Governments SANBAG Working Together

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TRANSPORTATION MEASURE I

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

Minute Action

AGENDA ITEM: 20

Date: June 7, 2006

Subject: Adoption of the SANBAG 2006/2007 Budget

Recommendation:*

1. Conduct the Public Hearing on the Proposed 2006/2007 SANBAG Budget.
2. Adopt the 2006/2007 Budget.
3. Approve the following budget amendments:
   a. Amend Task No. 94107000, Mt/Desert Planning and Project Development, to reduce the task amount from $1,679,300 to $1,523,300.
   b. Amend Task No. 94507000, Victor Valley Area Transportation Study, to reduce the task amount from $624,608 to $599,608 in local funds.
   c. Amend Task No. 94207000, Financial Management, to increase the task amount for Costs of Issuance from $30,000 to $170,000 of Measure I Major Projects Funds.
   d. Amend Task No. 70107000, Valleywide Signal Coordination Program, to reduce anticipated encumbrances by $2,906,110 and increase Total New Budget with CMAQ Funds by the same amount.

Background: The SANBAG 2006/2007 proposed budget has been developed in accordance with the schedule adopted by the Board of Directors. The proposed budget document was distributed to the members of the Board of Directors at the

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President Chastain opened up the public hearing for comments. Hearing none the public hearing was closed. Mayor Nuaimi, City of Fontana, spoke on the I-10 HOV Project. He requested the I-10 HOV project be added to the 2006/2007 budget as a task and further directed staff to identify funding to maintain the progress on this project. He also requested this project be added to SANBAG's list of legislative priorities for the state and federal lobbying efforts, not for funding but for expediting environmental review. Mayor Nuaimi made a motion to move staff recommendations with his two requests. Second by Mayor Pomierski.

Approved
Board of Directors

Date: *June 7, 2006*

Moved: *Nuaimi* *Second:* *Pomierski*

In Favor: *27* *Opposed:* *0* *Abstained:* *0*

Witnessed: Anna Aldana

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May 3, 2006 meeting. On May 10, 2006, a Board Budget Workshop was conducted.

Task level budget development has been completed relative to all of the activities to be included in the FY 2006/2007 budget. SANBAG's budget process is structured to provide for the maximum level of input from SANBAG policy committees. Each policy committee has reviewed the tasks that relate to the functional areas of committee oversight and each task has been reviewed by **at least one** of the SANBAG policy committees.

SANBAG's budget process began with a review of the Board of Directors direction as it relates to short term goals and how it integrates with long term goals and objectives. Simultaneous with this review, staff analyzes available resources.

SANBAG develops a program based budget which is adopted with funding source detail. The modified accrual basis (where revenues are recognized when received and available to meet current year obligations) is the basis for the FY 2006/2007 Budget. The Budget Summary shows the anticipated revenues and expenditures for new activity for the upcoming fiscal year.

Four amendments to the proposed budget for FY 2006/2007 are being requested. On May 3, 2006, the Board of Directors amended a prior action relative to the exchange of Measure I Major Projects funds for Federal Surface Transportation Program (STP) funds for several Mountain/Desert jurisdictions. The action changed the rate of exchange from a dollar for dollar exchange to a rate of $1 of STP for $.90 of Measure I Major Projects funds. Additionally, a similar agreement for the City of Hesperia to provide local Measure I funds to SANBAG in exchange for programming of STP funds was similarly affected. Task No. 94107000, Mt/Desert Planning and Project Development, is a reduction of $156,000 in anticipated encumbrances on June 30, 2006. Task No. 94507000, Victor Valley Area Transportation Study, is reduced by $25,000 in local funds contributed to SANBAG in an exchange agreement with the City of Hesperia.

A third amendment involves a distribution of excess bond proceeds remaining from the 1993 Bonds that are available for payment to the Town of Yucca Valley. Task No. 94207000, Financial Management, is increased by $140,000 of Measure I Major Projects Funds to fund the disbursement and other increased Costs of Issuance.

The final amendment involves a reduction of Estimated Encumbrances by $2,906,110 and increasing Consulting Fees and the Total New Budget by the same amount using CMAQ Funds. Changes to the Disadvantaged Business Enterprise Program caused a delay in the award of the new contracts into the FY 2006/2007 Budget.

Financial Impact: The 2006/2007 SANBAG Budget, with recommended amendments activity, totals $308,839,682 and establishes the financial, staffing, and work product authority for the agency activities during the coming fiscal year.

Reviewed By: The 2006/2007 budget was unanimously recommended for adoption by the Administrative Committee and all of the members who participated in the May 10, 2006 Board Budget Workshop. All five of the SANBAG policy committees have reviewed task descriptions and budgets for activities under their purview.

Responsible Staff: Tony Grasso, Executive Director
Terrence J. McGuire, Chief Financial Officer

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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SAN BERNARDINO ASSOCIATED GOVERNMENTS
IS PROUD TO BE A RECIPIENT OF
THE GOVERNMENT FINANCE OFFICERS ASSOCIATION (GFOA)
DISTINGUISHED BUDGET PRESENTATION AWARD
FOR FISCAL YEAR 2005/2006

GOVERNMENT FINANCE OFFICERS ASSOCIATION

Distinguished Budget Presentation Award

PRESENTED TO

San Bernardino Associated Governments

California

For the Fiscal Year Beginning

July 1, 2005

President

Executive Director

The Government Finance Officers Association (GFOA) of the United States and Canada presented a Distinguished Budget Presentation Award to San Bernardino Associated Governments, located in California, for its annual budget beginning Fiscal Year July 1, 2005. In order to receive this award, a governmental entity must publish a budget document that meets program criteria as a policy document, as an operations guide, as a financial plan and as a communications device.

This award is valid for a period of one year only. We believe our current budget continues to conform to program requirements, and we are submitting it to GFOA to determine its eligibility for another award.

May 3, 2006

TO: SANBAG Board of Directors

FROM: Tony Grasso, Executive Director

SUBJECT: Fiscal Year 2006/2007 Budget Message

I hereby transmit the proposed budget for San Bernardino Associated Governments (SANBAG) for Fiscal Year 2006/2007. This budget message will highlight the major SANBAG programs and provide an overview of transportation and other issues facing SANBAG next year.

Fiscal Year 2005/2006 brought many new and exciting opportunities to this organization. For the first time Proposition 42 funds were included in the transportation budgeting process, and it appears the same will be true for the 2006/2007 cycle. SANBAG will continue to work with the coalition to create a permanent correction to the loophole in the statute that makes the sales tax on fuels an annual debate.

Even greater news was delivered when SANBAG was informed the agency prevailed in the challenges to Measure I renewal by the Sierra Club. We can, now, begin the discussions on the implementation for the Measure through 2040. Our charge will be to address an ever-growing population and to move people and goods through San Bernardino County, in a collaborative effort with the other southern California county transportation commissions. First indications are that this process will be fruitful. Our local, state and federal policymakers are positioning themselves to join the effort to keep the economy of this region moving forward.

Although the requests are greater than the available funds, State Transportation Improvement Program funds should be available to this region to help support the local and federal funds SANBAG has secured for our project delivery. We can continue to do the work the voters of San Bernardino County have overwhelmingly supported in the past and for the future.

SUMMARY OF THE BUDGET

SANBAG is proud to again have been awarded the Distinguished Budget Presentation Award by the Government Finance Officers Association (GFOA). The 2006/2007 budget continues to conform to the GFOA program requirements and strives to maintain the high standards established by this organization.

Estimated revenues for SANBAG's 2006/2007 budget are $325,458,298. This compares with the 2005/2006 budget of $290,288,811 and the 2004/2005 actual of $244,544,344. A growth rate of 5% is anticipated for Measure I revenue while other increases in restricted funds are dictated by grant activity. A review of the ***Estimated Revenues Schedule*** for Fiscal Year 2006/2007 reveals the anticipated changes for each funding source. Consideration of estimated revenues on this schedule does not include the use of undesignated fund balances. Please refer to the ***Financial Overview*** for further discussion of revenue sources and the ***Budget Process*** for a review of the evaluation of resources.

New budget activity for Fiscal Year 2006/2007, not including estimated encumbrances, is $305,818,572 and is balanced with undesignated beginning fund balances and estimated revenue for Fiscal Year 2006/2007. The total estimated budget for Fiscal Year 2006/2007, including prior year encumbrances totals $392,325,566. The most significant planned expenditures relate to the Valley Major Projects portion of the Measure I program. The ***Major Projects Measure I Cash Flow Plan*** is continuously reviewed and updated to provide the most current information for the purpose of determining cash flow requirements and more specifically the timing and sizing of any future bond issues. No bond financings are expected for the remaining current Measure I program. In addition to Measure I supporting this program, approximately $30.9 million, $12.5 million and $21.7 million in Congestion Mitigation and Air Quality funds, Surface Transportation Program funds and Traffic Congestion Relief Program funds, respectively, are anticipated to be received.

SUMMARY OF MAOR ISSUES AND PROGRAMS

The following narrative highlights key issues and products which SANBAG staff and Board members will be addressing and implementing during Fiscal Year 2006/2007.

SANBAG 2006/2007 Work Program

The comprehensive Work Program sets forth the performance targets for SANBAG senior managers. This document should assist the Board in understanding the projects and programs to be worked on during the year. From a management point of view this document is essential in monitoring our programs and progress on specific projects.

San Bernardino Santa Fe Depot

As SANBAG approaches its second anniversary of occupancy in the restored historic depot, we can expect to see a continuation of activities that will improve the utilization of the building and the environment surrounding it. This past year the Board approved financial assistance for improvements necessary for two new tenants; a City of San Bernardino Police Substation located on the first floor and adjacent to the elevator lobby, and a café in the main lobby. Our property management firm, in addition to marketing the remaining available space to lease, is assisting us

with landscape and signage improvements and will be assisting in implementing improvements to the depot parking areas during the next year. The City of San Bernardino has completed improvements to 3rd Street in front of the depot including the construction of a contiguous sidewalk.

Omnitrans

Omnitrans is the principal public transit operator serving 1.4 million residents in the urbanized southwest portion of the County. Annual ridership during Fiscal Year 2004/2005 was 16.1 million, reflecting a 1% decline from the prior year. Total ridership through December 2005 was nearly 7.8 million, reflecting a 2% decrease over the same period prior year. An encouraging sign is that total ridership during the second quarter is up 2% over the same period prior year.

During the prior year Omnitrans completed the "E" Street Bus Rapid Transit (BRT) corridor Major Investment Study. Both the Omnitrans and SANBAG Boards approved the Locally Preferred Alternative in December. This corridor is the first of several high density transit corridors identified by Omnitrans as candidates for this new type of service. Omnitrans will upon receiving approval from the Federal Transit Administration proceed with the preliminary engineering phase for this project.

Mountain/Desert Transit

There are five transit operators located in the Mountain/Desert Region of San Bernardino County; the cities of Barstow and Needles, the Morongo Basin Transit Authority, the Mountain Area Regional Transit Authority, and the Victor Valley Transit Authority. Each of these operators faces unique challenges in the growing urban and rural communities they serve. Collectively, these operators carried nearly 1.7 million passengers during Fiscal Year 2004/2005, representing a 12.8% decline over the prior year. Only the services provided by the cities of Barstow and Needles experienced an increase in ridership.

Long Range Transit Plan

Work commenced on the development of a Long Range Transit Plan (LRTP) during Fiscal Year 2004/2005 and is expected to be completed in Fiscal Year 2006/2007. The LRTP will consider the challenges facing the expansive San Bernardino County including the urbanized San Bernardino Valley and the Victor Valley as well as the vast rural and mountain communities. The LRTP will identify transit operating and capital improvements necessary to address the anticipated growth in population and employment and provide input to the development of the 2008 Regional Transportation Plan by the Southern California Association of Governments.

Passenger Rail Program

The passenger rail program contains work effort related to three distinct passenger rail systems. The first is the role we play as one of five county transportation agencies that formed the Southern California Regional Rail Authority (SCRRA) in October 1991. SCRRA is the joint powers agency established to plan, design, construct, operate and maintain the commuter rail system known as Metrolink. Three Metrolink lines serve San Bernardino County residents; the San Bernardino line, the Riverside line and the Inland Empire/Orange County (IEOC) line. Together these three lines carried 5.5 million passengers in Fiscal Year 2004/2005, representing a 5.8 % increase over the prior year and 51.4 % of the total Metrolink passengers.

Many of the major commuter rail capital projects initiated in the prior year will be under design, begin construction or be completed in Fiscal Year 2006/2007. Some of these include the construction of a parking structure at the San Bernardino station; the design of the Eastern Area Maintenance Facility; the completion of the project report and environmental clearance for the expansion of the Rialto station parking; the design of a platform extension and pedestrian undercrossing at the Rancho Cucamonga station; the construction of a pedestrian undercrossing at the Montclair station; and the platform extensions at the East Ontario station.

The second passenger rail system is the proposed implementation of a self-propelled car service operating between San Bernardino and Redlands. A preliminary feasibility study for this service was completed in Fiscal Year 2003/2004. A consultant has been selected to work with the cities of San Bernardino, Loma Linda and Redlands, Omnitrans and Metrolink to finalize station locations and develop station area plans that address transit-oriented and economic development. Transit supportive land use and economic development are two of three criteria the Federal Transit Administration is to consider for the new Small Starts capital improvement program. It is also anticipated that a more formal alternatives analysis may be implemented in Fiscal Year 2006/2007.

The extension of the Metro Gold Line (light rail line) from Pasadena to Montclair and perhaps to the Ontario International Airport (OIA) is the third system. The Board has approved an agreement with the Metro Gold Line Construction Authority to advance this extension to Montclair through the preliminary design phase. The proposed construction phase will be split with Segment 1 extending from Pasadena to Azusa to be completed by 2009 and Segment 2 from Azusa to Montclair to be completed by 2014. During Fiscal Year 2006/2007 consideration of potential alternative alignments to extend the light rail line from Montclair to OIA may be undertaken.

Intelligent Transportation Systems (ITS)

ITS programs include electronic and data communication systems for collecting, processing, disseminating or acting on information in real time to improve the operations and safety of the transportation system. One key ITS strategy is the development and construction of an Inland Empire Transportation Management Center (IETMC). SANBAG continues to partner with

Caltrans, the CHP and RCTC on funding of the IETMC, which will be the subregional centerfor ITS strategies implemented on the highways and major roadways. In FY 2005/2006 both SANBAG and RCTC allocated Congestion Mitigation and Air Quality Funding toward the project. Project design will continue throughout FY 2006/2007 and efforts will be made to secure State funding for project completion. In addition, SANBAG will play a lead role on ITS Architecture Plan updates, as well as any other ITS coordination and implementation with SCAG, Caltrans and other stakeholders.

Motorist Aid Programs/Freeway Service Patrol (FSP)

FY 2006/2007 will mark the first full year of SANBAG's entry into the state's FSP program. Six beats were implemented in FY 2005/2006, as well as the continuation of FSP service along I-10 during highway construction. SANBAG will work with Caltrans in coordinating additional FSP service during I-215 construction, and will work to implement additional FSP services funded by a Mobile Source Air Pollution Reduction Review Committee (MSRC) grant. The overall program will be evaluated in the event additional FSP service can be implemented through the State funding program.

Call Box Program

Now that the call boxes have been upgraded to a digital cellular signal, SANBAG will further improve the call boxes to become compliant with Americans with Disabilities Act (ADA) requirements. Staff will also continue to work with other call box agencies, which have shown interest in joining the Inland Empire's private call answering center, and will bring other motorist aid opportunities (such as the #399 cell phone number for motorist assistance) to the Board for consideration.

Rideshare Program

The focus of the program will be on providing/enhancing internet and advanced traveler information tools for the commuting public. The ridematching software will be integrated with MTA's transit trip planning software, so that detailed transit itineraries will be available on every RideGuide. Staff will work to develop a regional 511 program which will be a one-stop-shopping phone number for commuter and traveler information in the Southland. SANBAG will seek opportunities to lease Park'N'Ride (PNR) lots as well as assisting Caltrans and other jurisdictions with PNR lot construction funded by Congestion Mitigation Air Quality (CMAQ) funds. Surveys will be conducted to evaluate the effectiveness of the rideshare/trip reduction program and staff will continue participation on local, regional and state committees.

I-10/Tippecanoe Interchange – Design Build

SANBAG is the sponsor of AB 2604 (Emmerson, 2005), which would authorize the use of a design-build procurement process for the I-10/Tippiecanoe Interchange project which is critical to the future effectiveness of the Loma Linda trauma center.

Federal Appropriations Request

SANBAG has requested $64 million from the federal appropriations act to fund six highway/road Projects, three Alameda Corridor East Projects, one rail safety project and five transit projects. These projects have met accepted criteria for project selection and are considered as projects of regional importance.

State Funding Overview

The 2006 State Transportation Improvement Program (STIP) relies heavily on the permanent availability of Proposition 42 (sales tax on gasoline) revenue to fund roadway improvements despite the continued existence of the legal loophole by which these funds were withheld from transportation to help balance the state budget prior to 2005-2006. SANBAG's funding strategies have, thus far, kept most major projects moving with infusions of Measure I and federal funds in place of dwindling state resources, but we are near the limit of our fiscal capacity to shield key projects from the impacts of inadequate state support.

Measure I Strategic Plan

The Fiscal Year 2006/2007 SANBAG budget continues support for development of the comprehensive strategic plan to address policy, fiscal, and institutional issues associated with the allocation and administration of local transportation sales tax and state and federal transportation revenues, as well as project management and delivery of the Measure I 2010-2040 transportation program. The plan is being developed through a combination of in-house resources and support by Fluor Daniel Inc., with completion targeted for Summer 2007. Issues to be addressed include project prioritization, integration of fair share contributions to regional facility improvements from new development, and institutional capacity and structure. Consideration of advancement of projects prior to the inception of Measure I 2010-2040 was expedited, but the program will rely on the Strategic Plan for determination of schedule of local jurisdiction reimbursement for eligible costs. Upon completion, the strategic plan will guide administration of the remaining revenues from the current Measure I to 2010, revenues beginning in 2010 from the extension of Measure I, and estimated federal, state, local, and private revenues for improvement, operation, and maintenance of the regional transportation system.

Congestion Management Program (CMP) and Nexus Study

The biennial update of the CMP for San Bernardino County was approved by the SANBAG Board in November 2005. This update incorporated the provisions of Measure I 2010-2040, which requires fair-share contributions from new development for freeway interchanges, arterial streets, and grade separations within the more urban parts of the county. The fair share is defined at the jurisdiction level by SANBAG's nexus study. Within the San Bernardino and Victor Valleys, the Development Mitigation Program required by Measure I will supersede the original CMP traffic impact analysis (TIA) requirement. Linkage with the CMP also provides the enforcement mechanism for the program. This revised CMP approach is expected to result in a more equitable distribution of mitigation requirements among projects of varying sizes, as well

a streamlined, less resource intensive process for the development community, local jurisdictions, and SANBAG. The deadline for implementation of the program by local jurisdictions is November 2006. Rural areas may choose to opt in to the new program, but will otherwise continue to implement the CMP in the traditional way.

Regional Transportation Plan (RTP)

Inclusion in a federally approved RTP and Regional Transportation Improvement Program (RTIP) is required to advance any regionally significant project. Federal approvals are based on findings that: 1) the plan and the RTIP can be implemented with reasonably available funding, and 2) the plan and RTIP provide emission reductions consistent with the State Implementation Plan for air quality ("conformity," see below). An effort to develop a new RTP to update one approved in April 2004 is in progress. It is the first RTP to be prepared under the new guidance offered by SAFETEA-LU, and may take advantage of an opportunity to transition to a four-year planning cycle from the previous three year cycle. The principal challenges facing the region in preparing the 2008 RTP are: 1) transportation funding continues to be inadequate as described previously, 2) unprecedented project cost escalation has occurred since preparation of the 2004 RTP, 3) conformance to new, more stringent air quality requirements, and 4) the need to demonstrate progress toward implementation of land use measures for which the region took credit in the 2004 RTP. Several of the region's key demonstration projects for improved land use-transportation coordination exist in San Bernardino County and are currently under study, including Ontario's New Model Colony and San Bernardino's Depot and Downtown redevelopment areas. This year, SANBAG will partner with several member agencies, representatives of the private sector, and SCAG to consider similar opportunities in the central and eastern San Bernardino Valley and help make the case for improved land use-transportation linkage.

Air Quality and Conformity

Air quality efforts in 2006-2007 will focus on completion of attainment plans for the new federal 8-hour ozone and PM2.5 (fine particles smaller than 2.5 microns in diameter) standards. Attainment of the particulate standard by 2015 as required (with all possible extensions) is, quite simply, not possible within the South Coast Air Basin without technological change on an unprecedented scale if the growth in freight movement through the region continues. Further, epidemiological data now provide compelling evidence of the contribution of air pollution, particularly diesel emissions, to respiratory disease and reduced lung capacity in children, and underscores the need to integrate public health and environmental justice considerations into the transportation decision-making process. Staff will continue to be active participants in formulation of the emission reduction strategies for the South Coast Air Basin.

Freeway Funding Overview

The uncertainty of transportation funding that has plagued the State for over three years continues to challenge local transportation agencies and their ability to deliver desperately needed transportation improvements to the traveling public. While transportation agencies have seen some progress towards greater predictability of funding thanks to the United State Congress approval and the President's signature on the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy to Users (SAFTEA-LU), long term predictability of funding for major transportation improvement is still lacking. Complicating matters has been the substantial increase in construction cost over the past three years. Even as SANBAG has updated engineer's estimates with the most current data available immediately prior to advertising for bids, low bids are being received that are 20%-25% higher than those estimates. This is an issue that is affecting transportation agencies nationwide.

State Route 210

Caltrans has completed construction of Segment 8 (Sierra to Linden) and with SANBAG assistance opened an additional mile of freeway to Alder Avenue to traffic in Winter 2005. All freeway overpasses in Rialto have been completed and opened to local traffic and all freeway bridges over local streets are nearing completion in San Bernardino. In the fall and winter of 2004 the SANBAG Board awarded construction contracts totaling in excess of $140 million to complete the construction of the SR 30/210 freeway through the cities of Rialto and San Bernardino, connecting with the Crosstown Freeway at Interstate 215. Construction was anticipated to total approximately three years and the new freeway is projected to be open to the public in 2007. SANBAG consultants continue to work on design of the SR-210/I-215 high speed connectors which will be the final construction contract for the SR-210 project anticipated to proceed to construction in Fall 2007.

Interstate 10 East Projects

SANBAG completed the first of three I-10 East Projects late in FY04/05 as the eastbound Truck Climbing Lane from Ford Street in Redlands to Live Oak Canyon Road in Yucaipa was opened in its entirety to traffic. The SANBAG Board awarded a $41.7 million construction contract in the Fall of 2005 for the I-10 widening from Orange Street to Ford Street, a project to add one new mixed-flow freeway lane in each direction as well as construct soundwalls along this corridor. Construction is anticipated to take approximately 2 ½ years and the new lanes should be open to traffic in mid-2008. The Board awarded a consultant contract to prepare an Environmental document and conduct preliminary engineering for the widening of I-10 from Live Oak Canyon Road to Ford Street, Westbound with completion of this project development work by mid 2007. It was originally hoped that this project development work would be completed by the end of 2006 but due project scope modifications that include a freeway ramp metering project to be performed by Caltrans, SANBAG activities have been delayed.

Interstate 215 Widening and Improvements – San Bernardino

This project includes an additional mixed-flow lane and new high occupancy vehicle (HOV) lane, and reconfiguration of the freeway and freeway on and off ramps from the I-10 to the SR 210. This major freeway project consists of four segments all which are in the design phase with the southerly segments (Segments 3 and 1) nearing completion of final design. In December 2005, the Federal Highway Administration (FHWA) finalized the environmental reevaluation for this project enabling SANBAG and Caltrans to work cooperatively toward purchase of right of way necessary for the project. In light of the availability of Proposition 42 funds in FY 2006/07, SANBAG will request of the California Transportation Commission (CTC) the $25 million included in the Traffic Congestion Relief Program (TCRP) for the I-215 improvements be allocated to the early 5th Street Bridge Project. Assuming the allocation is made by the CTC in the summer of 2006, it is estimated that SANBAG could award a construction contract in late Fall 2006. Caltrans is nearly complete with design for Segment 3, the southerly most segment. Assuming that STIP funding is available, Caltrans should be into construction on this segment by early summer 2007.

Interstate 215 South

Preliminary engineering and environmental analysis of this project has been underway for about two years and continues to proceed in cooperation with Caltrans, the Riverside County Transportation Commission and the local jurisdictions along the corridor. SANBAG is the lead agency on this effort and has regularly scheduled Project Development Team meetings that include the principal stakeholders of Caltrans, the cities of Colton, Grand Terrace, and Riverside as well as the counties of San Bernardino and Riverside and the Federal Highway Administration. Thanks to the San Bernardino County voters decision to extend Measure I, this project is now funded through construction.

Alameda Corridor East

AB 2928 created the Traffic Congestion Relief Program (TCRP) and provided $95 million to SANBAG to fund high priority grade separation projects along the Alameda Corridor East. They are University Parkway (State Street) at Burlington, Northern Santa Fe; Hunt's Lane at Union Pacific (UP), Milliken at UP, Monte Vista at UP, and Ramona at UP. Design of University Parkway, Hunt's Lane, Monte Vista, and Ramona are virtually complete but due to Proposition 42 suspension for several years and the skyrocketing cost of construction the $95 million may ultimately not prove sufficient to fully fund all five projects. Now that Proposition 42 funds are available, SANBAG is encouraging all project sponsors to aggressively pursue completion of design activities and right of way acquisition so that construction funding allocations can be requested from the California Transportation Commission.

Interstate 15/Interstate 215 Devore Interchange

SANBAG staff has added a new task to the FY 2006/07 Budget for the Devore Interchange project. The Interstate 15 Corridor Study/Major Investment Study (MIS) was completed in

Winter 2005. The Board identified the Devore Interchange as a priority project that should be considered for advanced project development. While the task currently has no funding identified to fund early project development work, staff is exploring options to advance project development work such as a project study report (PSR), Project Report (PR), and an environmental document prior to Measure I 2010-2040 funds becoming available.

Colton Crossing – Burlington Northern, Santa Fe (BNSF) Railroad/Union Pacific (UP) Railroad Grade Separation

Another new task in the budget this year is that for the Colton Crossing, a project that will ultimately grade separate the BNSF tracks and the UP tracks where they intersect immediately south of Interstate 10 Freeway. The California Transportation Commission and Caltrans have included approximately $2.2 million in the proposed 2006 State Transportation Improvement Program for the preliminary engineering and environmental document phase and requested that SANBAG act a lead agency for this project development work.

Victor Valley Area Transportation Study

The Victor Valley Area Transportation Study was authorized in the 2005/2006 budget and has progressed throughout the year. The study will develop a long-range inter-jurisdictional plan for major streets and highways in the Victor Valley, based upon existing circulation elements. A major component of the study will develop an agreed upon strategy for preservation of corridors for future highway facilities. This budget provides funding to continue the effort to completion in Fiscal Year 2006/2007. The task has been expanded in this budget to include initiation of a California Environmental Quality Act clearance for the new alignment of S.R. 395. Environmental clearance of this alignment will facilitate protection for a future highway and inclusion of the alignment in the city and county general plans.

Re-Implementation of Financial Management System.

In August 2005, the Board of Directors approved a work effort to re-evaluate the structure used by SANBAG its use of the Regional Council Management System. With the assistance of the system consultant, SANBAG staff has been reviewing the agency financials, grants and funding, internal and external reporting requirements, and financial products produced off-system. Beginning with Fiscal Year 2006/2007 and this budget document, the restructured task numbering system is being implemented. Review of the general ledger, revenue recognition, and asset management procedures will result in revised practices to be implemented in 2006/2007. Together, these modifications will maximize the functionality of the system and provide additional automation related to contracts and supportive funding.

Personnel

The 2006/2007 budget proposes that the position of Data Management Specialist be deleted and that the new entry level position of Public Information Specialist be created. Additionally, it is recommended that the Transit Management Specialist position approved last year be reclassified

to a Transit Analyst position. Due to the inability to fill the position over the past year, it is recommended that the duties of the two Transit Analyst positions be restructured to better serve the management and skill level required for the transit and rail programs. The total cost of the proposed modifications in 2006/2007 is approximately $7,000 over the prior year. These proposed changes are detailed in the Staffing Overview section of this budget.

EXECUTIVE DIRECTOR OBJECTIVES

Inter-Governmental/Legislative
Actively pursue intergovernmental relationships to leverage funding for priority projects described in the Measure I program and be positioned to move the next phase forward. Pursue the Development of the Multi-County Goods Movement agreements with the Southern California Transportation Commissions and work with consultants to deliver the MOU for national commitment to goods movement. Coordinate efforts for Design Build authority for specific project(s), and legislative involvement with Bond Measures for full SANBAG delivery of critical projects within the Measure I priorities.

Measure I 2010-40 Implementation Plan
Conduct workshops with the SANBAG Board to set priorities for the project delivery and potential frontloading of projects. Develop inter-modal mapping model for consideration of projects.

Project Programming and Delivery
Track and actively pursue available funds for major corridor highway projects. Foster recognition for funding needs for the Southern California Goods Movement Action Plan. Proceed with the final sequence of the SR 210 Freeway. Bid and award first phases of the I-215 Freeway. Coordinate with other agencies for deliver of priority projects Continue to participate, as a SANBAG representative on the Design Sequencing Peer Review Team, the Performance Improvement Initiative Transportation Expert Review Panel and the Innovative Contracting Committee, to develop and deliver system mechanisms the State and regional transportation authorities will be able to use to select and deliver projects that are most cost effective and efficient for the region.

Corridor Development
Participate with the Southern California Regional CEOs and staff to develop an agreement for project priorities, procurement and delivery of Alameda Corridor East planning. Work with the public and private partners to review the various proposals for multi-modal transportation mechanisms in the high desert.

Public Transit/Commuter Rail
Support cost effective and efficient growth in public and specialized transit throughout the County and commuter rail services in the San Bernardino Valley.

Aviation Facilities
Review the aviation needs and assist in developing a long term approach to moving people and goods into and out of the commercial airports coordinated with all other transportation facilities.

Organizational Alignment
Review current organizational chart and review departmental resources as applied to the needs of the 2010-40 Measure I delivery. Initiate a thorough salary range review with budgetary impacts. Review current and future investment strategies to allow SANBAG to maximize delivery opportunities.

Review Expanding SANBAG Role as a Council of Governments
Working with the leadership of the Board of Directors and Policy Committee Chairs, develop a strategy for delivering a consistent policy and governmental approach to regional needs for land use strategies, legislative consensus and corridor priorities.

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Tony Grasso, Executive Director

INTRODUCTION

San Bernardino Associated Governments
and
The Community It Serves

The Organization and Its Responsibilities

San Bernardino Associated Governments (SANBAG) is a council of governments and transportation planning agency, governed by the mayors of the twenty-four cities and the five members of the Board of Supervisors within San Bernardino County. SANBAG serves the 1.946 million residents of San Bernardino County and enjoys the membership of the County of San Bernardino and all cities within the county: Adelanto, Apple Valley, Barstow, Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Hesperia, Highland, Loma Linda, Montclair, Needles, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Twentynine Palms, Upland, Victorville, Yucaipa, and Yucca Valley.

Since its creation as a Council of Governments in 1973, SANBAG has been designated to serve as several additional authorities, created primarily by statute, which are organized under the umbrella of the Council of Governments. These authorities are listed below:

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

As the **County Transportation Authority**, SANBAG is responsible for administration of the voter-approved half-cent transportation transactions and use tax which is estimated to generate over $1.6 billion through 2010 for funding of major freeway construction, commuter rail service, local street and road improvements, special transit service for the elderly and disabled population, and traffic management and environmental enhancement efforts.

As the **Service Authority for Freeway Emergencies**, SANBAG operates a system of over 1,603 call boxes on freeways and highways within San Bernardino County.

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

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

The Community

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

For programmatic purposes, many SANBAG activities are separated into subregions identified as the East Valley, West Valley, and Mountain/Desert. This segmentation provides for the identification of characteristics unique to the distinct geographic subregions and allows for programs designed to meet their specific needs. The total population of San Bernardino County is $1.946 million. Approximately 74% of the county population resides in the urban areas of the East and West Valley, 16% resides in the Victor Valley urban area, and the remaining 10% reside in the rural desert and mountain areas. An estimated 84.4% of the population, totaling 1.64 million people, reside in the twenty-four cities of the county, while 15.6% live in unincorporated territory served by the County of San Bernardino. San Bernardino County is home to four cities with populations in excess of 100,000: San Bernardino (199,803), Ontario (170,373), Rancho Cucamonga (161,830) and Fontana (160,015).

According to the 2000 U.S. Census, the County of San Bernardino is the fourth most populous county in the State of California. San Bernardino County grew by 20 percent since the 1990 census. Over the past decade, San Bernardino County has not only grown in numbers, but also has become more diverse, as minority populations make up 41% of the residents. San Bernardino County's rich ethnic diversity is 39% Hispanic, 9% Black, and 59% Caucasian, with a substantial number of residents declaring to be of multiple ethnicities. The median age of the total population is 29. This county of urban, suburban and rural character is forecast to grow to nearly 2.8 million residents by the year 2030.

The Economy

San Bernardino County, which together with Riverside County forms the Inland Empire, has one of the fastest growing populations and economies in the United States. The most recent data show that the county is experiencing rapid growth in new home construction, population, employment, and retail sales. Importantly, this growth is resulting in a qualitative shift, as well-educated and younger workers migrate inland from Southern California's coastal counties.

Key data illustrating these points include the fact that in 2002, 2003, and 2004, the county's retail sales increased 5.9%, 8.4% and 16.0%, respectively, according to the California Board of Equalization. This growth is being driven in part by the population increase. From July 2004 to 2005, the California Department of Finance reports that San Bernardino County had the third

highest absolute growth in California, up 51,267 people or 2.66% to 1,977,822. Another driver is per capita retail sales which increased 12.8% from $12,083 in 2003 to $13,634 in 2004.

An important factor associated with this growth is the rising level of education of Inland Empire residents. Adults with bachelor's or higher degrees grew 30.8% from 2000 (Census) to 2004 (Census Bureau's American Community Survey). Supporting these data are the powerful increases in the local economy. The U.S. Bureau of Labor Statistics indicated that San Bernardino had the ninth largest increase in local jobs (27,700, up 4.6%) in second quarter 2005 among all counties in the United States. These data are consistent with the fact that Grubb & Ellis finds that the inland region now has the second lowest office vacancy rate (*7.1%*) and second lowest industrial vacancy rate (*2.4%*) in the United States. These rates occurred despite the addition of 1,000,000 square feet of office space and 20,000,000 square feet of industrial space in the past year.

Fundamental to this growth is the fact that San Bernardino County has available land for development at a time when it has disappeared in Southern California's coastal areas. It is reflected in the county's median new and existing housing price of $332,000. That is far below those of Los Angeles ($481,000) or Orange ($660,000) counties.

The growth in population and the economy translates into increased revenue to SANBAG from the Measure I half cent transportation transactions and use tax and from the Local Transportation Funds for transportation programs. However, funding from primary State and Federal transportation sources continues to shrink from what was historically the major source of revenue for transportation improvements.

For the three years prior to Fiscal Year 2005/2006, approximately $5.5 billion in gasoline and automobile-generated sales tax revenue intended for transportation was diverted to California's general fund, resulting in a loss of $251 million for San Bernardino County. As we begin Fiscal Year 2006/2007, the first allocations of State Transportation Improvement Program Funds in as much as eighteen months are about to occur. The legislature has yet to determine the timing for repayment of transportation funds diverted from the State Highway Account. All indications are that Measure I transportation revenues will continue to fill the funding gaps caused by the lack of State funding for transportation improvements.

SANBAG's challenge remains that of building a balanced transportation system for San Bernardino County that provides multi-modal alternatives and reasonable travel times for commuter, recreational, and goods movement traffic throughout the next decade. As the Council of Governments, SANBAG is dedicated to providing a forum for cities and the County to address issues of mutual concern and to developing strategies for addressing future needs of the residents in San Bernardino County.

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FINANCIAL SECTION

Budget Process

Budget Process Summary

San Bernardino Associated Governments (SANBAG) accounts for its funds using governmental accounting. Governmental funds use the modified accrual basis of accounting. Revenues are considered to be available when they are collected within the current period or soon enough thereafter to pay liability of the current period. SANBAG considers revenues to be available if they are collected within 60 days of the end of the current fiscal period. Expenditures are recorded when a liability is incurred, as under accrual accounting. However, debt service expenditures, as well as expenditures related to compensated absences are recorded only when payment is due.

The budget is adopted with funding source detail: Local Transportation Fund-Planning and Administration; Local Transportation Fund/State Transit Assistance Fund-Rail; Local Transportation Fund/State Transit Assistance Fund-Pass Through; Grants; Vehicle Registration Fees and Measure I. (Refer to ***Financial Overview and Estimated Revenues*** for discussion of revenues.)

SANBAG presents budget information for the General Fund and the Special Revenue Funds (consisting of five special revenue fund types). No separate budget is presented for the Internal Service Fund which accounts for the costs related to the upkeep of the present facility. Those costs are included in the **Indirect Cost Allocation.** The Debt Service fund is a non-budgeted fund as the resources for payment of the debt are budgeted in the Special Revenue Fund.

The budget is presented in two documents: the main budget document that contains projections and program overviews; and an appendix that presents the task level detail with objectives and accomplishments. The main 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 compliance with fiscal accountability.

Review of Short Term Direction

The budget process begins with a review of the Board of Directors direction as it relates to short-term goals and how it integrates with 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 particularly over the remainder of the Measure, which as of this writing is four years.

Staff reviews budget to actual with SANBAG's Board of Directors. This information is used in December to assess actual results for the current fiscal year and to discuss changes in strategy for the ensuing fiscal year. A short-term work program is developed by the management staff and is also reviewed by the Board of Directors. The work program becomes a part of SANBAG's short-term strategic direction.

Assessment of Needs

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

Evaluation of Resources

The second phase of the budget process begins in January and involves an analysis of funding sources. Identification of available resources occurs during the fiscal year, but estimates are finalized during the budget development process. Areas of focus include what funds are estimated 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 are issued but are reflected as other financing sources rather than anticipated revenue for the current year.

Development & Review

The SANBAG bylaws set the fiscal year as beginning July 1 and ending June 30. The budget process is structured to provide for the maximum level of input from SANBAG policy committees and the general public. The SANBAG policy committees are composed of members of the SANBAG Board of Directors and serve as the initial review body of budgeted tasks. Each budgeted task is reviewed by at least one of the SANBAG policy committees: Administrative Committee; Commuter Rail Committee; Mountain/Desert Committee; Major Projects Committee; and Plans and Programs Committee. (See chart entitled ***SANBAG Committee Structure Chart.)*** Each policy committee reviews the tasks that relate to function areas of committee oversight. They may also request a full budget briefing. A notice of public hearing is published, and there is at least one public hearing relative to adoption of the budget. Additionally, a full 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.

Adoption

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

Budget Roles and Responsibilities

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

Budget involvement includes all SANBAG staff members. Finance staff prepares revenue projections, the administrative budget, and completes set up of SANBAG's budget system for the new fiscal year by February 1. Task managers develop a detailed line item budget and submit them to the Chief Financial Officer by the last day of February. The Chief Financial Officer then compiles the draft budget documents and presents the information to SANBAG's management staff for review. The Executive Director reviews the entire budget for overall consistency with both the short- and long-term strategic direction of the Board of Directors, the appropriateness of funding sources for the identified tasks, and any recommended staffing changes. Support staff assist in the review and preparation of documents and submit them to the Director of Management Services, the Chief Financial Officer and the Clerk of the Board/Administrative Assistant for finalization.

Budget Amendments

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

I. Administrative Budget Amendments

An administrative amendment does not increase the overall program budgets. It requires written approval from the task manager. There are two types of administrative changes:

1. Transfers from one line item to another within a task budget or changes between tasks within the same program.
2. Reallocation of budgeted salary costs and revenues from one program to another.

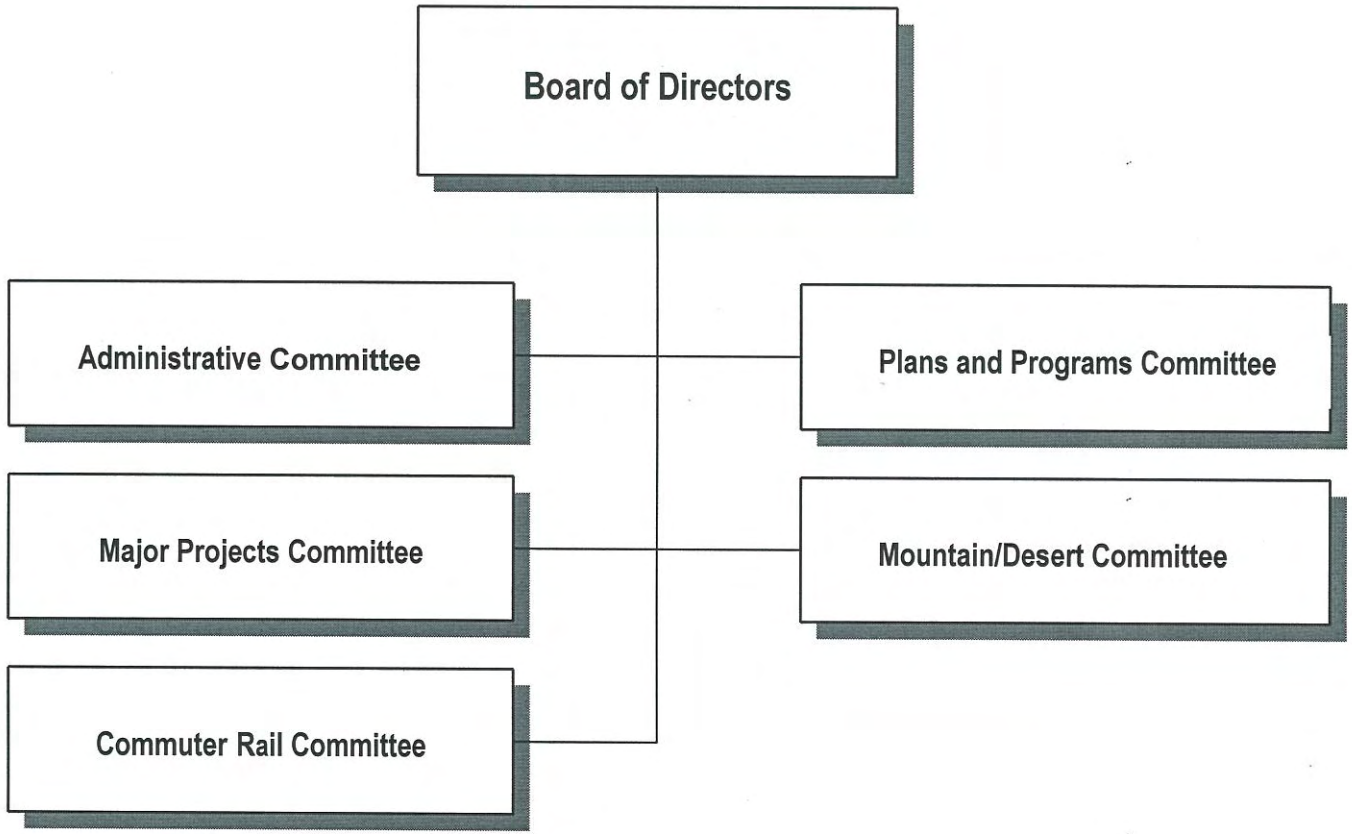
II. Board Approved Amendments

The second type of budget amendment brings about a change in the total expenditures for a program. Examples of these changes include, but are not limited to the following:

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

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

San Bernardino Associated Governments
Committee Structure Chart
Fiscal Year 2006/2007



Financial Overview

The following narrative provides definition of the factors instrumental in developing the foundation for SANBAG's Fiscal Year 2006/2007 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. Estimated encumbrances are included to provide an overall perspective of total expenditures for the upcoming fiscal year. These estimated encumbrances are presented to the Board for review and formal incorporation into the adopted budget. Actual encumbrances are finalized by the end of the first quarter of the following fiscal year.

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

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

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

4. No new or expanded contracts will be authorized without implementing trade-offs 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.

6. Contracts will be budgeted by fiscal year for multi-year projects based on best estimates, with the understanding that to the extent actuals vary from estimate, 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 jurisdictions based on population and net assessed property value. The total dues assessment amount is set at $85,085 for Fiscal Year 2007 budget.

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

3. Sales tax revenue projections will be revised biannually 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 a minimum no less than once a week.

2. Measure I funds are electronically transferred to SANBAG's accounts 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 per 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 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 a 1.3 debt coverage ratio on all senior lien debt.

Investment Policies

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

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

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

Auditing Policies

1. An independent audit, by a recognized CPA firm, will be performed annually.

2. SANBAG will maintain a strong internal audit capability.

3. SANBAG will produce annual financial reports in accordance with Generally Accepted Accounting Principles (GAAP) as outlined by the Governmental Accounting Standards Board (GASB).

Estimated Revenues

The revenue for Fiscal Year 2006/2007 is projected at $325,458,298. A visual representation of revenues is presented in a chart labeled ***Estimated Revenues Schedule.*** Additionally, detail of anticipated revenues is presented in this section of the budget on a table entitled ***Estimated Revenues.*** SANBAG maintains a General Fund (General Assessment Dues and other Local Revenues) and a Special Revenue Fund (Local Transportation Fund (LTF)-Planning & Administration, LTF/State Transit Assistance Fund (STAF)-Rail, LTF/STAF-Pass Through, Grants, Vehicle Registration Fees, and all portions of the Measure I Program). Because the majority of the revenue received by SANBAG is classified as special revenue, treatment of the revenue and the expenditures is detailed in this budget and summarized on the ***Budget Summary*** schedule.

Measure I (Half-Cent Transactions and Use Tax)

In November 1989, San Bernardino County voters approved passage of Measure I authorizing the San Bernardino County Transportation Authority to impose a half-cent retail transactions and use tax applicable in the incorporated and unincorporated territory of the County of San Bernardino for a period of twenty years. SANBAG, acting as the Authority, is authorized to administer the programs as described in the Measure.

Measure I identified six separate subareas of the county for the purpose of revenue allocation: Colorado River Subarea, Morongo Basin Subarea, Mountains Subarea, North Desert Subarea, Victor Valley Subarea, and the San Bernardino Valley Subarea. The San Bernardino Valley Subarea includes not only allocations for local jurisdictions, but also allocations for Major Projects, Arterial Projects, Commuter Rail, Elderly and Handicapped Transit, and Traffic Management and Environmental Enhancement Programs. The Mountain/Desert Subarea includes allocations for Regional/Arterials, Local Streets, and Elderly and Handicapped Transit. Revenue generated in each subarea is returned to that subarea for projects identified in their five year capital improvement 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. 89-1.

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 has engaged the services of an investment advisor and financial advisor. Additionally, SANBAG has utilized the services of an economist to prepare an economic forecast of annual taxable retail sales for the county through the year 2010 to assist SANBAG in the forecasting of its future funding and bonding needs.

Although actual growth rate for Fiscal Year 2004/2005 and the current Fiscal Year 2005/2006 have been above expected forecasts, anticipated increases in Measure I revenue were forecast at a 5% growth rate for the Fiscal Year 2006/2007 Budget.

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

Local Transportation Fund

The Transportation Development Act (TDA) authorizes the creation of a Local Transportation Fund (LTF) in each county for the transportation purposes specified in the "Mills-Alquist Deddeh Act," also known as the Transportation Development Act, Public Utilities Code Section 99200. Revenues to the Local Transportation Funds are derived from the quarter cent of the 7.75% cent retail sales tax collected countywide. The quarter cent is returned by the State Board of Equalization to each county according to the amount of tax collected in that county. There is a three-step process for disbursement of these funds: (1) apportionment, (2) allocation, and (3) disbursement. One step does not always imply or require the next. Annually, SANBAG, acting as the Transportation Planning Agency (TPA), determines each area's apportionment of the anticipated Local Transportation Funds. Once funds are apportioned to a given area, they are typically available only for allocation to claimants in that area. Allocation is the discretionary action by SANBAG that designates funds to a specific claimant for a specific purpose. Disbursement is authorized by allocation instructions issued by SANBAG, which may call for payment in a lump sum, installments, or as funds become available. After determining amounts allocated for planning and administrative purposes, funds are allocated for pedestrian/bicycle projects, support of transit operation and capital projects and in the mountain/desert region for street and road improvements. In addition to the role of administrator for LTF, SANBAG is a recipient of Local Transportation Funds for planning, fund administration, and the commuter rail programs in the amounts of $2,396,250, $300,000 and $9,091,375 respectively. Refer to program budgets ***Regional & Quality of Life Program, Subregional Transportation Planning Program, Transit/Commuter Rail Program and Transportation Programming and Fund Administration Program*** for detail. Columns on the ***Budget Summary*** schedule define the expenditures that will be supported by this funding.

The LTF funding growth rate for Fiscal Year 2006/2007 has been estimated at 6.5%. These funds often grow at a rate comparable to Measure I. Should the funds not increase at the expected rate, the apportionment will be revised.

State Transit Assistance Fund

The TDA provides for a second source of revenue; the State Transit Assistance Fund (STAF). These revenues are derived from a portion of the sales tax applied to the purchase of gasoline and diesel and are appropriated annually by the State Legislature. STAF revenue is allocated by the State Controller pursuant to a formula that considers County population and the ratio of passenger fares and local support of each eligible transit operator in the County to the State total population and total fares and local support for all eligible transit operators in the State. As a member of the Southern California Regional Rail Authority, SANBAG will receive an allocation of $335,000 for capital projects in the commuter rail program. Refer to program budget ***Transit/Commuter Rail Program*** for detail. Columns on the ***Budget Summary*** schedule define the expenditures that will be supported by this funding.

Local Fund

General Assessment Dues - SANBAG annually collects dues from its member jurisdictions as authorized in the joint powers agreement, that are intended to fund SANBAG activities related to issues of mutual concern to the general membership. Dues are levied by a formula whereby one-half of the assessment is based on population and the other one-half is based on the assessed valuation of each member jurisdiction. The total amount of the general dues assessment is $85,085. Of that amount, $28,654 is utilized to support Intergovernmental Relations and the balance is set aside for Council of Governments new initiatives. These funds will remain in a set aside task until they are allocated by Board action. Detail for the estimated dues is presented on a table entitled ***SANBAG General Assessment Dues Estimated Calculation*** in the *Financial Section.*

Local Reimbursement – Several agencies have participated in programs administered by SANBAG and have entered into agreements to reimburse SANBAG for those activities and services that fall within the respective jurisdictions. Types of reimbursements that are included in this classification are those related to the Congestion Management Program, the Freeway Service Patrol Program, and reimbursement for statistical data. These anticipated reimbursements will fund the proposed corresponding activities.

Vehicle Registration Fees

In accordance with Section 2550-2557 of the California Streets and Highways Code, the County of San Bernardino and a majority of the cities representing a majority of the population within the incorporated territory approved the formation of a Service Authority for Freeway Emergencies (SAFE) and designated SANBAG as that agency in 1986. Under the auspices of SAFE, SANBAG administers a program that currently provides approximately 1603 call boxes on state freeways and highways within San Bernardino County. Approximately 25,000 calls are placed from call boxes throughout the county each year. Spacing between individual call boxes ranges from one-quarter mile intervals in high volume traffic areas to two mile intervals in more remote locations. The vehicle registration fees support the related expenditures of the cellular service for the call boxes program and its related operating and capital expenses. Refer to the program budget for ***Regional & Quality of Life Programs*** for detail.

Grants/Special Revenue

In accordance with SANBAG's revenue policy to obtain grants, reflected in this budget are the following grants: Congestion Mitigation and Air Quality; Surface Transportation Program; Transportation Enhancements; Congressional Authorizations; State Transportation Improvement Program; Planning, Programming, and Monitoring; Longer Life Pavement; and Traffic Congestion Relief Program. The amounts of the grants and the tasks that they will be funded are represented in the column labeled "Grants" on the table entitled ***Budget Summary*** contained in the ***Program Summary*** of this budget. These grants are project specific; if the funding is not received, these individual projects are postponed until alternative funding can be found. Narrative on the primary grants is as follows:

Congestion Mitigation and Air Quality - With the development of the Congestion Mitigation/Air Quality (CMAQ) funding program, the federal government has recognized that air quality problems and highway congestion are linked. The CMAQ program provides funding to areas of the country that have serious air quality challenges such as the South Coast and Mojave Desert Air Basins of Southern California. CMAQ funds must be spent on projects that help reduce ozone, carbon monoxide or particulate pollution and include construction of high occupancy vehicle (HOV) lanes on freeways, public transit bus purchases,

rail transit capital improvements, and regional projects or programs that serve to reduce congestion and improve air quality.

The SANBAG Board of Directors has historically allocated the majority of CMAQ funds to other agencies that administer the identified local projects or to regional projects administered by SANBAG. As a result, the CMAQ dollars in the SANBAG budget reflect only a portion of the funds that SANBAG administers. The total amount of CMAQ funds allocated by the SANBAG Board of Directors is outlined in the ***State and Federal Transportation Fund Allocation Responsibilities*** section of this budget document. SANBAG is the recipient of CMAQ funds for construction of HOV lanes, regional trip reduction strategies, and regional signal coordination programs.

Surface Transportation Program – The Surface Transportation Program (STP) provides flexible federal funding that may be used for projects on any federal-aid highway, bridge projects on any public road, transit capital projects, and intercity and intracity bus terminals and facilities. The SANBAG Board of Directors has historically allocated the majority of STP funds to other agencies that administer the identified local projects or to regional projects administered by SANBAG. As a result, the STP dollars in the SANBAG budgets reflect only a portion of the funds that SANBAG administers. The total amount of STP funds allocated by the SANBAG Board of Directors is outlined in the ***State and Federal Transportation Fund Allocation Responsibilities*** section of this budget document. SANBAG is the recipient of STP funds for the implementation of Measure I Major Projects.

Transportation Enhancement Program - The Transportation Enhancement (TE) Program provides federal funding for projects that enhance the quality of life in and around the transportation system. These projects must have a direct relationship to the transportation system and must be over and above the normal project or what is required for the mitigation of transportation projects pursuant to the National Environment Policy Act and California Environmental Quality Act. The SANBAG Board of Directors has historically allocated the majority of TE funds to other agencies that administer the identified local projects or to regional projects administered by SANBAG. As a result, the TE dollars in the SANBAG budgets reflect only a portion of the funds that SANBAG administers. The total amount of TE funds allocated by the SANBAG Board of Directors is outlined in the ***State and Federal Transportation Fund Allocation Responsibilities*** section of this budget document. SANBAG is the recipient of TE funds for landscaping and beautification projects along the Measure I Major Projects.

Congressional Authorizations - The United States Congress authorizes federal funding for a large number of transportation programs and facilities identified as Projects of Regional and National Significance (PRNS), Transportation Improvement Projects (TIP), High Priority Projects (HPP), and Transit Projects. The total amount of authorized funds is outlined in the ***State and Federal Transportation Fund Allocation Responsibilities*** section of this budget document. In this fiscal year SANBAG is the recipient or administrator of HPP funds for various interchange projects.

State Transportation Improvement Program - In 1997 the State Legislature and Governor enacted Senate Bill 45, fundamentally changing how California funds transportation projects in the State Transportation Improvement Program (STIP). SB 45 divided the STIP into two distinct categories: the Regional Improvement Program (RIP), funded from 75% of the funds available, and the Interregional Improvement Program (IIP), funded from the remaining 25% of STIP funds available. SANBAG nominates a program of projects for the regional share and Caltrans nominates a program of projects for the interregional share. These programs must be approved and allocated by the California Transportation Commission.

Financial Overview (Continued)

SANBAG is the recipient of RIP and IIP funds for Measure I Major Projects and various interchange and grade separation projects.

Planning, Programming and Monitoring – SB 45 changed many of the rules which govern the development and monitoring of the Regional Transportation Improvement Program (RTIP). The RTIP is the primary means of implementing the regional policies and objectives of the Regional Transportation Plan (RTP) through a precise list of projects and funding to be accomplished within the county. Enactment of SB 45 allows local policy makers to establish the transportation priorities for inclusion in the STIP. As part of that process, SANBAG receives RIP funds to provide for increased programming and monitoring responsibilities as authorized in SB 45.

Long Life Pavement – The Longer Life Pavement (LLP) funds are allocated by the State to cover a portion of the incremental cost of installing LLP to maximize the life of the pavement. SANBAG is the recipient of LLP funds for Measure I Major Projects.

Traffic Congestion Relief Program – The Traffic Congestion Relief Program (TCRP) was signed into law by then-Governor Gray Davis in July 2000 under Assembly Bill 2928. This program authorized $4.9 billion in State funds through 2006 for complete or partial funding of 141 projects statewide that were intended to relieve congestion, provide safe and efficient movement of goods, and provide connections between various modes of travel. The recent State fiscal crisis has caused delay to many of these projects. SANBAG is the recipient of TCRP funds for Measure I Major Projects and various interchange and grade separation projects.

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Debt Summary

Debt Financing

SANBAG's debt program exists to support Measure I project completion. Within Measure I, debt has been used to finance rail projects and capital projects rather than other planning and programming activities. SANBAG's authority to use debt was embodied within the Measure I Ordinance No. 89-1. SANBAG has made prudent use of its debt capacity: although Measure I permitted $500 million par amount of bonds, the maximum par amount outstanding has not exceeded $234.4 million.

SANBAG currently has four sales tax revenue bond issues outstanding. The bonds are limited obligations of SANBAG and are payable from and secured by a pledge of a portion of the revenues from the imposition of a half-cent retail transactions and use tax imposed in the incorporated and unincorporated territory of the County of San Bernardino. The transaction and use tax was imposed commencing April 1, 1990, and remains in effect through March 31, 2010, in accordance with the provisions of the Measure and Ordinance No. 89-1. Ordinance No. 89-1 became effective following a public referendum and is to provide for the construction, maintenance, improvement and operation of local streets, roads and highways, state highways and freeways, and public transit systems. Also included are expenditures for planning, environmental reviews, engineering, design costs and related right-of way acquisition, and debt service on bonds and expenses in connection with the issuance of bonds.

SANBAG has adopted a strategic plan for the Measure I Major Projects portion of the Measure I Program. The related ***Major Projects Measure I Cash Flow Plan*** for this program, through the year 2010, receives continuing policy review. Additional oversight is provided by staff and SANBAG's financial advisor that includes analysis of revenues and sizing/timing of bond issues. 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 Measure I Major Projects Program and the scheduled advanced construction of various soundwalls and interchanges cannot be completely offset by current revenues. As of this writing, SANBAG has no current plans to issue additional bonds or to refinance.

Following is the detail for SANBAG's outstanding bond issues:

Sales Tax Revenue Bonds, 1996 Series A - Original Issue of $60,035,000. As of June 30, 2006, the remaining issue consists of $22,630,000 of serial bonds that have scheduled maturities through March 1, 2010, with interest rates from 6.0% to 6.25%. This issue was for the purposes of restructuring prior debt and to fund capital projects as defined by the strategic plan. The prior debt was used for capital projects.

Sales Tax Revenue Bonds, 1997 A – Original Issue of $65,000,000. As of June 30, 2006, the remaining issue consists of $37,305,000 of serial bonds that have scheduled maturities through March 1, 2010, with interest rates from 4.875% to 5.25%. Proceeds from this issue were used to fund capital projects as defined by the strategic plan.

Sales Tax Revenue Bonds, 2001 A – Original Issue of $85,000,000. As of June 30, 2006, the remaining issue consists of $41,710,000 of serial bonds that have scheduled maturities through March 1, 2010, with interest rates from 3.75% to 5%. Proceeds from this issue were used to fund capital projects as defined by the strategic plan.

Sales Tax Revenue Bonds, 2001 B - Original Issue of $47,020,000. As of June 30, 2006, the remaining issue consists of $37,360,000 of serial bonds that have scheduled maturities through March 1, 2010, with interest rates from 4.0% to 5.0%. This issue was for the purposes of restructuring prior debt. The prior debt was used for capital projects.

Debt Service Schedule

General Long Term Debt			
Year	**Principal**	**Interest**	**Total**
2007	32,250,000	6,832,306	39,082,306
2008	33,875,000	5,146,594	39,021,594
2009	35,500,000	3,453,007	38,953,007
2010	37,380,000	1,833,156	39,213,156
Total	**139,005,000**	**17,265,064**	**156,270,064**

General Long Term Debt				
	Year	**Total**	**Principal**	**Interest**
This Year's Requirement	2007	39,082,306	32,250,000	6,832,306
Maximum Requirement	2010	39,213,156	37,380,000	1,833,156

Debt Capacity Analysis

SANBAG is legally prohibited from issuing additional parity debt if its debt coverage ratio is less than 1.3 to 1 on all senior debt. SANBAG has adopted a policy to not issue any additional bonds if the debt service coverage ratio would be less than 1.3.

The primary objective in debt management is to keep the level of indebtedness within available resources. SANBAG does not control the Measure I revenue stream, but budgets expenditures based on a conservative anticipated revenue growth rate and available bonding capacity. The Measure I Ordinance No. 89-1 identifies an allocation formula for the Valley and a separate

allocation formula for the Mountain Desert. In addition to the Valley's pledge of its share of the transaction and use tax revenue to the payment of bonds, each jurisdiction in the Mountain/Desert also has the authority to pledge.

The current year's pledged revenue divided by current year debt service provides 1.90 times coverage and the prior year's pledged revenues divided by maximum annual debt service provided 1.75 times coverage. Actual receipts for the current fiscal year are well above the projected amounts. Indications are that growth will continue and that SANBAG will not drop below the 1.3 coverage ratio in future years. Prior to a new issue, the coverage is reviewed to insure that it will not be less than 1.3 for all senior debt.

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MAJOR PROJECTS MEASURE I
CASH FLOW PLAN (ECAP Forecast Minus 1%)

FISCAL 06/07 BASELINE PLAN
Apr-06

FISCAL YEARS
DOLLARS IN MILLIONS

	PTD	98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12	TOTAL
YEARLY BEGINNING BALANCE		81.3	70.6	35.9	87.0	70.1	75.3	81.7	89.9	70.2	22.4	25.1	25.7	28.5	2.4	
PROJECTED REVENUE																
MEASURE I REVENUE/INTEREST	453.8	45.2	46.8	140.5	55.7	57.6	67.1	79.9	74.4	78.8	84.8	96.4	89.0	0.0	0.0	1,370.0
FEDERAL (CMAQ, STPL)							2.2	8.8	31.0	43.8	29.3	47.4	10.1	20.4	44.2	237.2
STATE (RIP, TCRP)							25.3	29.7	53.0	44.2	83.3	72.9	85.6	70.6	25.2	489.8
MISC							0.5	0.0	0.0	5.5	18.2	3.8	1.0	1.0	0.0	30.0
PRIOR YRS FEDERAL, STATE	38.3	7.4	12.5	17.3	74.9	45.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	196.0
TOTAL FUNDING	492.1	52.6	59.3	157.8	130.6	103.2	95.1	118.4	158.4	172.3	215.6	220.5	185.7	92.0	69.4	2,323.0
PROJECT EXPENDITURES																
I-10 - EAST PROJECTS	29.8	14.6	11.4	1.4	2.3	3.0	12.5	13.6	22.3	29.0	20.5	17.3	12.4	1.0	0.0	191.1
SR-210-SEGS 9,10,11, LANDSCAPE 1-4,8-11	67.3	19.3	50.6	74.3	100.4	53.7	26.7	33.9	88.5	66.5	23.7	34.6	10.5	0.0	0.0	650.0
I-215 - SEGS 1,2,3,5	0.0	0.0	0.1	0.1	0.9	2.8	4.7	19.3	22.1	59.6	83.6	118.0	110.4	113.1	74.5	609.2
REMAINING PROJECTS, ADMIN	222.8	7.8	10.3	9.3	9.9	5.3	6.5	4.9	7.1	26.8	47.0	6.6	4.6	4.0	3.3	376.2
DEBT SERVICE	90.9	21.6	21.6	21.6	34.0	33.2	38.3	38.5	38.1	38.2	38.1	43.4	45.0	0.0	0.0	502.5
TOTAL COSTS	410.8	63.3	94.0	106.7	147.5	98.0	88.7	110.2	178.1	220.1	212.9	219.9	182.9	118.1	77.8	2,329.0
													PROGRAM ENDS 3/10 -->			
REVENUE OVER (UNDER) EXPENDITURES		(10.7)	(34.7)	51.1	(16.9)	5.2	6.4	8.2	(19.7)	(47.8)	2.7	0.6	2.8	(26.1)	(8.4)	
YEARLY ENDING BALANCE	81.3	70.6	35.9	87.0	70.1	75.3	81.7	89.9	70.2	22.4	25.1	25.7	28.5	2.4	(6.0)	

21-Apr-06

PLAN ASSUMPTIONS

- Based on the draft 2006 STIP Submittal and the 2006 fund estimate.
- OA for Federal Funds - All available current TEA-21 and SAFETEA-LU CMAQ (03/04 - 08/09) , STPL (03/04 - 08/09), and one year of Unprogrammed STPL (09/10) used on I-215 , No Federal or State Funding shown for fiscal year 11/12.
- TCRP Funding for I-10 Median deferred to 08/09 with Letter of No Prejudice substituting Measure Funding for interim period.
- TCRP fully funded and new allocations given for I-215 in 06/07 and 08/09 for I-10 Median Lane Addition
- Early Bridge package for I-215 at 5th Street using TCRP
- Project estimates as of November 2005

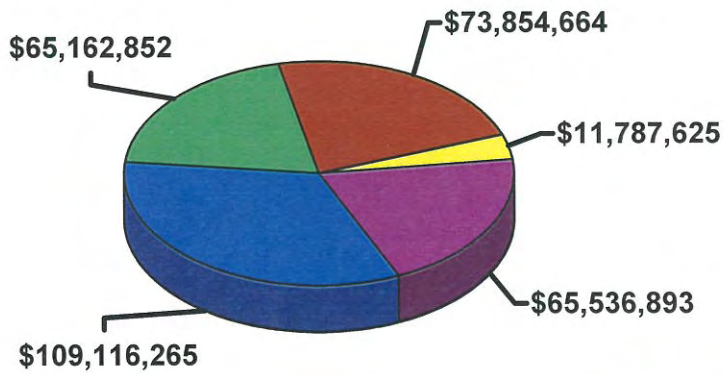
San Bernardino Associated Governments

Estimated Revenues $325.4 Million

Fiscal Year 2006/2007

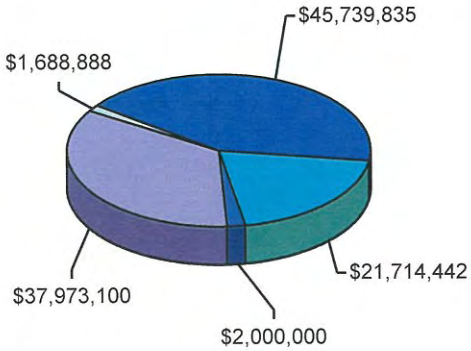
Estimated Revenues (2006-2007)

Legend
- Local Transportation Fund
- Measure I - Other Revenue
- Other Revenue
- MSI - Major Projects
- LTF & STAF Pass Through



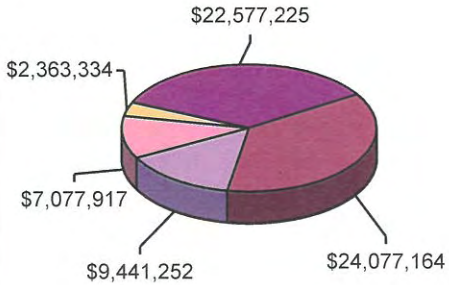
Detail of Other Revenue

Legend
- Regional Improvement Programs
- Congestion Mgmt / Air Quality
- SAFE Vehicle Reg. Fees
- Local Funds / Other Grants
- Traffic Congestion Relief Program



Detail of Measure I - Other

Legend
- MSI Valley Rail
- MSI Valley E&H Transit
- MSI Valley TMEE
- MSI Valley Local Pass-thru
- MSI Mtn./Des. Local Pass-thru



San Bernardino Associated Governments
Estimated Revenues Schedule
Fiscal Year 2006/2007

Category of Revenue	Actual FY 2004/2005	Budget FY 2005/2006	Estimated FY 2006/2007
Local Funds	$1,272,561	$1,468,326	$7,054,589
Local Transportation Fund - Administration	275,000	390,000	300,000
Local Transportation Fund - Planning	2,012,700	2,268,327	2,396,250
Local Transportation Fund - Rail	7,452,409	10,167,000	9,091,375
Rail Asset	844,842	600,000	200,000
Rail - Speedway Ticket Sales	192,515	229,200	256,175
SAFE Vehicle Registration Fees	1,743,446	1,581,806	1,688,888
Congestion Mitigation and Air Quality	5,083,886	6,671,741	37,973,100
Federal Demonstration Funds	34,321	203,000	1,780,579
Freeway Service Patrol	134,845	319,493	1,026,693
Interregional Improvement Program	0	0	3,889,000
Long Life Pavement	0	0	974,000
Planning, Programming & Monitoring	570,000	570,000	571,000
Regional Improvement Program	24,111,478	53,078,180	2,000,000
State Transit Assistance - Rail	258,000	497,000	335,000
Surface Transportation Program	6,202,739	19,863,000	12,500,000
Traffic Congestion Relief Program	286,897	387,000	21,714,442
Transportation Enhancement Activities	0	2,000,000	1,500,000
Other Grants	117,035	0	0
Sub-Total	**$50,592,674**	**$100,294,073**	**$105,251,091**
Local Transportation - Pass Through*	61,029,973	64,287,673	66,546,774
State Transit Assistance Fund - Pass Through*	4,128,354	4,044,777	7,307,890
Sub-Total	**$65,158,327**	**$68,332,450**	**$73,854,664**
Measure I - Major Projects	56,521,124	53,518,888	65,162,852
Measure I - Valley Arterial	12,289,039	11,636,280	14,167,920
Measure I - Valley Rail	8,189,170	7,754,186	9,441,252
Measure I - Valley E & H Transit	6,139,236	5,813,137	7,077,917
Measure I - Valley TMEE	2,049,934	1,941,047	2,363,334
Measure I - Valley Local Pass-Through	20,478,209	19,390,467	22,577,225
Measure I - Mountain Desert Pass-Through	21,838,698	20,391,660	24,077,164
Measure I - Administration	1,287,933	1,216,623	1,484,879
Sub-Total Measure I	**$128,793,343**	**$121,662,288**	**$146,352,543**
TOTALS	**$244,544,344**	**$290,288,811**	**$325,458,298**

**Local Transportation Fund-Pass Through and State Transit Assistance-Pass Through Funds were not included in prior year's budgets. Data for Actual FY 2004/2005 and Budget FY 2005/2006 is provided above for comparison purposes only.*

San Bernardino Associated Governments
General Assessment Dues Calculation
Fiscal Year 2006/2007

Jurisdiction	Pop. 2005	% of Total Pop.	Assessed Value Before RDA 2005	% of Total Value	Avg. % Pop. & Value	FY 2006 Amount	FY 2007 Amount	Var.
Adelanto	23,418	1.203%	$1,211,838,048	0.952%	1.077%	$812	$917	$104
Apple Valley	63,853	3.280%	$3,628,685,969	2.849%	3.065%	$2,384	$2,608	$224
Barstow	23,546	1.210%	$918,235,888	0.721%	0.965%	$762	$821	$59
Big Bear Lake	6,148	0.316%	$2,265,251,119	1.779%	1.047%	$820	$891	$71
Chino	76,070	3.908%	$6,219,783,011	4.884%	4.396%	$3,401	$3,740	$339
Chino Hills	77,819	3.998%	$6,860,803,463	5.387%	4.692%	$3,687	$3,993	$305
Colton	51,627	2.652%	$2,312,803,179	1.816%	2.234%	$1,762	$1,901	$139
Fontana	160,015	8.221%	$9,537,572,854	7.489%	7.855%	$6,132	$6,683	$551
Grand Terrace	12,392	0.637%	$679,428,245	0.533%	0.585%	$462	$498	$36
Hesperia	76,114	3.910%	$3,625,216,843	2.846%	3.378%	$2,569	$2,875	$306
Highland	50,860	2.613%	$2,308,759,534	1.813%	2.213%	$1,728	$1,883	$154
Loma Linda	21,592	1.109%	$1,250,853,838	0.982%	1.046%	$818	$890	$72
Montclair	35,530	1.825%	$1,978,913,238	1.554%	1.690%	$1,327	$1,438	$111
Needles	5,553	0.285%	$250,861,477	0.197%	0.241%	$189	$205	$17
Ontario	170,373	8.753%	$14,387,350,579	11.297%	10.025%	$7,892	$8,530	$637
Rancho Cucamonga	161,830	8.314%	$14,724,472,611	11.561%	9.938%	$7,724	$8,455	$732
Redlands	70,324	3.613%	$5,402,495,982	4.242%	3.927%	$3,083	$3,342	$258
Rialto	99,242	5.099%	$4,381,347,096	3.440%	4.269%	$3,377	$3,633	$256
San Bernardino	199,803	10.265%	$8,205,829,749	6.443%	8.354%	$6,583	$7,108	$525
Twentynine Palms	27,589	1.417%	$512,160,272	0.402%	0.910%	$695	$774	$79
Upland	73,697	3.786%	$5,404,094,180	4.243%	4.015%	$3,164	$3,416	$252
Victorville	86,473	4.443%	$5,693,754,379	4.471%	4.457%	$3,356	$3,792	$436
Yucaipa	49,388	2.537%	$2,787,620,274	2.189%	2.363%	$1,838	$2,011	$173
Yucca Valley	19,726	1.013%	$1,097,895,823	0.862%	0.938%	$725	$798	$73
County	303,472	15.591%	$21,714,228,057	17.049%	16.320%	$12,863	$13,886	$1,023
	1,946,454	**100%**	**127,360,255,708**	**100%**	**100%**	**$78,151**	**$85,085**	**$6,934**

NOTES:

1) Population Source: State Department of Finance, 2005.

2) Net Assessed Value Source: Property Tax Section, County Auditor/Controller, 2005

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

San Bernardino Associated Governments
Indirect Cost Allocations
Fiscal Year 2006/2007

Line Items	2004/05 Actual	2005/06 Budget As of 2/1/06	2006/2007 Proposed
Salaries	439,153	581,467	633,506
Fringe Allocation	275,031	395,398	473,609
Auditing	56,815	143,785	100,000
Building	216,341	44,831	216,000
CNG Van	631	2,000	2,000
Commissioners Fees	38,493	45,000	0
Communication	23,756	45,173	30,000
Consulting Fees	10,141	0	25,000
Contributions to Other Agencies	-160,000	0	100,000
Cost of Issuance Bond	455,423	0	0
County Charges	40,460	20,000	42,000
Custodial Services	2,995	30,000	0
Depreciation Expense	135,697	0	0
Fixed Assets	242,104	64,178	40,000
Insurance	546,451	669,000	636,000
Inventorial Equipment	77,002	81,499	85,000
IT Prof Services & Software	17,490	500,000	267,500
Maintenance of Equipment	7,026	6,000	14,000
Meeting Expense	6,799	7,000	6,966
Mileage Reim/Nonemployee	6,652	5,000	7,000
Mileage Reim/Sanbag Only	835	2,500	5,000
Office Expense	77,899	344,242	80,000
Postage	10,648	20,000	20,000
Professional Service	143,438	644,554	200,000
Public Information Activities	1,282	0	0
Records Storage	8,768	5,000	9,000
Short Term Capital Loss	283,235	0	0
Training	4,841	8,000	27,000
Travel Air	162	4,000	4,000
Travel Allowance	43,567	55,000	50,000
Travel-Other	5,098	5,750	9,000
Utilities	35,807	40,000	40,000
Total New Budget	**$ 0**	**$ 0**	**$ 3,122,581**
Total Actual/Planned Budget	**$ 3,054,040**	**$ 3,769,377**	**$ 3,122,581**

PROGRAM SECTION

Program Overview

The 2006/2007 SANBAG budget is organized into six distinct program areas containing new budget requirements of $305,818,572. New budget requirements and estimated encumbrances from Fiscal Year 2005/2006 equate to a total estimated budget of $392,325,566 for Fiscal Year 2006/2007. Within these program areas, eighty-eight specific tasks are budgeted. The table below lists the six programs contained in the SANBAG budget which direct the financial and human resource expenditures of the agency for the 2006/2007 budget year.

SANBAG Program Budgets

	2004/05 Actual	2005/06 Budget As of 02/01/06	2006/07 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$86,506,994**
Regional & Quality of Life Program	4,564,811	6,219,221	5,355,570
Subregional Transportation Planning & Programming	1,935,943	7,783,710	3,982,962
Project Development Program	101,186,112	258,665,707	157,115,178
Transit/Commuter Rail Program	8,377,030	17,527,219	11,500,014
Transportation Program & Fund Administration	114,838,446	116,038,605	125,370,035
Program Support/Council of Governments	1,931,764	2,841,833	2,494,813
Total New Budget	**$0**	**$0**	**$305,818,572**
TOTAL	**$232,834,106**	**$409,076,295**	**$392,325,566**

The pie chart entitled ***Budgeted Expenditures*** is a graphic representation of the expenditures contained in this budget depicted by program. It is notable that over 96% of the total expenditures will fall into the Project Development, Transit/Commuter Rail, and Transportation Program and Fund Administration Programs for the new budget activity. These three programs include the substantial investments by SANBAG in highway construction, commuter rail operations and pass-through funds for local transit and street improvements within San Bernardino County.

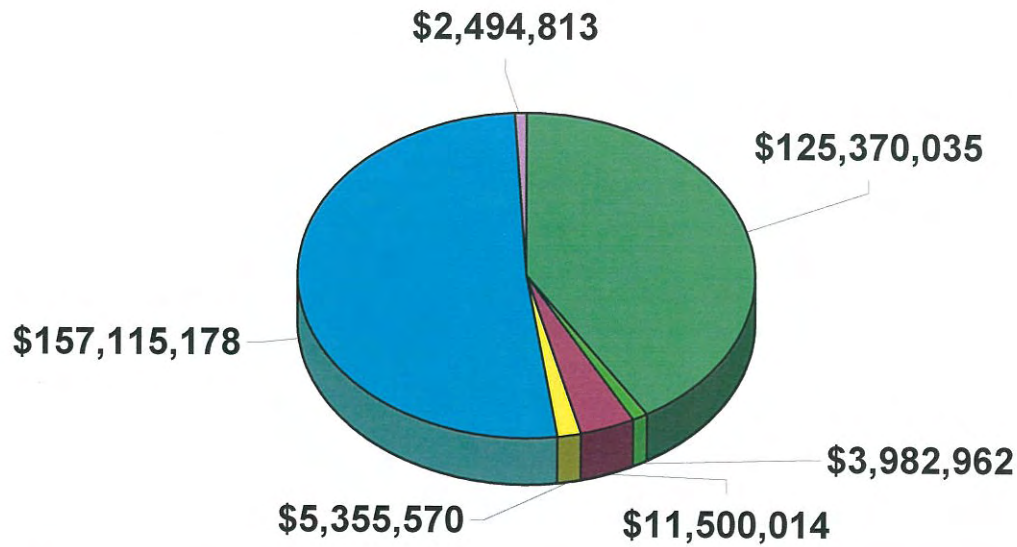
Total budgeted expenditures for Fiscal Year 2006/2007 of $392,325,566 decreased by 4.1% from Fiscal Year 2005/2006 budgeted expenditures of $409,094,911.

A complete listing of the tasks contained in the six programs is included in this section of the budget document on the table entitled ***Task Listing Fiscal Year 2006/2007.***

San Bernardino Associated Governments

Budgeted Expenditures $305.8 Million

Fiscal Year 2006/2007



Legend

- Transportation Program & Fund Administration
- Subregional Transportation Planning & Programming
- Transit / Commuter Rail Program
- Regional & Quality of Life Program
- Project Development Program
- Program Support / Council of Governments

Regional and Quality of Life Program Budget

The Regional and Quality of Life Program represents those tasks relating to policies and projects of a regional scope, generally extending beyond San Bernardino County boundaries to adjoining counties and the region. This program budget includes continuation of tasks related to inter- and intra-county ridesharing, improvement of air quality, the call box program, regional planning, and development of San Bernardino County policies in the context of regional issues.

Regional & Quality of Life Program
Task Listing

		2004/05 Actual	2005/06 Budget As of 02/01/06	2006/07 Proposed
Anticipated Encumbrances		**$0**	**$0**	**$275,000**
10107000	Air Quality Planning	30,964	47,848	62,995
10207000	Air Quality Implementation	33,692	65,554	64,600
11007000	Regional Transportation Planning	66,332	168,394	102,808
11107000	Freight Movement	196,683	268,852	198,311
11207000	Regional Growth Forecast Develop.	25,158	39,345	309,503
11607000	Inland Trans. Corridor Plan/CETAP	1,080	23,598	125,163
40607000-A	Rideshare Management	225,564	372,795	298,884
40607000-B	Inland Empire Commuter Services	239,418	280,000	331,400
40607000-C	Rideshare Incentive Programs	451,342	565,000	527,600
40607000-D	Regional Rideshare Programs	172,545	309,000	289,500
70207000	Call Box System	2,688,443	2,821,054	1,245,650
70407000	Freeway Service Patrol/State	0	857,436	1,548,439
70507000	Freeway Service Patrol/I-10	254,757	182,341	91,031
70607000	Intelligent Transportation System	64,668	109,805	65,463
81207000	Clean Fuels Implementation	75,967	70,861	94,223
0611300	I-15 Intermodal Corridor Study	38,197	37,338	0
Total New Budget		**$0**	**$0**	**$5,355,570**
Total Actual/Planned Program Budget		**$4,564,811**	**$6,219,221**	**$5,630,570**

This program contains several generic tasks that relate to SANBAG staff participation in the regional planning process of an on-going nature. Air Quality provides for several staff members to participate with both the South Coast Air Quality Management District (SCAQMD) and the Mojave Desert Air Quality Management District (MDAQMD) in the development of rules and implementation of programs, particularly in the area of mobile source emission reduction.

This program of tasks provides for active participation of SANBAG staff and Board of Directors with the Southern California Association of Governments (SCAG), as well as other regional organizations. Of particular importance is participation in regional decision-making processes

and on the various committees. Cooperative work with SCAG, Western Riverside Council of Governments (WRCOG) and Riverside County Transportation Commission (RCTC) provides support to other goods movement studies and SCAG modeling efforts. The study includes participation from the respective city and county member agencies, the California Trucking Association and other interested parties. The SANBAG role is to coordinate the activities of the project steering committee, provide guidance to the consultant in collection of data, review collected data and analysis results, and provide comments on consultant products.

Several tasks included in this program relate to ridesharing activities, which are essential to gaining maximum utility from highway investments and to insuring programmatic support for the high-occupancy vehicle lane investments. Ridesharing outreach and incentive programs serving San Bernardino County residents are managed by SANBAG staff through contractors operating in both San Bernardino and Riverside Counties.

This program also includes a number of tasks which are funded by SCAG for studies on high priority issues related to both highway and aviation goods movement affecting San Bernardino County. In some cases, the contractors performing the work are paid through SCAG, although the project is managed by SANBAG staff. The SANBAG budget reflects only SANBAG staff costs that are contributed as match to the SCAG funded project.

The Regional and Quality of Life Program tasks serve to meet the Board approved SANBAG goals by funding SANBAG staff involvement in specific planning activities necessary for inclusion of priority projects in the regional plans of the metropolitan planning agency and the air quality management districts. They also promote cooperative program planning and implementation with regional partners where effectiveness and economies can be achieved.

Subregional Transportation Planning and Programming Budget

This program represents the continuing responsibilities of the agency relative to comprehensive transportation planning, congestion management, modeling and forecasting, and focused transportation study efforts. The tasks within this program relate to planning and services that are delivered within the County of San Bernardino.

Of primary importance in this program is the valley wide signal coordination program. Phased implementation of the San Bernardino Valley Coordinated Traffic Signal System Plan was adopted to upgrade and coordinate nearly 1,000 traffic signals on regionally significant arterial segments to achieve inter jurisdictional coordination throughout the Valley area. Additionally, there is a task which provides for activities related to meeting State and Federal data collection and monitoring requirements for transportation systems throughout San Bernardino County and developing transportation system performance data needed to support SANBAG's transportation planning and programming decisions.

Subregional Transportation Planning & Programming
Task Listing

		2004/05 Actual	2005/06 Budget As of 02/01/06	2006/07 Proposed
Anticipated Encumbrances		**$0**	**$0**	**$5,699,440**
20207000	Transp Modeling & Forecasting	142,065	176,970	108,848
20307000	Congestion Management	141,037	253,394	185,676
21307000	High Desert Corridor Studies	6,604	11,287	11,126
40407000	Comprehensive Transp. Plan	432,441	513,365	98,884
40507000	TMME Programs Development	638	238,552	22,498
40907000	Data Development & Mgmt	187,456	202,063	189,227
41007000	Non-Motorized Transportation Plan	4,760	18,589	17,777
50007000	Transp. Improvement Program	131,590	147,396	161,959
52607000	Subregional Trans. Monitoring	76,440	39,959	34,346
60107000	County Trans. Commission - General	317,404	248,773	301,049
60907000	Agency Strategic Planning	0	442,473	333,576
70107000	Valley Signal Coordination Program	290,905	4,405,012	1,842,088
94107000	Mt/Desert Planning/Proj. Develop.	204,601	772,044	146,300
94507000	Victor Valley Area Trans. Study	0	313,833	529,608
Total New Budget		**$0**	**$0**	**$3,982,962**
Total Actual/Planned Program Budget		**$1,935,943**	**$7,783,710**	**$9,682,402**

Several tasks within this program provide for the comprehensive, countywide planning of transportation systems and congestion management. SANBAG is charged with strategic planning for the system of arterial streets, freeways, rural highways, transit and commuter rail systems that increase mobility throughout the county.

Also included in this program are transportation studies that address corridor specific needs within subareas of the county. These studies are critical to determination of future facility needs and to qualify for discretionary funding sources allocated on a statewide basis.

These tasks serve to meet the Board approved SANBAG goals by providing for the planning, programming, and monitoring of transportation projects and the funding allocations which provide for their implementation. Adequate long range planning and allocations based upon sound technical information provides for development of the integrated system of highways, transit and commuter rail which serve the traveling public, as well as the efficient movement of goods to the county and the region.

Project Development Program Budget

The Project Development Program budget is composed almost exclusively of tasks associated with implementation of the major freeway projects and is funded significantly by the Measure I Transportation Transactions and Use Tax. This program budget contains tasks associated with the full array of activities necessary for preparation, management, and construction of the major freeway projects. The budget for freeway design, construction, support and traffic mitigation contained in this program represent 51% of the total SANBAG new expenditures planned for Fiscal Year 2006/2007.

Project Development Program
Task Listing

		2004/05 Actual	2005/06 Budget As of 02/01/06	2006/07 Proposed
Anticipated Encumbrances		**$0**	**$0**	**$45,019,972**
81507000	Measure I Program Management	4,088,688	12,683,482	1,042,418
81607000	Rt. 71 Right of Way Acquisition	125	712,531	791,996
81807000	Rt. 71 Landscape Design/Const.	365,237	882,332	345,895
82007000	SR 210 Final Design	99,048	1,286,399	506,270
82207000	SR 210 Right of Way Acquisition	16,245	606,032	20,998
82407000	SR 210 Construction	40,302,894	154,995,313	40,644,881
83007000	I-215 SanRiv Project Development	434,170	2,167,778	760,084
83407000	I-215 Final Design	2,939,469	23,572,785	2,373,318
83607000	I-215 Right of Way Acquisition	0	0	18,126,251
83807000	I-215 Construction	0	0	9,912,864
84007000	I-215 Barton Road Interchange	0	0	0
84107000	I-10 Riverside Interchange	0	0	5,571,968
84207000	I-10 Tippecanoe Interchange	42,902	554,000	110,722
84307000	I-10 Live Oak Canyon	12,906,916	24,465,312	4,535,994
84407000	SR 30/210 Victoria Avenue	0	0	291,996
86007000	I-10 Lane Addition-Redlands	0	0	22,049,670
86207000	I-10 Westbound Lane Add-Yucaipa	0	0	504,885
87007000	Hunts Lane Grade Separation	21,434	6,586,983	2,890,994
87107000	State St/Univ. Parkway Grade Sep	0	0	7,566,021
87907000	Colton Cross BNSF/UPRR Grade Sep	0	0	1,050,000
88007000	I-15/I215 Devore Interchange	0	0	0
93107000	Debt Service - Major/97 Issue	10,526,056	10,528,681	10,521,981
94407000	Debt Service - Major/96 Issue	5,859,465	5,821,813	5,668,504
94807000	Debt Service - Major/01 Issue A	11,702,188	11,655,688	11,722,563
94907000	Debt Service - Major/01 Issue B	4,798,968	2,146,578	10,104,905
0537000	I-10 right of way	1,236,923	0	0
0592200	Debt Service - Major/93 Issue	5,304,285	0	0
0594700	Local Project	541,100	0	0
Total New Budget		**$0**	**$0**	**$157,115,178**
Total Actual/Planned Program Budget		**$101,186,112**	**$258,665,707**	**$202,135,150**

The construction projects provided for in this program are along specific freeway corridors in the Valley portion of San Bernardino County. Of prime significance is the remaining Route 210 construction to be accomplished during the fiscal year.

Tasks in the Project Development Program serve to meet the Board approved SANBAG goals by providing the project preparation and actual construction of freeway facilities. Progress on these projects continue to accomplish important benchmarks in meeting SANBAG's commitment to the public under the Measure I Transportation Transactions and Use Tax approved in 1989 by San Bernardino County voters.

Transit/Commuter Rail Program

Tasks related to SANBAG's responsibilities in conjunction with transit systems, social service transportation, and the commuter rail system, is all budgeted in the Transit/Commuter Rail Program budget.

SANBAG's responsibilities relating to oversight and technical assistance to transit operators is found in several of the tasks included in this program. These tasks provide for assistance and oversight of the urban area transit operations, Omnitrans and Victor Valley Transit Authority, as well the transit operators in the rural communities of Barstow, Morongo Basin, Needles, and the San Bernardino Mountains. Operational reviews of two of the rural systems will be conducted during the year. In addition, SANBAG will be responsible for developing a public transit-human services transportation coordination plan for the County. All of the remaining activities relating to planning, technical assistance, and oversight responsibilities of urban and rural transit systems are continued at moderate levels.

Several tasks contained in this program fund the administration, operation, and capital expenses of the commuter rail service in the San Bernardino Valley Subarea. During Fiscal Year 2004/2005, the Metrolink San Bernardino Line transported 3.3 million annual passengers. The Southern California Regional Rail Authority (SCRRA) has now reached a point where the financing required for new capital projects is becoming increasingly difficult to obtain and the new sources of funding are being sought. SANBAG will be seeking additional Federal and State funding for additional capacity improvements on the San Bernardino line, the construction of new rolling stock storage and maintenance facility in the Inland Empire and the purchase of additional rolling stock. In addition, SANBAG will continue to work toward extending the Metro Gold Line to Montclair and implementing passenger rail service between San Bernardino and Redlands.

These tasks serve to meet the Board approved SANBAG goals by funding modal alternatives of transit and commuter rail for the residents of San Bernardino County's rural areas and urban centers.

Transit/Commuter Rail Program
Task Listing

		2004/05 Actual	2005/06 Budget As of 02/01/06	2006/07 Proposed
Anticipated Encumbrances		**$0**	**$0**	**$6,889,502**
30907000	General Transit	140,828	248,549	178,652
31507000	Omnitrans	37,753	70,959	60,100
31607000	Barstow-County Transit	7,033	19,347	23,998
31707000	Victor Valley Transit	133,822	38,142	40,427
31807000	Morongo Basin Transit	9,420	23,085	129,686
31907000	Social Service Tran. Plan	132,781	116,686	284,065
32007000	Needles Transit	10,607	11,698	12,305
32107000	Mountain Area Transit	12,955	25,071	126,492
35207000	General Commuter Rail	343,726	644,491	493,240
37707000	Commuter Rail Operating Exp.	5,590,338	7,186,266	7,452,600
37807000	Speedway Rail Operating Exp.	87,742	229,200	256,175
37907000	Commuter Rail Capital Expenses	1,461,643	7,682,677	2,378,775
38007000	Redlands Rail Feasibility Study	1,534	219,890	36,275
38107000	Gold Line Phase II	406,850	1,011,158	27,224
Total New Budget		**$0**	**$0**	**$11,500,014**
Total Actual/Planned Program Budget		**$8,377,030**	**$17,527,219**	**$18,389,516**

Transportation Program and Fund Administration

This program contains tasks that are most central to SANBAG's role as the County Transportation Commission and relate directly to the administration and allocation of resources for the implementation of transportation projects. These tasks support the policy considerations that lead to prioritization of transportation projects, as well as the allocation and administration of both State and Federal transportation funds coming to San Bernardino County.

Tasks in this program reflect the high dollar value of the Measure I Transactions and Use Tax revenue which is passed through to cities and the county for local street projects, totaling over $45 million in Fiscal Year 2006/2007. Approximately 97% of these funds are directed to the road priorities determined by local jurisdictions on their local streets, while a small amount in the Mountain/Desert jurisdictions is made available for elderly and persons with disabilities transit fare subsidies and service enhancements. In the Valley area, over $6.7 million will be allocated to subsidize transit service and fares for the elderly and persons with disabilities served by the Valley transit operator, Omnitrans. It also reflects the inclusion of the distribution of Local

Transportation Fund and State Transit Assistance Fund revenues to local transit operators and Mountain/Desert jurisdictions for local street projects.

Transportation Program and Fund Administration
Task Listing

		2004/05 Actual	2005/06 Budget As of 02/01/06	2006/07 Proposed
Anticipated Encumbrances		**$0**	**$0**	**$28,610,871**
37307000	Fed/State Fund Administration	386,204	453,336	337,558
50107000	Fed Transit Act Programming	26,562	71,374	102,340
50207000	TDA Administration	211,984	390,000	300,000
50407000	Measure I Admin-Valley	536,100	433,381	253,929
50507000	Measure I Admin-Mt./Desert General	320,411	187,151	150,474
50607000	Local Transportation Fund-Pass Through*	61,029,973	64,287,673	66,546,774
50707000	State Transit Assistance Fund-Pass Through*	4,128,354	4,044,777	4,255,000
51307000	Measure I Valley E&D	5,007,702	6,388,786	6,769,571
90707000	Debt Service - Big Bear/92 Issue	0	0	108,183
90807000	Debt Service - Mt./Unincorp./92 Issue	0	0	45,926
91800000	Valley Measure I Local	20,478,209	19,390,467	22,577,225
91801000	Mt./Desert Measure I Local	21,838,698	19,614,463	23,012,810
94607000	Debt Service - Barstow/96 Issue	707,881	741,850	743,850
95007000	Debt Service - Yucca Valley/01 Issue B	79,023	35,347	166,395
0592400	Debt Service -Yucca Valley/93 Issue	87,345	0	0
Total New Budget		**$0**	**$0**	**$125,370,035**
Total Actual/Planned Program Budget		**$114,838,446**	**$116,038,605**	**$153,980,906**

*Local Transportation Fund-Pass Through and State Transit Assistance Fund-Pass Through were not included in prior year's budgets. Data for 2004/05 Actual and 2005/06 Budget is provided above for comparison purposes only.

Numerous tasks are also dedicated to the administrative functions performed by SANBAG as authorized in the Transportation Development Act, Measure I Transactions and Use Tax, and Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU).

The tasks in the Transportation Program and Fund Administration serve to meet the Board approved SANBAG goals by efficient and effective administration of transportation funds. It also provides a flexible source of transportation funding directed to local governments to allow them to meet transportation priorities of their local communities. This flexible source of transportation funding additionally provides for leveraging of other resources to maximize the benefit of funds available to municipalities.

Program Support/Council of Governments Program Budget

The set of tasks collected in the Program Support/Council of Governments Program provide general services and support to the entire array of programs contained throughout this budget. This includes tasks related to fulfilling general activities of SANBAG as a Council of Governments, as well as the basic support provided in the areas of financial management, legislative advocacy, intergovernmental relations, and public information.

Program Support/Council of Governments
Task Listing

		2004/05 Actual	2005/06 Budget As of 02/01/06	2006/07 Proposed
Anticipated Encumbrances		**$0**	**$0**	**$12,209**
10407000	Intergovernmental Relations	427,591	538,935	491,108
49007000	Council Of Govts New Initiatives	0	223,411	279,843
50307000	Legislation	477,757	375,062	475,222
60507000	Publications & Public Outreach	659,643	517,755	499,608
80507000	Building Operations	0	729,000	406,000
94207000	Financial Management	366,773	457,670	343,032
Total New Budget		**$0**	**$0**	**$2,494,813**
Total Actual/Planned Program Budget		**$1,931,764**	**$2,841,833**	**$2,507,022**

The Publications and Public Outreach task contained in this program provides for a variety of programs and materials that educate the public on the activities of SANBAG. It is through these activities that the public can participate in the transportation planning processes conducted by SANBAG. It is also through this task that SANBAG works with local economic development interests, business groups, and transportation coalitions to further those infrastructure projects that serve to enhance the local economy.

The Intergovernmental and Legislative tasks contained in this program are essential to the on-going work with state and federal legislators; local, state and federal agencies; and regional transportation agencies to assure that transportation funding and project preparation are progressing relative to priorities established by the SANBAG Board. SANBAG has been particularly successful in the sponsorship of legislative proposals that improve the administrative processes performed by SANBAG.

The tasks in the Program Support/Council of Governments Program serve to meet the Board approved SANBAG goals by providing for on-going work with local, state, and federal officials toward meeting the needs of SANBAG member jurisdictions. These relationships allow for SANBAG to work with private community organizations and the general public to address their transportation concerns. They also provide for SANBAG to serve as a facilitator and catalyst for addressing the mutual issues of concern to the SANBAG membership.

SANBAG
State and Federal Transportation Fund Allocation Responsibilities

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

SANBAG allocates specified State and Federal funds among priority projects in the county and designates a lead agency to administer implementation of the projects. Once the SANBAG Board of Directors makes an allocation and a project is programmed in the Regional Transportation Improvement Program, the lead agency is responsible for applying for funds through SANBAG, State, or Federal agencies and is responsible for meeting appropriate requirements.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), was enacted August 10, 2005, for the five-year period from 2005 to 2009. SAFETEA-LU authorized Federal transportation funds for investment in highways, transit, intermodal projects, and technologies such as Intelligent Transportation Systems, while providing State and local flexibility in the use of funds.

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

FEDERAL FUNDING SOURCES

The SANBAG Board of Directors allocates Federal funds for projects throughout the County and a lead agency responsible for implementing the project is also identified. These Federal funds do not flow through the SANBAG budget unless SANBAG itself is the lead agency for project implementation.

Surface Transportation Program Funds (STP) – STP provides flexible funding that may be used for projects on any federal-aid highway, bridge projects on any public road, transit capital projects, and intercity and intracity bus terminals and facilities. The total amount of STP funding anticipated to be apportioned to San Bernardino County during the term of SAFETEA-LU, including the year prior to the implementation of SAFETEA-LU but after expiration of the previous federal transportation act (2004-2009), is approximately **$119.5 million**.

STP funding for San Bernardino County is apportioned into six specific categories:

- San Bernardino County Rural Funds – $6.5m apportioned directly from Caltrans to the County of San Bernardino for use on rural County roads of their discretion, based upon the number of unincorporated road miles prior to 1991.

- San Bernardino County Exchange Funds – $6.5m allocated directly from Caltrans to the County of San Bernardino and exchanged for "clean" State funds to be expended by the County on roads of their discretion.

- Riverside-San Bernardino Urbanized Area (within SBCO) – $51m apportioned to SANBAG for allocation to projects generally in the San Bernardino Valley area east of I-15.

- LA-Long Beach—Santa Ana Urbanized Area (Within SBCO) – $37.2m apportioned to SANBAG for allocation to projects generally in the San Bernardino Valley area west of I-15.

- Victorville-Hesperia-Apple Valley Urbanized Area – $14m apportioned to SANBAG for allocation to projects generally within the cities/spheres of Victorville, Hesperia, and Apple Valley.

- San Bernardino County "Any Area" – $4.1m apportioned to SANBAG for allocation to projects in any area of San Bernardino County.

In February 2003, the SANBAG Board of Directors approved funding principles to guide the allocation of available funds in response to State budget shortfalls. For the Valley, these principles emphasize the importance of maximizing funding for completion of the Valley Measure I Major Projects Program. In the Mountain/Desert, the principles refer to project readiness and the ability to leverage large amounts of other funds as key factors in the allocation of funds. In addition, in April 2003, the SANBAG Board approved allocation principles for funds anticipated from SAFETEA-LU that prioritized the continuation of previously Board-approved regional programs, transit, and the use of TEA-3 funds in place of Measure I Major Projects funds wherever possible to save a balance of Major Projects funds for the I-215 South project. These principles have been used to guide set-asides and allocations for all funds received through SAFETEA-LU.

Projects for which the SANBAG Board of Directors has approved STP funding are listed below. Note that allocations to non-Measure I Major Projects in the Valley predate the allocation policy above.

Surface Transportation Program (STP) Projects 2004-2009		
FUND/PROJECT	PROJECT COST	TOTALS
STP Anticipated Six Year Total		$119,540,669
San Bernardino County Rural Roads Required by State Statute	$6,566,214	
El Mirage Rd Rehabilitation and Paving City of Adelanto	$1,375,466	
Yucca Loma Bridge over Mojave River Town of Apple Valley	$2,800,000	
Signalization of Big Bear Blvd and Village Drive City of Big Bear Lake	$200,000	
Ranchero Rd Grade Separation City of Hesperia	$3,400,000	
I-15/Main St Interchange Caltrans	$150,000	
Various Locations County of San Bernardino	$6,566,214	
National Trails Highway Passing Lanes County of San Bernardino	$1,907,284	
Needles Highway Realignment and Rehabilitation County of San Bernardino	$1,434,865	
I-15 / La Mesa/Nisqualli Interchange City of Victorville	$3,800,000	
I-15 / Mojave Drive Overcrossing Widening City of Victorville	$1,000,000	
I-10 East Median Lane Addition – Orange to Ford SANBAG	$22,000,000	
SR-210 Landscaping – Segments 5 and 7	$716,845	
I-215 North Corridor SANBAG/Caltrans	$60,408,000	
Main Street Intersection Improvements at Iowa City of Colton	$230,524	
Widen 5th Street from Route 30 to Palm City of Highland	$870,605	
Widen State Street from 16th to Foothill City of San Bernardino	$1,925,000	
Oak Glen Road Traffic Signal Interconnect City of Yucaipa	$150,000	
TOTAL Allocated*		$115,501,017
TOTAL Estimated STP Unallocated		$4,039,652

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

Congestion Mitigation and Air Quality Funds (CMAQ) – Under SAFETEA-LU, CMAQ funds are authorized to fund transportation projects or programs which contribute to attainment of ambient air quality standards. California implementing statutes authorize SANBAG, acting as the County Transportation Commission and Congestion Management Agency, to select and program CMAQ projects in cooperation with the metropolitan planning organization, Caltrans, and air quality districts.

Activities eligible for funding by CMAQ include high occupancy vehicle (HOV) lanes, transit improvements, travel demand management strategies, traffic flow improvements such as signalization and signal synchronization, and public fleet conversions to cleaner fuels. 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.

The total amount of CMAQ funds anticipated to be apportioned from SAFETEA-LU, including the year prior to the implementation of SAFETEA-LU but after expiration of the previous federal transportation act, (2004-2009) is approximately **$28.6 million** in the Mojave Desert Air Basin (MDAB) and **$126.7 million** in the South Coast Air Basin (SCAB) within San Bernardino County.

Projects for which the SANBAG Board of Directors has approved CMAQ funding are listed below. Note that the allocation principles discussed previously also govern the allocation of CMAQ funds.

Congestion Mitigation and Air Quality (CMAQ) Projects South Coast Air Basin (SCAB) 2004-2009		
FUND/PROJECT	PROJECT COST	TOTALS
CMAQ Anticipated Six Year Total		$126,747,214
Interstate 215 from I-10 to SR-30, HOV Lane SANBAG/Caltrans	$69,219,639	
Inland Empire TMC & Park-n-Ride Caltrans	$5,050,000	
ITS Infrastructure Caltrans	$1,000,000	
Park-n-Ride at SR-210/Beech Av Caltrans	$45,027	
Washington/Reche Canyon/Hunts Ln Mitigation City of Colton	$400,000	
Colton/San Bernardino Pedestrian and Bikeway City of Colton	$432,704	
Mountain Area Regional Transit Authority Capital MARTA	$2,144,000	
Ramona Ave Grade Separation City of Montclair	$1,590,481	
Omnitrans Capital Omnitrans	$18,634,000	
Valley Traffic Signal Coordination SANBAG	$9,205,970	
South Coast Air Basin Rideshare Program	$6,063,000	
Freeway Service Patrol SANBAG	$2,548,000	
San Bernardino Avenue Traffic Signal Construction & Synchronization County of San Bernardino	$254,533	
East Valley LNG/LCNG Fueling Facility City of San Bernardino	$775,060	
Metrolink Parking Structure at Santa Fe Depot City of San Bernardino	$6,608,000	
Metrolink Station – Additional Parking City of Upland	$2,776,800	
TOTAL Allocated*		$126,747,214
TOTAL Estimated CMAQ Unallocated		$0

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

Authorizations for CMAQ funding in the Mojave Desert Air Basin within San Bernardino County allocated in response to calls for projects are as follows:

Congestion Mitigation and Air Quality (CMAQ) Projects Mojave Desert Air Basin (MDAB) 2004-2009		
FUND/PROJECT	PROJECT COST	TOTALS
CMAQ Anticipated Six Year Total		$28,597,173
Adelanto/Auburn/Jonathan Paving City of Adelanto	$224,000	
Barstow Transit Capital City of Barstow	$3,206,500	
Inland Empire TMC & Park-n-Ride Caltrans	$1,350,000	
Morongo Basin Transit Authority Capital MBTA	$1,053,000	
Rideshare Program for Mojave Desert Air Basin	$1,831,000	
Park and Ride Lot Expansion at I-15/Amargosa City of Victorville	$573,728	
Park and Ride Lot at Victor Valley College City of Victorville	$829,987	
Victor Valley Transit Authority Capital VVTA	$4,943,975	
TOTAL Allocated*		$14,012,190
TOTAL Estimated CMAQ Unallocated		$14,584,983

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

Transportation Enhancement (TE) Funds –The TE program provides funding for projects that enhance the quality of life in and around the transportation system, must have a direct relationship to the transportation system, and must be over and above the normal project or what is required for the mitigation of transportation projects pursuant to the National Environment Policy Act and California Environmental Quality Act. TE funds are derived from the STP funds apportioned to the State. In 2005, the TE apportionment was 10 percent of the STP apportionment. In the years thereafter, the TE apportionment is the greater of 10 percent of the state STP apportionment or the 2005 TE apportionment. Projects eligible for TE funds include facilities or safety and education activities for bicycles and pedestrians, preservation of abandoned rail right-of-way corridors, transportation-related historic preservation, transportation aesthetics and scenic values, mitigation of water pollution due to highway runoff, establishment of transportation museums, projects to reduce vehicle-caused wildlife mortality, restoration of historic transportation facilities, and removal of outdoor advertising.

In California, County Transportation Commissions like SANBAG select TE projects to be funded within the County. As of Fiscal Year 2003/04, TE projects are programmed by SANBAG in the State Transportation Improvement Program (STIP) and allocated by the California Transportation Commission. The total amount of TE funds available during the 2006 STIP is approximately **$15.3 million.** Projects approved for TE funding are as follows:

Transportation Enhancement (TE) Projects 2007-2011		
FUND/PROJECT	PROJECT COST	TOTALS
TEA Anticipated Five Year Total		$15,348,000
Rim of the World Scenic Trail U.S. Forest Service	$800,000	
Santa Ana River Trail Project San Bernardino County	$3,921,000	
Riverwalk Trail Project, City of Victorville	$6,202,000	
Interstate 10 Corridor Landscaping in Yucaipa	$841,000	
Colton San Bernardino Pedestrian Bikeway	$659,210	
Route 210 Corridor Landscaping	$2,000,000	
I-215 North Hardscape	$1,445,000	
TOTAL Allocated		$ 15,868,210
TOTAL Estimated TEA Unallocated		($520,210)

Congressional Authorizations – In the adoption of SAFETEA-LU, the United States Congress included specific project funding authorizations for certain transportation programs and facilities, which were identified as Projects of Regional and National Significance (PRNS), Transportation Improvement Projects (TIP), High Priority Projects (HPP), and Transit Projects. Authorizations for many projects in San Bernardino County were included in these categories, as listed below. Although SANBAG does not have allocation authority over Congressional Authorizations, the SANBAG Board took action to initiate and actively advocate for funding of several projects in this listing. Others were the direct result of efforts of members of congress and/or sponsoring agencies. These efforts resulted in an additional **$158 million** in transportation project funding authorized for projects within San Bernardino County. Once provisions for the full funding of these projects are developed, it is the responsibility of SANBAG to program the projects in the Regional Transportation Improvement Program (RTIP).

Congressional Authorizations 2005-2009		
FUND/PROJECT	AUTHORIZATION	TOTALS
Alameda Corridor East (PRNS)	$31,250,000	
Inland Empire Goods Movement Gateway Project (PRNS)	$55,000,000	
Mt Vernon Ave Grade Separation (HPP) City of Colton	$1,600,000	
Riverside Ave RR Bridge Improvements (HPP) City of Rialto	$400,000	
I-15/Baseline Rd Interchange (HPP) City of Rancho Cucamonga	$4,000,000	
I-10/Riverside Ave Interchange (HPP) City of Rialto	$1,600,000	
Ranchero Rd Grade Separation (HPP) City of Hesperia	$4,000,000	
I-10/Grove Ave Corridor Interchange (HPP) City of Ontario	$2,400,000	
Ramona Ave Grade Separation (HPP) City of Montclair	$1,600,000	
Pine Ave Extension (HPP) City of Chino	$6,800,000	

Congressional Authorizations - (Continued) 2005-2009		
FUND/PROJECT	AUTHORIZATION	TOTALS
Inland Empire Goods Movement Gateway Project (HPP)	$20,000,000	
Safety Improvements (HPP) Town of Yucca Valley	$1,600,000	
I-15/La Mesa/Nisqually Interchange (HPP) City of Victorville	$1,200,000	
State St/Cajon Blvd Grade Separation (HPP) City of San Bernardino	$1,600,000	
Lenwood Rd Grade Separation (HPP) City of Barstow	$1,200,000	
I-10/Cypress Ave Overpass (HPP) City of Fontana	$2,400,000	
High Desert Corridor (HPP)	$4,000,000	
Washington/La Cadena Grade Separations (HPP) City of Colton	$400,000	
Peyton Dr, Eucalyptus Ave, English Channel Improvements (HPP)	$5,628,888	
US-395 Realignment and Widening (HPP) Caltrans	$400,000	
Hunts Lane Grade Separation (HPP) City of San Bernardino	$5,000,000	
Inland Empire TMC in Fontana (HPP) Caltrans	$1,200,000	
Monte Vista Ave Grade Separation (HPP) City of Montclair	$1,600,000	
El Garces Intermodal Facility (Transit) City of Needles	$1,670,000	
Omnitrans Center in Ontario (Transit) Omnitrans	$836,000	
Santa Fe Depot (Transit) City of San Bernardino	$418,000	
TOTAL SAFETEA-LU Authorizations		$157,802,888

Federal Transit Administration (FTA) Formula Funds – Congress annually appropriates formula funds to urban and rural areas and to the State for providing transit operating and capital assistance as authorized by SAFETEA-LU. Federal formula apportionments to urban areas (San Bernardino Valley and the Victor Valley) are authorized under Title 49 U.S.C. Section 5307. SAFETEA-LU increases the nationwide investment in transit over the six-year period (Fiscal Year 2003/2004 through 2008/2009) to $52.6 billion, up 46% from TEA-21. SAFETEA-LU authorized the allocation of Job Access and Reverse Commute (Section 5316) and the New Freedom Program (Section 5317) by formula to large urban, small urban and rural areas. SANBAG is working with the other county transportation commission and SCAG to determine how these new formula funds will be distributed. SAFETEA-LU requires that projects for Sections 5310 (see below), 5316 and 5317 be selected from a process developed from the preparation of a public transit-human services transportation coordination plan in Fiscal Year 2006/2007. SAFTEA-LU provides for a phased reduction on the use of Section 5307 funds for operating assistance in newly urbanized areas (Victor Valley) through Fiscal Year 2006/2007. Rural federal formula assistance (Section 5311) funds are expected to increase significantly as a result of SAFETEA-LU. These funds are apportioned to the State of California, which then allocate them to the regional transportation planning agencies.

SANBAG, as the County Transportation Commission, must approve the use of these funds through its approval of each operator's short-term operating and capital plan, as well as including approved projects in the Regional Transportation Improvement Program.

Section 5310 funds are apportioned to states for support of transit services for the elderly and persons with disabilities. These funds are currently made available through a competitive process administered by the California Transportation Commission. Grant awards are made to non-profit corporations and under certain circumstances to public agencies, for capital projects necessary for providing transportation services to meet the needs of elderly individuals and individuals with disabilities for whom public mass transportation services are otherwise unavailable, insufficient, or inappropriate. For the Fiscal Year 2005/2006 cycle, the California Transportation Commission approved funding for one application from San Bernardino County totaling **$96,000**. During Fiscal Year 2006/2007 five applications have been received with a funding request of **$1,022,400** for the purchase of eighteen vehicles and related equipment.

Federal Transit Administration (FTA) Formula Funds 2005/2006 Estimated Appropriations		
APPORTIONMENT AREA/PROJECT	APPROPRIATION/ APPLICATION	TOTAL
San Bernardino Valley	$18,037,000	
Victor Valley	$2,416,500	
San Bernardino County Rural	$917,800	
Total Estimated Appropriations		$21,371,300
San Bernardino County Elderly and Disabled Application	$96,000	
Total Appropriation and Application		$21,467,300

Federal Transit Administration (FTA) Capital Investment Funds – Historically, Congress has annually appropriated funds for transit capital investment (Section 5309) in three broad categories: fixed guideway modernization, new starts (rail and fixed guideway bus), and bus or bus related equipment as authorized by TEA-21. SAFETEA-LU continues these three categories and adds a new category of small starts (rail and fixed guideway bus) under which projects of less than $250 million may receive grants of up to $75 million. Fixed guideway modernization funds are apportioned to areas operating rail systems of at least seven years of age. From the fixed guideway modernization funds, SANBAG is expected to receive nearly **$3,364,000** for rail capital projects. During Fiscal Year 2005/2006 appropriations from the Section 5309 bus and bus facilities category included: the Needles El Garces Intermodal Station at **$2.36 million**, Metro Gold Line at **$2.86 million**, Victor Valley Transit Authority at **$750,000** for a new operations and maintenance facility, Omnitrans at **$487,654** for the purchase paratransit vehicles and the Ontario Transcenter, and San Bernardino Santa Fe Depot at **95,179**.

STATE FUNDING SOURCES

SANBAG is authorized by State statute to prioritize and allocate certain State and Federal funds held in the State Highway Account, 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. Although the STIP is listed here under *STATE FUNDING SOURCES*, it should be noted that much of the funding which is designated to STIP projects originates from an allocation to the State of California from the Federal transportation act, SAFETEA-LU. The STIP projects are funded from a mix of State and Federal funds designated for transportation purposes.

Regional Improvement Program (RIP) – Senate Bill 45, passed in 1997, dramatically changed the process for selecting projects to be funded in the STIP. Under this process, SANBAG is responsible for developing the list of projects to be funded in the county with RIP funds, which are allocated among California counties from 75% of the STIP funds available statewide. The California Transportation Commission approves the project listing developed by SANBAG. Under the SB 45 guidelines, the SANBAG Board unanimously adopted a list of transportation projects to be funded over the next five years with RIP funds from the 2006 STIP. This recommendation may be adjusted by action of the California Transportation Commission through the STIP adoption process to enable the STIP in its entirety to conform to the availability of STIP revenues. The SANBAG Board of Directors recommended allocation of STIP funds totaling **$511 million** in the 2006 STIP to be used for priority projects in combination with federal fund allocations, state funds, Measure I revenue, and private contributions.

Interregional Improvement Program (IIP) – The remaining 25% of STIP funding is allocated by the California Transportation Commission to projects throughout the State as part of the IIP. Projects considered for funding in the IIP are nominated by Caltrans. SANBAG works with Caltrans District 8 to develop a list of projects for consideration. The California Transportation Commission can fund a project with IIP funds that are nominated by SANBAG rather than Caltrans, only if the project can be shown to be a more efficient use of resources. The 2006 STIP recommendations by Caltrans included **$123.1 million** in additional IIP funds to augment approximately **$54.5 million** in funding from prior STIPs for major interregional improvements, including widening of Interstate 15 northbound, widening of Route 138 and Route 58, a truck climbing lane on Interstate 15, and interchange improvements.

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

Local Transportation Fund (LTF) – The LTF is derived from one-quarter cent of the 7.75 cent sales tax collected with the County of San Bernardino. SANBAG is responsible for administering the LTF which is expected to total **$75,000,000** in Fiscal Year 2005/2006 and **$79,875,000** in Fiscal Year 2006/2007.

As the administering agency, SANBAG anticipates the receipt of **$300,000** in Fiscal Year 2006/2007 for its administrative functions, including the fiscal and compliance audits of all recipients of LTF except Omnitrans. SANBAG also receives up to 3% of the LTF for apportionment, or **$2,369,250**, for planning and programming activities during the fiscal year. As part of the commuter rail program, SANBAG will receive an allocation of

$9.091 million. The LTF allocations are reported as revenue sources in the *Financial Section* of this report and flow through the SANBAG budget. A portion of these funds is allocated to the Southern California Association of Governments for its planning activities and to the San Bernardino County Auditor/Controller for performance of administrative functions. As administrator of the LTF, SANBAG also makes allocations to the following programs.

Pedestrian and Bicycle Facilities – Under Article 3 of the TDA, two percent 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. Twenty percent of these funds, **$308,120**, in Fiscal Year 2006/2007, will be set aside for projects to improve pedestrian access to bus stops. The remainder, **$1,232,481**, will be made available for pedestrian and bicycle projects. Article 3 funds from the prior year will be added to these funds for a "call for projects" during Fiscal Year 2006/2007.

Transit and Street Projects – After administration, planning and pedestrian and bicycle apportionments have been determined, the balance of the LTF is apportioned by SANBAG in accordance with California Public Utilities Code Section 99231 to areas/jurisdictions on a per capita basis to support transit and street projects. Approximately 74%, or **$55,891,032**, is apportioned to the Valley and used exclusively to for public transportation operations of Omnitrans and Metrolink. Included in the SANBAG budget is **$9,091,375** for the Metrolink commuter rail program. The remaining 26%, or nearly **$19,598,417**, is apportioned to the Mountain/Desert jurisdictions. If a finding is made that all transit needs are being reasonably met, LTF not expended for transit purposes can be expended for street and road projects.

Local Transportation Fund (LTF) Fiscal Year 2006/2007	
AREA	APPORTIONMENT
County Auditor Administration	$17,000
SANBAG Administration	$300,000
SANBAG Planning	$2,396,250
SCAG Planning	$131,700
Article 3 - Pedestrian Bicycle	$1,540,601
Valley Transit	$55,891,032
Mountain/Desert Transit and Streets	$19,598,417
TOTAL	$79,875,000

State Transit Assistance Fund (STAF) – The STAF is 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. Fifty percent of the STAF is allocated to regional agencies such as SANBAG on a per capita basis. The other fifty percent is allocated to transit operators under the SANBAG jurisdiction based on the ratio of prior year total non-federal and State revenue to the total of all transit operators' non-federal and State revenue in the State. During Fiscal Year 2006/2007 it is anticipated that **$7,642,890** will be allocated to SANBAG. A substantial portion of this will be allocated to the transit operators for capital projects and only a portion of the operator allocation is budgeted for Metrolink in Task No. 37907000 (**$335,000**).

San Bernardino Associated Governments

Budget Summary

Fiscal Year 2006/2007

REVENUES	GENERAL	SPECIAL REVENUE											TOTAL
	LOCAL	LTF P&A	LTF/ STAF RAIL	LTF/STAF PASS-THROUGH	REG FEES	VALLEY LOCAL/ ADM	MT./DES. LOC/ADMIN	MAJOR PROJECTS	VALLEY RAIL	VALLEY E&H	VALLEY TMEE	GRANTS/ OTHER REVENUE	
LOCAL REVENUES	2,656,907				147,682							4,250,000	7,054,589
LOCAL TRANSPORTATION FUND		2,696,250	9,091,375	66,546,774									78,334,399
STATE TRANSIT ASSISTANCE FUND			335,000	7,307,890									7,642,890
REGISTRATION FEES					1,688,888								1,688,888
SALES TAX						23,818,900	24,320,368	79,330,772	9,441,252	7,077,917	2,363,334		146,352,543
OTHER GRANTS AND REVENUE												84,384,989	84,384,989
TOTAL NEW REVENUES	**2,656,907**	**2,696,250**	**9,426,375**	**73,854,664**	**1,836,570**	**23,818,900**	**24,320,368**	**79,330,772**	**9,441,252**	**7,077,917**	**2,363,334**	**88,634,989**	**325,458,298**

EXPENDITURES	GENERAL	SPECIAL REVENUE											TOTAL
	LOCAL	LTF P&A	LTF/ STAF RAIL	LTF/STAF PASS-THROUGH	REG FEES	VALLEY LOCAL/ ADM	MT./DES. LOC/ADMIN	MAJOR PROJECTS	VALLEY RAIL	VALLEY E&H	VALLEY TMEE	GRANTS/ OTHER REVENUE	
REGIONAL & QUALITY OF LIFE PROGRAM													
10107000 AIR QUALITY PLANNING											62,995		62,995
10207000 AIR QUALITY IMPLEMENTATION		6,460									58,140		64,600
11007000 REGIONAL TRANSPORTATION PLANNING		27,808									75,000		102,808
11107000 FREIGHT MOVEMENT		48,311									150,000		198,311
11207000 REGIONAL GROWTH FORECAST DEVELOP.		59,503									250,000		309,503
11607000 INLAND TRANS. CORRIDOR PLAN/CETAP											125,163		125,163
40607000A RIDESHARE MANAGEMENT											34,282	264,602 CMAQ	298,884
40607000B INLAND EMPIRE COMMUTER SERVICES											38,011	293,389 CMAQ	331,400
40607000C RIDESHARE INCENTIVE PROGRAMS											60,516	467,084 CMAQ	527,600
40607000D REGIONAL RIDESHARE PROGRAMS											33,206	256,294 CMAQ	289,500
70207000 CALL BOX SYSTEM					1,245,650								1,245,650
70407000 FREEWAY SERVICE PATROL/STATE	289,170										232,576	1,026,693 FSP	1,548,439
70507000 FREEWAY SERVICE PATROL/I-10	68,273							22,758					91,031
70607000 INTELLIGENT TRANSPORTATION SYSTEMS		6,546									58,917		65,463
81207000 CLEAN FUELS IMPLEMENTATION		9,422									84,801		94,223
TOTAL REGIONAL & QUALITY OF LIFE PROGRAM	**357,443**	**158,050**	**0**	**0**	**1,245,650**	**0**	**0**	**22,758**	**0**	**0**	**1,263,607**	**2,308,062**	**5,355,570**
SUBREGIONAL TRANSP. PLANNING & PROGRAM.													
20207000 TRANSP MODELING & FORECASTING		43,848									65,000		108,848
20307000 CONGESTION MANAGEMENT	62,722										122,954		185,676
21307000 HIGH DESERT CORRIDOR STUDIES		11,126											11,126
40407000 COMPREHENSIVE TRANSPORTATION PLAN		18,884									80,000		98,884
40507000 TMEE PROGRAMS DEVELOPMENT											22,498		22,498
40907000 DATA DEVELOPMENT & MANAGEMENT		52,928									136,299		189,227
41007000 NON-MOTORIZED TRANSPORTATION PLAN		13,777									4,000		17,777
50007000 TRANS. IMPROVEMENT PROGRAM		0										161,959 PPM	161,959
52607000 SUBREGIONAL TRANS. MONITORING		8,546									25,800		34,346
60107000 COUNTY TRANS. COMMISSION-GEN.		291,049			10,000								301,049
60907000 AGENCY STRATEGIC PLANNING		19,849				303,727	10,000						333,576
70107000 VALLEY SIGNAL COORDINATION PROGRAM		0									42,088	1,800,000 CMAQ	1,842,088
94107000 MT/DESERT PLAN. & PROJECT DEVELOP.		131,670					14,630						146,300
94507000 VICTOR VALLEY AREA TRANS. STUDY	250,000	208,125										71,483 PPM	529,608
TOTAL SUBREG. TRANSP. PLANNING & PROGRAM.	**312,722**	**799,802**	**0**	**0**	**10,000**	**303,727**	**24,630**	**0**	**0**	**0**	**498,639**	**2,033,442**	**3,982,962**

Grant Key

CMAQ -CONGESTION MITIGATION AIR QUALITY

FSP - FREEWAY SERVICE PATROL

PPM - PLANNING, PROGRAMMING, MONITORING

San Bernardino Associated Governments

Budget Summary

Fiscal Year 2006/2007

Continued...

EXPENDITURES	GENERAL	SPECIAL REVENUE											TOTAL
	LOCAL	LTF P&A	LTF/ STAF RAIL	LTF/STAF PASS-THROUGH	REG FEES	VALLEY LOCAL/ ADM	MT./DES. LOC/ADMIN	MAJOR PROJECTS	VALLEY RAIL	VALLEY E&H	VALLEY TMEE	GRANTS/ OTHER REVENUE	
PROJECT DEVELOPMENT PROGRAM													
81507000 MEASURE I PROGRAM MANAGEMENT								1,042,418					1,042,418
81607000 RT.71 RIGHT OF WAY ACQUISITION								791,996					791,996
81807000 RT.71 LANDSCAPE DESIGN/CONST.								345,895					345,895
82007000 SR 210 FINAL DESIGN								506,270					506,270
82207000 SR 210 RIGHT OF WAY ACQUISITION								20,998					20,998
82407000 SR 210 CONSTRUCTION	618,430							27,441,451				12,585,000 CMAQ,TEA	40,644,881
83007000 I-215 SANRIV PROJECT DEVELOPMENT	328,127							431,957				IIP,LLP,RIP	760,084
83407000 I-215 FINAL DESIGN								2,373,318					2,373,318
83607000 I-215 RIGHT OF WAY ACQUISITION								2,116,260				16,009,991 CMAQ	18,126,251
83807000 I-215 CONSTRUCTION								2,212,864				7,700,000 TCRP	9,912,864
84007000 I-215 BARTON BARTON ROAD INTERCHANGE													0
84107000 I-10 RIVERSIDE INTERCHANGE								71,968				5,500,000 DEMO	5,571,968
84207000 I-10 TIPPECANOE INTERCHANGE								38,943				71,779 DEMO	110,722
84307000 I-10 LIVE OAK CANYON	950,000							85,994				3,500,000 TCRP	4,535,994
84407000 SR 30/210 VICTORIA AVENUE								41,996				250,000 COOP	291,996
86007000 I-10 LANE ADDITION-REDLANDS								9,549,670				12,500,000 STP	22,049,670
86207000 I-10 WESTBOUND LANE ADD-YUCAIPA								504,885					504,885
87007000 HUNTS LANE GRADE SEPARATION								91,996				2,798,998 TCRP	2,890,994
87107000 STATE ST/UNIV. PARKWAY GRADE SEP.								50,577				7,515,444 TCRP	7,566,021
87907000 COLTON CROSSING BNSF/UPRR GRADE SEP								0				1,050,000 IIP, RAR	1,050,000
88007000 I-15/I-215 DEVORE INTERCHANGE													0
93107000 DEBT SERVICE - MAJOR/97 ISSUE								10,521,981					10,521,981
94407000 DEBT SERVICE - MAJOR/96 ISSUE								5,668,504					5,668,504
94807000 DEBT SERVICE - MAJOR/01 ISSUE A								11,722,563					11,722,563
94907000 DEBT SERVICE - MAJOR/01 ISSUE B								10,104,905					10,104,905
TOTAL PROJECT DEVELOPMENT PROGRAM	**1,896,557**	**0**	**0**	**0**	**0**	**0**	**0**	**85,737,409**	**0**	**0**	**0**	**69,481,212**	**157,115,178**
TRANSIT/COMMUTER RAIL PROGRAM													
30907000 GENERAL TRANSIT		178,652											178,652
31507000 OMNITRANS		60,100											60,100
31607000 BARSTOW-COUNTY TRANSIT		23,998											23,998
31707000 VICTOR VALLEY TRANSIT		40,427											40,427
31807000 MORONGO BASIN TRANSIT		129,686											129,686
31907000 SOCIAL SERVICE TRAN. PLAN		284,065											284,065
32007000 NEEDLES TRANSIT		12,305											12,305
32107000 MOUNTAIN AREA TRANSIT		126,492											126,492
35207000 GENERAL COMMUTER RAIL		493,240											493,240
37707000 COMMUTER RAIL OPERATING EXP.			7,452,600										7,452,600
37807000 SPEEDWAY RAIL OPERATING EXP.												256,175 STS	256,175
37907000 COMMUTER RAIL CAPITAL EXPENSES			1,973,775									405,000 RAR	2,378,775
38007000 REDLANDS RAIL EXTENSION		36,275											36,275
38107000 GOLD LINE PHASE II		27,224											27,224
TOTAL TRANSIT/COMMUTER RAIL PROGRAM	**0**	**1,412,464**	**9,426,375**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**661,175**	**11,500,014**

**** GRANT KEY -***

CMAQ - CONGESTION MITIGATION AIR QUALITY
COOP - COOPERATIVE AGREEMENT
DEMO - FEDERAL DEMONSTRATION PROJECTS
IIP - INTERREGIONAL IMPROVEMENT PROGRAM
LLP - LONGER LIFE PAVEMENT
RAR - RAIL ASSET REVENUE
RIP - REGIONAL IMPROVEMENT PROGRAM
STP - SURFACE TRANSPORTATION PROGRAM
STS - SPEEDWAY TICKET SALES
TCRP - TRAFFIC CONGESTION RELIEF PROGRAM
TEA - TRANSPORTATION ENHANCEMENT ACTIVITIES

San Bernardino Associated Governments

Budget Summary

Fiscal Year 2006/2007

Continued...

EXPENDITURES	GENERAL	SPECIAL REVENUE											TOTAL
	LOCAL	LTF P&A	LTF/ STAF RAIL	LTF/STAF PASS-THROUGH	REG FEES	VALLEY LOCAL/ ADM	MT./DES. LOC/ADMIN	MAJOR PROJECTS	VALLEY RAIL	VALLEY E&H	VALLEY TMEE	GRANTS/ OTHER REVENUE	
TRANSPORTATION PROGRAMMING AND FUND ADMINISTRATION PROGRAM													
37307000 FED/STATE FUND ADMINISTRATION												337,558 PPM	337,558
50107000 FED TRANSIT ACT PROGRAMMING		102,340											102,340
50207000 TDA ADMINISTRATION		300,000											300,000
50407000 MEASURE I ADMIN-VALLEY						253,929							253,929
50507000 MEASURE I ADMIN-MT./DESERT GENERAL	4,800						145,674						150,474
50607000 LOCAL TRANSPORTATION FUND				66,546,774									66,546,774
50707000 STATE TRANSIT ASSISTANCE FUND				4,255,000									4,255,000
51307000 MEASURE I VALLEY E&D						1,063				6,768,508			6,769,571
90707000 DEBT SERVICE-BIG BEAR/92 ISSUE							108,183						108,183
90807000 DEBT SERVICE- MT./UNINCORPORATED/92 ISSUE							45,926						45,926
9180000 VALLEY MEASURE I LOCAL						22,577,225							22,577,225
9180100 MT./DESERT MEASURE I LOCAL							23,012,810						23,012,810
94607000 DEBT SERVICE - BARSTOW/96 ISSUE							743,850						743,850
95007000 DEBT SERVICE - YUCCA VALLEY/01 ISSUE B							166,395						166,395
TOTAL TRANSP PROG & FUND ADMIN PROGRAM	**4,800**	**402,340**	**0**	**70,801,774**	**0**	**22,832,217**	**24,222,838**	**0**	**0**	**6,768,508**	**0**	**337,558**	**125,370,035**
PROGRAM SUPPORT /COUNCIL OF GOVERNMENTS													
10407000 INTERGOVERNMENTAL RELATIONS	28,653					97,418	19,506	345,531					491,108
49007000 COUNCIL OF GOVTS NEW INITIATIVES	279,843												279,843
50307000 LEGISLATION						21,000	29,011	425,211					475,222
60507000 PUBLICATIONS & PUBLIC OUTREACH	300					433,177	9,753	56,378					499,608
80507000 BUILDING OPERATIONS												406,000 RAR	406,000
94207000 FINANCIAL MANAGEMENT						131,361	14,630	197,041					343,032
TOTAL PROGRAM SUPPORT/COUNCIL OF GOVTS	**308,796**	**0**	**0**	**0**	**0**	**682,956**	**72,900**	**1,024,161**	**0**	**0**	**0**	**406,000**	**2,494,813**
TOTAL NEW EXPENDITURES	**2,880,318**	**2,772,656**	**9,426,375**	**70,801,774**	**1,255,650**	**23,818,900**	**24,320,368**	**86,784,328**	**0**	**6,768,508**	**1,762,246**	**75,227,449**	**305,818,572**

* ***GRANT KEY -***

PPM - PLANNING, PROGRAMMING, MONITORING

RAR - RAIL ASSET REVENUE

San Bernardino Associated Governments

Budget Summary - Recap

Fiscal Year 2006/2007

	GENERAL	SPECIAL REVENUE												TOTAL
	LOCAL	LTF P&A	LTF/ STAF RAIL	LTF/STAF PASS-THROUGH	REG FEES	VALLEY LOCAL/ ADM	MT./DES. LOC/ADMIN	MAJOR PROJECTS	VALLEY RAIL	VALLEY E&H	VALLEY TMEE	GRANTS/ OTHER REVENUE	
TOTAL NEW REVENUES	2,656,907	2,696,250	9,426,375	73,854,664	1,836,570	23,818,900	24,320,368	79,330,772	9,441,252	7,077,917	2,363,334	88,634,989	325,458,298
TOTAL NEW EXPENDITURES	2,880,318	2,772,656	9,426,375	70,801,774	1,255,650	23,818,900	24,320,368	86,784,328	0	6,768,508	1,762,246	75,227,449	305,818,572
EXCESS OF REVENUES OVER/UNDER EXPENDITURES	-223,411	-76,406	0	3,052,890	580,920	0	0	-7,453,556	9,441,252	309,409	601,088	13,407,540	19,639,726
ESTIMATED FUND BALANCE FOR FISCAL YEAR 2005/2006	223,411	1,122,917	4,671,960	64,967,692	239,866	0	0	70,200,000	0	726,263	3,032,154	6,445,068	151,629,331
ESTIMATED ENCUMBRANCES	0	-878,377	-4,671,960	-28,049,307	-275,000	0	0	-36,568,081	0	-544,129	0	-15,520,140	-86,506,994
OPERATING TRANSFER								9,441,252	-9,441,252				0
ESTIMATED FUND BALANCE FOR FISCAL YEAR 2006/2007	0	168,134	0	39,971,275	545,786	0	0	35,619,615	0	491,543	3,633,242	4,332,468	84,762,063

San Bernardino Associated Governments
Task Listing
Fiscal Year 2006/2007

Regional & Quality of Life Program

Task	Task Description	Mgr
10107000	Air Quality Planning	TS
10207000	Air Quality Implementation	MK
11007000	Regional Transportation Planning	TS
11107000	Freight Movement	TS
11207000	Regional Growth Forecast Develop.	TS
11607000	***Inland Trans. Corridor Plan/CETAP***	***TS***
40607000A	*Rideshare Management*	*MK*
40607000B	*Inland Empire Commuter Services*	*MK*
40607000C	*Rideshare Incentive Programs*	*MK*
40607000D	*Regional Rideshare Programs*	*MK*
70207000	Call Box System	MK
70407000	*Freeway Service Patrol/State*	*MK*
70507000	***Freeway Service Patrol/I-10***	***MK***
70607000	*Intelligent Transportation Systems*	*MK*
81207000	Clean Fuels Implementation	MK

Subregional Trans. Planning & Programming Prog.

Task	Task Description	Mgr
20207000	Transportation Modeling & Forecasting	TS
20307000	Congestion Management	TS
21307000	High Desert Corridor Studies	DRB
40407000	Comprehensive Transportation Plan	TS
40507000	TMEE Program Development	TS
40907000	Data Development & Management	TS
41007000	***Non-Motorized Transportation Plan***	***TS***
50007000	Transportation Improvement Program	TS
52607000	Subregional Transportation Monitoring	TS
60107000	County Trans. Commission – Gen.	TS
60907000	Agency Strategic Planning	TS
70107000	***Valley Signal Coordination Program***	***TS***
94107000	Mt./Desert Planning & Proj. Develop.	DRB
94507000	*Victor Valley Area Trans. Study*	*DRB*

Project Development Program

Task	Task Description	Mgr
81507000	Measure I Program Management	DMK
81607000	Rt. 71 Right of Way Acquisition	DMK
81807000	Rt. 71 Landscape Design/Const.	DMK
82007000	*SR 210 Final Design*	*DMK*
82207000	*SR 210 Right of Way Acquisition*	*DMK*
82407000	*SR 210 Construction*	*DMK*
83007000	I-215 SanRiv Project Development	DMK
83407000	*I-215 Final Design*	*DMK*
83607000	***I-215 Right of Way Acquisition***	***DMK***
83807000	***I-215 Construction***	***DMK***
84007000	***I-215 Barton Road Interchange***	***DMK***
84107000	***I-10 Riverside Interchange***	***DMK***
84207000	*I-10 Tippecanoe Interchange*	*DMK*
84307000	*I-10 Live Oak Canyon*	DMK
84407000	***SR30/210 Victoria Avenue***	***DMK***
86007000	***I-10 Lane Addition – Redlands***	***DMK***
86207000	***I-10 Westbound Lane Add.-Yucaipa***	***DMK***
87007000	*Hunts Lane Grade Separation*	*DMK*
87107000	***State St/Univ. Parkway Grade Sep.***	***DMK***
87907000	***Colton Cross. BNSF/UPRR Grd. Sep.***	***DMK***

Project Development Program (Cont'd.)

Task	Task Description	Mgr.
88007000	***I-15/I-215 Devore Interchange***	***DMK***
93107000	Debt Service – Major/97 Issue	TJM
94407000	Debt Service – Major/96 Issue	TJM
94807000	Debt Service – Major/01 Issue A	TJM
94907000	Debt Service – Major/01 Issue B	TJM

Transit/Commuter Rail Program

Task	Task Description	Mgr.
30907000	General Transit	MAB
31507000	Omnitrans	MAB
31607000	Barstow-County Transit	MAB
31707000	Victor Valley Transit	MAB
31807000	Morongo Basin Transit	MAB
31907000	Social Service Transportation Plan	MAB
32007000	Needles Transit	MAB
32107000	Mountain Area Transit	MAB
35207000	General Commuter Rail	MAB
37707000	Commuter Rail Operating Exp.	MAB
37807000	Speedway Rail Operating Exp.	MAB
37907000	Commuter Rail Capital Exp.	MAB
38007000	Redlands Rail Extension	MAB
38107000	Gold Line Phase II	MAB

Transportation Programs & Fund Admin. Program

Task	Task Description	Mgr.
37307000	Federal/State Fund Admin.	TS
50107000	Fed./Transit Act Programming	MAB
50207000	TDA Administration	MAB
50607000	***Local Transportation Fund***	***MAB***
50707000	***State Transit Assistance Fund***	***MAB***
50407000	Measure I Admin - Valley	TJM
50507000	Measure I Admin - Mt./Desert Gen.	DRB
51307000	*Measure I Valley E & D*	*MAB*
90707000	Debt Service - Big Bear/92 Issue	TJM
90807000	Debt Svc. - Mt./Unincorp./92 Issue	TJM
9180000	Valley Measure I Local	TJM
9180100	Mountain/Desert Measure I Local	TJM
94607000	Debt Service - Barstow/96	TJM
95007000	Debt Svc.-Yucca Valley/01 Issue B	TJM

Program Support/Council of Governments Prog.

Task	Task Description	Mgr.
10407000	Intergovernmental Relations	JF
49007000	Council of Govts. New Initiatives	DRB
50307000	Legislation	JF
60507000	Publications & Public Outreach	DRB
80507000	Building Operations	TJM
94207000	Financial Management	TJM

BOLD ITALICS = NEW TASK FY 06/07
Italics = Name Change

STAFFING OVERVIEW

Staffing Overview

This section of the SANBAG budget provides information relative to human resources requirements for Fiscal Year 2006/2007. The SANBAG workforce is comprised of a small group of professionals and support personnel who manage and implement various programs approved by the Board of Directors. As with any organization, SANBAG's human resources are the most critical and valued asset which move the organization toward attaining the goals and objectives set forth by the governing body.

Management Structure

SANBAG has a simple management structure which serves to facilitate the diverse responsibilities of the organization. Seven senior management staff lead small units of employees to carry out an array of programs under the general direction of the SANBAG Executive Director. The very nature of SANBAG's tasks requires that the senior management staff work independently and that they frequently engage in project development and implementation activities at the regional and statewide level.

SANBAG has built a team of senior management staff who work in a highly collaborative manner to address SANBAG management and policy issues. The senior management staff is accountable for objectives established annually in the SANBAG Work Program. A graphic representation of the structure is depicted in the ***SANBAG Organization Chart.***

Staffing

The SANBAG workforce proposed in this budget is composed of the Executive Director, seven senior management positions, fifteen professional/administrative positions, and twelve support positions. This budget proposes the deletion, addition, and reclassification of positions in the professional/administrative group, as follows:

POSITION MODIFICATIONS		
Position	Range	Salary
Data Management Specialist – Delete	14 - 16	$43,402 - $55,416
Public Information Specialist – New	12 - 15	$37,507 - $52,777
Transit Management Specialist – Reclassified to Transit Analyst	22 – 24	$61,096 - $81,875

Data Management Specialist. This budget proposes to delete the Data Management Specialist position, which is an entry level position reporting to the Director of Planning and Programming. Data management activities have previously been performed by two regular employees. At the request of the employee in the specialist position, the position has been converted from a regular, full time position to an extra help position. Due to the skill level and experience of the employee, it is anticipated that the work requirements of the Data Management Office under the proposed budget can be performed by the Data Program Administrator, the extra help position, and student interns.

Public Information Specialist. This budget proposes the addition of one new, entry level position reporting to the Director of Management Services. The position will provide support to the Public Information Officer by researching and drafting text for press releases, brochures, and program descriptions. The position will assist with planning and implementing public meetings and ceremonies

related to transportation projects, responding to public inquiries, and manning the agency information booth at special events.

Transit Management Specialist/Analyst Reclassification. This budget proposes reclassification of the existing Transit Management Specialist to a Transit Analyst position. The Transit Management Analyst position was approved as a new, entry level position in Fiscal Year 2005/2006 reporting to the Director of Transit and Rail Programs. The position has been advertised throughout the year with recruitments and interviews being conducted at three separate intervals, without success. This budget proposes that the position be reclassified from the entry level specialist position to a higher analyst reclassification. Responsibilities of the two SANBAG transit analyst positions will be adjusted to more closely reflect the management and skill level needs of the transit and rail program.

The new transit analyst position will be responsible for working directly with the transit operators within the County and will have responsibility for administration of federal transit funds. The position will provide support for the Transit Operator Performance Reporting System and Productivity Improvement Program and provide technical assistance to transit operators. The position will be advertised at a salary commensurate with the candidates' experience. The total net cost over the prior year budget for reclassification is estimated at $10,000 to $20,000.

In addition to regular employees, temporary workers are occasionally used based on their particular skill level and availability in accordance with agency needs. There is no expectation that temporary employees will be elevated to regular positions or that their employment will be extended beyond the particular project for which they are hired. Temporary employees receive an hourly salary, with no benefits. In the past year, SANBAG has used temporary employees to perform tasks in the areas of data management, finance, and public information.

The Fiscal Year 2006/2007 budget provides funding for a total of 35 regular employees and temporary employees for short-term assistance. The total new cost to SANBAG for these proposed modifications for Fiscal Year 2006/2007 is approximately $7,000 over the prior year.

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

Supplemental Expertise Contractors. SANBAG retains a number of professional services contractors who provide on-going support in specific areas of expertise. Current contractors in this category have particular expertise in the areas of legal services, rail development and operations, project management, social service oriented transportation, legislative advocacy, computer network administration, financial and investment management. Each holds unique qualifications in specialized areas of expertise relative to SANBAG programs. These contractors render on-going advice and assistance in their specialized field and provide critical support to the on-going programmatic functions performed at SANBAG.

Project Specific Contractors. A number of consultants are retained to perform specific, identifiable projects. These contractors are retained to perform specific tasks within specified time frames. Under these contracts, consultants perform such work as traffic and facility studies, environmental review, transportation planning studies, and project engineering and design work. The use of these contractors provides for a fluctuating work force, based upon the agency

requirements, and is of particular importance to the major freeway construction projects which are the largest component of SANBAG's 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 total salary and benefits cost to SANBAG for regular employees in Fiscal Year 2005/2006 was $3,678,676, which is less than 2% of the total budgeted expenditures and estimated encumbrances. A specific listing of classifications with salary and benefit costs as of March 10, 2006, is contained in this section as ***Salaries and Benefits Schedule***. The SANBAG Administrative Committee and Board of Directors are considering general salary and benefit levels and have not taken any action related to 2006/2007. The salary expenditures displayed in this budget do not reflect any modifications from 2005/2006 for salary and benefits levels.

Staff Utilization

SANBAG budgets costs related to regular and temporary employees by allocation of their total hours to specific tasks. The pie chart entitled ***Hourly Staff Utilization by Program*** provides a visual display of human resources distributed by program. Also provided in this 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*** displays the distribution of resources among the various SANBAG tasks and programs, reflecting the amount of management and support staff hours necessary to perform tasks contained in the budget. Each full-time employee is budgeted for a total of 2,080 hours annually. In addition to hours worked, this total includes vacation, holiday, administrative, and sick leave. The hours worked by each employee are assigned directly to tasks approved in the annual budget, normally based on 1,850 hours worked.

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

SANBAG Organization Chart – *Staffing*

Board of Directors

SANBAG Counsel

Jean-Rene Basle
Rex Hinesley

Executive Director

Tony Grasso

Support Services

Vicki Watson
Clerk of the Board/Administrative Assistant

Anna Aldana
Assistant to the Clerk of the Board

Daylene Burris
Secretary

Diane Greve
Secretary

Sherry Jenkins
Clerk/Receptionist

Beverly Hughes
Clerk/Receptionist

Transit and Rail Programs

Mike Bair
Director

Victoria Baker
Senior Transit Analyst

Clerical Support from Daylene Burris

Air Quality and Mobility Programs

Michelle Kirkhoff
Director

Kelly Lynn
Air Quality and Mobility Program Manager

Marla Modell
Air Quality and Mobility Specialist

Buffy Bender
Secretary

Freeway Construction

Darren Kettle
Director

Pam Cinque
Secretary

Intergovernmental & Legislative Affairs

Jennifer Franco
Director

Clerical Support from Diane Greve

Planning and Programming

Ty Schulling
Director

Steven Smith
Principal Transportation Analyst

Lisa Poe
Senior Programming Analyst

Andrea Zureick
Senior Transportation Analyst

Cameron Brown
Data Program Administrator

Ginger Koblasz
Data Management Specialist

Joanne Cook
Secretary

Beryl Teunissen
Contract Tracking Asst.

Finance

Terry McGuire
Chief Financial Officer

Dolores Reyna
Accounting Manager

Miki Ewens
Senior Accounting Assistant

Jenny Betancourt
Accounting Assistant

Candie Hall
Accounting Assistant

Clerical Support from Daylene Burris

Management Services

Deborah Barmack
Director

Cheryl Donahue
Public Information Officer

Terri Miyamoto
Administrative Analyst

Clerical Support from Diane Greve

Mountain/Desert Subregional Policies

Deborah Barmack
Director of Management Services

Ryan Graham
Transportation Planning Specialist

Table of Regular Positions Fiscal Year 2006/2007

Support Group	**FY 04/05**	**FY 05/06**	**FY 06/07**
Senior Accounting Assistant	1	1	1
Accounting Assistant (II)	2	2	2
Clerk/Receptionist (II)	1	1	1
Clerk/Receptionist (III)	1	1	1
Secretary (I)	1	1	1
Secretary (II)	1	1	1
Secretary (III)	4	4	4
Assistant to the Clerk of the Board	1	1	1
Total Support Group	**12**	**12**	**12**
Administrative/Professional Group			
Accounting Manager	0	1	1
Administrative Analyst	1	1	1
Air Quality/Mobility Program Manager	1	1	1
Air Quality/Mobility Specialist	0	1	1
Clerk of the Board/Administrative Assistant	1	1	1
Data Management Specialist	1	1	0
Data Program Administrator	1	1	1
Principal Transportation Analyst	1	1	1
Public Information Officer	1	1	1
Public Information Specialist	0	0	1
Programming Analyst	1	1	1
Transportation Planning/Programming Analyst	1	1	1
Transit Analyst	1	1	2
Transit Management Specialist	0	1	0
Transportation Planning Specialist	1	1	1
Total Administrative/Professional Group	**11**	**14**	**14**
Senior Management Group			
Chief Financial Officer	1	1	1
Director of Air Quality & Mobility Programs	1	1	1
Director of Freeway Construction	1	1	1
Director of Intergovernmental & Legislative Affairs	1	1	1
Director of Management Services	1	1	1
Director of Planning & Programming	1	1	1
Director of Transit & Rail Programs	1	1	1
Executive Director	1	1	1
Total Senior Management Group	**8**	**8**	**8**
TOTAL REGULAR POSITIONS	**31**	**34**	**34**

San Bernardino Associated Governments
Salaries and Benefits Schedule as of March 10, 2006

Classification	Salary	Retirement*	Deferred Comp.	Worker's Comp.	Medicare	UI**	Flexible Benefits	Contr. Cnty Sup. Ben.***	Auto Allowance	Total
Support Group										
Accounting Assistant II, Senior Acct. Asst. (3)	$136,344	$38,609	$6,817	$2,250	$2,509	$630	$25,419	$1,809	$0	$214,387
Assistant to the Clerk of the Board (1)	41,350	11,359	2,068	682	761	210	8,473	603	0	65,506
Clerk/Receptionist II, III (2)	64,813	19,726	3,241	1,069	1,193	420	16,946	1,206	0	108,613
Secretary I,II,III (6)	248,581	71,055	14,331	6,567	4,574	1,260	50,839	3,618	0	400,825
Administrative/Professional Group										
Accounting Manager	61,090	16,781	4,582	2,987	1,124	210	8,473	447	0	95,694
Administrative Analyst	70,720	21,414	5,304	3,458	1,301	210	8,473	447	0	111,328
Air Quality/Mobility Program Manager	77,979	21,936	5,848	3,813	1,435	210	8,473	447	0	120,141
Air Quality/Mobility Specialist	41,350	11,140	3,101	2,022	761	210	8,473	447	0	67,504
Clerk of the Board/Administrative Assistant	64,147	17,621	4,811	3,137	1,180	210	8,473	447	0	100,027
Data Program Administrator	61,090	16,458	4,582	2,987	1,124	210	8,473	447	0	95,370
Data Management Specialist	29,089	7,848	2,182	1,422	535	210	8,473	447	0	50,206
Principal Transportation Analyst	104,499	31,966	7,837	5,110	1,923	210	8,473	447	0	160,466
Public Information Officer	85,966	23,082	6,447	4,204	1,582	210	8,473	447	0	130,412
Programming Analyst	74,256	20,465	5,569	3,631	1,366	210	8,473	447	0	114,418
Transit Analyst	74,256	20,888	5,569	3,631	1,366	210	8,473	447	0	114,841
Transp. Planning/Programming Analyst	65,749	17,831	4,931	3,215	1,210	210	8,473	447	0	102,066
Transportation Planning Specialist	41,350	11,181	2,068	682	761	210	8,473	447	0	65,172
Senior Management Group										
Chief Financial Officer	135,000	41,297	10,125	6,602	2,484	210	8,473	447	5,400	210,037
Director of Air Quality/Mobility Program	120,644	33,937	9,048	5,899	2,220	210	8,473	447	5,400	186,279
Director of Freeway Construction	124,493	33,476	9,337	6,088	2,291	210	8,473	447	5,400	190,215
Director of Intergovernmental/Legislative Affairs	92,703	25,466	4,635	1,530	1,706	210	8,473	447	5,400	140,569
Director of Management Services	126,676	33,987	9,501	6,194	2,331	210	8,473	447	5,400	193,219
Director of Planning/Programming	126,676	35,482	9,501	6,194	2,331	210	8,473	447	5,400	194,714
Director of Transit/Rail Programs	120,644	32,803	9,048	5,899	2,220	210	8,473	447	5,400	185,145
Executive Director	175,000	53,533	8,750	2,888	3,220	210	8,473	447	9,000	261,520
TOTALS	**$2,364,466**	**$669,340**	**$159,234**	**$92,163**	**$43,506**	**$6,930**	**$279,614**	**$16,623**	**$46,800**	**$3,678,676**

* Includes Survivor Benefits
** Unemployment Insurance
*** Includes Short Term Disability, Employee Assist. Prog. and Employee Health & Productivity Prog.

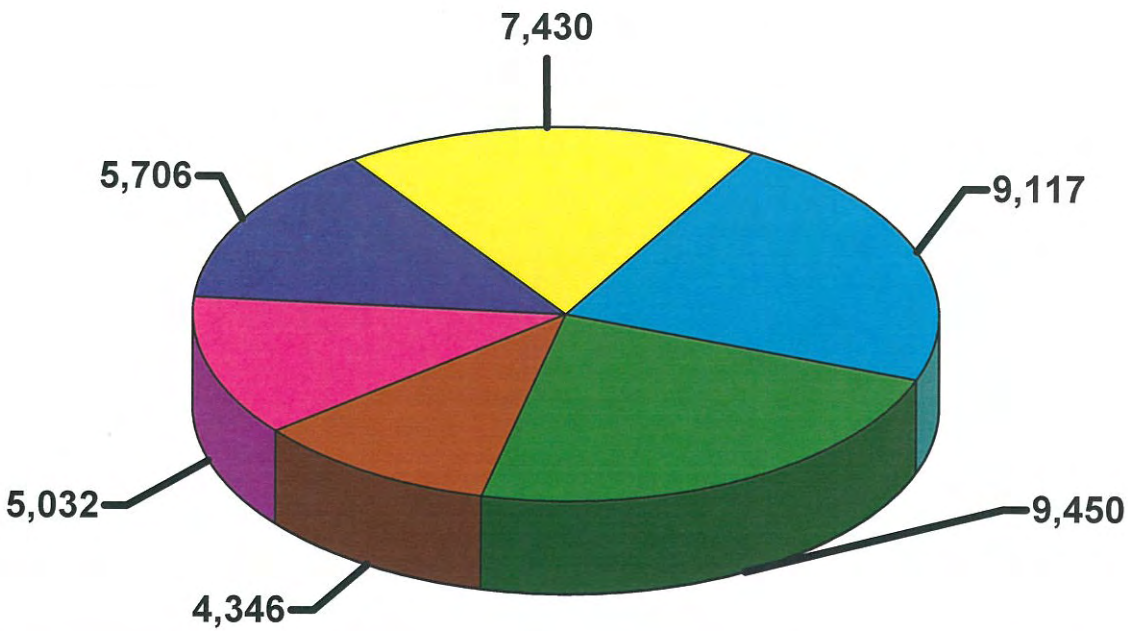
Employer Provided Benefits:	
Retirement	$669,340
Deferred Compensation	159,234
Flexible Benefit Plan	279,614
Contracted Cnty Supplemental Ben.	16,623
Auto Allowance	46,800
Total	**$1,171,611**

Mandatory Benefits:	
Workers' Compensation	$92,163
Medicare	43,506
Unemployment Insurance	6,930
Total	**$142,599**

San Bernardino Associated Governments

Hourly Staff Utilization by Program

Fiscal Year 2006/2007 - 41,081 Hours



Legend

- Regional & Quality of Life Program (22%)
- Subregional Transportation Planning & Programming (22%)
- Project Development Program (11%)
- Transit/Commuter Rail Program (12%)
- Transportation Programming & Fund Administration (14%)
- Program Support / Council of Governments (18%)

San Bernardino Associated Governments
STAFF UTILIZATION REPORT
Fiscal Year 2006/2007

	TOTAL	Director of Transit/Rail Programs	Director of Management Services	Director of Intergovt./ Leg.Affairs	Executive Director	Director of Air Quality Mobility Pgm	Director of Planning & Programming	Chief Financial Officer	Director of Freeway Construction	Other Staff*
REGIONAL & QUALITY OF LIFE PROGRAMS										
10107000 Air Quality Planning	260	-	-	-	80	-	100	-	-	80
10207000 Air Quality Implementation	274	-	24	-	-	200	-	-	-	50
11007000 Regional Transportation Planning	640	-	10	-	-	-	240	-	-	390
11607000 Inland Trans. Corridor Plan/CETAP	80	-	-	-	-	-	-	-	-	80
11107000 Freight Movement	1,058	-	8	-	80	-	400	-	-	570
11207000 Regional Growth Forecast Develop.	270	-	-	-	-	-	80	-	-	190
40607000 Rideshare Management	1,326	-	-	-	-	350	-	-	-	976
70207000 Call Box System	2,312	-	-	-	-	350	-	-	-	1,962
70607000 Intelligent Transportation Systems	220	-	-	-	-	100	-	-	-	120
70407000 Freeway Service Patrol/State	2,420	-	-	-	-	300	-	-	-	2,120
70507000 Freeway Service Patrol/I-10	-	-	-	-	-	-	-	-	-	-
81207000 Clean Fuels Implementation	257	-	-	-	-	126	-	-	-	131
TOTAL REGIONAL & QUALITY OF LIFE PROGRAMS	**9,117**	**-**	**42**	**-**	**160**	**1,426**	**820**	**-**	**-**	**6,669**
SUBREGIONAL TRANSP. PLANNING & PROGRAM.										
20207000 Trans. Modeling & Forecasting	700	-	-	-	-	-	20	-	-	680
20307000 Congestion Management	1,225	-	30	-	-	-	120	-	-	1,075
21307000 High Desert Corridor Studies	84	-	24	-	-	-	-	-	-	60
40407000 Comprehensive Transportation Plan	745	-	-	-	-	-	80	-	-	665
40507000 TMEE Programs Development	8	-	-	-	-	-	8	-	-	-
40907000 Data Development & Management	1,016	-	-	-	-	-	40	-	-	976
41007000 Non-Motorized Transportation Plan	-	-	-	-	-	-	-	-	-	-
50007000 Trans. Improvement Program	1,130	-	-	-	-	-	120	-	-	1,010
52607000 Subregional Trans. Monitoring	100	-	-	-	-	-	20	-	-	80
60107005 County Trans. Commission – Gen.	2,173	-	40	-	264	175	448	-	-	1,246
60907000 Agency Strategic Planning	260	-	-	-	-	-	-	-	-	260
70107000 Valley Signal Coordination Program	350	-	-	-	-	-	-	-	-	350
94107000 Mt/Desert Plan. & Project Develop.	1,099	-	200	-	49	-	-	-	-	850
94507000 Victor Valley Area Trans. Study	560	-	80	-	-	-	-	-	-	480
TOTAL SUBREG. TRANSP. PLANNING & PROGRAM.	**9,450**	**-**	**374**	**-**	**313**	**175**	**856**	**-**	**-**	**7,732**
PROJECT DEVELOPMENT										
81507000 Measure I Program Management	4,346	-	-	-	100	-	-	-	1,816	2,430
81607000 Rt. 71 Right of Way Acquisition	-	-	-	-	-	-	-	-	-	-
81807000 Rt. 71 Landscape Design/Const.	-	-	-	-	-	-	-	-	-	-
82007000 SR 210 Final Design	-	-	-	-	-	-	-	-	-	-
82207000 SR 210 Right of Way Acquisition	-	-	-	-	-	-	-	-	-	-
82407000 SR 210 Construction	-	-	-	-	-	-	-	-	-	-
83007000 I-215 SanRiv Project Development	-	-	-	-	-	-	-	-	-	-
83407000 I-215 Final Design	-	-	-	-	-	-	-	-	-	-
83607000 I-215 Right of Way Acquisition	-	-	-	-	-	-	-	-	-	-
83807000 I-215 Construction	-	-	-	-	-	-	-	-	-	-
84007000 I-215 Barton Road Interchange	-	-	-	-	-	-	-	-	-	-
84107000 I-10 Riverside Interchange	-	-	-	-	-	-	-	-	-	-
84207000 I-10 Tippecanoe Interchange	-	-	-	-	-	-	-	-	-	-
84307000 I-10 Live Oak Canyon	-	-	-	-	-	-	-	-	-	-
84407000 SR 30/210 Victoria Avenue	-	-	-	-	-	-	-	-	-	-
86007000 I-10 Lane Addition–Redlands	-	-	-	-	-	-	-	-	-	-
86207000 I-10 Westbound Lane Add.–Yucaipa	-	-	-	-	-	-	-	-	-	-
87007000 Hunts Lane Grade Separation	-	-	-	-	-	-	-	-	-	-
87107000 State St/Univ. Parkway Grade Sep.	-	-	-	-	-	-	-	-	-	-
87907000 Colton Crossing BNSF/UPRR Grade Separation	-	-	-	-	-	-	-	-	-	-
88007000 I-15/I-215 Devore Interchange	-	-	-	-	-	-	-	-	-	-
93107000 Debt Service - Major/97 Issue	-	-	-	-	-	-	-	-	-	-
94407000 Debt Service - Major/96 Issue	-	-	-	-	-	-	-	-	-	-
94807000 Debt Service - Major/01 Issue A	-	-	-	-	-	-	-	-	-	-
94907000 Debt Service - Major/01 Issue B	-	-	-	-	-	-	-	-	-	-
TOTAL PROJECT DEVELOPMENT	**4,346**	**-**	**-**	**-**	**100**	**-**	**-**	**-**	**1,816**	**2,430**

*** OTHER STAFF comprised of (12) FULL-TIME PROFESSIONAL STAFF; (14) FULL-TIME and (1) ONE-HALF TIME SUPPORT STAFF.**

San Bernardino Associated Governments
STAFF UTILIZATION REPORT
Fiscal Year 2006/2007

	TOTAL	Director of Transit/Rail Programs	Director of Management Services	Director of Intergovt./ Leg.Affairs	Executive Director	Director of Air Quality Mobility Pgm	Director of Planning & Programming	Chief Financial Officer	Director of Freeway Construction	Other Staff*
TRANSIT/COMMUTER RAIL PROGRAMS										
30907005 General Transit	1,065	220	-	-	40	-	-	-	-	805
31507000 Omnitrans	396	120	-	-	-	-	-	-	-	276
31607000 Barstow-County Transit	168	32	-	-	-	-	-	-	-	136
31707000 Victor Valley Transit	268	72	-	-	-	-	-	-	-	196
31807000 Morongo Basin Transit	268	64	-	-	-	-	-	-	-	204
31907000 Social Service Transportation Plan	400	128	-	-	-	-	-	-	-	272
32007000 Needles Transit	72	24	-	-	-	-	-	-	-	48
32107000 Mountain Area Transit	248	60	-	-	-	-	-	-	-	188
35207005 General Commuter Rail	1,835	516	-	-	40	-	-	-	-	1,279
37707000 Commuter Rail Operating Exp.	-	-	-	-	-	-	-	-	-	-
37807000 Speedway Rail Operating Exp.	-	-	-	-	-	-	-	-	-	-
37907000 Commuter Rail Capital Exp.	-	-	-	-	-	-	-	-	-	-
38007000 Redlands Rail Extension	184	120	-	-	-	-	-	-	-	64
38107000 Gold Line Phase II	128	80	-	-	-	-	-	-	-	48
TOTAL TRANSIT/COMMUTER RAIL PROGRAMS	**5,032**	**1,436**	**-**	**-**	**80**	**-**	**-**	**-**	**-**	**3,516**
TRANSPORTATION PROGRAM AND FUND ADMINISTRATION										
37307000 Federal/State Fund Administration	3,136	-	100	-	100	-	60	-	-	2,876
50107000 Federal/Transit Act Programming	428	68	-	-	-	-	-	-	-	360
50207000 TDA Administration	1,224	196	-	-	-	-	-	-	-	1,028
50607000 Local transportation Fund	-	-	-	-	-	-	-	-	-	-
50707000 State Transit Assistance Fund	-	-	-	-	-	-	-	-	-	-
50407000 Measure I Admin - Valley	425	-	90	-	100	-	-	60	-	175
50507000 Measure I Admin – Mt/Desert Gen.	485	-	100	-	75	-	-	60	-	250
90707000 Debt Service - Big Bear/92 Issue	-	-	-	-	-	-	-	-	-	-
90807000 Debt Service - Mt./Unincorporated/92 Issue	-	-	-	-	-	-	-	-	-	-
91800000 Valley Measure I Local	-	-	-	-	-	-	-	-	-	-
91801000 Mountain/Desert Measure I Local	-	-	-	-	-	-	-	-	-	-
51307000 Measure I Valley E & D	8	-	-	-	-	-	-	-	-	8
94607000 Debt Svc. - Barstow/96	-	-	-	-	-	-	-	-	-	-
95007000 Debt Svc. - Yucca Valley/01 Issue B	-	-	-	-	-	-	-	-	-	-
TOTAL TRANSP PROGRAM & FUND ADMIN.	**5,706**	**264**	**290**	**-**	**275**	**-**	**60**	**120**	**-**	**4,697**
PROGRAM SUPPORT /COUNCIL OF GOVERNMENTS										
10407000 Intergovernmental Relations	1,940	-	160	790	600	-	-	-	-	390
49007000 Council of Govts. New Initiatives	-	-	-	-	-	-	-	-	-	-
50307000 Legislation	1,424	-	-	794	80	-	-	-	-	550
60507000 Publications & Public Outreach	3,526	-	100	208	100	-	-	-	-	3,118
80507000 Building Operations	-	-	-	-	-	-	-	-	-	-
94207000 Financial Management	540	-	-	-	-	-	-	300	-	240
TOTAL PROGRAM SUPPORT / COUNCIL OF GOVTS.	**7,430**	**-**	**260**	**1,792**	**780**	**-**	**-**	**300**	**-**	**4,298**
FRINGE & INDIRECT										
FRINGE Fringe	9,698	280	314	264	272	304	344	304	264	7,352
INDIRECT Indirect	19,991	100	800	24	100	175	-	1,356	-	17,436
TOTAL FRINGE & INDIRECT	**29,689**	**380**	**1,114**	**288**	**372**	**479**	**344**	**1,660**	**264**	**24,788**
GRAND TOTALS	**70,770**	**2,080**	**2,080**	**2,080**	**2,080**	**2,080**	**2,080**	**2,080**	**2,080**	**54,130**

*** OTHER STAFF comprised of (12) FULL-TIME PROFESSIONAL STAFF; (14) FULL-TIME and (1) ONE-HALF TIME SUPPORT STAFF.**

San Bernardino Associated Governments
Acronym List

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
AVL	Automatic Vehicle Location
AVR	Average Vehicle Ridership
BAT	Barstow Area Transit
BNSF	Burlington Northern Santa Fe
BRT	Bus Rapid Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEHD	Community Economic and Human Development Committee
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOE	Department of Energy
DOT	Department of Transportation
E&D	Elderly and Disabled
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
EV	Electric Vehicle
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HPP	High Priority Projects
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor

IEEP	Inland Empire Economic Partnership
IMD	Interstate Maintenance Discretionary
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
JPA	Joint Powers Authority
LACMTA	Los Angeles County Metropolitan Transportation Authority
LLP	Longer Life Pavement
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PRNS	Projects of Regional and National Significance
PS&E	Plans, Specifications & Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
ROW	Right of Way
RSA	Regional Statistical Area
RTAC	Regional Transportation Agencies' Coalition
RTAP	Rural Transit Assistance Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy of Users
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data

SHA	State Highway Account
SHOPP	State Highway Operations and Protection 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
TAC	Technical Advisory Committee
TCI	Transit Capital Improvement
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21st Century
TIA	Traffic Impact Analysis
TIP	Transportation Improvement Projects
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOCP	Transit Operating and Capital Plan
TOPRS	Transit Operator Performance Reporting System
TPA	Transportation Planning Agency
TSM	Transportation Systems Management
ULEV	Ultra Low Emission Vehicle
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VA	Value Analysis
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments
ZEV	Zero Emission Vehicle

San Bernardino Associated Governments
Glossary of Budget Terms

The following explanations of terms are presented to aid in understanding the narrative discussions and illustrations included in this budget document and the terminology generally used in governmental accounting, auditing, financial reporting and budgeting.

Accrual Basis

Method of accounting that recognizes the financial effect of transactions, events, and interfund activities when they occur, regardless of the timing of related cash flows.

Annual Budget

A budget applicable to a single fiscal year. See BUDGET.

Audit

A systematic collection of the sufficient, competent evidential matter needed to attest to the fairness of management's assertions in the financial statements or to evaluate whether management has efficiently and effectively carried out its responsibilities. The auditor obtains this evidential matter through inspection, observation, inquiries and confirmations with third parties. See FINANCIAL AUDIT.

Basis of Accounting

A term used to refer to when revenues, expenditures, expenses, and transfers - and the related assets and liabilities - are recognized in the accounts and reported in the financial statements. Specifically, it relates to the timing of the measurements made, regardless of the nature of the measurement, on either the cash or the accrual method.

Bond

Most often, a written promise to pay a specified sum of money (called the face value or principal amount), at a specified date or dates in the future, called the maturity date(s), together with periodic interest at a specified rate.

Budget

A plan of financial operation embodying an estimate of proposed expenditures for a given period and the proposed means of financing them. Used without any modifier, the term usually indicates a financial plan for a single fiscal year. The term "budget" is used in two senses in practice. Sometimes it designates the financial plan presented to the appropriating governing body for adoption, and sometimes, the plan finally approved by the body. See ANNUAL BUDGET.

Budgetary Control

The control or management of a government or enterprise in accordance with an approved budget to keep expenditures within the limitations of available appropriations and available revenues.

Budget Document

The instrument used by the budget-making authority to present a comprehensive financial program to the appropriating governing body.

Debt

An obligation resulting from the borrowing of money or from the purchase of goods and services. Debts of governments include bonds, time warrants and notes.

Debt Coverage Ratios

Comparative statistics illustrating the relation between the issuer's outstanding debt and such factors as its tax base, income or population. These ratios often are used as part of the process of determining the credit rating of an issue, especially with general obligation bonds.

Encumbrance

Commitments related to unperformed contracts for goods and services.

Expenditures

Decreases in net financial resources not properly classified as other financing uses. Expenditures include current operating expenses requiring the present or future use of net current assets, debt service, capital outlays, intergovernmental grants, entitlements and share revenues.

Financial Advisor

In the context of bond issuances, a consultant who advises the issuer on any of a variety of matters related to the issuance. The financial advisor sometimes also is referred to as the fiscal consultant.

Financial Audit

Audits designed to provide independent assurance of the fair presentation of financial information.

Fiscal Year

A 12-month period to which the annual operating budget applies and at the end of which a government determines its financial position and the results of its operations.

Fund

A fiscal and accounting entity with a self-balancing set of accounts in which cash and other financial resources, all related liabilities and residual equities or balances, and changes therein, that are segregated for the purpose of carrying on specific activities or attaining certain objectives in accordance with special regulations, restrictions or limitations.

Fund Balance

The difference between assets and liabilities reported in a governmental fund.

Generally Accepted Accounting Principles (GAAP)

Conventions, rules, and procedures that serve as the norm for the fair presentation of financial statements.

Generally Accepted Auditing Standards (GAAS)

Rules and procedures that govern the conduct of a financial audit.

Generally Accepted Government Auditing Standards (GAGAS)

Standards for the conduct and reporting of both financial and performance audits in the public sector promulgated by the Government Accountability Office through its publication Government Auditing Standards, commonly known as the "Yellow Book."

Independent Auditor

Auditors who are independent, both in fact and appearance, of the entities they audit. Both GAAS and GAGAS set specific criteria that must be met for an audit to be considered independent.

Internal Service Fund

Proprietary fund that may be used to report any activity that provides goods or services to other funds, departments, or agencies of the government, or other governments, on a cost-reimbursement basis.

Joint Venture

A legal entity or other organization that results from a contractual arrangement and that is owned, operated, or governed by two or more participants as a separate and specific activity subject to joint control, in which the participants retain (a) an ongoing financial interest or (b) an ongoing financial responsibility.

Loan Receivable

An asset account reflecting amounts loaned to organizations external to the Agency, including notes taken as security for such loans.

Modified Accrual Basis

Basis of accounting used in conjunction of with current financial resources measurement focus that modifies the accrual basis of accounting in two important ways 1) revenues are not recognized until they are measurable and available, and 2) expenditures are generally recorded when a liability is incurred, except for expenditures related to debt service and compensated absences, which are recognized when payment is due.

Operating Transfers

All interfund transfers other than residual equity transfers (e.g., legally authorized transfers from a fund receiving revenue to the fund through which the resources are to be expended.)

Other Financing Sources

Increase in current financial resources that is reported separately from revenues to avoid distorting revenue trends.

Other Financing Uses

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.