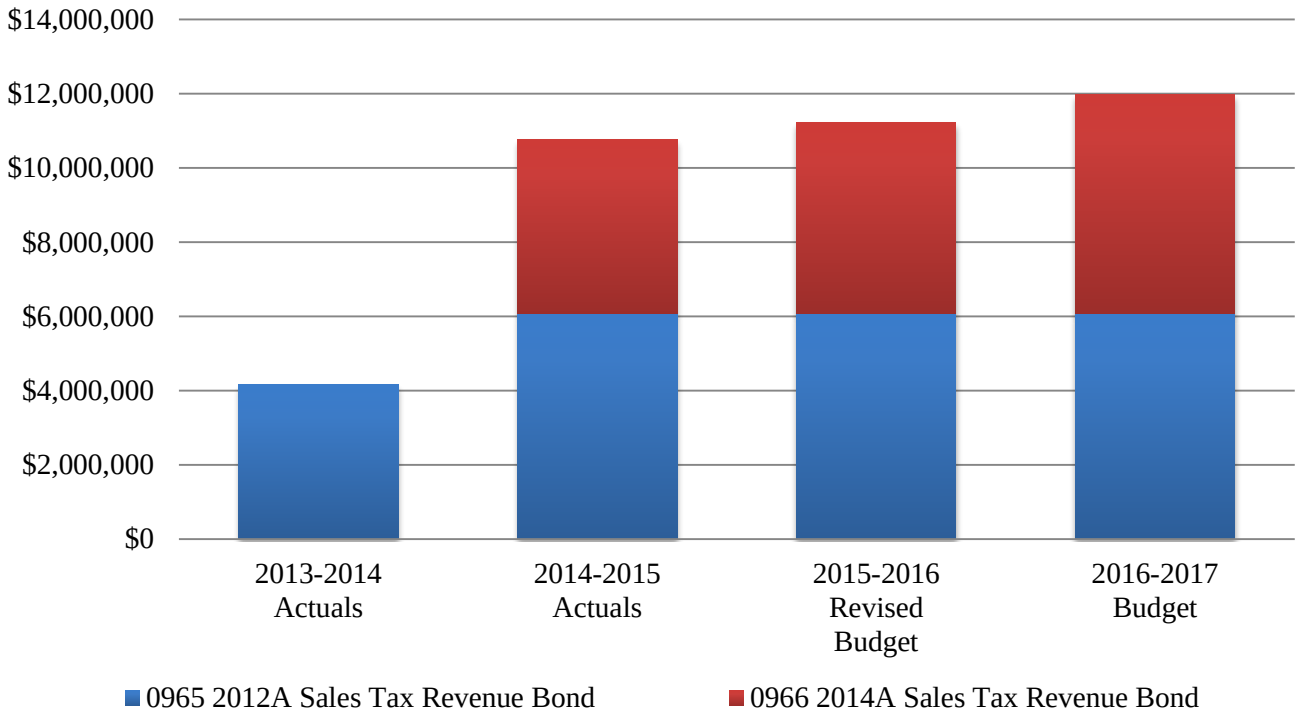
1. Record and account for all trustee activity; including interest earnings and debt service costs.
2. Manage outstanding debt ensuring compliance with applicable law and regulations.
   a. Meet continuing disclosure requirements of the debt program.
   b. Prepare arbitrage calculation as required.

Performance/Workload Indicators

	2013-2014 Actual	2014-2015 Actual	2015-2016 Revised Budget	2016-2017 Budget
Debt Service:				
Principal	$ -	$1,910,000	$1,990,000	$2,845,000
Interest	$4,163,338	$8,856,259	$9,222,051	$9,122,550
Arbitrage Calculation	N/A	N/A	YES	YES
Debt continuing disclosure requirements	YES	YES	YES	YES

Debt Service
Program Summary

	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Tasks				
0965 2012A Sales Tax Revenue Bond	4,165,663	6,075,698	6,080,438	6,084,437
0966 2014A Sales Tax Revenue Bond	-	4,695,546	5,138,613	5,897,113
Total Tasks	4,165,663	10,771,244	11,219,051	11,981,550



Debt Service

Task 0965 2012A Sales Tax Revenue Bond

Purpose

Account for the proceeds held by the Bond Trustee, Union Bank, for the Debt Service on the 2012A Sales Tax Revenue Bond.

Accomplishments

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

Work Elements

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

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

Product

Fiscal Accounting.

Manager

William Stawarski, Chief Financial Officer

Debt Service

Task 0965 2012A Sales Tax Revenue Bond

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Bond Principal	-	1,910,000	1,990,000	2,090,000
Bond Interest	4,163,338	4,163,338	4,086,938	3,987,437
Fiscal Agent Fees	2,325	2,360	3,500	7,000
Total Expenditures	4,165,663	6,075,698	6,080,438	6,084,437

Funding Sources	
MSI Cajon Pass Fund	2,287,748
MSI Valley Fund-Grade Separations	2,488,535
MSI Victor Valley Fund-Major Local Hwy	1,308,154
Total Funding Sources	6,084,437

Debt Service

Task 0966 2014A Sales Tax Revenue Bond

Purpose

Account for the proceeds held by the Bond Trustee, Union Bank, for the Debt Service on the 2014A Sales Tax Revenue Bond.

Accomplishments

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

Work Elements

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

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

Product

Fiscal Accounting.

Manager

William Stawarski, Chief Financial Officer

Debt Service

Task 0966 2014A Sales Tax Revenue Bond

Expenditures	2013-2014 Actuals	2014-2015 Actuals	2015-2016 Revised Budget	2016-2017 Budget
Bond Principal	-	-	-	755,000
Bond Interest	-	4,692,921	5,135,113	5,135,113
Fiscal Agent Fees	-	2,625	3,500	7,000
Total Expenditures	-	4,695,546	5,138,613	5,897,113

Funding Sources	
MSI Cajon Pass Fund	983,050
MSI Valley Fund-Fwy Interchange	1,179,423
MSI Valley Fund-Grade Separations	2,112,934
MSI Valley Fund-Metrolink/Rail Service	1,326,850
MSI Victor Valley Fund-Major Local Hwy	294,856
Total Funding Sources	5,897,113

SUPPLEMENTAL INFORMATION SECTION

San Bernardino Associated Governments
Indirect Cost Allocations
Fiscal Year 2016/2017

The indirect cost allocation program allocates costs to the various tasks that do not benefit directly. The following tasks are included in the indirect allocation:

1. Executive Administration and Support – accounts for services to the Board of Directors and management staff.
2. General Counsel – accounts for legal representation.
3. Financial Management – accounts for strong fiscal stewardship in administrating SANBAG funds.
4. Management Services - accounts for costs attributed to information technology, records management, and the computer network.
5. Human Resources - accounts for costs associated with personnel activity.
6. Building Operation – accounts for management and maintenance of the Santa Fe Depot.

Fund 7130, Indirect Cost Allocation Fund-General, allocates costs to various tasks based on salary and fringe benefit dollar amounts.

Fund 7120, Indirect Cost Allocation Fund-Project, allocates costs to indirect fund for project management based on 20% project management hours and 80% salary and fringe benefit dollar amounts in order to provide an equitable allocation to capital project type tasks. The majority of the labor in these tasks is contract labor and may include very little employee labor. Therefore a portion of the indirect cost allocation is based on project management hours.

The Fiscal Year 2016/2017 budget for indirect cost allocation is $6,494,456 in comparison to $4,890,878 in Fiscal Year 2015/2016. This represents a $1,603,578 increase from the previous Fiscal Year. The majority of the increase is attributed to the following:

a. Salaries, fringe, and other costs for (Task 0350), General Counsel, all charge to indirect tasks $548,545.
b. Increase in legal fees charged to indirect tasks $272,000.
c. Consulting services for creation of records retention policy $120,000.
d. Capital improvements in the lobby area of the Depot. Improvements include carpet replacement, refinish/repaired train benches, refinish and paint lobby doors, restore main lobby bathrooms, and repair interior stucco $126,500.
e. Increase in communication for electrical, network, phone cabling for new offices at the Depot $55,360.
f. New furnishings for SANBAG offices $165,000.
g. New virtual servers, additional software renewals and license, and replacement of 25 computer network workstations $200,752.

SAN BERNARDINO ASSOCIATED GOVERNMENTS
Fiscal Year 2016/2017 BUDGET for INDIRECT
GENERAL GOVERNMENT

	0200	0350	0400	0450	0470	0805	TOTAL
Salaries	501,810	254,157	491,629	83,623	71,302	-	1,402,521
Overtime	4,000	2,000	4,000	-	-	-	10,000
Fringe	541,673	274,319	530,770	89,552	76,357	-	1,512,671
Professional Services	61,000	15,860	230,000	256,950	300	20,408	584,518
Consulting Services	120,000	10,000	80,000	-	-	-	210,000
County Fees	-	-	100,000	-	-	-	100,000
Auditing & Accounting	-	-	270,000	-	-	-	270,000
Legal Fees	-	330,000	-	-	15,000	-	345,000
Utilities	-	-	-	-	-	75,000	75,000
Maintenance-Buildings	-	-	-	-	-	441,500	441,500
Maintenance-Motor Vehicles	-	-	-	1,500	-	-	1,500
Maintenance-Office Equipment	5,000	-	-	-	-	-	5,000
Rentals-Office Equipment	70,000	-	-	-	-	-	70,000
General Liability Insurance	-	-	140,000	-	-	-	140,000
Umbrella Liability Insurance	-	-	75,000	-	-	-	75,000
Property Insurance	-	-	40,000	-	-	-	40,000
Crime Insurance	-	-	25,000	-	-	-	25,000
Public Officials Liability Insurance	-	-	175,000	-	-	-	175,000
Automotive Insurance	-	-	1,500	-	-	-	1,500
Dues & Subscriptions	2,500	-	1,550	-	1,634	-	5,684
Training/Membership	3,500	3,995	21,000	10,000	15,450	-	53,945
Postage	10,000	200	2,000	500	200	-	12,900
Travel Expense - Employee	5,000	4,000	1,000	1,000	6,500	-	17,500
Travel Expense-Mileage-Employee	1,000	200	750	200	500	-	2,650
Advertising	-	-	1,000	-	10,000	-	11,000
Printing - External	5,000	-	10,000	-	-	-	15,000
Printing - Internal	16,000	500	-	100	1,000	-	17,600
Contributions/Sponsorships	-	-	-	-	5,000	-	5,000
Communications	-	-	2,000	94,700	-	20,000	116,700
Record/Equipment Storage	24,000	-	-	-	-	-	24,000
Other Service Charges	-	-	-	-	-	5,000	5,000
Office Expense	40,800	-	-	1,500	1,500	13,450	57,250
Meeting Expense	4,800	200	2,200	200	12,500	-	19,900
Office Furniture & Equipment	-	-	-	-	-	165,000	165,000
Office Equipment/Software-Inventorial	-	-	-	224,635	-	10,000	234,635
Computer Hardware & Software	-	-	-	221,482	-	25,000	246,482
Total	1,416,083	895,431	2,204,399	985,942	217,243	775,358	6,494,456

Index:
0200 Executive Administration and Support
0350 General Counsel
0400 Financial Management
0450 Management Services
0470 Human Resources
0805 Building Operation

NOTE: Prior year budget was $4,890,878.

San Bernardino Associated Governments
General Assessment Dues Calculation
Fiscal Year 2016/2017

Jurisdiction	Pop. 2015	% of Total Pop.	Assessed Value Before RDA FY2015-2016	% of Total Value	Avg. % Pop. & Value	FY 2016 Amount	FY 2017 Amount	Var.
Adelanto	33,084	1.572%	$1,764,956,787	0.940%	1.256%	1,318	1,358	$40
Apple Valley	71,396	3.393%	$5,105,813,094	2.721%	3.057%	3,208	3,304	$96
Barstow	23,407	1.112%	$1,176,842,092	0.627%	0.870%	913	940	$27
Big Bear Lake	5,165	0.245%	$3,139,391,376	1.673%	0.959%	1,007	1,037	$30
Chino	84,465	4.014%	$10,603,541,516	5.650%	4.832%	5,071	5,222	$151
Chino Hills	77,596	3.688%	$10,378,039,272	5.530%	4.609%	4,837	4,981	$144
Colton	53,384	2.537%	$2,896,553,546	1.543%	2.040%	2,141	2,205	$64
Fontana	204,312	9.709%	$15,982,106,642	8.516%	9.113%	9,563	9,848	$285
Grand Terrace	12,352	0.587%	$878,405,522	0.468%	0.528%	554	570	$16
Hesperia	92,177	4.380%	$5,091,195,305	2.713%	3.547%	3,722	3,833	$111
Highland	54,332	2.582%	$3,125,363,744	1.665%	2.124%	2,229	2,295	$66
Loma Linda	23,751	1.129%	$1,794,965,074	0.956%	1.043%	1,094	1,127	$33
Montclair	38,458	1.828%	$2,826,590,834	1.506%	1.667%	1,749	1,801	$52
Needles	4,940	0.235%	$304,053,101	0.162%	0.198%	208	214	$6
Ontario	168,777	8.021%	$20,910,674,024	11.142%	9.581%	10,055	10,355	$300
Rancho Cucamonga	174,064	8.272%	$22,718,904,838	12.106%	10.189%	10,693	11,011	$318
Redlands	70,398	3.345%	$8,367,084,920	4.458%	3.902%	4,095	4,217	$122
Rialto	102,092	4.852%	$6,937,570,867	3.697%	4.274%	4,486	4,619	$133
San Bernardino	213,933	10.167%	$11,913,719,765	6.348%	8.257%	8,666	8,924	$258
Twentynine Palms	25,846	1.228%	$841,518,828	0.448%	0.838%	880	906	$26
Upland	75,787	3.602%	$8,067,152,634	4.299%	3.950%	4,145	4,269	$124
Victorville	121,168	5.758%	$7,737,387,532	4.123%	4.940%	5,185	5,339	$154
Yucaipa	52,942	2.516%	$3,867,364,597	2.061%	2.288%	2,401	2,473	$72
Yucca Valley	21,355	1.015%	$1,501,520,440	0.800%	0.907%	952	981	$29
County	299,110	14.214%	$29,741,507,246	15.848%	15.031%	15,774	16,245	$471
	2,104,291	**100.000%**	**187,672,223,596**	**100.00%**	**100.00%**	**104,946**	**108,074**	**$3,128**

NOTES:

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

2) Net Assessed Value Source: Property Tax Section, County Auditor/Controller, 2015/2016.

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

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

GANN Appropriations Limit

In November 1979, the voters of the State approved Proposition 4, commonly known as the Gann Initiative. The Proposition created Article XIIIB of the State Constitution, placing limits on the amount of revenue that can be spent by public agencies from the "proceeds of taxes."

In 1980, the State Legislature added Section 7910 to the Government Code, providing that the governing body of each local jurisdiction must establish, by resolution, an appropriations limit for the following year. The appropriations limit for any fiscal year is equal to the previous year's limit adjusted for population changes and changes in the California per capita income.

SANBAG is subject to the requirements of Article XIIB. Gann appropriations limits are calculated for and applied to SANBAG. In accordance with the requirements of Article XIIIB implementing legislation, the Board approved Resolution No. ** on June 3, 2015, establishing appropriation for SANBAG at $X.

The calculation for the Fiscal Year 2015/2016 appropriations limit is as follows:

Fiscal Year 2014/2015 Appropriations Limit		$1,008,653,950
Fiscal Year 2015/2016 adjustment:		
Change in California per capita personal income	=	0%
Change in Population, San Bernardino County	=	0%
Per Capita Cost of Living converted to a ratio:		
$\frac{.X + 100}{100}$	=	0
Population converted to a ratio:		
$\frac{.X + 100}{100}$	=	0
Calculation of factor for Fiscal Year 2015/2016: .X x 1.X = 1.005482		
$X x 1.X = $X		
Fiscal Year 2015/2016 Appropriations Limit		$xx

Source: California per capita income - California Department of Finance
Population, San Bernardino County - California Department of Finance

Note: The calculation will be completed in May when the State Department of Finance makes available the ratios for per capita cost of living and population.

PENDING

Funds/Funding Sources

General Fund

General Fund
- General Assessment Dues
- MSI Valley Admin
- MSI Mtn./Desert Admin
- Local Transportation Fund-Admin
- Local Transportation Fund-Planning
- Local Transportation Article 3-Bicycle/Pedestrian
- Local Transportation Fund-Rail
- State Transit Assistance Fund-Rail
- Rail Assets
- Property Assessed Clean Energy (PACE)
- Greenhouse Gas
- Joint Solar Power
- General Fund-Local/Other
- Amtrak
- Congestion Management

Special Revenue Funds

Federal Highway Fund:
- Surface Transportation Program
- Congestion Mitigation & Air Quality
- Transportation Enhancement Activities
- Project National & Regional Significance
- Demonstration High Priority Program
- Interstate Maintenance Discretionary
- Active Transportation Program - Federal

Federal Transit Administration Fund:
- Federal Transit Administration 5307
- Federal Transit Administration 5307 - CMAQ
- Federal Transit Administration 5309

State Highway Fund:
- Regional Improvement Program
- Planning, Programming & Monitoring
- Active Transportation Program-State
- SCAQMD/Mobile Source Review Commission
- CALTRANS Local Reimbursement

Proposition 1B Fund:
- Corridor Mobility Improvement Account
- Public Utilities Commission
- Trade Corridor Improvement Fund
- State Local Partnership Program
- Public Trans Modern Improve & Svc Enhance
- Transit Sys Safety Sec Disaster Recovery

Greenhouse Gas Reduction Fund:
- Low Carbon Transit Operations Program
- Low Carbon Transportation Fund

SAFE:
- SAFE-Vehicle Registration Fees
- SAFE Reimbursement

Freeway Service Patrol:
- Freeway Service Patrol

Local Transportation Fund:
- Local Transportation Fund-Pass Through

State Transit Assistance Fund:
- State Transit Assistance Fund-Pass Through

Measure I 1990-2010 Fund:
- MSI 1990-Valley Fund-Major Projects
- MSI 1990-Valley Fund-Commuter Rail
- MSI Valley Fund-S & D
- MSI 1990-Valley Fund-TMEE

Measure I 2010-2040 Fund:
- MSI Valley Fund-Freeway Projects
- MSI Valley Fund-Freeway Interchange
- MSI Valley Fund-Major Streets:
  - Grade Separations
  - Arterials
  - Project Advancement Agreements
- MSI Valley Fund-Local Street
- MSI Valley Fund-Metrolink/Rail Service
- MSI Valley Fund-Express Bus/Rapid Trans
- MSI Valley Fund-Senior/Disabled
- MSI Valley Fund-Traffic Mgmt Sys
- MSI Victor Valley-Major Local Highway
- MSI Victor Valley-Local Street
- MSI Victor Valley-Senior & Disabled
- MSI Victor Valley-Project Development/Traffic
- MSI North Desert-Major Local Highway
- MSI North Desert-Local Street
- MSI North Desert-Senior & Disabled
- MSI North Desert-Project Development/Traffic
- MSI Colorado River-Major Local Highway
- MSI Colorado River-Local Street
- MSI Colorado River-Senior & Disabled
- MSI Colorado River-Project Development/Traffic
- MSI Morongo Basin-Major Local Highway
- MSI Morongo Basin-Local Street
- MSI Morongo Basin-Senior & Disabled
- MSI Morongo Basin-Project Development/Traffic
- MSI Mountain-Major Local Highway
- MSI Mountain-Local Street
- MSI Mountain-Senior & Disabled
- MSI Mountain-Project Development/Traffic
- MSI Cajon Pass

Capital Projects Funds

- Local Projects Fund
- Transit Center Project Fund
- SB Passenger Rail Project Fund
- Redlands Passenger Rail Project Fund
- San Gabriel Subdivision Line Project Fund
- Valley Freeway Interchange Bond Fund
- Valley Major Street Bond Fund
- Valley Metrolink/Rail Bond Fund
- Victor Valley Major Local Hwy Bond Fund
- Cajon Pass Bond Fund

San Bernardino Associated Governments
Task Listing
Fiscal Year 2016/2017

Task	Title	Mgr
General Government Program		
0100	Board of Directors	VW
0200	Executive Administration and Support	VW
0350	General Counsel	ET
0400	Financial Management	WS
0450	Management Services	DB
0470	Human Resources	DB
0501	Intergovernmental Relations	DB
0503	Legislation	WJS
0605	Public Affairs	WJS
0805	Building Operation	DB
Environment and Energy Conservation		
0101	Environment	DB
0111	Energy Conservation	DB
Commuter and Motorist Assistance		
0383	Vanpool Program	DB
0406	Traveler Services	DB
0702	Call Box System	DB
0704	Freeway Service Patrol/State	DB
Regional and Sub-Regional Planning Program		
0110	Regional Planning	SS
0203	Congestion Management	SS
0404	Subregional Planning	SS
0941	Mtn./Desert Planning & Project Development	SS
Transit and Passenger Rail Program		
0309	Transit Operator Support	AZ
0310	Transit Allocations/Pass Throughs	AZ
0312	General Transit	CS
0313	Transit Right of Way Management	CS
0314	Transit Operations	CS
0315	Transit	CS
Major Project Delivery Program		
0815	Measure I Program Management	GC
0820	Freeway Projects	GC
0830	Interchange Projects	GC
0840	Grade Separation Projects	GC
0860	Arterial Projects	GC
Transportation Fund Administration Program		
0500	Fund Administration and Programming	AZ
0550	Allocations/Pass Throughs	AZ
Debt Service Program		
0965	2012A Sales Tax Revenue Bond	WS
0966	2014A Sales Tax Revenue Bond	WS

San Bernardino Associated Governments
Sub-Task Listing
Fiscal Year 2016/2017

Sub-Task	Title	Mgr
	Environment	
0102	Air Quality Activities	DB
0495	Greenhouse Gas	SS
	Energy Conservation	
0708	Property Assessed Clean Energy (PACE)	DB
0709	Regional Energy Leader Partnership	DB
	Subregional Planning	
0213	High Desert Corridor Studies	SS
0402	Safe Routes to School Plan	SS
0403	Points of Interest Pedestrian Plan	SS
	Transit Operator Support	
0309	Transit Support	AZ
0501	Federal Transit Act Programming	AZ
0502	TDA Administration	AZ
	Transit Allocations/Pass Throughs	
0310	MSI S&D and Other Grants Pass Throughs	AZ
0506	LTF Apportionment	AZ
0507	STAF Apportionment	AZ
	General Transit	
0352	Regional Representation	CS
0353	Program Management	CS
0354	Short Range Transit Plan	CS
	Transit Right of Way Management	
0360	Right of Way Property Management	CS
0361	Maintenance of Way	CS
0362	Plan Reviews	CS
	Transit Operations	
0371	San Bernardino to Redlands Rail Service	CS
0372	Station Security	CS
0377	Metrolink Operating & Maintenance Subsidy	CS
	Transit Capital	
0311	sbX	CS
0322	San Bernardino Transit Center	CS
0323	Downtown San Bernardino Passenger Rail	CS
0324	Redlands Passenger Rail	CS
0325	Rialto Metrolink Parking Lot Expansion Ph1	CS
0326	Gold Line Extension to Montclair	CS
0327	Shortway Quiet Zone	CS
0328	Lilac to Rancho Double Track	CS
0329	Rancho Cucamonga Metro Station Transit	CS
0330	Sierra Ave. Metro Grade Cross Ped Improve	CS
0331	Juniper Ave. Metro Grade Cross Ped Improve	CS
0332	Zanja Bridge Replacement	CS
0379	Metrolink Capital Subsidy	CS
	Fund Administration and Programming	
0373	Federal/State Fund Administration	AZ
0500	Transportation Improvement Program	AZ
0517	MSI Administration	AZ
0609	Strategic Planning/Delivery Planning	AZ
	Allocations/Pass Throughs	
0515	MSI Valley Apportionment & Allocation	AZ
0516	MSI Mt/Desert Apportionment & Allocation	AZ
0610	Measure I Project Advancement	AZ
0918	Measure I Local Pass Through	AZ

Sub-Task	Title	Mgr
	Freeway Projects	
0817	SR-60 Sound Wall	GC
0820	SR-210 Final Design	GC
0822	SR-210 Right of Way Acquisition	GC
0823	I-10 Corridor Phase 1	GC
0824	SR-210 Construction	GC
0825	I-10 Corridor Project Development	GC
0830	I-215 San/Riv Project Development	GC
0834	I-215 Final Design	GC
0836	I-215 Right of Way Acquisition	GC
0838	I-215 Construction	GC
0839	I-215 Bi-County HOV Gap Closure Project	GC
0840	I-215 Barton Road Interchange	GC
0850	Alternative Project Financing	GC
0852	I-15 Corridor Improvement	GC
0854	I-10 EB Truck Climb/Live Oak/County	GC
0862	I-10 Westbound Lane Addition-Yucaipa	GC
0887	SR-210 Lane Addition	GC
0891	US395 Widen SR-18/Chamberlaine/Adelanto	GC
	Interchange Projects	
0803	SR-210 Baseline Road Interchange	GC
0804	I-10 Mountain View Interchange	GC
0826	I-10/Cherry& I-10/Citrus Ave. Interchange	GC
0841	I-10 Riverside Avenue Interchange	GC
0842	I-10 Tippecanoe Avenue Interchange	GC
0851	I-10/Monte Vista Avenue Interchange	GC
0853	I-215 University Pkwy/State St. Interchange	GC
0880	I-15/I-215 Devore Road Interchange	GC
0883	SR-210 Pepper Avenue Interchange	GC
0888	I-15 La Mesa Rd/Nisqualli Rd Interchange	GC
0890	I-15 Ranchero Road Interchange	GC
0892	I-15 Baseline Road Interchange	GC
0893	SR-60 Central Avenue Interchange	GC
0894	SR-60 Archibald Avenue Interchange	GC
0895	I-10/Alabama Street Interchange	GC
0896	I-10 Pepper Avenue Interchange	GC
0897	I-10 Cedar Avenue Interchange	GC
0898	I-10 Mount Vernon Avenue Interchange	GC
0899	I-10 University Street Interchange	GC
	Grade Separation Projects	
0868	Monte Vista Grade Separation	GC
0869	Glen Helen Parkway Grade Separation	GC
0870	Hunts Lane Grade Separation	GC
0871	State St./University Pkwy. Grade Separation	GC
0874	Palm Avenue Grade Separation	GC
0876	South Milliken Avenue Grade Separation	GC
0877	Vineyard Avenue Grade Separation	GC
0879	Colton Crossing Grade Separation	GC
0881	Lenwood Road Grade Separation	GC
0882	North Milliken Avenue Grade Separation	GC
0884	Laurel Avenue Grade Separation	GC
0885	9th Street Rail Improvements	GC
0886	Colton Quiet Zone Project	GC
	Arterial Projects	
0401	Metrolink Station Accessibility Improve	GC
0701	Valley Signal Coordination	GC

Sub-Task	Title	Mgr
	Administrative	
0920	Financial Management	VW
0921	Management Services	VW
0922	Intergovernmental Relations	VW
0923	Legislation	VW
0924	Public Affairs	VW
0925	Building Operation	VW
0926	Environment and Energy Conservation	VW
0927	Vanpool Program	VW
0928	Traveler Services	VW
0929	Call Box System	VW
0930	Freeway Patrol Service/State	VW
0931	Planning	VW
0932	Mt./Desert Planning and Project Development	VW
0933	General Transit	VW
0934	Transit Capital	VW
0935	General Commuter Rail	VW
0936	Major Project Delivery	VW
0937	Fund Administration and Programming	VW
0938	Executive Administration and Support	VW
0939	General Counsel	VW

Object Category List

Salaries & Benefits

- Regular Full-Time Employees
- Regular Part-Time Employees
- Contract Employees
- Overtime
- Vacation Leave Pay
- Vacation Leave Pay-Cash Out
- Administrative Leave
- Administrative Leave-Cash Out
- Sick Leave Pay
- Holiday Pay
- Severance Pay
- Compensated Absences
- Other Pay
- Medicare Contribution
- Retirement Contribution-Employee
- Retirement Contribution-Employer
- Survivor Benefits Retire-Employer
- Retirement Benefit Payout
- Retirement Cash-Excess
- Retirement Medical-Employer
- Retirement Medical-Cash Out
- Group Flex Benefits
- Group Benefits
- Group Health Insurance
- Group Dental Insurance
- Group Vision Insurance
- Group Life Insurance
- Group LTD Insurance
- Group STD Insurance
- Group Benefits-Other
- Deferred Compensation
- Deferred Compensation-Part-Time
- Workers Compensation
- Unemployment Compensation
- Auto Allowance
- Cellular Allowance Sanbag
- Flex Spending Account
- Tuition Reimbursement
- Employee Assistance
- Other Employee Benefits
- Fringe Allocation-General

Other Services & Charges

- General Liability Insurance
- Umbrella Liability Insurance
- Property Insurance
- Crime Insurance
- Public Officials Liability Insurance
- Automotive Insurance
- Dues & Subscriptions
- Training/Membership
- Postage
- Travel Expense - Employee
- Travel Expense - Non-Employee
- Travel Expense-Mileage-Employee
- Travel Expense-Mileage-Non-Employee
- Travel Expense-Other-Metrolink Tickets
- Employee Commuter Subsidy
- Advertising
- Public Information Activites
- Printing - External
- Printing - Internal
- Contributions/Sponsorships
- Communications
- Administrative Charges
- Record/Equipment Storage
- Inland Modeling Fees
- Pass-Thru Payments
- Stimulus Payments
- Project Advancements Payments
- Major Street Payments
- Major Local Highway Payments
- Project Development Traffic Mgmt Sys Pmt
- Bank Charges
- Other Service Charges
- Depreciation Expense

Supplies

- Office Expense
- Meeting Expense

Capital Outlay

- Land
- Land Easements & Improvements
- Buildings & Structures
- Improvements OTBS
- Motor Vehicles

Professional & Technical Services
- Professional Services
- Consulting Services
- Program Management Fees
- County Fees
- Auditing & Accounting
- Investment Management Fees
- Attendance Fees
- Financial/Legal Bonding Fees
- Legal Fees
- Security
- Information Technology Services
- Mountain Avenue Callbox

Property Services
- Utilities
- Landscaping Care
- Maintenance-Buildings
- Maintenance-Motor Vehicles
- Maintenance-Office Equipment
- Rail Maintenance Of Way
- Maintenance-Call Boxes
- Rentals-Buildings
- Rentals-Motor Vehicles
- Rentals-Office Equipment
- Construction Capital
- Utilities Capital
- Right Of Way Capital
- Office Furniture & Equipment
- Office Equipment/Software-Inventorial
- Computer Hardware & Software
- Call Boxes

Debt Service
- Bond Principal
- Bond Interest
- Lease Principal
- Lease Interest
- Note Principal
- Note Interest
- Loan Principal
- Loan Interest
- Advance Principal
- Advance Interest
- Fiscal Agent Fees
- Amortized Debt Discount
- Amortized Debt Premium
- Amortized Issuance Expense
- Advance Refunding Escrow
- Arbitrage Rebate

Acronym List

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ACTA	Alameda Corridor Transportation Authority
ADA	Americans with Disabilities Act
AE	Advance Expenditure
AEA	Advance Expenditure Agreement
AED	Automated External Defibrillator
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
AREMA	American Railway Engineering and Maintenance of Way Association
ARRA	American Recovery and Reinvestment Act
ARRIVE	Advanced Regional Rail Integrated Vision - East
ATAC	Aviation Technical Advisory Committee
ATMIS	Advanced Transportation Management Information Systems
ATP	Active Transportation Program
AT&SF	Atchison Topeka & Santa Fe Railway
AVL	Automatic Vehicle Location
AVR	Average Vehicle Ridership
BAT	Barstow Area Transit
BNSF	Burlington Northern Santa Fe Railroad
BOARD	Board of Directors
BOE	Board of Equalization
BRT	Bus Rapid Transit
BV	Barstow to Victor Valley
CAC	Call Answering Center
CAD/AVL	Computer Aided Dispatch and Automatic Vehicle Location
CALACT	California Association for Coordinated Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CCA	Community Choice Aggregation
CEC	California Energy Commission
CEHD	Community Economic and Human Development Committee
CEO	Chief Executive Officer
CEQA	California Environmental Quality Act
CFSP	Construction Freeway Service Patrol
CHP	California Highway Patrol
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CM/CG	Construction Management/General Contractor
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COA	Comprehensive Operational Analysis
COG	Council of Governments
COZEEP	Construction Zone Enhancement Enforcement Program
CPNA	Capital Projects Needs Analysis
CPA	Certified Public Accountant
CPR	Cardiopulmonary Resuscitation
CPUC	California Public Utilities Commission
CSAC	California State Association of Counties
CSUSB	California State University at San Bernardino

Acronym List (*Continued*)

CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTO	Contract Task Order
CTOP	Contract Task Order Pending
CTP	Countywide Transportation Plan
CTSA	Consolidated Transportation Services Agency
CTSGP-CTAF	California Transit Security Grant Program – California Transit Assistance Funds
CVAG	Coachella Valley Association of Governments
DIF	Development Impact Fee
DMO	Data Management Office
DMU	Diesel Multiple Unit
DOE	Department of Energy
DOT	Department of Transportation
DSBPRP	Downtown San Bernardino Passenger Rail Project
E&D	Elderly and Disabled
ED	Environmental Document
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EMF	Eastern Maintenance Facility
EPA	Environmental Protection Agency
ETC	Employee Transportation Coordinator
EV	Electric Vehicle
EVTDM	East Valley Travel Demand Model
FAST	Fixing America's Surface Transportation
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GARVEE	Grant Anticipation Revenue Vehicles Bond Program
GFOA	Government Finance Officers Association
GHG	Greenhouse Gas
GIS	Geographic Information System
GPS	Global Positioning System
HERO	Home Energy Retrofit Opportunity
HMMP	Hydrologic Monitoring and Mitigation Plan
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HPP	High Priority Projects
HVAC	Heating, Ventilation, & Air Conditioning
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
IEOC	Inland Empire Orange County
IFB	Invitation for Bid
IMD	Interstate Maintenance Discretionary
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP	Interregional Transportation Improvement Program
ITOC	Independent Taxpayer Oversight Committee
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency

Acronym List (*Continued*)

JARC	Job Access Reverse Commute
JPA	Joint Powers Authority
LACMTA	Los Angeles County Metropolitan Transportation Authority
LAUS	Los Angeles Union Station
LED	Light Emitting Diode
LLP	Longer Life Pavement
LOC	Local
LONP	Letter of No Prejudice
LPA	Locally Preferred Alternative
LNG	Liquefied Natural Gas
LRTP	Long Range Transit Plan
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MAP-21	Moving Ahead for Progress in the 21st Century Act
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
McGMAP	Multi-County Goods Movement Action Plan
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MDLS	Mountain/Desert Local Street
MDMLH	Mountain/Desert Major Local Highway
MDSDT	Mountain/Desert Senior and Disabled Transit
MIS	Major Investment Study
MLH	Major Local Highway
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTA	Los Angeles County Metropolitan Transportation Authority
MTP	Metropolitan Transportation Plan
MTT	Mobility Travel Training Program
NAT	Needles Area Transit
NBSSR	Noise Barrier Scope Summary Report
NEPA	National Environmental Protection Act
NMTP	Non-Motorized Transportation Plan
NTD	National Transit Database
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OIAA	Ontario International Airport Authority
OWP	Overall Work Program
PA	Project Advancement
PAA	Project Advancement Agreement
PACE	Property Assessed Clean Energy
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PCS	Project Control System
PDT	Project Development Team
PDTF	Planning and Development Technical Forum
PDTMS	Project Development/Traffic Management Systems
PeMS	Performance Measurement System
PEAR	Preliminary Environmental Analysis Report
PEIR	Program Environmental Impact Report
PNR	Park ’N’ Ride
PNRS	Projects of National and Regional Significance
POP	Program of Projects

Acronym List (*Continued*)

PPM	Planning, Programming and Monitoring Funds
PS&E	Plans, Specifications & Estimates
PSR	Project Study Report
PSR-PDS	Project Study Report-Project Development Support
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
PUC	Public Utilities Commission
QA/QC	Quality Assurance/Quality Control
RCAA	Redlands Corridor Alternatives Analysis
RCSP	Redlands Corridor Strategic Plan
RCTC	Riverside County Transportation Commission
RFM	Redlands First Mile
RFP	Request for Proposal
RFQ	Request for Qualification
RHNA	Regional Housing Needs Assessment
RIP	Regional Improvement Program
ROW	Right of Way
RPRP	Redlands Passenger Rail Project
RSA	Regional Statistical Area
RTAC	Regional Transportation Agencies' Coalition
RTAP	Rural Transit Assistance Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
SAFE	Service Authority for Freeway Emergencies
SANDAG	San Diego Association of Governments
SB	Senate Bill
SBREP	San Bernardino Regional Energy Partnership
SBTAM	San Bernardino County Transportation Analysis Model
SBTC	San Bernardino Transit Center
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCNFGC	Southern California National Freight Gateway Collaboration
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SIP	State Implementation Plan
SLP	State-Local Partnership
SLPP	State and Local Partnership Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
SSTAC	Social Service Technical Advisory Council
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SUV	Sports Utility Vehicle
TA	Transportation Alternatives
TAC	Technical Advisory Committee

Acronym List (*Continued*)

TAG	Transportation Assistance Program
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TCI	Transit Capital Improvement
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TE	Transportation Enhancement
TE/TA	Transportation Enhancement/Transportation Alternatives
TIA	Traffic Impact Analysis
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIGER	Transportation Investment Generating Economic Recovery
TIP	Transportation Improvement Program
TLSP	Traffic Light Synchronization Program
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOD	Transit Oriented Development
TPA	Transportation Planning Agency
TREP	Trip Reimbursement and Escort Program
TSM	Transportation Systems Management
TSSSDRA	Transit System Safety Security Disaster Recovery Account
TTAC	Transportation Technical Advisory Committee
TTY	Text Telephone
TVM	Ticket Vending Machines
ULEV	Ultra Low Emission Vehicle
USFWS	United States Fish and Wildlife Service
UPRR	Union Pacific Railroad
USDOT	United States Department of Transportation
UZAs	Urbanized Areas
VA	Value Analysis
VCTC	Ventura County Transportation Commission
VEB	Valley Express Bus
VF	Valley Freeway
VFI	Valley Freeway Interchange
VHD	Vehicle Hours of Delay
VLS	Valley Local Street
VMPR	Valley Metrolink/Passenger Rail
VMS	Valley Major Street
VMT	Vehicle-Miles of Travel
VS	Valley Subarea
VSDT	Valley Senior and Disabled Transit
VTMS	Valley Traffic Management Systems
VTrans	Valley Transportation Services
VTS	Valley Transportation System
VVMLH	Victor Valley Major Local Streets
VVLS	Victor Valley Local Streets
VVPDTMS	Victor Valley Projects Development Traffic Management System
VVATS	Victor Valley Area Transportation Study
VVSDT	Victor Valley Senior and Disabled Transit
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments
ZEV	Zero Emission Vehicle

Glossary of Budget Terms

The following explanations of terms are presented to aid in understanding the narrative discussions and illustrations included in this budget document and the terminology generally used in governmental accounting, auditing, financial reporting and budgeting.

Accrual Basis

Method of accounting that recognizes the financial effect of transactions, events, and inter-fund activities when they occur, regardless of the timing of related cash flows.

Annual Budget

A budget that is applicable to a single Fiscal Year. ***Refer to Budget***.

Audit

A systematic collection of the sufficient, competent evidential matter needed to attest to the fairness of management's assertions in the financial statements or to evaluate whether management has efficiently and effectively carried out its responsibilities. The auditor obtains this evidential matter through inspection, observation, inquiries and confirmations with third parties. ***Refer to Financial Audit***.

Basis of Accounting

A term used to refer to when revenues, expenditures, expenses, and transfers and the related assets and liabilities are recognized in the accounts and reported in the financial statements. Specifically, it relates to the timing of the measurements made, regardless of the nature of the measurement, on either the cash or the accrual method.

Bond

Most often, a written promise to pay a specified sum of money (called the face value or principal amount), at a specified date or dates in the future, called the maturity date(s), together with periodic interest at a specified rate.

Budget

A plan of financial operation embodying an estimate of a proposed expenditure for a given period and the proposed means of financing that expenditure. Used without any modifier, the term usually indicates a financial plan for a single Fiscal Year. The term "budget" is used in two senses in practice. Sometimes it designates the financial plan presented to the appropriating governing body for adoption, and sometimes, the plan finally approved by the body. ***Refer to Annual Budget***.

Budgetary Control

The control or management of a government or enterprise in accordance with an approved budget to keep expenditures within the limitations of available appropriations and available revenues.

Budget Document

The instrument used by the budget-making authority to present a comprehensive financial program to the appropriating governing body.

Debt

An obligation resulting from the borrowing of money or from the purchase of goods and services. Debts of governments include bonds, time warrants and notes.

Debt Coverage Ratios

Comparative statistics illustrating the relation between the issuer's outstanding debt and such factors as its tax base, income or population. These ratios often are used as part of the process of determining the credit rating of an issue, especially with general obligation bonds.

Encumbrance
Commitments related to unperformed contracts for goods and services.

Expenditures
Decreases in net financial resources not properly classified as other financing uses. Expenditures include current operating expenses requiring the present or future use of net current assets, debt service, capital outlays, intergovernmental grants, entitlements and share revenues.

Financial Advisor
In the context of bond issuances, a consultant who advises the issuer on any of a variety of matters related to the issuance. The financial advisor sometimes also is referred to as the fiscal consultant.

Financial Audit
Audits designed to provide independent assurance of the fair presentation of financial information.

Fiscal Year
A twelve month period to which the annual operating budget applies and at the end of which a government determines its financial position and the results of its operations.

Fund
A fiscal and accounting entity with a self-balancing set of accounts in which cash and other financial resources, all related liabilities and residual equities or balances, and changes therein, that are segregated for the purpose of carrying on specific activities or attaining certain objectives in accordance with special regulations, restrictions or limitations.

Fund Balance
The difference between assets and liabilities reported in a governmental fund.

Generally Accepted Accounting Principles (GAAP)
Conventions, rules, and procedures that serve as the norm for the fair presentation of financial statements.

Generally Accepted Auditing Standards (GAAS)
Rules and procedures that govern the conduct of a financial audit.

Generally Accepted Government Auditing Standards (GAGAS)
Standards for the conduct and reporting of both financial and performance audits in the public sector promulgated by the Government Accountability Office through its publication Government Auditing Standards, commonly known as the "Yellow Book."

Independent Auditor
Auditors who are independent, both in fact and appearance, of the entities they audit. Both GAAS and GAGAS set specific criteria that must be met for an audit to be considered independent.

Internal Service Fund
Proprietary fund that may be used to report any activity that provides goods or services to other funds, departments, or agencies of the government, or other governments, on a cost-reimbursement basis.

Joint Venture
A legal entity or other organization that results from a contractual arrangement and that is owned, operated, or governed by two or more participants as a separate and specific activity subject to joint control, in which the participants retain 1) an ongoing financial interest or 2) an ongoing financial responsibility.

Loan Receivable

An asset account reflecting amounts loaned to organizations external to the Agency, including notes taken as security for such loans.

Modified Accrual Basis

Basis of accounting used in conjunction of with current financial resources measurement focus that modifies the accrual basis of accounting in two important ways 1) revenues are not recognized until they are measurable and available, and 2) expenditures are generally recorded when a liability is incurred, except for expenditures related to debt service and compensated absences, which are recognized when payment is due.

Operating Transfers

All inter-fund transfers other than residual equity transfers (e.g., legally authorized transfers from a fund receiving revenue to the fund through which the resources are to be expended.)

Other Financing Sources

An increase in current financial resources that is reported separately from revenues to avoid distorting revenue trends.

Other Financing Uses

A decrease in current financial resources that is reported separately from expenditures to avoid distorting expenditure trends.

Overhead/Indirect

Expenses that cannot be specifically associated with a given service, program, or department and thus cannot be clearly associated with a particular functional category. These expenses include: rent, utilities, supplies management, general staff support, and general management and supervision.

Principal

In the context of bonds, other than deep-discount debt, the face value or par value of a bond or issue of bonds payable on stated dates of maturity.

Program

Group activities, operations or organizational units directed to attaining specific purposes or objectives.

Program Budget

A budget wherein expenditures are based primarily on programs of work and secondarily on character and object class.

Purchase Order

A document authorizing the delivery of specified merchandise or the rendering of certain services and the making of a charge for them.

Reserved Fund Balance

Portion of a governmental fund's net assets that is not available for appropriation.

Trustee

A fiduciary holding property on behalf of another.