San Bernardino Associated Governments

Governments
SANBAG
Working Together

MISSION STATEMENT

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

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

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

Approved June 2, 1993
Reaffirmed March 6, 1996

TABLE OF CONTENTS

EXECUTIVE DIRECTOR'S BUDGET MESSAGE 1

INTRODUCTION

SANBAG and the Community It Serves 15

FINANCIAL SECTION

Budget Process 18
- Budget Adoption 19
- Budget Roles and Responsibilities 19
- Budget Amendments 20
- SANBAG Committee Structure Chart 21

Financial Overview 22
- Financial Policies 22
- Estimated Revenues 24

Debt Summary 29
- Debt Financing 29
- Debt Service Schedule 30
- Debt Capacity Analysis 30
- Major Projects Measure I Cash Flow 32

Estimated Revenue Illustration 33
Estimated Revenue Schedule 34
General Assessment Dues 35
Indirect Cost Allocation 36

PROGRAM SECTION

Program Overview 37
- Budgeted Expenditures Illustration 38
- Regional and Quality of Life Program Budget 39
- Subregional Transportation Planning and Program Budget 40
- Project Development Program Budget – Capital Program 42
- Transit/Commuter Rail Program Budget 43
- Transportation Programming and Fund Administration Program Budget 44
- Program Support/Council of Governments Program Budget 46

State and Federal Fund Allocation Responsibilities 47
Budget Summary 58
Task Listing 62

TABLE OF CONTENTS (Continued)

STAFFING SECTION

Staffing Overview 63
Salaries and Benefits 65
Staff Utilization 66
Organization Chart 67
Table of Regular Positions 68
Salary and Benefits Schedule 69
Hourly Staff Utilization by Program Illustration 70
Staff Utilization Report 71

SUPPLEMENTAL INFORMATION

Acronym List 73
Glossary of Terms 76

SAN BERNARDINO ASSOCIATED GOVERNMENTS
IS PROUD TO BE A RECIPIENT OF
THE GOVERNMENT FINANCE OFFICERS ASSOCIATION (GFOA)
DISTINGUISHED BUDGET PRESENTATION AWARD
FOR FISCAL YEAR 2006/2007

GOVERNMENT FINANCE OFFICERS ASSOCIATION

Distinguished Budget Presentation Award

PRESENTED TO

San Bernardino Associated Governments

California

For the Fiscal Year Beginning

July 1, 2006

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 2006. 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 2, 2007

TO: SANBAG Board of Directors

FROM: Tony Grasso, Executive Director

SUBJECT: Fiscal Year 2007/2008 Budget Message

I am delighted to deliver the proposed budget for the San Bernardino Associated Governments (SANBAG) for Fiscal Year 2007-2008. This budget message will highlight the major programs and provide an overview of the issues facing SANBAG next year.

Fiscal Year 2006/2007 brought many new and exciting opportunities to this organization. The passage of the Governor's infrastructure bonds has provided new funding that the region and the State have not seen for quite some time. Proposition 1A protects the voters intent to use sales tax on gasoline as a source for highway funding. This should stabilize the State funding flow. Proposition 1B is providing a one time infusion of funds in a variety of specific categories. The first portion of dedicated funds for corridor mobility on the state highway system will allow SANBAG to accelerate project delivery for critical regional projects. The Trade Corridor Infrastructure Fund and the State Local Partnership Fund will be the funding sources SANBAG will be working on as the fiscal year begins. Trade corridor discussions should be a significant part of our discussions with all of our transportation needs. Solving these needs may make a significant difference for the future.

Our member agencies are asking SANBAG to take lead on an increasing number of projects. Whether we serve as lead agency or in an oversight role, the responsibility is increasing to a point where we are approaching critical mass. Therefore, this budget begins to address the additional resources needed to deliver the renewal Measure I (2010-2040). Delivery of construction projects, expansion of our commuter and mobility programs, environmental compliance, increasing requirements of planning and programming, advocacy interaction and the public information outputs will continue to require increased SANBAG involvement.

This year we will see the completion of one major signature project, Interstate 210, and the beginning of the long-awaited Interstate 215 improvements. Our infrastructure projects throughout the region will continue as we close out the first Measure I and transition into the renewal Measure I (2010-2040). Multimodal transportation, motorist assistance, region-wide planning and inter-related commerce growth as San Bernardino County continues to grow as a Southern California driving influence, and our charge to enhance the quality of life will be challenges SANBAG will address with a united focus.

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 Fiscal Year 2007/2008 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 Fiscal Year 2007/2008 budget are $321,006,312. This compares with the Fiscal Year 2006/2007 budget of $325,458,298 and the Fiscal Year 2005/2006 actual of $300,523,800. No growth is anticipated for Measure I revenue for Fiscal Year 2007/2008 based upon actual revenue in Fiscal Year 2005/2006 and revenue received to date in Fiscal Year 2006/2007, while increases in restricted funds are dictated by grant activity. A review of the ***Estimated Revenues Schedule*** for Fiscal Year 2007/2008 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 2007/2008, not including estimated encumbrances, is $301,112,234 and is balanced overall and in programs with undesignated beginning fund balances and estimated revenue for Fiscal Year 2007/2008. The total estimated budget for Fiscal Year 2007/2008 including prior year encumbrances totals $430,621,525. 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 $17.9 million, $8.1 million and $21.9 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 MAJOR 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 2007/2008.

SANBAG 2007/2008 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.

Federal Appropriations Request
SANBAG has requested $34.2 million from the federal appropriations act to fund six highway/road projects and three transit projects. These projects were vetted during a series of SANBAG policy committee meetings and have met accepted criteria for projects of regional importance. As background material for each appropriations request, fact sheets have been created for each project.

Rideshare Program

The focus of the program will be on providing/enhancing internet and advanced traveler information tools for the commuting public. A 511 service provider was selected in FY 2006/2007, and development of the five county program is underway and will be implemented in FY 2007/2008. This program will provide comprehensive internet and telephone services to traveling motorists, providing traffic drive times and other options to driving alone. Los Angeles will implement an automated transit trip planner, and staff will evaluate the possibility of implementing this system for San Bernardino transit agencies. The ridematching software will be integrated with MTA's transit trip planning software, so that detailed transit itineraries will be available on every RideGuide. 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 CMAQ.

Freeway Service Patrol (FSP)

FY 2006/2007 marked the first year of full operation for SANBAG's FSP program. The program operates 17 tow trucks on nine beats which provides tow service at no charge to motorists on over 60 miles of centerline highways miles in the valley. An automatic vehicle location system was implemented earlier this year, which tracks all vehicle movement to more effectively assist stranded motorists. In addition, a new radio frequency strictly for the San Bernardino FSP Program was also implemented, in that the San Bernardino FSP fleet no longer shares the Riverside County FSP's frequency. SANBAG will work with Caltrans in coordinating additional FSP service during upcoming construction programs, as well as work with both Caltrans and CHP to resolve program issues. It appears that Caltrans may be requesting additional ongoing funding for the program, and if that is the case, SANBAG will work with Caltrans to secure the funding and bring to the Board option for additional beat implementation.

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 under implementation at, includes SANBAG's continued partnership with Caltrans, the CHP and RCTC on funding, development and construction of an Inland Empire Transportation Management Center (IE TMC), which will be the subregional center to house many ITS strategies implemented on the highways and major roadways. A contract was executed in FY 2005/2006, to commit SANBAG Congestion Mitigation and Air Quality Funding towards the project. An "early project" will begin in FY 2007/2008 to not only begin utility and site preparation work, but to construct the 125 space PNR lot adjacent to the facility. In addition, design will be finalized and State funding will be secured for project completion. SANBAG will also work closely with Caltrans to implement a more robust monitoring and detection program, so that traffic data can be gathered and utilized for congestion mitigation and monitoring. SANBAG will monitor ITS development and deployment throughout the country and the world, and bring to the Board any development or deployment strategies that may improve the overall system and operations. Finally, SANBAG will continue to play a lead role on ITS Architecture Plan updates, as well as any other ITS coordination and implementation with SCAG, Caltrans and other stakeholders.

Call Box Program

Now that the call boxes have been upgraded over to a digital cellular signal, SANBAG will improve the call boxes further so that they become compliant with Americans with Disabilities Act (ADA)

requirements. Staff will also continue to work with other call box agencies, to continue to streamline the program and to take on other opportunities which may arise (such as the #399 cell phone number for motorist assistance).

Victor Valley Area Transportation Study

The Victor Valley Area Transportation Study is a major initiative by SANBAG, working in cooperation with the Cities of Adelanto, Hesperia, and Victorville; the Town of Apple Valley; San Bernardino County; and Caltrans, to develop a long range transportation plan for the Victor Valley. Kimley-Horn and Associates was awarded the consultant contract to perform the study in December 2005. Substantial work has been accomplished and considered to the SANBAG Mountain/Desert Committee during the past year, including preparation of the Existing Conditions Report, a draft Right-of-Way Preservation Strategy, and development of several alternative scenarios for key transportation facilities to serve the Victor Valley. Upon completion, the Victor Valley Area Transportation Study will provide a long range plan for the Victor Valley which identifies strategies for corridor preservation and major transportation facility development for use in regional and local transportation plans.

US-395 Re-Alignment Study

In coordination with the Victor Valley Area Transportation Study, SANBAG has initiated the US-395 Re-Alignment Study. Problems associated with operation of existing US-395 and the significant projected growth in inter-regional and truck traffic on this facility were identified early in the VVATS process as one of the most challenging transportation issues facing the Victor Valley. SANBAG, continuing to work with the Cities of Adelanto, Hesperia, and Victorville; the Town of Apple Valley; San Bernardino County; and Caltrans, is preparing a planning level California Environmental Impact Report which will identify a consensus re-alignment for US-395 through the Victor Valley. Completion of the Environmental Impact Report which identifies a consensus re-alignment is intended to facilitate inclusion of the re-alignment in general plans of impacted local jurisdictions and the preservation of the identified alignment for future development.

Work on the US-395 Re-Alignment Study is paralleling work by Caltrans to complete a project level Federal Environmental Impact Statement on the re-alignment through the Victor Valley and up to SR-58, which is scheduled for completion in 2011. Although the US-395 Re-Alignment work will continue as a major initiative for a number of years, the early identification and preservation of an alignment through the rapidly developing communities in the Victor Valley is an important short-term goal. The SANBAG Environmental Impact Report is scheduled for completion by the end of 2008.

San Bernardino Santa Fe Depot

As SANBAG approaches its third 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. Upon the completion of tenant improvements this year, the City of San Bernardino moved its Police Substation office to depot. Negotiations for a lease of space by Amtrak are still on-going and our property management firm continues to seek interested parties to occupy the remaining available space within the depot. Of particular interest to SANBAG and the City of San Bernardino is the location of a coffee shop or café adjacent to the Main Lobby so that area can be opened to the public. It is anticipated that before the beginning of the new year, cracks in the exterior of the building will be filled and the building will be painted. During Fiscal Year 2007/2008

construction to improve the drainage in the front and east parking lots will begin. Included as part of that work will be the installation of the irrigation system that will be necessary for the next phase of improvements; landscaping the area around the depot.

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 a joint powers agency established to plan, design, construct, operate, and maintain the commuter rail system known as Metrolink. Of the seven lines operated by Metrolink, three Metrolink lines serve San Bernardino County residents; the San Bernardino Line, Riverside Line and the Inland Empire/Orange County (IEOC) Line. Together these three lines carried nearly 6.2 million passengers in Fiscal Year 2005/2006, representing a 12.7% increase over the prior year and 50.5% of the total Metrolink passengers. Efforts to significantly increase service on these lines will be dependent on the delivery of new equipment, which is still a couple years away, and the re-negotiation of operating agreements with the host railroads.

Several major commuter rail capital projects initiated in the previous years will begin construction or be completed in Fiscal Year 2007/2008. Some of these include the construction of a pedestrian undercrossing at the Montclair station, a new parking structure at the San Bernardino station, and the lengthening of platforms at the East Ontario station. Other projects will begin or continue the design phase, including the Eastern Maintenance Facility and the pedestrian undercrossing at the Rancho Cucamonga station.

A second passenger rail system is the proposed implementation of a self-propelled rail passenger car service operating between the cities of San Bernardino and Redlands over the former ATSF Redlands Subdivision acquired by SANBAG in 1993. A preliminary feasibility study was completed in Fiscal Year 2002/2003. During Fiscal Year 2006/2007 a consultant was selected to develop station area plans for the proposed service. The study, completed in January 2007, identifies the preferred station locations and recommends the type of transit-supportive land use that should occur within a ½ mile radius of each station. Transit supportive land use and economic development are two of the three criteria the Federal Transit Administration is to consider for the new Small Starts Capital Investment Program authorized in SAFETEA-LU. Funding is included in the Fiscal Year 2007/2008 budget to complete the required Alternatives Analysis and begin the preparation of environmental documents. Fifty percent of the funding for the passenger rail cars and rebuilding the railroad was included in the Measure I Extension Expenditure Plan approved by the voters in 2004.

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 rail system. In the past the Board approved an agreement with the Gold Line Construction Authority to advance this extension to the Montclair Transcenter through the environmental and preliminary engineering phases. The proposed construction phase will be split with Segment 1 extending from Pasadena to Azusa to be completed by 2010 and Segment 2 from Azusa to Montclair to be completed in 2015. Fifty percent of the funding for SANBAG's share of Segment 2 was included in the Measure I Extension Expenditure Plan. Funding has been included in the Fiscal Year 2007/2008 budget for conducting a feasibility study of extending the Metro Gold Line from the Montclair Transcenter to the OIA, and perhaps points further east.

Omnitrans

Omnitrans is the principal public transit operator serving nearly 1.5 million residents in the urbanized southwest portion of the County. Annual ridership during Fiscal Year 2005/2006 was 15.5 million, reflecting a decline of 3.6% from the prior year. Total ridership through the first half of Fiscal Year 2006/2007 was nearly 7.8 million, reflecting a 0.4% increase over the same period prior year. The continued growth in operating expenses coupled with a declining or flat ridership has resulted in Omnitrans coming dangerously close to failing to meet the State required ratio of passenger fares to operating cost of 20%. During Fiscal Year 2006/2007 Omnitrans conducted a Comprehensive Operational Analysis (COA) of their services. The COA is recommending the elimination of unproductive service and a fare increase in an effort to improve the farebox recovery ratio. Also during Fiscal Year 2006/2007 SANBAG has worked with Omnitrans to identify funding for the implementation of the "E" Street Bus Rapid Transit (BRT) Project. The Board approved $5 million in State Transportation Improvement Program Funds to begin preliminary engineering and environmental work for the BRT 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, and three joint powers agencies, the Morongo Basin Transit Authority, the Mountain Area Regional Transit Authority, and the Victor Valley Transit Authority. Each of these operators face unique challenges in the growing urban and rural areas they serve. Collectively, these operators carried nearly 1.8 million passengers during Fiscal Year 2005/2006, representing a 5.9% increase over the prior year. Only the City of Needles and the Victor Valley Transit Authority lost ridership. Total ridership through the first half of Fiscal Year 2006/2007 was 919,500, reflecting a 5% over the same period prior year. During Fiscal Year 2006/2007 a Growth and Operations Analysis was completed for the Victor Valley Transit Authority and the report presents several recommendations to replace unproductive fixed route service with route deviation or point deviation service and improve the overall operation of the regional fixed route network. Similar Operational Analysis are underway for the Morongo Basin Transit Authority and the Mountain Area Regional Transit Authority and are expected to be completed in the Spring of 2007.

Public Transit-Human Services Transportation Coordination Plan

With the passage of SAFETEA-LU, projects for three Federal Transit Administration funding programs are to be selected through a locally developed public transit-human services coordination plan. The funding programs are: 1) Section 5310 – a capital grant program for services to elderly individuals and individuals with disabilities 2) Section 5316 – a capital and operating grant program for services to welfare recipients and eligible low-income individuals, and 3) Section 5317 – a capital and operating grant program for new services beyond those required by the Americans with Disabilities Act. During Fiscal Year 2006/2007 SANBAG retained a consultant to develop the coordination plan for all of San Bernardino County. The coordination plan, which will identify projects seeking funding from the above programs and leveraging those resources with other social service funding programs, is expected to be completed in the Fall of 2007.

Long Range Transit Plan

Work commenced on the development of a Long Range Transit Plan (LRTP) during Fiscal Year 2004/2005. The LRTP is considering the challenges facing the expansive San Bernardino County including the urbanized San Bernardino Valley and Victor Valley as well as the vast rural and

mountain communities. One of the tasks included in the LRTP was to develop a summary of transit users in the County. That work was completed and will be presented to the Board before the end of Fiscal Year 2006/2007. In addition, several transit network alternatives for the San Bernardino Valley were developed and presented during a series of public workshops. Work during Fiscal Year 2007/2008 will involve the development and modeling of a transit-supportive land use alternative for the San Bernardino Valley, the development of a financially constrained and unconstrained transit service alternative for the Victor Valley, and the development of transit services improvements for the smaller rural systems.

Freeway Funding Overview

In November 2006 California voters approved Propositions 1A and 1B which will substantially change the freeway funding landscape for the next 5-7 years. In the recent past, uncertainity of transportation funding plagued the State and challenged local transportation agencies and their ability to deliver desperately needed transportation improvements to the traveling public. First, Proposition 1A limits the State's ability to suspend the flow of Proposition 42 sales tax on gas revenues to fund State general fund expenditures to two fiscal years in a 10 year period. This translates to greater reliability of funding for both the Traffic Congestion Relief Program (TCRP) and future State Transportation Improvement Program (STIP) cycles. Second, Proposition 1B infuses nearly $20 Billion into transportation programs affecting every mode of transportation from freeways, to transit, to freight movement. The first two Prop 1B programs on which decisions have been made, the Corridor Mobility Improvement Account (CMIA) and STIP Augmentation, will have a positive impact on SANBAG's freeway funding strategy. The California Transportation Commission's (CTC) allocation of CMIA funds to three major freeway projects, the Interstate 215 Widening through San Bernardino, the Interstate 10 Widening westbound in Yucaipa and Redlands, and the SR 210/I-215 high speed connectors will allow for a shift of Measure I Valley Major Projects funds previously committed to those projects to the only remaining current Measure I Major Project, that being the Interstate 215 Widening between I-10 and Riverside County. When the CTC approves the STIP Augmentation program later this year all of SANBAG's freeway projects included in the STIP will be fully funded without limitation from annual targets as has been the case in the past several STIP cycles. The end result of the elimination of annual targets is that projects that were once "segmented" due to when funding was available, specifically projects on the I-215 corridor will now proceed on a more rational schedule of what makes sense from a constructability and staging perspective. While freeway funding news at the State level has become more positive, news at the federal level is more ominous as the Congressional Budget Office is reporting that absent new revenue sources, it is likely that the highway account of Federal Highway Trust Fund will be exhausted in 2009. The Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy to Users (SAFETEA-LU) established a Commission to identify new revenue streams to support the Trust Fund but to date the Commission has not yet developed any recommendations.

Route 30/210

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 complete 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. This construction effort is nearing completion and we anticipate the new freeway being open to traffic in the summer of 2007. The last phase of the SR 210 project are two high-speed freeway to freeway connectors to the I-215, a project that is being combined with the northerly most segment of the I-215 widening project which will likely proceed to construction in late 2008/early 2009.

Interstate 10 East Projects

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. SANBAG consultants are nearing completion of the Environmental document and preliminary engineering for the widening of I-10 westbound from Live Oak Canyon Road to Ford Street, and the Board has authorized release of a request for qualifications for final design services. We anticipate award of a consultant services contract to perform the final design work in late summer/early fall 2007 with final design requiring approximately 2 years and construction starting in late 2009/early 2010. The project is fully funded from CMIA funds and Measure I Valley Major Projects funds.

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 30/210. In December 2005, the Federal Highway Administration (FHWA) finalized the environmental reevaluation for this project enabling SANBAG and Caltrans to work cooperatively towards purchase right of way necessary for the project. In light of the availability of Proposition 42 funds in FY 2006/07, SANBAG requested and the California Transportation Commission (CTC) allocated Traffic Congestion Relief Program (TCRP) funds for the I-215 early 5th Street Bridge Project which is now under construction. Caltrans has completed Segment 3 design, has acquired the necessary right of way and will be awarding a construction contract by Fall 2007 for the segment of I-215 from Orange Show Road to just north of Mill Street. As referenced above, the I-215 received a substantial allocation of CMIA funds as well as benefiting from the elimination of annual STIP targets which will allow for the combining of Segments 1 and 2 into one large contract. The final design of these segments will be complete by early 2008. The critical path element for the project will be the acquisition of right of way which is being performed by Caltrans which expects to have acquired all necessary parcels by summer 2008.

Interstate 215 South

Preliminary engineering and environmental analysis of this project has been underway for about 3 years and continues to proceed in cooperation with Caltrans, the Riverside County Transportation Commission and the local jurisdictions along the corridor. In the last year we have had to address a major traffic analysis issue associated with the preliminary engineering effort that would dictate the ultimate width of the freeway and the alternatives to be considered in the Environmental Impact Statement/Report. We believe that those issues with both Caltrans and the Federal Highway Administration are resolved and can now restart 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. This project is also a beneficiary of Proposition 1B as the CMIA funds that were

allocated to other Measure I funded projects will now be shifted to fund early interchange projects on the I-215 South at Mt. Vernon/Washington in Colton and at Barton Road in Grand Terrace. 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. The Board has awarded a construction contract for the University Parkway project and we expect to award a construction contract for the Ramona Avenue this summer. Now that Proposition 42 funds and SAFETEA-LU grade separation 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. SANBAG will continue to pursue all funding sources for grade separation projects in an effort to ensure that no additional local agency funds will be necessary to fully fund this first tier of high priority grade separation projects. Also, in an effort to develop a shelf of second tier high priority projects, the Board has approved the concept of loaning available current Measure I funds to five projects to fund environmental document development and design.

Measure I 2010-2040 Major Freeway Projects Advancement

In an effort to accelerate two major freeway projects that are identified in Measure I 2010-2040 the SANBAG Board approved adding two new project development tasks to the FY 2006/2007 budget. The new tasks are Project Development for the I-15/I-215 Devore Interchange (88008000) and Project Development for the Interstate 10 HOV Project (82508000). The work efforts that will be underway beginning this year (FY 2007/08) will include development of a project study report (PSR), Project Report (PR), and an environmental document for the Devore interchange and a Project Report and environmental document for the I-10 HOV project. We anticipate awarding consultant contracts for these services this Spring/Summer.

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

Another relatively new task that was first included in the 2006/07 Budget is the Colton Crossing (879008000), 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 allocated approximately $2.2 million included in the 2006 State Transportation Improvement Program for the preliminary engineering and environmental document phase. Caltrans and the CTC requested that SANBAG act as the lead agency for this project development work. We expect to award a consultant services contract in late FY 2006/2007 with the preliminary engineering and environmental work beginning later this summer.

State Funding Overview

The passage of Propositions 1A (protection for Proposition 42 gasoline sales tax for transportation) and 1B ($19.925 Billion in bonds for transportation) in November 2006 improved the stability of the State Transportation Improvement Program (STIP), and provided a down payment on the state's $100+

billion backlog of transportation infrastructure needs. Proposition 1B allocations in 2006-2007 included $4.5 billion from the Corridor Mobility Investment Account and $2 billion to augment the STIP. Allocations in the 2007-2008 fiscal year are expected to include (but may not be limited to) the $2 billion Trade Corridor Improvement Fund and $1 billion State Local Partnership Program. The roles to be played by the California Transportation Commission and the State Legislature continue to evolve, and SANBAG must be active on both fronts to ensure that our needs are recognized. The 2006 STIP was the first in which no traditional gasoline excise tax revenue is available to fund new capital projects because of continued loss of purchasing power and substantial increases in the cost of operating and maintaining the state highway system. This situation is expected to be reflected again in the state's new Fund Estimate, due in August 2007, leading to the 2008 STIP which is scheduled for adoption in April 2008. Under-investment in highway maintenance and operations is expected to continue, accompanied by poor pavement quality, higher rehabilitation costs, and inadequate system management.

Measure I Strategic Plan

The Fiscal Year 2007-2008 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. Issues addressed include project prioritization, integration of fair share contributions to regional facility improvements from new development, and institutional capacity and structure. Completion is expected in the second half of 2007, although development and implementation of the management systems needed to support the strategic plan policies and procedures will continue throughout the year. A project advancement program has been successfully instituted, with reliance on the final Strategic Plan to determine the schedule for local jurisdiction reimbursement of eligible costs.

Congestion Management Program (CMP) and Nexus Study

The next biennial update of the CMP for San Bernardino County is scheduled for completion and approval by the SANBAG Board in November 2007. It will continue the precedent established by the 2005 CMP update, which incorporated the provisions of Measure I 2010-2040 that require fair-share contributions from new development for freeway interchanges, arterial streets, and grade separations within the urban parts of the county as a way to comply with the CMP. The fair share is defined at the jurisdiction level by SANBAG's nexus study which will also be updated as part of the biennial CMP process. A significant milestone was reached in January 2007 when all urban jurisdictions in the county met the deadline for successful implementation of the program. As before, rural areas may choose to opt in to the new program, but will otherwise continue to implement the CMP by individual project-level analysis.

Regional Transportation Plan (RTP)

Adoption of a new RTP to update one approved in April 2004 is scheduled for April 2008. Inclusion in a federally approved RTP and Regional Transportation Improvement Program (RTIP) are required to advance any regionally significant project. The Southern California Association of Governments, the Metropolitan Planning Organization for a six-county area that also includes Los Angeles, Imperial, Orange, Riverside, and Ventura counties, is responsible for preparation and approval of the RTP and RTIP based on input from SANBAG and it sister agencies in the other counties. Both documents then require federal approvals 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). At present, the most daunting challenge to federal approval of the new RTP appears to be conformance air quality requirements, although:1) a need for still more transportation funding, 2) unprecedented project cost escalation since preparation of the 2004 RTP, and 3) the need to demonstrate progress toward implementation of land use measures for which the region took credit in the 2004 RTP will prove challenging as well. This year, SANBAG will continue an effort to partner with several member agencies, representatives of the private sector, and SCAG to consider transit-oriented development opportunities in the central and eastern San Bernardino Valley and help make the case for improved land use-transportation linkage.

Air Quality and Conformity

Fiscal year 2007-2008 promises to be perhaps the most challenging year thus far in the effort to bring the South Coast Air Basin (Basin) into compliance with federal health standards for fine particulates (PM2.5, fine particles smaller than 2.5 microns in diameter) and ozone as measured over 8 hours. Air quality analyses in 2006-2007 showed conclusively that the Basin cannot reach timely (2015 for PM2.5, 2024 for ozone) attainment for these pollutants by further regulation of sources under South Coast Air District control alone, and that only substantially greater efforts by state (Air Resources Board) and federal (US Environmental Protection Agency) agencies can reasonably address the problem. Clearly, attainment of the particulate standard by 2015 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. The matter takes on even greater urgency as new epidemiological data developed by the state show air pollution in the South Coast Basin to be the source of more than 5,000 premature deaths each year and billions of dollars in air pollution-related health costs from respiratory disease and reduced lung capacity in children. Staff will continue to be active participants in formulation of the emission reduction strategies for the South Coast Air Basin.

Victor Valley Area Transportation Study

The Victor Valley Area Transportation Study is a major initiative by SANBAG, working in cooperation with the Cities of Adelanto, Hesperia, and Victorville; the Town of Apple Valley; San Bernardino County; and Caltrans, to develop a long range transportation plan for the Victor Valley. Kimley-Horn and Associates was awarded the consultant contract to perform the study in December 2005. Substantial work has been accomplished and considered to the SANBAG Mountain/Desert Committee during the past year, including preparation of the Existing Conditions Report, a draft Right-of-Way Preservation Strategy, and development of several alternative scenarios for key transportation facilities to serve the Victor Valley. Upon completion, the Victor Valley Area Transportation Study will provide a long range plan for the Victor Valley which identifies strategies for corridor preservation and major transportation facility development for use in regional and local transportation plans.

US-395 Re-Alignment Study

In coordination with the Victor Valley Area Transportation Study, SANBAG has initiated the US-395 Re-Alignment Study. Problems associated with operation of existing US-395 and the significant projected growth in inter-regional and truck traffic on this facility were identified early in the VVATS process as one of the most challenging transportation issues facing the Victor Valley. SANBAG, continuing to work with the Cities of Adelanto, Hesperia, and Victorville; the Town of Apple Valley;

San Bernardino County; and Caltrans, is preparing a planning level California Environmental Impact Report which will identify a consensus re-alignment for US-395 through the Victor Valley. Completion of the Environmental Impact Report which identifies a consensus re-alignment is intended to facilitate inclusion of the re-alignment in general plans of impacted local jurisdictions and the preservation of the identified alignment for future development.

Work on the US-395 Re-Alignment Study is paralleling work by Caltrans to complete a project level Federal Environmental Impact Statement on the re-alignment through the Victor Valley and up to SR-58, which is scheduled for completion in 2011. Although the US-395 Re-Alignment work will continue as a major initiative for a number of years, the early identification and preservation of an alignment through the rapidly developing communities in the Victor Valley is an important short-term goal. The SANBAG Environmental Impact Report is scheduled for completion by the end of 2008.

Personnel

The 2007/2008 budget proposes the addition of five new full time, regular positions on the SANBAG staff, for a total of 39 employees. This is a significant enhancement to the SANBAG staffing level that reflects the desire of the Board of Directors to elevate involvement in the State and federal legislative processes and to increase SANBAG's involvement in project development and implementation in cooperation with member jurisdictions. The total cost of the new positions proposed for FY 2007/2008 is estimated to be $304,071. These proposed changes are detailed in the Staffing Overview section of this budget.

Re-Implementation of Financial Management System

With the adoption of the FY 2006/2007 budget, SANBAG began using the new structure developed for re-implementation of its financial management system. SANBAG has used the Regional Council Management System (RCMS) since 1990; however, the complexities and requirements of multiple State and federal funding sources have changed dramatically during that time. Through the re-implementation process, the agency financials, grants and funding, internal and external reporting requirements, and financial products produced off-system were thoroughly reviewed, and the structure used in RCMS was reconfigured.

In FY 2006/2007, the general ledger, asset management, and revenue recognition processes were evaluated. The software was modified to improve revenue recognition capabilities and to provide for review and further modification, as necessary, of the assignment of funding at the transaction level. The modified software is currently being tested for implementation. It is expected that this re-implementation process will result in improved information available to task managers and for other reporting requirements. The modified software will be evaluated to determine if it will serve the agency through the end of Measure I 1990-2010 and through a process of evaluating software for use in the implementation of Measure I 2010-2040.

Council of Governments

In 1976, San Bernardino County was formed by a joint powers agreement to serve as the council of governments in San Bernardino County. Subsequently, the roles and legal responsibilities of SANBAG have expanded substantially. Transportation responsibilities have risen as the primary function of the organization. Nevertheless, SANBAG continues to carry out a number of activities

which are common to councils of governments and that provide important services to member jurisdictions.

During the past year, the Board of Directors has indicated a desire to review SANBAG's role as a council of governments and has appointed a policy-level ad hoc committee to review and report on this issue. This budget contains Task No. 49007000, Council of Governments New Initiatives, which contains funding for additional activities which may be carried out under the auspices of the council of governments. As the Board of Directors considers the current and proposed activities which may be of benefit to SANBAG member jurisdictions, the funding contained in Task No. 49007000 may be authorized for expenditure.

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. Complete 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). Develop consensus for a unified message for the betterment of the county needs

Measure I 2010-40 Implementation Plan
Conduct the final phases of Workshops with the SANBAG Board to set priorities for the project delivery and potential frontloading of projects. Develop policy and procedure for funding and project delivery.

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. Coordinate with other agencies for delivery of priority projects. Continue to participate as a SANBAG Representative on the Design Sequencing Peer Review Team, the Red Tape/ Executive Partnership 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 CEO's 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.

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
Continue Organizational Re-alignment strategies and fine-tune departmental resources as applied to the needs of the 2010-40 Measure I delivery. Continue Thorough Salary Range Review with Budgetary impacts. Review current and future investment strategies to allow SANBAG to maximize delivery opportunities. Review the policy committee structure and representation.

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.

Policy Implementation and Public Outreach
Develop strategies for regional state and federal involvement for involvement of the elected officials. Grow the interaction of SANBAG Governmental Affairs and Public Information Programs to provide real time, proactive tools for unified approaches for regional issues. Provide clarity of existing SANBAG policies and Board decisions.

Respectfully submitted,

_____
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 1.9 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 in excess of $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 1,420 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. Under the SANBAG nexus study, the Congestion Management Program identifies the fair share contribution due from new development.

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 1.991 million. Approximately 74% of the county population resides in the urban areas of the East and West Valley, 17% resides in the Victor Valley urban area, and the remaining 9% resides in the rural desert and mountain areas. An estimated 84.6% of the population, totaling 1.68 million people, resides in the twenty-four cities of the county, while 15.4% 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 (201,823), Ontario (171,113), Rancho Cucamonga (170,479) and Fontana (165,462).

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

Economic forecasts for the Inland Empire, which includes both San Bernardino and Riverside Counties, indicate modest expansion through the next fiscal year. The Inland Empire is forecast to have a 2.9% growth rate, down from 5.2% and 3.9% in 2005 and 2006. The decline in the Inland Empire growth rate will come principally due to the contraction in residential construction and its corresponding impact on population growth.

Approximately 37,200 new jobs are forecast for the Inland Empire in the coming year, with the higher paying sectors in the Inland Empire growing, as well. It is anticipated that the greatest demand will be for new jobs in the business administrative and information services sector, with white collar, health care, banking, and housing related jobs making only small gains. A surge in office activity is expected. However, the low unemployment rate will leave many jobs unfilled. As in the past, most new jobs in the Inland Empire will occur in the blue collar, moderate paying sectors.

The housing market in the Inland Empire is experiencing a difficult period. Volume has declined in both existing and new home markets. Prices are peaking and will likely fall by 5% during 2007. A normal but modest housing market return is not expected until the firs quarter 2008.

The mild growth in population and the economy translates into very limited revenue increases to SANBAG from the Measure I half cent transportation transactions and use tax and from the Local Transportation Funds for transportation programs. Funding from Federal transportation sources also continues to shrink from what was historically the major source of revenue for transportation improvements.

The single promise for more transportation funding coming to the region is from the voter-approved State infrastructure bond passed in November of 2006. A substantial increase in transportation funding is expecting for projects on the State highway system and for projects related to goods movement, with smaller amounts going to bridge and local street improvements. An extensive process during FY 2007/2008 involving both State legislative action and California Transportation Commission decisions on the allocation of State Bond proceeds are anticipated. San Bernardino County will advocate strongly for an equitable share of transportation funding for critical transportation projects.

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.

# # # # # # # #

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 three 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.

Budget Process (Continued)

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.

Budget Adoption

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

Budget Roles and Responsibilities

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

Budget involvement includes 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

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

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.
3. Substitution of one approved funding source/grant for another approved funding source/grant within a program, not to exceed $1 million.

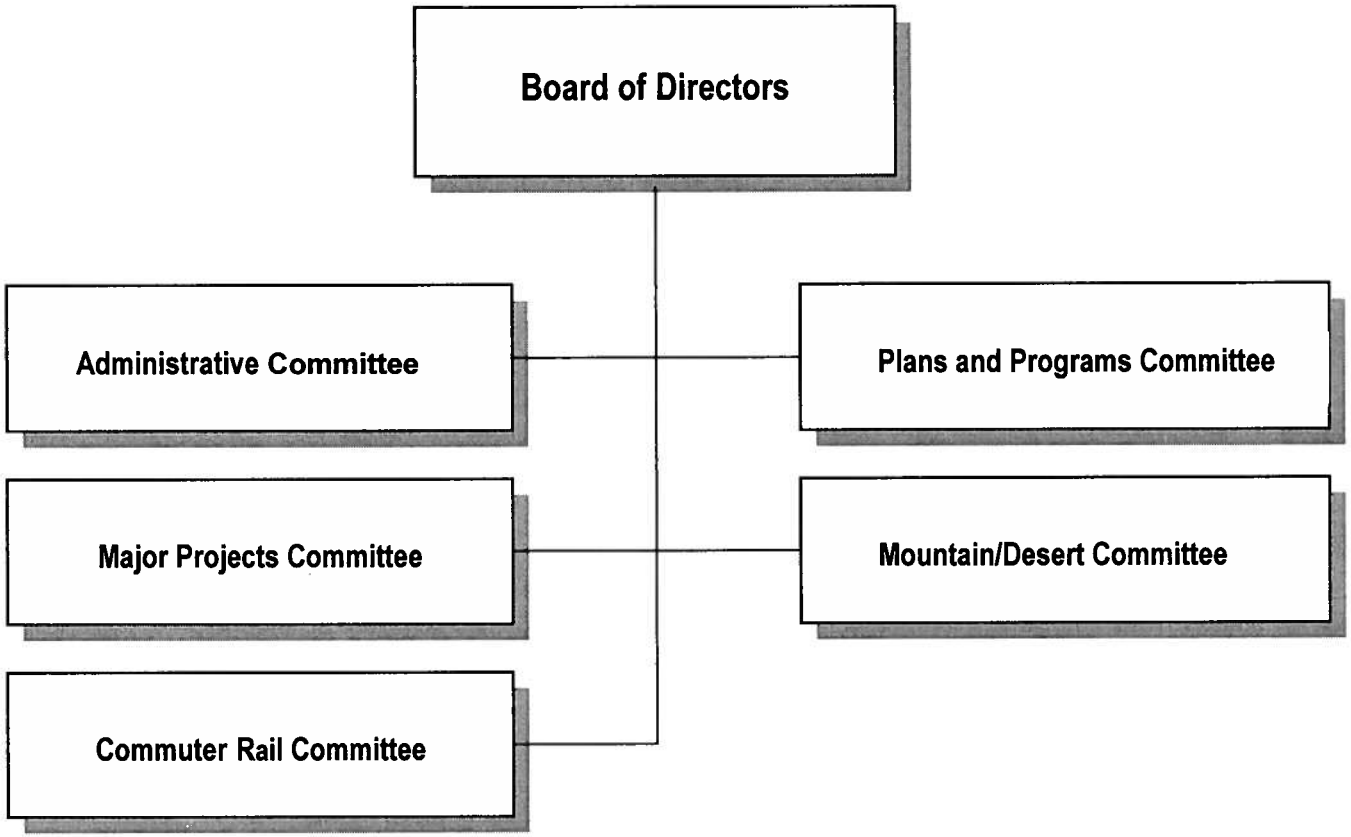
II. Board Approved Amendments

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 2007/2008



Financial Overview

The following narrative provides definition of the factors instrumental in developing the foundation for SANBAG's Fiscal Year 2007/2008 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 $93,737 for Fiscal Year 2008 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 2007/2008 is projected at $$321,006,312. 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 the actual growth rates for Measure I revenues for Fiscal Year 2004/2005 and Fiscal Year 2005/2006 were well above expected forecasts, the current Fiscal Year 2006/2007 revenues have not increased in relation to the actual Fiscal Year 2005/2006 revenues. For the current Fiscal Year 2007/2008, estimated Measure I revenue is forecast to be equal to the budgeted revenues for Fiscal Year 2006/2007.

SANBAG has chosen to remain conservative and has not budgeted Measure I tasks to their full potential. This strategy should provide a 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 $2,643,516, $350,000 and $12,324,000 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 2007/2008 has been estimated at 4.5%. 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 $1,300,303 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.

Financial Overview (Continued)

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 $93,737. Of that amount, $28,653 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; Traffic Congestion Relief Program; Federal Overall Work Program planning funds through SCAG; and, Federal Transit Administration Section 5307 and 5309 funds for passenger rail projects. The amounts of the grants and the tasks that they will fund are represented in the column labeled "Grants" on the table entitled ***Budget Summary*** contained in the ***Program Summary*** of this budget. The SANBAG Board has authorized the use of Measure I funds to fund costs of programs and projects expected to be reimbursed to SANBAG under an approved funding agreement. 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
Financial Overview (Continued)

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:
Financial Overview (Continued)

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. 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.

Longer 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.

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, 2007, the remaining issue consists of $7,465,000 of serial bonds that have scheduled maturities through March 1, 2010, with interest rates of 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 $28,680,000 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.

Debt Summary (Continued)

Sales Tax Revenue Bonds, 2001 A – Original Issue of $85,000,000. As of June 30, 2006, the remaining issue consists of $31,940,000 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 $28,670,000 of serial bonds that have scheduled maturities through March 1, 2010, with interest rates of 4.0%. 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**
2008	33,875,000	5,146,595	39,021,595
2009	35,500,000	3,453,007	38,953,007
2010	37,380,000	1,833,156	39,213,156
Total	**106,755,000**	**10,432,758**	**117,187,758**

General Long Term Debt				
	Year	**Total**	**Principal**	**Interest**
This Year's Requirement	2008	39,021,595	33,875,000	5,146,595
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

Debt Summary (Continued)

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 2.0 times coverage and the prior year's pledged revenues divided by maximum annual debt service provided 1.9 times coverage. Actual receipts for the current fiscal year are just slightly 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.

##########

MAJOR PROJECTS MEASURE I
CASH FLOW PLAN

FISCAL 07/08 BASELINE PLAN
April-07

FISCAL YEARS
DOLLARS IN MILLIONS

PROGRAM ENDS 3/10 -->

	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	98.7	123.5	70.6	57.6	47.4	3.1	2.8	
PROJECTED REVENUE																
MEASURE I REVENUE/INTEREST	453.8	45.2	46.8	140.5	55.7	57.6	67.1	88.7	98.7	86.1	89.2	89.2	67.8	0.0	0.0	1,386.4
FEDERAL (CMAQ, STPL)							2.2	8.8	29.0	42.2	76.7	28.9	67.8	14.9	9.4	279.9
STATE (RIP, TCRP, CMIA)							25.3	29.7	49.4	30.2	78.3	152.4	85.9	82.0	95.4	628.6
MISC							0.5	0.0	1.1	2.0	9.4	3.6	2.8	1.0	0.0	20.4
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
SUBTOTAL MEASURE I	492.1	52.6	59.3	157.8	130.6	103.2	95.1	127.2	178.2	160.5	253.6	274.1	224.3	97.9	104.8	2,511.3
NEW MEASURE I ADVANCE REPAYMENT														19.0	13.0	32.0
TOTAL FUNDING	492.1	52.6	59.3	157.8	130.6	103.2	95.1	127.2	178.2	160.5	253.6	274.1	224.3	116.9	117.8	2,543.3
PROJECT EXPENDITURES																
I-10	29.8	14.6	11.4	1.4	2.3	3.0	12.5	13.6	18.8	27.5	31.0	10.0	38.0	2.3	0.0	216.2
SR-210	67.3	19.3	50.6	74.3	100.4	53.7	26.7	33.9	70.4	71.9	21.4	24.3	38.5	25.6	0.0	678.3
I-215	0.0	0.0	0.1	0.1	0.9	2.8	4.7	19.3	19.1	62.4	145.3	173.3	123.0	84.8	113.1	748.9
REMAINING PROJECTS, ADMIN	222.8	7.8	10.3	9.3	9.9	5.3	6.5	4.9	6.9	13.4	22.2	23.0	22.9	4.5	3.1	372.8
DEBT SERVICE	90.9	21.6	21.6	21.6	34.0	33.2	38.3	38.5	38.2	38.2	38.2	38.2	38.2	0.0	0.0	490.7
SUBTOTAL MEASURE I	410.8	63.3	94.0	106.7	147.5	98.0	88.7	110.2	153.4	213.4	258.1	268.8	260.6	117.2	116.2	2,506.9
ADVANCED PROJECTS																
I-15 / I-215 DEVORE IC											2.0	3.0	2.0			7.0
GRADE SEPARATIONS											2.5	7.5	5.0			15.0
I-10 HOV - HAVEN TO FORD											4.0	5.0	1.0			10.0
SUBTOTAL ADVANCED	0.0	0	0	0	0	0	0.0	0.0	0.0	0.0	8.5	15.5	8.0	0.0	0.0	32.0
TOTAL COSTS	410.8	63.3	94	106.7	147.5	98	88.7	110.2	153.4	213.4	266.6	284.3	268.6	117.2	116.2	2,538.9
REVENUE OVER (UNDER) EXPENDITURES		(10.7)	(34.7)	51.1	(16.9)	5.2	6.4	17.0	24.8	(52.9)	(13.0)	(10.2)	(44.3)	(0.3)	1.6	
YEARLY ENDING BALANCE	81.3	70.6	35.9	87.0	70.1	75.3	81.7	98.7	123.5	70.6	57.6	47.4	3.1	2.8	4.4	

23-Apr-07

PLAN ASSUMPTIONS

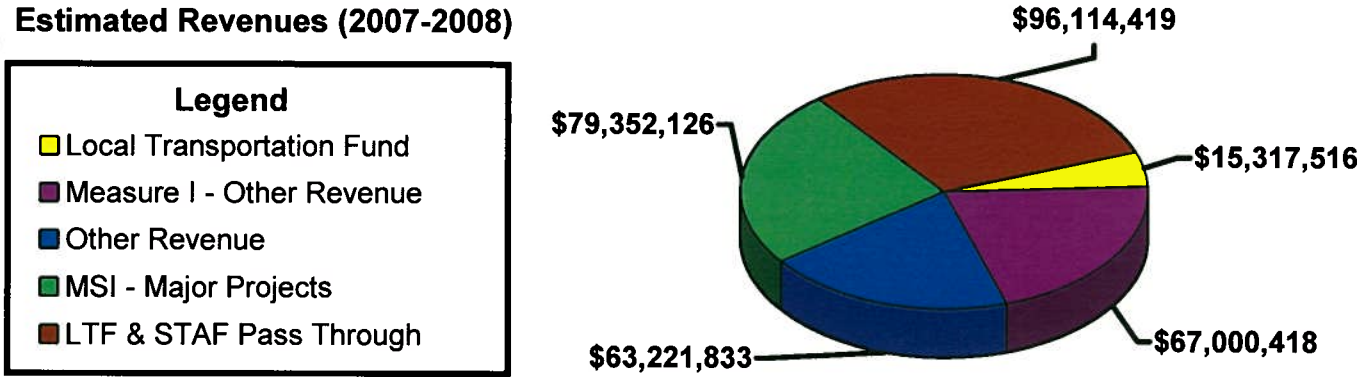
- Based on 2006 STIP
- OA for Federal funds - All available current TEA-21 CMAQ (03/04 - 08/09) for six years, six years of STPL (03/04 - 08/09), one year of Unprogramed STPL (09/10) on I-215 , No new Federal or State Funding shown for fiscal years 10/11, or 11/12.
- TCRP funding for I-10 Median deferred to 08/09 with Letter of No Prejudice for using upfront Measure funding for construction
- TCRP fully funded and new allocations given in 08/09 for I-10 Median
- CMIA funding from proposition 1B, and STIP augmentation funding

San Bernardino Associated Governments

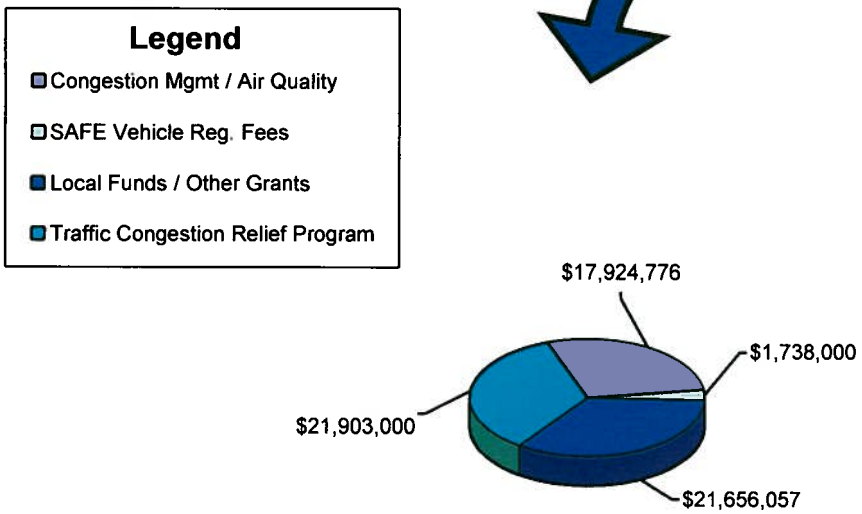
Estimated Revenues $321.0 Million

Fiscal Year 2007/2008

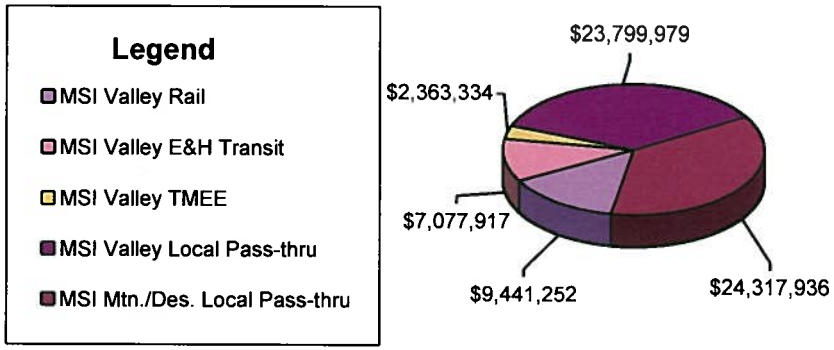
Estimated Revenues (2007-2008)



Detail of Other Revenue



Detail of Measure I - Other



San Bernardino Associated Governments
Estimated Revenues Schedule
Fiscal Year 2007/2008

Category of Revenue	Actual FY 2005/2006	Budget FY 2006/2007	Estimated FY 2007/2008
Congestion Mitigation and Air Quality	$10,153,210	$37,973,100	$17,924,776
Federal Demonstration Funds	100,704	1,780,579	100,000
Freeway Service Patrol	80,497	1,026,693	1,272,539
Local Transportation Fund – Administration	390,000	300,000	350,000
Local Transportation Fund – Planning	2,079,000	2,396,250	2,643,516
Local Transportation Fund – Rail	9,383,034	9,091,375	12,324,000
Local Funds	1,402,194	7,054,589	9,267,215
Planning, Programming & Monitoring	570,000	571,000	570,000
Rail Asset	1,254,239	200,000	290,000
Rail – Speedway Ticket Sales	139,695	256,175	243,000
Regional Improvement Program	36,912,607	2,000,000	0
SAFE Vehicle Registration Fees	1,639,975	1,688,888	1,738,000
State Transit Assistance Fund – Rail	497,000	335,000	1,300,303
Surface Transportation Program	10,953,859	12,500,000	8,141,000
Transportation Enhancement Activities	793,506	1,500,000	0
Interregional Improvement Program	2,210,120	3,889,000	472,000
Longer Life Pavement	0	974,000	0
Traffic Congestion Relief Program	1,980,633	21,714,442	21,903,000
Overall Work Program	84,157	0	0
Other Grants	21,966	0	0
Sub-Total	**$80,646,386**	**$105,251,091**	**$78,539,349**
Local Transportation - Pass Through*	68,439,578	66,546,774	72,799,679
State Transit Assistance Fund - Pass Through*	5,757,046	7,307,890	23,314,740
Sub-Total	**$74,196,624**	**$73,854,664**	**$96,114,419**
Measure I - Major Projects	63,723,491	65,162,852	65,184,206
Measure I - Valley Arterial	13,855,005	14,167,920	14,167,920
Measure I - Valley Rail	9,232,699	9,441,252	9,441,252
Measure I - Valley E & H Transit	6,921,546	7,077,917	7,077,917
Measure I - Valley TMEE	2,311,153	2,363,334	2,363,334
Measure I - Valley Local Pass-Through	23,087,703	22,577,225	22,577,225
Measure I - Mountain Desert Pass-Through	25,092,385	24,077,164	24,077,164
Measure I - Administration	1,456,808	1,484,879	1,463,525
Sub-Total Measure I	**$145,680,790**	**$146,352,543**	**$146,352,543**
TOTALS	**$300,523,800**	**$325,458,298**	**$321,006,312**

**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 2007/2008

Jurisdiction	Pop. 2006	% of Total Pop.	Assessed Value Before RDA 2006	% of Total Value	Avg. % Pop. & Value	FY 2007 Amount	FY 2008 Amount	Var.
Adelanto	24,880	1.249%	$1,679,387,797	1.117%	1.183%	$1,007	$1,109	$102
Apple Valley	67,507	3.389%	$4,590,414,780	3.054%	3.222%	$2,741	$3,020	$279
Barstow	23,599	1.185%	$1,033,849,366	0.688%	0.936%	$797	$878	$81
Big Bear Lake	6,182	0.310%	$2,574,769,412	1.713%	1.012%	$861	$948	$88
Chino	78,055	3.919%	$7,215,289,444	4.801%	4.360%	$3,709	$4,087	$377
Chino Hills	77,969	3.914%	$7,656,583,716	5.094%	4.504%	$3,832	$4,222	$390
Colton	51,781	2.600%	$2,608,687,132	1.736%	2.168%	$1,844	$2,032	$188
Fontana	165,462	8.307%	$11,852,235,147	7.886%	8.097%	$6,889	$7,589	$701
Grand Terrace	12,380	0.622%	$739,253,106	0.492%	0.557%	$474	$522	$48
Hesperia	80,268	4.030%	$4,725,917,093	3.144%	3.587%	$3,052	$3,363	$311
Highland	51,489	2.585%	$2,753,789,147	1.832%	2.209%	$1,879	$2,070	$191
Loma Linda	21,912	1.100%	$1,411,012,033	0.939%	1.019%	$867	$956	$88
Montclair	35,648	1.790%	$2,210,210,603	1.471%	1.630%	$1,387	$1,528	$141
Needles	5,681	0.285%	$288,482,794	0.192%	0.239%	$203	$224	$21
Ontario	171,113	8.591%	$15,933,706,817	10.602%	9.596%	$8,165	$8,995	$831
Rancho Cucamonga	170,479	8.559%	$17,492,617,515	11.639%	10.099%	$8,592	$9,466	$874
Redlands	71,086	3.569%	$6,341,629,684	4.219%	3.894	$3,313	$3,650	$337
Rialto	99,189	4.980%	$5,190,140,127	3.453%	4.217%	$3,589	$3,952	$364
San Bernardino	201,823	10.133%	$9,715,032,986	6.464%	8.298%	$7,060	$7,779	$718
Twentynine Palms	27,498	1.381%	$640,455,561	0.426%	0.903%	$771	$847	$76
Upland	74,099	3.720%	$6,164,725,088	4.102%	3.911%	$3,328	$3,666	$339
Victorville	95,145	4.777%	$7,400,816,527	4.924%	4.850%	$4,127	$4,547	$420
Yucaipa	50,553	2.538%	$3,261,225,955	2.170%	2.354%	$2,003	$2,207	$204
Yucca Valley	20,537	1.031%	$1,339,213,402	0.891%	0.961%	$818	$901	$83
County	307,494	15.438%	$25,474,317,204	16.950%	16.194%	$13,778	$15,180	$1,402
	1,991,829	**100%**	**150,293,762,436**	**100%**	**100%**	**$85,085**	**$93,737**	**$8,652**

NOTES:

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

2) Net Assessed Value Source: Property Tax Section, County Auditor/Controller, 2006.

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

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

San Bernardino Associated Governments
Indirect Cost Allocations
Fiscal Year 2007/2008

Line Items	2005/06 Actual	2006/07 Budget As of 2/7/07	2007/2008 Proposed
Salaries	600,453	633,506	722,208
Fringe Allocation	494,709	473,609	613,817
Auditing	90,959	102,261	110,000
Building	173,927	216,000	370,000
CNG Van	1,028	2,000	2,000
Commissioners Fees	41,000	0	0
Communication	26,010	30,000	50,000
Consulting Fees	250	25,000	25,000
Contributions to Other Agencies	0	100,000	0
County Charges	48,079	42,000	50,000
Fixed Assets	77,797	40,166	120,000
Insurance	548,719	636,000	475,000
Inventorial Equipment	28,668	85,000	58,000
IT Prof Services & Software	272,121	235,000	405,000
IT Hardware	0	32,500	47,000
Maintenance of Equipment	3,602	14,000	26,000
Meeting Expense	8,290	6,966	7,966
Mileage Reim/Nonemployee	6,652	5,000	7,000
Mileage Reim/Sanbag Only	511	5,000	5,000
Office Expense	94,184	80,000	80,500
Postage	10,753	20,000	20,000
Printing/Public Info. Act.	32,644	0	10,400
Professional Service	212,295	200,000	215,000
Records Storage	11,435	9,000	9,000
Training	18,819	27,000	24,000
Travel Air	994	4,000	4,000
Travel Allowance	47,353	50,000	50,000
Travel-Other	18,693	15,609	9,000
Utilities	34,367	40,000	45,000
Total New Budget	**$ 0**	**$ 0**	**$ 3,571,451**
Total Actual/Planned Budget	**$ 2,904,954**	**$ 3,131,617**	**$ 3,571,451**

PROGRAM SECTION

Program Overview

The 2007/2008 SANBAG budget is organized into six distinct program areas containing new budget requirements of $301,112,234. New budget requirements and estimated encumbrances from Fiscal Year 2006/2007 equate to a total estimated budget of $430,621,980 for 2007/2008. Within these program areas, ninety-three 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 2007/2008 budget year.

SANBAG Program Budgets

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$129,509,291**
Regional & Quality of Life Program	5,476,510	6,587,410	6,510,565
Subregional Transportation Planning & Programming	2,299,792	11,944,004	4,599,845
Project Development Program	140,476,326	214,490,785	131,470,105
Transit/Commuter Rail Program	11,295,903	19,939,387	16,759,379
Transportation Program & Fund Administration	129,990,751	171,298,667	139,131,513
Program Support/Council of Governments	1,890,541	2,700,438	2,641,282
Total New Budget	**$0**	**$0**	**$301,112,689**
TOTAL	**$291,429,823**	**$426,960,690**	**$430,621,980**

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 95% of the total new 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.

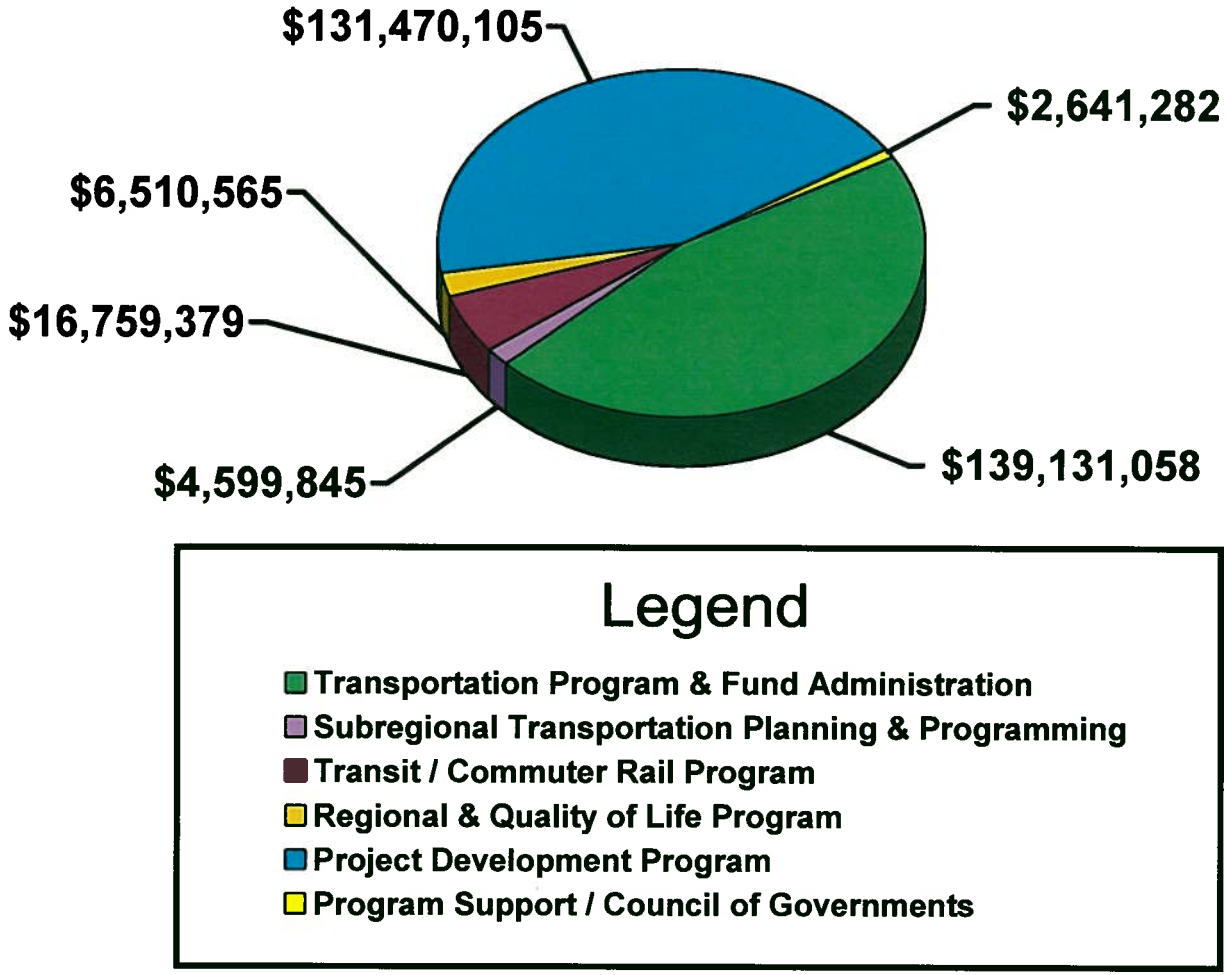
Total budgeted expenditures for Fiscal Year 2007/2008 of $430,621,980 increased by 0.9% from Fiscal Year 2006/2007 budgeted expenditures of $426,960,690.

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 2007/2008.***

San Bernardino Associated Governments

Budgeted Expenditures $301.1 Million

Fiscal Year 2007/2008



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

		2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances		**$0**	**$0**	**$178,584**
10108000	Air Quality Planning	51,492	62,995	70,187
10208000	Air Quality Implementation	58,286	64,600	76,293
11008000	Regional Transportation Planning	137,418	102,808	80,536
11108000	Freight Movement	352,052	198,311	230,573
11208000	Regional Growth Forecast Develop.	32,992	448,087	101,128
11608000	Inland Trans. Corridor Plan/CETAP	0	125,163	29,128
40608000-A	Rideshare Management	209,264	298,884	868,345
40608000-B	Inland Empire Commuter Services	323,339	331,400	426,600
40608000-C	Rideshare Incentive Programs	470,271	527,600	627,100
40608000-D	Regional Rideshare Programs	213,074	289,500	279,000
70208000	Call Box System	2,144,518	2,312,718	1,478,049
70408000	Freeway Service Patrol/State	763,749	1,571,089	1,560,720
70508000	Freeway Service Patrol/I-10	0	94,569	68,984
70708000	Freeway Service Patrol/SR60/I-215	0	0	400,931
70608000	Intelligent Transportation System	51,854	65,463	104,447
81208000	Clean Fuels Implementation	55,245	94,223	108,544
0611300	I-15 Intermodal Corridor Study	12,818	0	0
Total New Budget		**$0**	**$0**	**$6,510,565**
Total Actual/Planned Program Budget		**$5,476,510**	**$6,587,410**	**$6,689,149**

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

		2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances		**$0**	**$0**	**$3,566,370**
20208000	Transp Modeling & Forecasting	153,903	108,848	145,295
20308000	Congestion Management	180,508	185,314	250,933
21308000	High Desert Corridor Studies	8,491	11,126	22,363
37308000	Federal/State Fund Administration	366,584	337,558	535,352
40408000	Comprehensive Transp. Plan	254,039	114,462	124,509
40508000	TMEE Programs Development	236,734	22,498	2,196
40908000	Data Development & Mgmt	165,896	254,227	179,765
41008000	Non-Motorized Transportation Plan	0	17,777	12,698
50008000	Transp. Improvement Program	223,031	161,959	211,693
52608000	Subregional Trans. Monitoring	13,425	34,346	116,112
60108000	County Trans. Commission - General	277,871	301,049	378,004
60908000	Agency Strategic Planning	148,524	483,576	136,885
61008000	Project Advancement Program	0	0	12,381
70108000	Valley Signal Coordination Program	353,137	7,710,727	2,044,555
94108000	Mt/Desert Planning/Proj. Develop.	775,007	1,526,000	202,812
94508000	Victor Valley Area Trans. Study	136,366	1,012,095	224,292
Total New Budget		**$0**	**$0**	**$4,599,845**
Total Actual/Planned Program Budget		**$2,666,376**	**$12,281,562**	**$8,166,215**

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 - Capital Program

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 represents the capital budget for SANBAG. 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 43.7% of the total SANBAG new expenditures planned for Fiscal Year 2007/2008.

Project Development Program
Task Listing

		2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances		**$0**	**$0**	**$37,541,000**
81508000	Measure I Program Management	4,260,805	1,360,608	2,003,984
81608000	Rt. 71 Right of Way Acquisition	20,847	658,419	16,000
81808000	Rt. 71 Landscape Design/Const.	598,465	661,986	537,000
82008000	SR 210 Final Design	151,229	921,370	498,000
82208000	SR 210 Right of Way Acquisition	189,488	144,618	92,000
82408000	SR 210 Construction	71,193,113	66,866,125	14,244,510
82508000	I-10 Corridor Project Development	0	12,363	3,582,000
83008000	I-215 SanRiv Project Development	185,339	1,371,128	699,000
83408000	I-215 Final Design	5,063,765	5,127,725	1,002,000
83608000	I-215 Right of Way Acquisition	0	35,140,928	18,139,000
83808000	I-215 Construction	0	9,734,515	8,206,182
84008000	I-215 Barton Road Interchange	0	82,244	836,000
84108000	I-10 Riverside Interchange	0	5,667,824	86,000
84208000	I-10 Tippecanoe Interchange	125,889	423,456	190,000
84308000	I-10 Live Oak Canyon	422,775	4,797,853	7,626,557
84408000	Sr30/210 Victoria Avenue	0	253,419	0
84508000	I-215 Mt. Vernon Wash. Interchange	0	500,000	407,000
86008000	I-10 Lane Addition-Redlands	18,100,925	24,384,006	14,203,083
86208000	I-10 Westbound Lane Add-Yucaipa	205,612	745,264	2,162,000
87008000	Hunts Lane Grade Separation	0	2,960,620	762,778
87108000	State St/Univ. Parkway Grade Sep	2,002,253	8,032,840	11,424,557
87208000	Ramona Avenue Grade Separation	0	5,060,524	5,506,557
87908000	Colton Cross BNSF/UPRR Grade Sep	0	1,041,397	569,000
88008000	I-15/I215 Devore Interchange	0	523,600	565,000
93108000	Debt Service - Major/97 Issue	10,528,681	10,521,981	10,529,169
94408000	Debt Service - Major/96 Issue	5,667,704	5,668,504	5,818,268
94808000	Debt Service - Major/01 Issue A	11,655,688	11,722,563	11,659,063
94908000	Debt Service - Major/01 Issue B	10,103,749	10,104,905	10,105,397
Total New Budget		**$0**	**$0**	**$131,470,105**
Total Actual/Planned Program Budget		**$140,476,326**	**$214,490,785**	**$169,011,105**

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 2005/2006, the Metrolink San Bernardino Line transported 3.5 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		2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances		**$0**	**$0**	**$6,606,737**
30908000	General Transit	184,960	390,880	416,389
31508000	Omnitrans	46,166	60,100	56,770
31608000	Barstow-County Transit	6,754	23,998	125,180
31708000	Victor Valley Transit	25,127	40,427	37,749
31808000	Morongo Basin Transit	8,986	129,686	30,770
31908000	Social Service Tran. Plan	93,829	291,065	161,348
32008000	Needles Transit	8,259	12,305	15,297
32108000	Mountain Area Transit	17,282	126,492	30,670
35208000	General Commuter Rail	354,747	704,626	653,485
37708000	Commuter Rail Operating Exp.	6,451,695	7,539,900	8,360,000
37808000	Speedway Rail Operating Exp.	248,383	256,175	180,900
37908000	Commuter Rail Capital Expenses	3,151,292	9,786,914	5,264,303
38008000	Redlands Rail Feasibility Study	66,303	222,460	1,051,707
38108000	Gold Line Phase II	632,119	354,360	289,001
50108000	Federal Transit Act Programming	31,879	110,340	85,810
Total New Budget		**$0**	**$0**	**$16,759,379**
Total Actual/Planned Program Budget		**$11,327,782**	**$20,049,728**	**$23,366,116**

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 both Fiscal Year 2006/2007 and Fiscal Year 2007/2008. 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 $7.0 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

		2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances		**$0**	**$0**	**$81,316,600**
50208000	TDA Administration	282,838	319,855	350,000
50408000	Measure I Admin-Valley	104,545	255,614	208,748
50508000	Measure I Admin-Mt./Desert General	92,140	152,679	158,611
50608000	Local Transportation Fund-Pass Through*	68,439,578	98,600,563	71,734,310
50708000	State Transit Assistance Fund-Pass Through*	5,757,046	17,554,696	12,975,000
51308000	Measure I Valley E&D	5,839,590	7,312,973	7,050,000
90708000	Debt Service - Big Bear/92 Issue	108,183	108,183	108,200
90808000	Debt Service - Mt./Unincorp./92 Issue	45,926	45,926	45,986
9180000	Valley Measure I Local	23,986,315	22,577,225	22,577,225
9180100	Mt./Desert Measure I Local	24,027,900	23,012,810	23,012,807
94608000	Debt Service - Barstow/96 Issue	741,850	743,850	743,750
95008000	Debt Service - Yucca Valley/01 Issue B	166,376	166,395	166,876
Total New Budget		**$0**	**$0**	**$139,131,513**
Total Actual/Planned Program Budget		**$129,592,287**	**$170,850,769**	**$220,448,113**

**Local Transportation Fund-Pass Through and State Transit Assistance Fund-Pass Through were not included in budgets prior to Fiscal Year 2006/2007. Data for Fiscal Year 2005/06 Actual 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

		2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances		**$0**	**$0**	**$300,000**
10408000	Intergovernmental Relations	374,669	491,108	514,109
49008000	Council Of Govts New Initiatives	0	279,843	344,926
50308000	Legislation	433,645	540,847	411,990
60508000	Publications & Public Outreach	487,674	499,608	476,054
80508000	Building Operations	222,472	406,000	60,000
80608000	Building Improvements	0	0	500,000
94208000	Financial Management	372,080	483,032	334,203
Total New Budget		**$0**	**$0**	**$2,641,282**
Total Actual/Planned Program Budget		**$1,890,541**	**$2,700,438**	**$2,941,282**

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 some of these funds do 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. State and federal funds allocated by the SANBAG Board of Directors do not flow through the SANBAG budget unless SANBAG itself is the lead agency for project implementation.

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

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 public bus terminals and facilities. SAFETEA-LU expanded STP eligibilities to include advanced truck stop electrification systems, high accident/high congestion intersections, and environmental restoration and pollution abatement, control of noxious weeds and aquatic noxious weeds, and establishment of native species, and sustains eligibility of programs to reduce extreme cold starts, sidewalk modifications to meet Americans with Disabilities Act (ADA) requirements, and infrastructure-based intelligent transportation systems. By State law, a portion of STP is reserved for rural areas and may be spent on rural minor collectors. 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 **$122.3 million**.

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

- San Bernardino County Rural Funds – $6.6m 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 – $6.6m 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) – $52.2m 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) – $38.1m apportioned to SANBAG for allocation to projects generally in the San Bernardino Valley area west of I-15.

- Victorville-Hesperia-Apple Valley Urbanized Area – $14.3m apportioned to SANBAG for allocation to projects generally within the cities/spheres of Victorville, Hesperia, and Apple Valley.

- San Bernardino County "Any Area" – $4.5m 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 SAFETEA-LU 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		$122,310,099
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	$3,650,000	
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	$66,967,082	
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		$122,310,019
TOTAL Estimated STP Unallocated		$0

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 **$30.5 million** in the Mojave Desert Air Basin (MDAB) and **$127.4 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		$127,414,338
Interstate 215 from I-10 to SR-30, HOV Lane SANBAG/Caltrans	$72,651,000	
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	$8,989,733	
South Coast Air Basin Rideshare Program	$6,063,000	
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		$127,414,338
TOTAL Estimated CMAQ Unallocated		$0

Authorizations for CMAQ funding in the Mojave Desert Air Basin within San Bernardino County allocated in response to calls for projects and set-asides 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		$30,463,056
Adelanto/Auburn/Jonathan Paving City of Adelanto	$224,000	
Barstow Transit Capital City of Barstow	$3,426,000	
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*		$14,231,690
TOTAL Estimated CMAQ Unallocated		$16,231,366

*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 **$20.6 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		$20,555,000
Rim of the World Scenic Trail	$800,000	

Transportation Enhancement (TE) Projects 2007-2011		
FUND/PROJECT	PROJECT COST	TOTALS
U.S. Forest Service		
Lake Gregory Walkway Supplemental Allocation	$101,000	
Pacific Electric Trail, City of Fontana	$1,796,000	
Pacific Electric Trail, City of Rancho Cucamonga	$1,796,000	
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		$ 19,561,210
TOTAL Estimated TEA Unallocated		($993,790)

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 National and Regional Significance (PNRS), 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 **$165 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 (PNRS)	$31,250,000	
Inland Empire Goods Movement Gateway Project (PNRS)	$55,000,000	
Alameda Corridor East (TIP)	$7,500,000	
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 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		$165,302,888

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 2006/2007 cycle, the California Transportation Commission approved funding for five applications from San Bernardino County totaling **$864,500**. The application process for Fiscal Year 2007/2008 has been delayed due to the provsion in SAFETEA-LU that projects seeking these funds must be identified in the locally developed public transit-human services transportation coordination plan.

Federal Transit Administration (FTA) Formula Funds 2006/2007 Estimated Appropriations		
APPORTIONMENT AREA (INCLUDES SECTIONS 5307, 5311, 5316, AND 5317)	APPROPRIATION/ APPLICATION	TOTAL
San Bernardino Valley	$19,353,700	
Victor Valley	$2,496,800	
San Bernardino County Rural	$952,300	
Total Estimated Appropriations		$22,802,800
San Bernardino County Elderly and Disabled Application	$864,500	
Total Appropriation and Application		$23,667,300

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 **$3,700,000** for rail capital projects. During Fiscal Year 2006/2007 appropriations from the Section 5309 bus and bus facilities category included: the Needles El Garces Intermodal Station at **$401,280**, Metro Gold Line at **$3.09 million**, Omnitrans at **$200,640** for the construction of the Ontario Transcenter, and improvements at the San Bernardino Santa Fe Depot for **$100,320.**.

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 was previously funded from a mix of State funds designated for transportation purposes and federal funds originating from an allocation to the State of California from the federal transportation act, SAFETEA-LU, the STIP is now entirely funded with State funds. Federal funds that once contributed to funding in the STIP are now required for maintenance of the existing system. The passage of Proposition 1B, the Highway, Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, that was approved by voters on November 7, 2006, authorized $2 billion in general obligation bond proceeds to be available for projects in the STIP. Rather than wait for the 2008 STIP, which is scheduled to be adopted in April 2008, the California Transportation Commission initiated a special STIP development cycle to augment the 2006 STIP.

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 Augmentation. 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. In March 2007, the SANBAG Board of Directors recommended allocation of STIP funds totaling **$585 million** in the 2006 STIP Augmentation to be used for priority projects in combination with federal fund allocations, state funds, Measure I revenue, and private contributions. These projects include I-215 North, completion of the connection between the new SR-210 and I-215, several interchanges along I-10 and I-15, and seven transit projects.

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 Augmentation recommendations by Caltrans included **$62.8 million** in additional IIP funds to augment approximately **$173.6 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, Colton Crossing, 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 **$89,181,675** (including a

carry forward of $4,859,000 from the prior year) in Fiscal Year 2006/2007 and **$88,117,195** in Fiscal Year 2007/2008.

As the administering agency, SANBAG anticipates the receipt of **$350,000** in Fiscal Year 2007/2008 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 **$2,643,513**, for planning and programming activities during the fiscal year. As part of the commuter rail program, SANBAG will receive an allocation of **$12.324,000 for operating and capital expenses**. 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. In April 2007 the Board approved a list of projects received from the biennial "call for projects" totaling **$870,390** for transit access improvements and **$3,480,617** for pedestrian and bicycle projects. Twenty percent of the Fiscal Year 2007/2008 Article 3 funds, **$339,872**, will be set aside for projects to improve pedestrian access to bus stops. The remainder, **$1,359,488**, will be made available for pedestrian and bicycle projects. The new Article 3 funds will be added to the amount from the Apportionment in Fiscal Year 2008/2009 for a "call for projects" during that year.

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. In Fiscal Year 2007/2008 73.5% of the remaining balance, or **$61,208,609**, has been apportioned to the Valley and used exclusively to for public transportation operations of Omnitrans and Metrolink. Included in the SANBAG budget is **$12,234,000** for the Metrolink commuter rail program. The remaining 26.7%, or **$22,060,010**, 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 2007/2008	
AREA	APPORTIONMENT
County Auditor Administration	$17,000
SANBAG Administration	$350,000
SANBAG Planning	$2,643,516
SCAG Planning	$138,700
Article 3 - Pedestrian Bicycle	$1,699,360
Valley Transit	$61,208,609
Mountain/Desert Transit and Streets	$22,060,010
TOTAL	$88,117,195

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. With the passage of Proposition 1B, $3.6 billion from the Public Transportation Modernization, Improvement and Service Enhancement (PTMISE) Program is to be distributed by the State Controller using the STAF formula. 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. The State Controller's January 2007 estimate includes an initial allocation of $600 million of PTMIISE revenue. The PTMISE funds can only be used for capitlal projects. During Fiscal Year 2007/2008 it is anticipated that **$24,615,043** will be allocated to SANBAG. Approximately **$18.8 million** will be from the PTMISE allocation. A substantial portion of this will ultimately be allocated to the transit operators for capital projects. During Fiscal Year 2007/2008 SANBAG will receive an allocation of **$1,300,303** for Metrolink-related capital projects (Task No. 37908000).

##########################

San Bernardino Associated Governments

Budget Summary

Fiscal Year 2007/2008

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	9,267,215	-	-	-	-	-	-	-	-	-	-	-	9,267,215
LOCAL TRANSPORTATION FUND	-	2,993,516	12,324,000	72,799,679	-	-	-	-	-	-	-	-	88,117,195
STATE TRANSIT ASSISTANCE FUND	-	-	1,300,303	23,314,740	-	-	-	-	-	-	-	-	24,615,043
REGISTRATION FEES	-	-	-	-	1,738,000	-	-	-	-	-	-	-	1,738,000
SALES TAX	-	-	-	-	-	23,799,979	24,317,936	79,352,126	9,441,252	7,077,917	2,363,334	-	146,352,543
OTHER GRANTS AND REVENUE	-	-	-	-	-	-	-	-	-	-	-	50,916,315	50,916,315
TOTAL NEW REVENUES	**9,267,215**	**2,993,516**	**13,624,303**	**96,114,419**	**1,738,000**	**23,799,979**	**24,317,936**	**79,352,126**	**9,441,252**	**7,077,917**	**2,363,334**	**50,916,315**	**321,006,311**

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													
10108000 AIR QUALITY PLANNING	-	-	-	-	-	-	-	-	-	-	70,187	-	70,187
10208000 AIR QUALITY IMPLEMENTATION	-	7,629	-	-	-	-	-	-	-	-	68,664	-	76,293
11008000 REGIONAL TRANSPORTATION PLANNING	-	40,268	-	-	-	-	-	-	-	-	40,268	-	80,536
11108000 FREIGHT MOVEMENT	-	115,287	-	-	-	-	-	-	-	-	115,286	-	230,573
11208000 REGIONAL GROWTH FORECAST DEVELOP.	-	50,564	-	-	-	-	-	-	-	-	50,564	-	101,128
11608000 INLAND TRANS. CORRIDOR PLAN/CETAP	-	-	-	-	-	-	-	-	-	-	29,128	-	29,128
40608000A RIDESHARE MANAGEMENT	-	-	-	-	-	-	-	-	-	-	213,245	655,100 CMAQ	868,345
40608000B INLAND EMPIRE COMMUTER SERVICES	-	-	-	-	-	-	-	-	-	-	48,931	377,669 CMAQ	426,600
40608000C RIDESHARE INCENTIVE PROGRAMS	-	-	-	-	-	-	-	-	-	-	71,928	555,172 CMAQ	627,100
40608000D REGIONAL RIDESHARE PROGRAMS	-	-	-	-	-	-	-	-	-	-	32,001	246,999 CMAQ	279,000
70208000 CALL BOX SYSTEM	-	-	-	-	1,478,049	-	-	-	-	-	-	-	1,478,049
70408000 FREEWAY SERVICE PATROL/STATE	-	-	-	-	312,144	-	-	-	-	-	-	1,248,576 FSP	1,560,720
70508000 FREEWAY SERVICE PATROL/I-10	51,737	-	-	-	-	-	-	17,247	-	-	-	-	68,984
70608000 INTELLIGENT TRANSPORTATION SYSTEMS	-	10,445	-	-	-	-	-	-	-	-	94,002	-	104,447
70708000 FREEWAY SERVICE PATROL/I-215/SR-60	300,698	-	-	-	-	-	-	-	-	-	-	100,233 FSP	400,931
81208000 CLEAN FUELS IMPLEMENTATION	-	10,854	-	-	-	-	-	-	-	-	97,690	-	108,544
TOTAL REGIONAL & QUALITY OF LIFE PROGRAM	**352,435**	**235,047**	**-**	**-**	**1,790,193**	**-**	**-**	**17,247**	**-**	**-**	**931,894**	**3,183,749**	**6,510,565**
SUBREGIONAL TRANSP. PLANNING & PROGRAM.													
20208000 TRANSP MODELING & FORECASTING	-	72,648	-	-	-	-	-	-	-	-	72,647	-	145,295
20308000 CONGESTION MANAGEMENT	-	125,467	-	-	-	-	-	-	-	-	125,466	-	250,933
21308000 HIGH DESERT CORRIDOR STUDIES	-	22,363	-	-	-	-	-	-	-	-	-	-	22,363
37308000 FED/STATE FUND ADMINISTRATION	-	-	-	-	-	-	-	-	-	-	-	535,352 PPM	535,352
40408000 COMPREHENSIVE TRANSPORTATION PLAN	-	62,255	-	-	-	-	-	-	-	-	62,254	-	124,509
40508000 TMEE PROGRAMS DEVELOPMENT	-	-	-	-	-	-	-	-	-	-	2,196	-	2,196
40908000 DATA DEVELOPMENT & MANAGEMENT	-	89,883	-	-	-	-	-	-	-	-	89,882	-	179,765
41008000 NON-MOTORIZED TRANSPORTATION PLAN	-	6,349	-	-	-	-	-	-	-	-	6,349	-	12,698
50008000 TRANS. IMPROVEMENT PROGRAM	-	105,847	-	-	-	71,198	-	-	-	-	-	34,648 PPM	211,693
52608000 SUBREGIONAL TRANS. MONITORING	-	58,056	-	-	-	-	-	-	-	-	58,056	-	116,112
60108000 COUNTY TRANS. COMMISSION-GEN.	-	143,004	-	-	10,000	225,000	-	-	-	-	-	-	378,004
60908000 AGENCY STRATEGIC PLANNING	-	-	-	-	-	126,885	10,000	-	-	-	-	-	136,885
61008000 MEASURE I 2010-2040 PROJECT ADVANCEMENT	-	-	-	-	-	-	-	-	-	-	-	12,381 CMAQ	12,381
70108000 VALLEY SIGNAL COORDINATION PROGRAM	-	-	-	-	-	-	-	-	-	-	50,000	1,994,555 CMAQ	2,044,555
94108000 MT/DESERT PLAN. & PROJECT DEVELOP.	-	176,062	-	-	-	-	26,750	-	-	-	-	-	202,812
94508000 VICTOR VALLEY AREA TRANS. STUDY	-	224,292	-	-	-	-	-	-	-	-	-	- PPM	224,292
TOTAL SUBREG. TRANSP. PLANNING & PROGRAM.	**-**	**1,086,226**	**-**	**-**	**10,000**	**423,083**	**36,750**	**-**	**-**	**-**	**466,850**	**2,576,936**	**4,599,845**

***Grant Key**

CMAQ -CONGESTION MITIGATION AIR QUALITY

FSP - FREEWAY SERVICE PATROL

PPM - PLANNING, PROGRAMMING, MONITORING

San Bernardino Associated Governments

Budget Summary

Fiscal Year 2007/2008

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														
81508000 MEASURE I PROGRAM MANAGEMENT	-	-	-	-	-	-	-	2,003,984	-	-	-	-		2,003,984
81608000 RT.71 RIGHT OF WAY ACQUISITION	-	-	-	-	-	-	-	16,000	-	-	-	-		16,000
81808000 RT.71 LANDSCAPE DESIGN/CONST.	-	-	-	-	-	-	-	537,000	-	-	-	-		537,000
82008000 SR 210 FINAL DESIGN	-	-	-	-	-	-	-	498,000	-	-	-	-		498,000
82208000 SR 210 RIGHT OF WAY ACQUISITION	-	-	-	-	-	-	-	92,000	-	-	-	-		92,000
82408000 SR 210 CONSTRUCTION	-	-	-	-	-	-	-	14,244,510	-	-	-	-		14,244,510
82508000 I-10 Corridor Project Development	-	-	-	-	-	-	-	3,582,000	-	-	-	-		3,582,000
83008000 I-215 SANRIV PROJECT DEVELOPMENT	-	-	-	-	-	-	-	699,000	-	-	-	-		699,000
83408000 I-215 FINAL DESIGN	-	-	-	-	-	-	-	1,002,000	-	-	-	-		1,002,000
83608000 I-215 RIGHT OF WAY ACQUISITION	-	-	-	-	-	-	-	2,214,224	-	-	-	15,924,776	CMAQ	18,139,000
83808000 I-215 CONSTRUCTION	-	-	-	-	-	-	-	2,206,182	-	-	-	6,000,000	TCRP	8,206,182
84008000 I-215 BARTON BARTON ROAD INTERCHANGE	-	-	-	-	-	-	-	836,000	-	-	-	-	DEMO	836,000
84108000 I-10 RIVERSIDE INTERCHANGE	-	-	-	-	-	-	-	86,000	-	-	-	-		86,000
84208000 I-10 TIPPECANOE INTERCHANGE	-	-	-	-	-	-	-	90,000	-	-	-	100,000	DEMO	190,000
84308000 I-10 LIVE OAK CANYON	3,219,000	-	-	-	-	-	-	255,557	-	-	-	4,152,000	TCRP	7,626,557
84508000 I-215 MT. VERNON WASHINGTON INTERCHANGE	-	-	-	-	-	-	-	407,000	-	-	-	-		407,000
86008000 I-10 LANE ADDITION-REDLANDS	-	-	-	-	-	-	-	6,062,083	-	-	-	8,141,000	STP	14,203,083
86208000 I-10 WESTBOUND LANE ADD-YUCAIPA	-	-	-	-	-	-	-	2,162,000	-	-	-	-		2,162,000
87008000 HUNTS LANE GRADE SEPARATION	-	-	-	-	-	-	-	168,778	-	-	-	594,000	TCRP	762,778
87108000 STATE ST/UNIV. PARKWAY GRADE SEP.	140,000	-	-	-	-	-	-	127,557	-	-	-	11,157,000	TCRP	11,424,557
87208000 ROMONA AVENUE GRADE SEP.	5,410,000	-	-	-	-	-	-	96,557	-	-	-	-		5,506,557
87908000 COLTON CROSSING BNSF/UPRR GRADE SEP	-	-	-	-	-	-	-	59,000	-	-	-	510,000	RAR,IIP	569,000
88008000 I-15/I-215 DEVORE INTERCHANGE	-	-	-	-	-	-	-	565,000	-	-	-	-	-	565,000
93108000 DEBT SERVICE - MAJOR/97 ISSUE	-	-	-	-	-	-	-	10,529,169	-	-	-	-		10,529,169
94408000 DEBT SERVICE - MAJOR/96 ISSUE	-	-	-	-	-	-	-	5,818,268	-	-	-	-		5,818,268
94808000 DEBT SERVICE - MAJOR/01 ISSUE A	-	-	-	-	-	-	-	11,659,063	-	-	-	-		11,659,063
94908000 DEBT SERVICE - MAJOR/01 ISSUE B	-	-	-	-	-	-	-	10,105,397	-	-	-	-		10,105,397
TOTAL PROJECT DEVELOPMENT PROGRAM	**8,769,000**	**-**	**-**	**-**	**-**	**-**	**-**	**76,122,329**	**-**	**-**	**-**	**46,578,776**		**131,470,105**
TRANSIT/COMMUTER RAIL PROGRAM														
30908000 GENERAL TRANSIT	-	416,389	-	-	-	-	-	-	-	-	-	-		416,389
31508000 OMNITRANS	-	56,770	-	-	-	-	-	-	-	-	-	-		56,770
31608000 BARSTOW-COUNTY TRANSIT	-	125,180	-	-	-	-	-	-	-	-	-	-		125,180
31708000 VICTOR VALLEY TRANSIT	-	37,749	-	-	-	-	-	-	-	-	-	-		37,749
31808000 MORONGO BASIN TRANSIT	-	30,770	-	-	-	-	-	-	-	-	-	-		30,770
31908000 SOCIAL SERVICE TRAN. PLAN	-	161,348	-	-	-	-	-	-	-	-	-	-		161,348
32008000 NEEDLES TRANSIT	-	15,297	-	-	-	-	-	-	-	-	-	-		15,297
32108000 MOUNTAIN AREA TRANSIT	-	30,670	-	-	-	-	-	-	-	-	-	-		30,670
35208000 GENERAL COMMUTER RAIL	-	653,485	-	-	-	-	-	-	-	-	-	-		653,485
37708000 COMMUTER RAIL OPERATING EXP.	-	-	8,360,000	-	-	-	-	-	-	-	-	-		8,360,000
37808000 SPEEDWAY RAIL OPERATING EXP.	-	-	-	-	-	-	-	-	-	-	-	180,900	STS	180,900
37908000 COMMUTER RAIL CAPITAL EXPENSES	-	-	5,264,303	-	-	-	-	-	-	-	-	-		5,264,303
38008000 REDLANDS RAIL EXTENSION	-	251,707	-	-	-	-	-	-	-	-	-	800,000	REFTA	1,051,707
38108000 GOLD LINE PHASE II	-	289,001	-	-	-	-	-	-	-	-	-	-		289,001
50108000 FED TRANSIT ACT PROGRAMMING	-	85,810	-	-	-	-	-	-	-	-	-	-		85,810
TOTAL TRANSIT/COMMUTER RAIL PROGRAM	**-**	**2,154,176**	**13,624,303**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**980,900**	**-**	**16,759,379**

* ***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 2007/2008

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														
50208000 TDA ADMINISTRATION	-	350,000	-	-	-	-	-	-	-	-	-	-		350,000
50408000 MEASURE I ADMIN-VALLEY	-	-	-	-	-	208,748	-	-	-	-	-	-		208,748
50508000 MEASURE I ADMIN-MT./DESERT GENERAL	-	-	-	-	-	-	158,611	-	-	-	-	-		158,611
50608000 LOCAL TRANSPORTATION FUND	-	-	-	71,734,310	-	-	-	-	-	-	-	-		71,734,310
50708000 STATE TRANSIT ASSISTANCE FUND	-	-	-	12,975,000	-	-	-	-	-	-	-	-		12,975,000
51308000 MEASURE I VALLEY E&D	-	-	-	-	-	-	-	-	-	7,050,000	-	-		7,050,000
90708000 DEBT SERVICE-BIG BEAR/92 ISSUE	-	-	-	-	-	-	108,200	-	-	-	-	-		108,200
90808000 DEBT SERVICE- MT./UNINCORPORATED/92 ISSUE	-	-	-	-	-	-	45,986	-	-	-	-	-		45,986
91800000 VALLEY MEASURE I LOCAL	-	-	-	-	-	22,577,225	-	-	-	-	-	-		22,577,225
91801000 MT./DESERT MEASURE I LOCAL	-	-	-	-	-	-	23,012,352	-	-	-	-	-		23,012,352
94608000 DEBT SERVICE - BARSTOW/96 ISSUE	-	-	-	-	-	-	743,750	-	-	-	-	-		743,750
95008000 DEBT SERVICE - YUCCA VALLEY/01 ISSUE B	-	-	-	-	-	-	166,876	-	-	-	-	-		166,876
TOTAL TRANSP PROG & FUND ADMIN PROGRAM	-	350,000	-	84,709,310	-	22,785,973	24,235,775	-	-	7,050,000	-	-		139,131,058
PROGRAM SUPPORT /COUNCIL OF GOVERNMENTS														
10408000 INTERGOVERNMENTAL RELATIONS	28,653	-	-	-	-	374,190	21,792	89,474	-	-	-	-		514,109
49008000 COUNCIL OF GOVTS NEW INITIATIVES	344,926	-	-	-	-	-	-	-	-	-	-	-		344,926
50308000 LEGISLATION	-	-	-	-	-	328,405	33,585	50,000	-	-	-	-		411,990
60508000 PUBLICATIONS & PUBLIC OUTREACH	-	-	-	-	-	465,157	10,897	-	-	-	-	-		476,054
80508000 BUILDING OPERATIONS	-	-	-	-	-	-	-	-	-	-	-	60,000	RAR	60,000
80608000 BUILDING IMPROVEMENTS	-	-	-	-	-	-	-	-	-	-	-	500,000	RAR/FED	500,000
94208000 FINANCIAL MANAGEMENT	-	-	-	-	-	277,858	16,345	40,000	-	-	-	-		334,203
TOTAL PROGRAM SUPPORT/COUNCIL OF GOVTS	373,579	-	-	-	-	1,445,610	82,619	179,474	-	-	-	560,000		2,641,282
TOTAL NEW EXPENDITURES	9,495,014	3,825,449	13,624,303	84,709,310	1,800,193	24,654,666	24,355,144	76,319,050	-	7,050,000	1,398,744	53,880,361		301,112,234

* ***GRANT KEY -***

PPM - PLANNING, PROGRAMMING, MONITORING

RAR - RAIL ASSET REVENUE

San Bernardino Associated Governments

Budget Summary - Recap

Fiscal Year 2007/2008

	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	
ESTIMATED FUND BALANCE FOR FISCAL YEAR 2006/2007	280,714	1,667,578	1,807,697	86,616,200	562,781	2,873,287	37,208	76,133,092	-	9,447,917	6,256,690	6,182,397	191,865,561
TOTAL NEW REVENUES	9,267,215	2,993,516	13,624,303	96,114,419	1,738,000	23,799,979	24,317,936	79,352,126	9,441,252	7,077,917	2,363,334	50,916,315	321,006,312
TOTAL NEW EXPENDITURES	9,495,014	3,825,449	13,624,303	84,709,310	1,800,193	24,654,666	24,355,144	76,319,050	-	7,050,000	1,398,744	53,880,361	301,112,234
EXCESS OF NEW REVENUES OVER/UNDER NEW EXPENDITURES	(227,799)	(831,933)	-	11,405,109	(62,193)	(854,687)	(37,208)	3,033,076	9,441,252	27,917	964,590	(2,964,046)	19,894,078
ESTIMATED REVENUES BUDGETED PRIOR YEARS	400,000	-	4,232,300	-	-	-	-	-	-	-	-	28,150,002	32,782,302
ESTIMATED ENCUMBRANCES	(400,000)	(664,184)	(4,403,240)	(79,116,200)	(40,000)	(50,000)	-	(12,607,368)	-	(2,200,400)	-	(30,027,899)	(129,509,291)
OPERATING TRANSFER	-	-	-	-	-	-	-	9,441,252	(9,441,252)	-	-	-	-
ESTIMATED FUND BALANCE FOR FISCAL YEAR 2007/2008	52,915	171,461	1,636,757	18,905,109	460,588	1,968,600	(0)	76,000,051	-	7,275,434	7,221,280	1,340,454	115,032,650

San Bernardino Associated Governments
Task Listing
Fiscal Year 2007/2008

Regional & Quality of Life Program

Task	Task Description	Mgr
10108000	Air Quality Planning	TS
10208000	Air Quality Implementation	MK
11008000	Regional Transportation Planning	TS
11108000	Freight Movement	TS
11208000	Regional Growth Forecast Develop.	TS
11608000	Inland Trans. Corridor Plan/CETAP	TS
40608000A	Rideshare Management	MK
40608000B	Inland Empire Commuter Services	MK
40608000C	Rideshare Incentive Programs	MK
40608000D	Regional Rideshare Programs	MK
70208000	Call Box System	MK
70408000	Freeway Service Patrol/State	MK
70508000	Freeway Service Patrol/I-10	MK
70608000	Intelligent Transportation Systems	MK
70708000	***Freeway Service Patrol/SR-60/I-215***	***MK***
81208000	Clean Fuels Implementation	MK

Subregional Trans. Planning & Programming Prog.

Task	Task Description	Mgr
20208000	Transportation Modeling & Forecasting	TS
20308000	Congestion Management	TS
21308000	High Desert Corridor Studies	DRB
37308000	Federal/State Fund Admin.	TS
40408000	Comprehensive Transportation Plan	TS
40508000	TMEE Program Development	TS
40908000	Data Development & Management	TS
41008000	Non-Motorized Transportation Plan	TS
50008000	Transportation Improvement Program	TS
52608000	Subregional Transportation Monitoring	TS
60108000	County Trans. Commission – Gen.	TS
60908000	Agency Strategic Planning	TS
61008000	***Measure I 2010-2040 Proj. Advance.***	***TS***
70108000	Valley Signal Coordination Program	TS
94108000	Mt./Desert Planning & Proj. Develop.	DRB
94508000	Victor Valley Area Trans. Study	DRB

Project Development Program

Task	Task Description	Mgr
81508000	Measure I Program Management	DMK
81608000	Rt. 71 Right of Way Acquisition	DMK
81808000	Rt. 71 Landscape Design/Const.	DMK
82008000	SR 210 Final Design	DMK
82208000	SR 210 Right of Way Acquisition	DMK
82408000	SR 210 Construction	DMK
82508000	**I-10 Corridor Project Development**	**DMK**
83008000	I-215 SanRiv Project Development	DMK
83408000	I-215 Final Design	DMK
83608000	I-215 Right of Way Acquisition	DMK
83808000	I-215 Construction	DMK
84008000	I-215 Barton Road Interchange	DMK
84108000	I-10 Riverside Interchange	DMK
84208000	I-10 Tippecanoe Interchange	DMK
84308000	I-10 Live Oak Canyon	DMK
84508000	***I-215 Mt. Vernon/Washington Inter.***	***DMK***
86008000	I-10 Lane Addition – Redlands	DMK

Project Development Program (Cont'd.)

Task	Task Description	Mgr.
86208000	I-10 Westbound Ln Add.-Yucaipa	DMK
87008000	Hunts Lane Grade Separation	DMK
87108000	State St/Univ. Parkway Grade Sep.	DMK
87208000	***Ramona Avenue Grade Sep.***	***DMK***
87908000	Colton Cross. BNSF/UPRR Grd. Sep.	DMK
88008000	I-15/I-215 Devore Interchange	DMK
93108000	Debt Service – Major/97 Issue	TJM
94408000	Debt Service – Major/96 Issue	TJM
94808000	Debt Service – Major/01 Issue A	TJM
94908000	Debt Service – Major/01 Issue B	TJM

Transit/Commuter Rail Program

Task	Task Description	Mgr.
30908000	General Transit	MAB
31508000	Omnitrans	MAB
31608000	Barstow-County Transit	MAB
31708000	Victor Valley Transit	MAB
31808000	Morongo Basin Transit	MAB
31908000	Social Service Transportation Plan	MAB
32008000	Needles Transit	MAB
32108000	Mountain Area Transit	MAB
35208000	General Commuter Rail	MAB
37708000	Commuter Rail Operating Exp.	MAB
37808000	Speedway Rail Operating Exp.	MAB
37908000	Commuter Rail Capital Exp.	MAB
38008000	Redlands Rail Extension	MAB
38108000	Gold Line Phase II	MAB
50108000	Fed./Transit Act Programming	MAB

Transportation Programs & Fund Admin. Program

Task	Task Description	Mgr.
50208000	TDA Administration	MAB
50408000	Measure I Admin - Valley	TJM
50508000	Measure I Admin - Mt./Desert Gen.	DRB
50608000	Local Transportation Fund	MAB
50708000	State Transit Assistance Fund	MAB
51308000	Measure I Valley E & D	MAB
90708000	Debt Service - Big Bear/92 Issue	TJM
90808000	Debt Svc. - Mt./Unincorp./92 Issue	TJM
9180000	Valley Measure I Local	TJM
9180100	Mountain/Desert Measure I Local	TJM
94608000	Debt Service - Barstow/96	TJM
95008000	*Debt Svc.-Yucca Valley/01 Issue B*	*TJM*

Program Support/Council of Governments Prog.

Task	Task Description	Mgr.
10408000	Intergovernmental Relations	JF
49008000	Council of Govts. New Initiatives	DRB
50308000	Legislation	JF
60508000	Publications & Public Outreach	DRB
80508000	Building Operations	TJM
80608000	***Building Improvements***	***TJM***
94208000	Financial Management	TJM

BOLD ITALICS = NEW TASK FY 07/08

STAFFING SECTION

Staffing Overview

This section of the SANBAG budget provides information relative to human resources requirements for Fiscal Year 2007/2008. 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 management 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, nineteen professional/administrative positions, and twelve support positions. This budget proposes the addition of five new positions in the Administrative/Professional Group, as follows:

POSITION MODIFICATIONS		
Position	Range	Monthly Salary
Legislative Specialist	14 – 17	$3,549 - $4,994
Transportation Programming/Planning Analyst	18 – 22	$4,443 - $6,565
Transportation Planning Analyst	18 – 22	$4, 443 - $6,565
Project Controls/Contracts Manager	22 – 25	$5,244 - $7,379
Construction Manager	26 – 29	$6,374 - $8,969

Legislative Specialist. An entry level Legislative Specialist position in the Administrative/Professional Group is proposed to assist with the legislative research, analysis, monitoring of legislative changes, and reporting on legislation of priority to SANBAG. The Specialist will attend meetings with local representatives to represent the interests of the agency and coordinate development of legislative positions on issues of regional importance. The Specialist position will report to the Director of Intergovernmental and Legislative Affairs.

Transportation Programming/Planning Analyst. The new Transportation Programming/Planning Analyst position is proposed for an experienced individual within the existing Transportation

Analyst series classified in the Administrative/Professional Group. The position will assist with projects currently being performed by the Transportation Planning/Programming personnel. The Programming/Planning analyst will be responsible for management of the valley-wide signal project; analysis related to the congestion management program monitoring; traffic impact analysis scoping and review; and management of information for traffic model development and model networks, in cooperation with the regional transportation planning agency. The position will report to the Director of Planning and Programming.

Transportation Planning Analyst. A new position to assist with transportation planning studies and planning analysis is proposed in the Planning and Programming unit. This new position is proposed as an experienced position within the existing Transportation Planning Analyst series, and classified in the Administrative/Professional Group. The new Planning Analyst will be responsible for maintenance and analysis of data for the development mitigation program, including nexus study updates and development impact fee review; review and reporting on audits of special transportation fund accounts of local jurisdictions; and participation and coordination with local jurisdictions in area-wide and corridor planning and environmental studies. The position will report to the Director of Planning and Programming.

Project Controls/Contracts Manager. This budget also proposes to convert the project controls/contracts manager work currently being performed by consultant contract to a full time, regular employee position with SANBAG. The position is will be classified within the Administrative/Profession Group, reporting to the Director of Freeway Construction. The Project Controls/Contracts Manager position will be responsible for development and maintenance of information related to budgeting, expenditures and schedules for professional services and construction contracts; review of contractor invoicing for contract compliance in cooperation with program/project management personnel and Finance personnel; and development and adjustment recommendations relative to cash flow management and project scheduling.

Construction Manager. This budget also proposes to convert the existing Construction Manager work currently being performed through consultant contract to a full time, regular employee position with SANBAG. The Construction Manager is responsible for day-to-day management of multiple freeway and railway grade separation projects using a variety of construction, construction management, materials testing, and surveying contractors. The Construction Manager directs and advises consultant construction management staff, including resident engineers, inspectors, and other members of construction management services teams on all activities, including but not limited to construction contract change orders, claims resolution, and interaction with various technical disciplines. The position will report to the Director of Freeway Construction.

The total salary and benefit cost to SANBAG for the proposed new positions is $304,071. The two planning/programming analysts and the legislative specialist positions result in an additional costs to the agency of $264,469, to be funded by a combination of State Local Transportation Funds and Planning, Programming, and Monitor Funds, as well as some Measure I Traffic Mitigation and Environmental Enhancement and Major Projects Funds. The Construction Manager and Project Controls/Contracts Manager positions being converted from consultant contract work to regular SANBAG positions result in a cost savings of $74,771 and additional cost avoidance of $114,373 in Fiscal Year 2007/2008. The Construction Manager and Project Controls/Contracts Manager positions will be funded by Measure I Major Projects funds.

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 wage, with no benefits. In the past year, SANBAG has used temporary employees to perform tasks in the areas of data management, finance, and clerical support.

The Fiscal Year 2007/2008 budget provides funding for a total of 39 regular employees and temporary employees for short-term assistance.

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 the SANBAG Measure I transactions and use tax program.

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

Salaries and Benefits

The ***Salaries and Benefits Schedule*** contained in this budget illustrates the total estimated costs for salaries and benefits during the FY 2006/2007 budget year, as estimated in April, 2007. The total salary and benefit cost proposed in the FY 2007/2008 budget is $4,666,959, which represents 1.6% of the total budgeted new expenditures. The SANBAG Board of Directors has approved a 3% general salary adjustment for FY 2007/2008, as well as participation in the San Bernardino County Medical Retirement Trust Plan. The approved salary and benefit adjustments for 2007/2008 are provided for in the proposed budget.

Staff Utilization

SANBAG budgets costs related to regular and temporary employees by allocation of their total hours to specific tasks. The pie chart entitled ***Hourly Staff Utilization by Program*** 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 as of May 2007*

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

Beth Kranda
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

Janet Mattsson
Secretary

Freeway Construction

Darren Kettle
Director

Nessa Williams
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

Cynthia Cordova
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

Annette Franco
Public Information Specialist

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 2007/2008

Support Group	**FY 05/06**	**FY 06/07**	**FY 07/08**
Senior Accounting Assistant	1	1	1
Accounting Assistant (II)	2	2	2
Clerk/Receptionist (II) & (III)	2	2	2
Secretary (I) & (II)	2	2	2
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	1	1	1
Administrative Analyst	1	1	1
Air Quality/Mobility Program Manager	1	1	1
Air Quality/Mobility Specialist	1	1	1
Clerk of the Board/Administrative Assistant	1	1	1
Construction Manager	0	0	1
Contracts/Controls Manager	0	0	1
Data Management Specialist	1	0	0
Data Program Administrator	1	1	1
Legislative Specialist	0	0	1
Principal Transportation Analyst	1	1	1
Public Information Officer	1	1	1
Public Information Specialist	0	1	1
Transportation Planning/Programming Analyst	2	2	4
Transit Analyst	1	2	2
Transit Management Specialist	1	0	0
Transportation Planning Specialist	1	1	1
Total Administrative/Professional Group	**14**	**14**	**19**
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	**34**	**34**	**39**

San Bernardino Associated Governments
Salaries and Benefits Schedule Fiscal Year 2007/2008
as Estimated in April 2007

	Salaries	Retirement*	Deferred Comp.	Worker's Comp.	Medicare	UI**	Flexible Benefits	Auto Allowance	Contracted County Supp.***	Total
Support Group	$569,363	$176,845	$28,468	$6,946	$10,476	$3,192	$101,678	$0	$7,232	$904,200
Accounting Assistants (3)										
Assistant to the Clerk of the Board (1)										
Clerk/Receptionist (2)										
Secretary (6)										
Adminstrative/Professional Group	$1,103,871	$335,211	$82,790	$53,979	$20,311	$3,724	$118,624	$0	$8,943	$1,727,453
Accounting Manager										
Administrative Analyst										
Air Quality/Mobility Positions (2)										
Clerk of the Board/Administrative Assistant										
Planning/Programming Positions (4)										
Public Information Positions (2)										
Transit Analyst (2)										
Transportation Planning Specialist										
Senior Management Group	$1,198,263	$367,872	$89,870	$58,595	$22,048	$2,128	$67,785	$46,800	$5,110	$1,858,472
Executive Director										
Chief Financial Officer										
Director of Management Services										
Director of Transit/Rail Programs										
Director of Intergovernmental/Legislative Affairs										
Director of Planning/Programming										
Director of Air Quality/Mobility Programs										
Director of Freeway Construction										
TOTALS	$2,871,497	$879,928	$201,128	$119,521	$52,836	$9,044	$288,087	$46,800	$21,286	$4,490,125

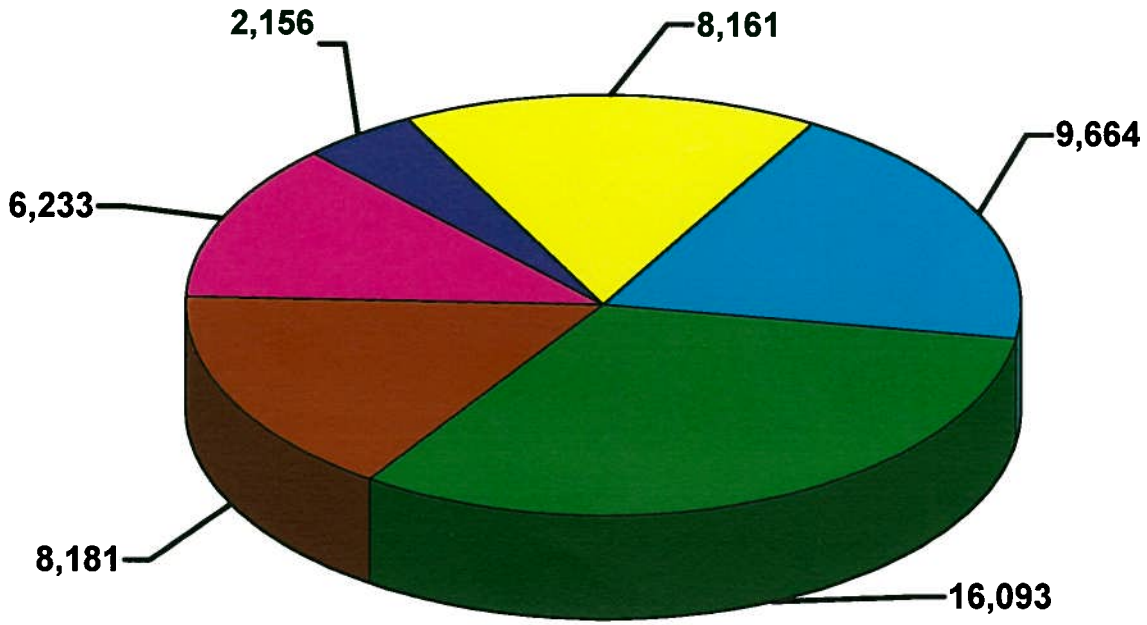
* Includes Survivor Benefits
** Unemployment Insurance
*** Includes Short Term Disability, Long Term Disability, Employer Assistance Program and Employee Health & Production Program and Retirement Medical Trust Plans

Employer Provided Benefits:		Mandatory Benefits:	
Retirement	$879,928	**Workers' Compensation**	$119,521
Deferred Compensation	201,128	**Medicare**	52,836
Flexible Benefit Plan	288,087	**Unemployment Insurance**	9,044
Contracted County Supplemental Benefit	21,286		
Auto Allowance	46,800		
Total	**$1,437,229**	**Total**	**$181,400**

San Bernardino Associated Governments

Hourly Staff Utilization by Program

Fiscal Year 2007/2008 - 50,488 Hours



Legend

- Regional & Quality of Life Program (19%)
- Subregional Transportation Planning & Programming (31%)
- Project Development Program (16%)
- Transit/Commuter Rail Program (12%)
- Transportation Programming & Fund Administration (4%)
- Program Support / Council of Governments (16%)

San Bernardino Associated Governments
STAFF UTILIZATION REPORT
Fiscal Year 2007/2008

	TOTAL	Director of Transit/Rail Programs	Director of Management Services	Director of Intergovt./ Leg.Affairs	Executive Director	Director of Freeway Construction	Director of Air Quality Mobility Pgm	Chief Financial Officer	Director of Planning & Programming	OTHER STAFF *
REGIONAL & QUALITY OF LIFE PROGRAMS										
10108000 Air Quality Planning	280	-	-	-	80	-	-	-	140	60
10208000 Air Quality Implementation	294	-	24	-	40	-	150	-	-	80
11008000 Regional Transportation Planning	446	-	10	-	-	-	-	-	180	256
11608000 Inland Trans. Corridor Plan/CETAP	160	-	-	-	-	-	-	-	40	120
11108000 Freight Movement	1,080	-	-	-	80	-	-	-	380	620
11208000 Regional Growth Forecast Develop.	740	-	-	-	-	-	-	-	100	640
40608000 Rideshare Management	1,485	-	-	-	20	-	320	-	-	1,145
70208000 Call Box System	2,191	-	-	-	-	-	320	-	-	1,871
70608000 Intelligent Transportation Systems	360	-	-	-	45	-	165	-	-	150
70408000 Freeway Service Patrol/State	2,314	-	-	-	33	-	320	-	-	1,961
70508000 Freeway Service Patrol/I-10	-	-	-	-	-	-	-	-	-	-
70708000 Freeway Service Patrol/I-215/SR-60	-	-	-	-	-	-	-	-	-	-
81208000 Clean Fuels Implementation	314	-	-	-	15	-	118	-	-	181
TOTAL REGIONAL & QUALITY OF LIFE PROGRAMS	**9,664**	**-**	**34**	**-**	**313**	**-**	**1,393**	**-**	**840**	**7,084**
SUBREGIONAL TRANSP. PLANNING & PROGRAM.										
20208000 Trans. Modeling & Forecasting	901	-	-	-	-	-	-	-	20	881
20308000 Congestion Management	1,894	-	30	-	-	-	-	-	52	1,812
21308000 High Desert Corridor Studies	160	-	50	-	-	-	-	-	-	110
37308000 Federal/State Fund Administration	4,034	-	100	-	100	-	-	-	132	3,702
40408000 Comprehensive Transportation Plan	953	-	-	-	20	-	-	-	48	885
40508000 TMEE Programs Development	8	-	-	-	-	-	-	-	8	-
40908000 Data Development & Management	1,016	-	-	-	-	-	-	-	40	976
41008000 Non-Motorized Transportation Plan	80	-	-	-	-	-	-	-	-	80
50008000 Trans. Improvement Program	1,468	-	-	-	-	-	-	-	128	1,340
52608000 Subregional Trans. Monitoring	68	-	-	-	-	-	-	-	8	60
60108000 County Trans. Commission – Gen.	1,711	-	40	-	300	-	200	-	240	931
60908000 Agency Strategic Planning	805	-	-	-	100	-	-	-	200	505
61008000 Measure I 2010-2040 Project Advancement	90	-	-	-	-	-	-	-	20	70
70108000 Valley Signal Coordination Program	320	-	-	-	-	-	-	-	-	320
94108000 Mt/Desert Plan. & Project Develop.	1,245	-	250	-	60	-	-	-	-	935
94508000 Victor Valley Area Trans. Study	1,340	-	80	-	-	-	-	-	-	1,260
TOTAL SUBREG. TRANSP. PLANNING & PROGRAM.	**16,093**	**-**	**550**	**-**	**580**	**-**	**200**	**-**	**896**	**13,867**
PROJECT DEVELOPMENT										
81508000 Measure I Program Management	5,338	-	-	-	140	1,856	-	-	-	3,342
81608000 Rt. 71 Right of Way Acquisition	-	-	-	-	-	-	-	-	-	-
81808000 Rt. 71 Landscape Design/Const.	-	-	-	-	-	-	-	-	-	-
82008000 SR 210 Final Design	-	-	-	-	-	-	-	-	-	-
82208000 SR 210 Right of Way Acquisition	-	-	-	-	-	-	-	-	-	-
82408000 SR 210 Construction	565	-	-	-	-	-	-	-	-	565
83008000 I-215 SanRiv Project Development	-	-	-	-	-	-	-	-	-	-
83408000 I-215 Final Design	-	-	-	-	-	-	-	-	-	-
83608000 I-215 Right of Way Acquisition	-	-	-	-	-	-	-	-	-	-
83808000 I-215 Construction	1,083	-	-	-	-	-	-	-	-	1,083
84008000 I-215 Barton Road Interchange	-	-	-	-	-	-	-	-	-	-
84108000 I-10 Riverside Interchange	-	-	-	-	-	-	-	-	-	-
84208000 I-10 Tippecanoe Interchange	-	-	-	-	-	-	-	-	-	-
84308000 I-10 Live Oak Canyon	200	-	-	-	-	-	-	-	-	200
84408000 SR 30/210 Victoria Avenue	-	-	-	-	-	-	-	-	-	-
86008000 I-10 Lane Addition–Redlands	495	-	-	-	-	-	-	-	-	495
86208000 I-10 Westbound Lane Add.–Yucaipa	-	-	-	-	-	-	-	-	-	-
87008000 Hunts Lane Grade Separation	100	-	-	-	-	-	-	-	-	100
87108000 State St/Univ. Parkway Grade Sep.	200	-	-	-	-	-	-	-	-	200
87208000 Ramona Avenue Grade Sepration	200	-	-	-	-	-	-	-	-	200
87908000 Colton Crossing BNSF/UPRR Grade Separation	-	-	-	-	-	-	-	-	-	-
88008000 I-15/I-215 Devore Interchange	-	-	-	-	-	-	-	-	-	-
93108000 Debt Service - Major/97 Issue	-	-	-	-	-	-	-	-	-	-
94408000 Debt Service - Major/96 Issue	-	-	-	-	-	-	-	-	-	-
94808000 Debt Service - Major/01 Issue A	-	-	-	-	-	-	-	-	-	-
94908000 Debt Service - Major/01 Issue B	-	-	-	-	-	-	-	-	-	-
TOTAL PROJECT DEVELOPMENT	**8,181**	**-**	**-**	**-**	**140**	**1,856**	**-**	**-**	**-**	**6,185**

*** OTHER STAFF comprised of (20) FULL-TIME PROFESSIONAL STAFF; (13) FULL-TIME and (1) QUARTER TIME SUPPORT STAFF.**

San Bernardino Associated Governments
STAFF UTILIZATION REPORT
Fiscal Year 2007/2008

	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										
30908000 General Transit	1,582	440	-	-	50	-	-	-	-	1,092
31508000 Omnitrans	417	80	-	-	-	-	-	-	-	337
31608000 Barstow-County Transit	174	32	-	-	-	-	-	-	-	142
31708000 Victor Valley Transit	258	60	-	-	-	-	-	-	-	198
31808000 Morongo Basin Transit	214	32	-	-	-	-	-	-	-	182
31908000 Social Service Transportation Plan	382	100	-	-	-	-	-	-	-	282
32008000 Needles Transit	94	32	-	-	-	-	-	-	-	62
32108000 Mountain Area Transit	214	32	-	-	-	-	-	-	-	182
35208000 General Commuter Rail	1,922	480	-	-	50	-	-	-	-	1,392
37708000 Commuter Rail Operating Exp.	-	-	-	-	-	-	-	-	-	-
37808000 Speedway Rail Operating Exp.	-	-	-	-	-	-	-	-	-	-
37908000 Commuter Rail Capital Exp.	-	-	-	-	-	-	-	-	-	-
38008000 Redlands Rail Extension	278	140	-	-	-	-	-	-	-	138
38108000 Gold Line Phase II	218	100	-	-	-	-	-	-	-	118
50108000 Federal/Transit Act Programming	480	120	-	-	-	-	-	-	-	360
TOTAL TRANSIT/COMMUTER RAIL PROGRAMS	**6,233**	**1,648**	**-**	**-**	**100**	**-**	**-**	**-**	**-**	**4,485**
TRANSPORTATION PROGRAM AND FUND ADMINISTRATION										
50208000 TDA Administration	1,206	100	-	-	-	-	-	-	-	1,106
50608000 Local transportation Fund	-	-	-	-	-	-	-	-	-	-
50708000 State Transit Assistance Fund	-	-	-	-	-	-	-	-	-	-
50408000 Measure I Admin - Valley	425	-	50	-	100	-	-	-	-	275
50508000 Measure I Admin – Mt/Desert Gen.	525	-	150	-	75	-	-	-	-	300
90708000 Debt Service - Big Bear/92 Issue	-	-	-	-	-	-	-	-	-	-
90808000 Debt Service - Mt./Unincorporated/92 Issue	-	-	-	-	-	-	-	-	-	-
91800000 Valley Measure I Local	-	-	-	-	-	-	-	-	-	-
91801000 Mountain/Desert Measure I Local	-	-	-	-	-	-	-	-	-	-
51308000 Measure I Valley E & D	-	-	-	-	-	-	-	-	-	-
94608000 Debt Svc. - Barstow/96	-	-	-	-	-	-	-	-	-	-
95008000 Debt Svc. - Yucca Valley/01 Issue B	-	-	-	-	-	-	-	-	-	-
TOTAL TRANSP PROGRAM & FUND ADMIN.	**2,156**	**100**	**200**	**-**	**175**	**-**	**-**	**-**	**-**	**1,681**
PROGRAM SUPPORT /COUNCIL OF GOVERNMENTS										
10408000 Intergovernmental Relations	2,668	-	120	800	300	-	-	-	-	1,448
49008000 Council of Govts. New Initiatives	-	-	-	-	-	-	-	-	-	-
50308000 Legislation	1,858	-	-	600	100	-	-	-	-	1,158
60508000 Publications & Public Outreach	3,039	-	100	216	100	-	-	-	-	2,623
80508000 Building Operations	-	-	-	-	-	-	-	-	-	-
80608000 Building Improvements	-	-	-	-	-	-	-	-	-	-
94208000 Financial Management	596	-	-	-	-	-	-	-	-	596
TOTAL PROGRAM SUPPORT / COUNCIL OF GOVTS.	**8,161**	**-**	**220**	**1,616**	**500**	**-**	**-**	**-**	**-**	**5,825**
FRINGE & INDIRECT										
FRINGE Fringe	11,397	232	314	344	272	224	312	304	344	9,051
INDIRECT Indirect	22,355	100	762	120	-	-	175	1,776	-	19,422
TOTAL FRINGE & INDIRECT	**33,752**	**332**	**1,076**	**464**	**272**	**224**	**487**	**2,080**	**344**	**28,473**
GRAND TOTALS	**84,240**	**2,080**	**2,080**	**2,080**	**2,080**	**2,080**	**2,080**	**2,080**	**2,080**	**67,600**

*** OTHER STAFF comprised of (20) FULL-TIME PROFESSIONAL STAFF; (13) FULL-TIME and (1) QUARTER 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 Coordinated Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEHD	Community Economic and Human Development Committee
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
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

San Bernardino Associated Governments
Acronym List

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
LRTP	Long Range Transit Plan
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
MTA	Los Angeles County Metropolitan Transportation Authority
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
NEPA	National Environmental Protection Act
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
PNRS	Projects of National and Regional 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
RFQ	Request for Qualification
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
RTTF	Regional Transit Task Force
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments

San Bernardino Associated Governments
Acronym List

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
SLP	State-Local Partnership
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
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21st Century
TIA	Traffic Impact Analysis
TIP	Transportation Improvement Program
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TPA	Transportation Planning Agency
TSM	Transportation Systems Management
ULEV	Ultra Low Emission Vehicle
USFWS	United States Fish and Wildlife Service
UPRR	Union Pacific Railroad
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.

SAN BERNARDINO ASSOCIATED GOVERNMENTS

2007/2008 BUDGET APPENDIX

The 2007/2008 SANBAG Budget is the policy level document which provides broad funding, personnel, and program level presentations. This 2007/2008 SANBAG Budget Appendix itemizes the numerous tasks contained in the budget and is intended to complement the primary budget document.

The Budget Appendix is a detailed document which contains descriptions of each task budget including the task objectives, accomplishments, expected products and funding sources. Task-level information is presented in numerical sequence by task number, located at the top of each task description. A listing of all tasks contained within the 2007/2008 SANBAG Budget is located on the following page.

Beginning with FY 2006/2007, the SANBAG task numbering system is structured as follows:

Job - **The first three digits of each task number refers to the "Job" number. When an identified project spans more than one fiscal year, the three digit "Job" number remains the same from year-to-year and provides for tracking of information on that project over multiple years. As an example, Job No. 269 Route 210 Right of Way Acquisition may be active for a three year period. The task numbers for the duration of the projects will be Task No. 26907000 in 2006/2007, No. 26908000 in 2007/2008, and No. 26909000 in 2008/2009.**

Year - **The two digits following the "Job" number of each task refers to the fiscal year budget period. Consequently, the fourth and fifth numbers in all tasks in FY 2007/2008 will be "08."**

In past budget documents, the fiscal year was used to initiate the task numbering system. The task numbering convention utilized in previous years is outlined below to facilitate comparisons with budgets prior to the fiscal year 2006/2007 budget.

Year - **The first two digits of each task number refers to the fiscal year budget period. Consequently, all tasks in the 2005/2006 Budget begin with "06."**

Job - **The three digits following the year are the "Job" number. When an identified project spans more than one fiscal year, the three digit "Job" number remains the same from year-to-year and provides for tracking of information on that project over multiple years. As an example, Job No. 269 Route 210 Right of Way Acquisition may be active for a three year period. The task numbers for the duration of the projects will be Task No. 0626900 in 2005/2006, No. 0726900 in 2006/2007, and No. 0826900 in 2007/2008.**

Task - **The last two digits in a task number are used to identify related tasks and provide the ability to accumulate expenditure information on the individual task or on a series of relates tasks. As an example, consider the series of Task Nos. 0640605, 0640610, 0640620, and 0640630. All tasks in the 2005/2006 budget begin with**

"06." The next three digits, "406", represents activities related to ridesharing and trip reduction. The last two digits separate specific work products related to that "Job."

It should also be noted that at the end of the "Funding" section of each task narrative, the document lists the *"Total Anticipated Encumbrances on 6/30/07"* and *"Unbudgeted Obligations in Contracts Approved prior to FY 2007/2008."*

The *"Total Anticipated Encumbrances on 6/30/07"* represents the estimated amount of budgeted funds supporting approved contracts that will be carried over into the 2007/2008 task budget at the beginning of FY 2007/2008.

The *"Unbudgeted Obligations in Contracts Approved prior to FY 2007/2008"* represents the amount of contractual obligations anticipated at the end of the budget year which are dependent upon future revenue and approval of budgetary authority in future years.

San Bernardino Associated Governments
Task Listing
Fiscal Year 2007/2008

Regional & Quality of Life Program

Task	Task Description	Mgr
10108000	Air Quality Planning	TS
10208000	Air Quality Implementation	MK
11008000	Regional Transportation Planning	TS
11108000	Freight Movement	TS
11208000	Regional Growth Forecast Develop.	TS
11608000	Inland Trans. Corridor Plan/CETAP	TS
40608000A	Rideshare Management	MK
40608000B	Inland Empire Commuter Services	MK
40608000C	Rideshare Incentive Programs	MK
40608000D	Regional Rideshare Programs	MK
70208000	Call Box System	MK
70408000	Freeway Service Patrol/State	MK
70508000	Freeway Service Patrol/I-10	MK
70608000	Intelligent Transportation Systems	MK
70708000	***Freeway Service Patrol/SR-60/I-215***	***MK***
81208000	Clean Fuels Implementation	MK

Subregional Trans. Planning & Programming Prog.

Task	Task Description	Mgr
20208000	Transportation Modeling & Forecasting	TS
20308000	Congestion Management	TS
21308000	High Desert Corridor Studies	DRB
37308000	Federal/State Fund Admin.	TS
40408000	Comprehensive Transportation Plan	TS
40508000	TMEE Program Development	TS
40908000	Data Development & Management	TS
41008000	Non-Motorized Transportation Plan	TS
50008000	Transportation Improvement Program	TS
52608000	Subregional Transportation Monitoring	TS
60108000	County Trans. Commission – Gen.	TS
60908000	Agency Strategic Planning	TS
61008000	***Measure I 2010-2040 Proj. Advance.***	***TS***
70108000	Valley Signal Coordination Program	TS
94108000	Mt./Desert Planning & Proj. Develop.	DRB
94508000	Victor Valley Area Trans. Study	DRB

Project Development Program

Task	Task Description	Mgr
81508000	Measure I Program Management	DMK
81608000	Rt. 71 Right of Way Acquisition	DMK
81808000	Rt. 71 Landscape Design/Const.	DMK
82008000	SR 210 Final Design	DMK
82208000	SR 210 Right of Way Acquisition	DMK
82408000	SR 210 Construction	DMK
82508000	**I-10 Corridor Project Development**	**DMK**
83008000	I-215 SanRiv Project Development	DMK
83408000	I-215 Final Design	DMK
83608000	I-215 Right of Way Acquisition	DMK
83808000	I-215 Construction	DMK
84008000	I-215 Barton Road Interchange	DMK
84108000	I-10 Riverside Interchange	DMK
84208000	I-10 Tippecanoe Interchange	DMK
84308000	I-10 Live Oak Canyon	DMK
84508000	***I-215 Mt. Vernon/Washington Inter.***	***DMK***
86008000	I-10 Lane Addition – Redlands	DMK

Project Development Program (Cont'd.)

Task	Task Description	Mgr.
86208000	I-10 Westbound Ln Add.-Yucaipa	DMK
87008000	Hunts Lane Grade Separation	DMK
87108000	State St/Univ. Parkway Grade Sep.	DMK
87208000	***Ramona Avenue Grade Sep.***	***DMK***
87908000	Colton Cross. BNSF/UPRR Grd. Sep.	DMK
88008000	I-15/I-215 Devore Interchange	DMK
93108000	Debt Service – Major/97 Issue	TJM
94408000	Debt Service – Major/96 Issue	TJM
94808000	Debt Service – Major/01 Issue A	TJM
94908000	Debt Service – Major/01 Issue B	TJM

Transit/Commuter Rail Program

Task	Task Description	Mgr.
30908000	General Transit	MAB
31508000	Omnitrans	MAB
31608000	Barstow-County Transit	MAB
31708000	Victor Valley Transit	MAB
31808000	Morongo Basin Transit	MAB
31908000	Social Service Transportation Plan	MAB
32008000	Needles Transit	MAB
32108000	Mountain Area Transit	MAB
35208000	General Commuter Rail	MAB
37708000	Commuter Rail Operating Exp.	MAB
37808000	Speedway Rail Operating Exp.	MAB
37908000	Commuter Rail Capital Exp.	MAB
38008000	Redlands Rail Extension	MAB
38108000	Gold Line Phase II	MAB
50108000	Fed./Transit Act Programming	MAB

Transportation Programs & Fund Admin. Program

Task	Task Description	Mgr.
50208000	TDA Administration	MAB
50408000	Measure I Admin - Valley	TJM
50508000	Measure I Admin - Mt./Desert Gen.	DRB
50608000	Local Transportation Fund	MAB
50708000	State Transit Assistance Fund	MAB
51308000	Measure I Valley E & D	MAB
90708000	Debt Service - Big Bear/92 Issue	TJM
90808000	Debt Svc. - Mt./Unincorp./92 Issue	TJM
9180000	Valley Measure I Local	TJM
9180100	Mountain/Desert Measure I Local	TJM
94608000	Debt Service - Barstow/96	TJM
95008000	Debt Svc.-Yucca Valley/01 Issue B	TJM

Program Support/Council of Governments Prog.

Task	Task Description	Mgr.
10408000	Intergovernmental Relations	JF
49008000	Council of Govts. New Initiatives	DRB
50308000	Legislation	JF
60508000	Publications & Public Outreach	DRB
80508000	Building Operations	TJM
80608000	***Building Improvements***	***TJM***
94208000	Financial Management	TJM

BOLD ITALICS = NEW TASK FY 07/08

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 10108000 AIR QUALITY PLANNING

OBJECTIVE: Identify policy options, provide technical input, and communicate Board policy in regional forums related to development and implementation of regional, State, and Federal air quality plans, emission reduction strategies, and air quality conformity issues affecting San Bernardino County.

ACCOMPLISHMENTS: Past work has focused on development of mobile source emission reduction strategies, including transportation control measures (TCMs), for inclusion in regional and State air quality plans. Following adoption of the State Implementation Plan (SIP) for ozone in 1994, and the regional PM10 plans and revised ozone SIP submittal in 1997, activities focused on revisions to the 1997 Plan which were approved by the United States Environmental Protection Agency in 2000 and 2003. More recent efforts have focused on preparation of the $PM_{2.5}$ and 8 hour ozone SIP. Staff has participated through appointments to the PM10 Advisory Committee in 1995-1996 and the AQMP Advisory Committee beginning in 1997 and continuing to the present. Staff has participated in SCAG's Transportation Conformity Working Group since its inception.

DESCRIPTION: This task provides for SANBAG technical and policy participation in Southern California Association of Governments (SCAG), South Coast Air Quality Management District (SCAQMD), Mojave Desert Air Quality Management District (MDAQMD), California Air Resources Board (CARB), and United States Environmental Protection Agency (EPA) efforts to develop air quality plans & programs, and to maintain air quality conformity.

WORK ELEMENTS:

1. Participate in the technical committees of SCAG, the SCAQMD, the MDAQMD as needed, and other groups to provide input to development and implementation of attainment strategies included in Air Quality Management Plans and the State Implementation Plan.

2. Provide information and analysis to the SANBAG Board of Directors regarding AQMD, CARB, and EPA plans, policies, and programs which may impact SANBAG's transportation programs, local governments, and the private sector in San Bernardino County.

3. Participate with public and private interests to study air quality issues important to the Inland Empire, and to formulate and advocate positions to benefit San Bernardino County.

4. Represent SANBAG and, as needed, provide administrative support to technical and policy committees of the SCAQMD and MDAQMD in their efforts to address mobile source planning and conformity issues.

PRODUCT: **Policy and planning products are cost-effective air quality strategies needed to meet State and Federal clean air requirements. Interim products include ongoing reports to the SANBAG Board of Directors and policy committees, and coordination of subregional input to the regional plans and conformity analyses.**

FUNDING SOURCES:		**Measure I Valley Traffic Management and**
	$70,187	**Environmental Enhancement Fund**
	$70,187	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: **Ty Schuiling**

TASK NO. 10108000 Air Quality Planning
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	11,172	16,530	19,421
Fringe Allocation	9,222	12,358	13,744
Indirect Allocation	24,031	27,057	29,772
Contributions/Other Agencies	5,000	5,000	6,000
Meeting Expense	800	1,000	500
Mileage Reimb/SANBAG Only	285	400	250
Office Expense	0	100	100
Postage	2	0	50
Printing – Internal Only	0	0	100
Printing – Miscellaneous	0	50	50
Professional Services	906	0	0
Travel - Other	74	200	200
Travel - Air	0	300	0
Total New Budget	**$0**	**$0**	**$70,187**
Total Actual/Planned Budget	**$51,492**	**$62,995**	**$70,187**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 10208000 AIR QUALITY IMPLEMENTATION

OBJECTIVE: Improve air quality and mobility in San Bernardino County through the implementation of mobile source emission reduction strategies.

ACCOMPLISHMENTS: Past work has focused on implementing mobile source emission reduction programs, including Transportation Control Measures (TCM), through Assembly Bill (AB) 2766 discretionary and local programs. SANBAG has participated actively in the Mobile Source Air Pollution Reduction Review Committee (MSRC) within the South Coast Air Quality Management District (SCAQMD). Staff has served as vice-chair and then chair of the MSRC's Technical Advisory Committee (MSRC-TAC) from 1995 through 2000, and chair of its Zero Emission Vehicle (ZEV) and Ultra Low Emission Vehicle (ULEV) Committee from 1996 to 2002. Staff began serving as chair of the Administrative Subcommittee in 2004, and the SANBAG representative on the MSRC began serving as MSRC chair in 2004. This has enabled SANBAG to leverage substantial funding for air quality programs to the County. Staff has also chaired and participated on the Mojave Desert Air Quality Management District's (MDAQMD) subvention fund call for project since inception.

DESCRIPTION: This task provides for policy and staff-level opportunities to interact and influence implementation policies and programs at the SCAQMD, MDAQMD, Environmental Protection Agency (EPA), California Air Resources Board (CARB), Department of Energy (DOE) and the MSRC. SANBAG's involvement in the introduction of alternative fuel vehicles into the region also provides for close coordination with other organizations such as the National Electric Drive Transportation Association, Natural Gas Coalition, Southern California Edison, The Gas Company, and Southwest Gas, which are crucial to the success of this task. SANBAG will also continue to assist local jurisdictions which may be subject to CARB and SCAQMD regulations governing fleet and transit vehicles. Staff will continue to support the MSRC chair, as well as serve as chair to the MSRC Administrative Subcommittee and other ad-hoc committees as required.

WORK ELEMENTS:

1. Represent SANBAG and, as needed, provide administrative support to technical and policy committees of the SCAQMD and MDAQMD, including committees that oversee allocation of discretionary AB 2766 funds to projects that reduce mobile source air emissions.

2. Participate in the MSRC efforts to implement clean/alternative fuel programs in the South Coast Air Basin.

3. Assist San Bernardino County fleets/site owners in securing funding sources from the MSRC and other sources for clean or alternative vehicle implementation.

4. Represent SANBAG with State and national alternative fuel committees, and participate in other public and private committees and organizations with shared interest

in achieving air quality implementation program objectives, including SCAQMD, CARB, DOE, utilities, and economic development agencies.

5. Support through regulatory or legislative means any assistance towards the introduction of alternative fuel vehicles into California.

PRODUCT: Interim products include, as needed, reports to the SANBAG Board of Directors and policy committees. Implement new infrastructure programs, as well as other vehicle conversion projects.

FUNDING SOURCES:	**$ 7,629**	**Local Transportation Fund – Planning**
		Measure I Valley Traffic Management and
	$68,664	**Environmental Enhancement Fund**
	$76,293	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Michelle Kirkhoff

TASK NO. 10208000 AIR QUALITY IMPLEMENTATION
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	13,370	16,145	18,801
Fringe Allocation	11,036	12,070	13,305
Indirect Allocation	28,758	26,426	28,822
CNG Van	0	427	465
Commissioner's Fees	1,000	1,200	1,200
Consulting Fees	3,506	5,000	10,000
Meeting Expense	121	250	250
Mileage Reimb/SANBAG Only	440	1282	1,400
Office Expense	3	150	150
Postage	2	250	250
Printing – Internal Only	0	0	50
Printing - Miscellaneous	0	250	250
Professional Services	0	300	500
Training/Membership	0	500	500
Travel – Other	50	100	100
Travel – Air	0	250	250
Total New Budget	**$0**	**$0**	**$76,293**
Total Actual/Planned Budget	**$58,286**	**$64,600**	**$76,293**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 10408000 INTERGOVERNMENTAL RELATIONS

OBJECTIVE: To foster SANBAG's involvement in a broad range of local, regional state and federal governmental settings.

ACCOMPLISHMENTS: The San Bernardino Associated Governments (SANBAG) and the Riverside County Transportation Commission (RCTC) have continued to foster an environment of cooperation between the two counties and their related governmental agencies. The Director participated in the activities of the city associations including League of Cities division meetings, Inland Empire Economic Partnership meetings, and with area transit agencies in the greater SCAG region.

Additionally, the Director co-chaired the Transportation Committee for Inland Action and took a leading role establishing the agenda for the Inland Action Washington, D.C. advocacy trip. Inland Action has been instrumental in advocating for various projects and transportation-related legislation.

This past year, focus was given to expand SANBAG's role as a Council of Governments. No definitive direction resulted from meetings held by SANBAG's executive director.

In the coming year, an additional staff person, will increase SANBAG's ability to reach out to more business and legislative affairs groups for the purpose of promoting regional projects of importance.

DESCRIPTION: This work element groups all policy development, interagency activities and regional and statewide committee participation into one work element. Intergovernmental activity including Mountain/Desert, Inland, and city manager divisions of the League of Cities as well as the California State Association of Counties is included in this task. Staff also participates in statewide advocacy groups: e.g., the Self-Help County Coalition, Southern California Legislative Roundtable, Southern California Associated Governments, California Association of Councils of Governments, California Transit Association and the International City/County Management Association.

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

SANBAG support for the monthly San Bernardino City/County Managers Technical Advisory Committee is budgeted in this task. The work element supports the participation and dues for SANBAG Board Members in California Association of Council of Governments and Western Council of Governments' meetings.

WORK ELEMENTS:

1. Participation in the Self-Help Counties Coalition, and the League of Cities Transportation and City Managers Department meetings (bi-monthly), the International City/County Management Association, and the California Transit Association.

2. Participation in League of California Cities, Inland & Desert/Mountain Division, as well as each League Division's new Legislative Task Force.

3. Support of SANBAG's City/County Managers Technical Advisory Committee meetings.

4. Augmenting the bi-monthly CALCOG Directors meeting, CALCOG conducts an annual two-day policy conference in April, and a Board meeting in conjunction with either the League of Cities or the California State Association of Counties (CSAC) annual meeting in the October-November time frame.

PRODUCTS: SANBAG involvement and leadership in regional and statewide government associations. Fuller understanding and support for SANBAG policies and program by member jurisdictions, regional and state organizations.

Through enhanced outreach, engender a broader understanding of discretionary transportation projects and program issues. Periodic memoranda and board action items as well as text of speeches and presentations, will document these efforts.

FUNDING SOURCES:		
	$ 28,653	General Assessment Dues
	$ 21,792	Measure I Mountain/Desert Administration Fund
	$374,190	Measure I Valley Administration Fund
	$ 89,474	Measure I Valley Major Projects Fund
	$514,109	TOTAL NEW BUDGET
	$ 0	Total Anticipated Encumbrances on 06/30/07
	$ 0	Unbudgeted Obligations for Contracts Approved Prior to FY 2007/2008

MANAGER: Jennifer Franco

TASK NO. 10408000 Intergovernmental Relations
MANAGER: Jennifer Franco

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	80,826	109,475	114,731
Extra Help	140	0	0
Fringe Allocation	66,717	81,844	81,195
Indirect Allocation	173,851	179,189	175,883
CNG Van	0	0	100
Communications	0	200	300
Contributions/Other Agencies	0	3,000	3,000
Meeting Expense	1537	1,500	2,500
Mileage Reimb/Nonemployee	61	0	0
Mileage Reimb/SANBAG Only	1,047	1,500	2,500
Office Expense	146	500	1,000
Postage	153	300	300
Printing – Internal Only	0	0	500
Printing – Miscellaneous	49	100	100
Professional Services	5,601	70,000	70,000
Subscriptions	4,500	500	500
Training/Membership	31,937	30,000	40,000
Travel – Air	2,913	10,000	14,000
Travel – Other	5,190	3,000	7,500
Total New Budget	**$0**	**$0**	**$514,109**
Total Actual/Planned Budget	**$374,668**	**$491,108**	**$514,109**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 11008000 REGIONAL TRANSPORTATION PLANNING

OBJECTIVE: Develop and coordinate countywide input to updates and amendments of the Regional Transportation Plan as needed to meet State and Federal requirements. Represent the subregion on the Southern California Association of Governments' (SCAG's) advisory committees which provide technical recommendations and policy direction at the regional level. Coordinate and implement subregional programs needed to meet State and Federal transportation and mobile source emissions mandates. Develop and coordinate strategies to maintain intercounty mobility.

ACCOMPLISHMENTS: Consistent with SANBAG's Memorandum of Understanding and subsequent contracts, SANBAG coordinates and provides subregional and County Transportation Commission input to the Regional Transportation Plan (RTP). SANBAG has provided substantive input to the 1994, 1998, 2001, and 2004 Regional Transportation Plans (RTPs). These RTPs also served as the basis for the mobile source elements of the South Coast Air Quality Management Plans (AQMPs). SANBAG was very active in many venues in its efforts to address critical RTP issues including impacts of growth, regional aviation, transportation finance, and freight movement, in part through its role as chair of SCAG's RTP Technical Advisory Committee. SANBAG is again chairing the Technical Committee for the 2008 RTP. The countywide Comprehensive Transportation Plan serves as a basis for SANBAG's input to Regional Transportation Plan updates (see Task 40407000). This task has also included participation in numerous SCAG technical committees related to regional transportation and mobile source emission reduction planning, technical support for SCAG delegates from San Bernardino County on regional transportation planning issues, and coordination with other subregional agencies and County Transportation Commissions in regional transportation planning, transportation plan implementation, and addressing intercounty travel demand.

DESCRIPTION: Coordinate, compile, and prepare local and subregional input to the Regional Transportation Plan and other mandated plans and studies prepared by SCAG pursuant to SANBAG's Memorandum of Understanding with SCAG. In addition, review and recommend revisions to the Regional Transportation Plan and related documents, coordinate with other subregional agencies throughout the region in addressing these issues, and provide technical support to SCAG delegates representing San Bernardino County. Performance of certain elements of this task may be completed with consultant assistance.

WORK ELEMENTS:

1. Provide technical input and policy recommendations to the 2008 Regional Transportation Plan. Regional goods movement issues to be addressed through regional transportation planning efforts are detailed in the description of Task 11108000. Represent SANBAG on steering and technical committees with oversight responsibility for components of the Regional Transportation Plan, including SCAG's Plans and Programs Technical Advisory Committee, the Regional/Subregional Relations Task Force, the

Subregional Coordinating Committee, the Transportation Finance Task Force, and the Aviation Task Force.

2. Coordinate development and inclusion in the RTP of South Coast Air Basin transportation control measures (TCM's) consistent with the TCM structure defined by the State Implementation Plans for ozone and PM10.

3. Coordinate with SCAG and other subregions to address regional or intercounty transportation planning and implementation issues.

4. Provide technical support as needed for SCAG delegates regarding regional transportation issues.

5. Coordinate public outreach and information dissemination regarding the Regional Transportation Plan and transportation-related technical and policy issues facing the region.

6. Assist SCAG in its efforts to address environmental justice, geographic equity, and transportation sustainability issues associated with the required transportation strategy.

7. Work with adjoining counties to develop strategies to maintain intercounty mobility.

PRODUCT: Written materials include subregional project lists and other products and recommendations for incorporation into regional transportation plans and programs; informal and formal comments and recommendations related to draft Regional Transportation Plan prepared by SCAG, reporting on TCM implementation as needed to support air quality conformity findings by SCAG, intercounty corridor studies, and other documents, analyses, presentations, and forums on regional transportation issues as needed by Board members, SCAG delegates, or the general public.

FUNDING SOURCES:	**$40,268**	**Local Transportation Fund – Planning**
	$40,268	**Measure I Valley Traffic Management and Environmental Enhancement Fund**
	$80,536	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved prior to FY 2007/2008**

MANAGER: Ty Schuiling

TASK NO. 11008000 Regional Transportation Planning
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	34,257	29,210	24,543
Fringe Allocation	28,277	21,837	17,369
Indirect Allocation	73,684	47,811	37,624
Contributions/Other Agencies	1,000	0	0
Inland Modeling Fee for Svcs.	-3,000	0	0
Meeting Expense	36	200	200
Mileage Reimb/SANBAG Only	544	600	300
Office Expense	2	100	50
Postage	30	50	50
Printing – Internal Only	0	0	50
Printing – Miscellaneous	0	100	50
Training/Membership	2,025	2,500	0
Travel – Other	564	400	300
Total New Budget	**$0**	**$0**	**$80,536**
Total Actual/Planned Budget	**$66,332**	**$102,808**	**$80,536**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 11108000 FREIGHT MOVEMENT

OBJECTIVE: Develop and implement goods movement strategies needed to support the economic growth and development of the SANBAG subregion, while minimizing or mitigating adverse transportation and air quality impacts associated with the SANBAG region's position astride the largest freight movement corridor in the nation. To support these goals, coordinate countywide input to updates or revisions to Regional, State, and federally mandated regional plans which relate to goods movement, represent the subregion on the Southern California Association of Governments' (SCAG) advisory committees which provide technical direction and policy recommendations related to and affecting goods movement, and conduct subregional studies.

ACCOMPLISHMENTS: Consistent with SANBAG's Memorandum of Understanding with SCAG, SANBAG has conducted goods movement-related analyses and has participated in regional and State committees to address freight movement issues, with a focus on providing input to the SCAG Regional Transportation Plan, the countywide Comprehensive Transportation Plan, the Multi-County Goods Movement Action Plan (McGMAP), the State Goods Movement Action Plan, and the State Implementation Plan. This task has also included participation in SCAG's Goods Movement Task Force, SCAG's Truck Lanes Task Force, the Alameda Corridor-East (ACE) Construction Authority, completion of the Inland Goods Movement: Rail Crossing Improvement Plan, preparation of the AB 2928 ACE Trade Corridor Plan, technical support for the Alameda Corridor East Ad Hoc Committee and SCAG delegates from San Bernardino County, and coordination with other agencies in regional goods movement planning and implementation efforts such as the East Valley Truck Study finalized in FY 2004, the Subregional Freight Movement Truck Access Study finalized in FY 2005, and the Inland Port and Multi-County studies finalized in 2007. The Subregional Freight Movement study collected data on truck activity in the West Valley area of San Bernardino County.

DESCRIPTION: Coordinate, compile, and prepare local and subregional input to regional and State transportation plan updates and focused freight movement studies. Facilitate goods movement and mitigate associated goods and freight movement impacts pursuant to the SANBAG Valley Intermodal Study, the AB 2928 Alameda Corridor-East Plan, the McGMAP and the Inland Port Study. SANBAG coordinates with other agencies throughout the region, as needed, to address freight movement issues, provides technical support to SCAG delegates representing San Bernardino County on SCAG committees and task forces, including participation with the ACE Construction Authority, and assists SANBAG members seeking to address goods movement issues in various state and local arenas.

WORK ELEMENTS:

1. Develop technical input and policy recommendations as needed through and for regional goods movement studies conducted by SCAG, Caltrans, SANBAG, other subregional agencies and transportation commissions, and participate on steering

committees for those studies managed by other agencies, including SCAG's Goods Movement Task Force and the Multi-County Goods Movement Action Plan.

2. Oversee implementation programs for grade crossing improvements on the ACE freight corridors and Metrolink lines throughout the County. Work with local jurisdictions, as necessary, to address freight movement issues and impacts.

3. Coordinate development, implementation, and documentation of emission reduction strategies affecting goods movement within the South Coast Air Basin through Federal Ozone and PM Attainment Plans, including the 2007 South Coast Air Quality Management Plan.

4. Coordinate with other subregions, SCAG, and State and Federal Agencies in addressing regional goods movement issues, including goods movement issues associated with the Regional Transportation Plan, and more focused regional and subregional efforts such as the Southern California Multi-County Goods Movement Action Plan.

5. Provide technical support as needed for SCAG delegates regarding regional goods movement issues.

6. Assist in public outreach and information dissemination regarding technical and policy issues associated with goods movement.

PRODUCT: Written materials include products of subregional and regional goods movement studies and other goods movement-associated recommendations for incorporation into regional plans; review and comment on the State Goods Movement Action Plan and the Multi-County Goods Movement Action Plan; other documents or analyses of regional goods movement issues as needed by Board members, SCAG delegates, or the general public, and prioritized implementation programs for grade crossing and other freight related improvements.

FUNDING SOURCES:	**$115,287**	**Local Transportation Fund – Planning**
	$115,286	**Measure I Valley Traffic Management and Environmental Enhancement Fund**
	$230,573	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved prior to FY 2007/2008**

MANAGER: Ty Schuiling

TASK NO. 11108000 Freight Movement
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/2006 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	53,171	56,601	61,429
Extra Help	86	0	43,473
Fringe Allocation	43,890	42,315	94,171
Indirect Allocation	114,368	92,645	0
Contributions/Other Agencies	125,000	0	25,000
Meeting Expense	0	2,000	1,000
Mileage Reimb/SANBAG Only	1,313	1,000	1,000
Office Expense	190	0	0
Postage	0	500	500
Printing – Miscellaneous	0	1,000	1,000
Professional Services	31	0	500
Training/Membership	12,725	1,000	1,000
Travel – Air	287	750	1,000
Travel – Other	990	500	500
Total New Budget	**$0**	**$0**	**$230,573**
Total Actual/Planned Budget	**$352,051**	**$198,311**	**$230,573**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 11208000 REGIONAL GROWTH FORECAST DEVELOPMENT

OBJECTIVE: Develop and coordinate countywide input and understanding of updates, revisions, refinement, policies, or other issues associated with the Regional Growth Forecast used as the basis for State and federally mandated regional plans, including the Regional Transportation, Air Quality, and Housing Plans, and preparation of subregional and corridor travel demand forecasts. Represent the subregion on Southern California Association of Governments' (SCAG) or other advisory committees which provide technical direction and policy recommendations relating to economic and demographic forecasting at the regional level, and the distribution of growth in population, housing, and jobs throughout the region. Focus is on development of the Regional Growth Forecast for the 2008 Regional Transportation Plan (RTP) and its implications in relation housing.

ACCOMPLISHMENTS: SANBAG, in cooperation with member agencies and SCAG, supported and performed analyses of SCAG's "No Project" and "Planned" Growth Forecasts for the 2004 RTP. This task also included participation in several SCAG technical and policy committees related to regional growth-related issues including ex-officio membership on the Growth Visioning Subcommittee of the Community Economic & Human Development Committee (CEHD), support for SCAG delegates from San Bernardino County, and coordination with other subregional agencies in regional planning efforts. SANBAG was also active in preparation of the Growth Forecast for the 2008 RTP.

DESCRIPTION: Coordinate, compile, prepare, and, as needed, analyze local and subregional input to the Regional Growth Forecast, to be used as the basis for the 2008 RTP, preparation of travel demand forecasts, and other planning needs. In addition, coordinate with SCAG and other subregional agencies throughout the region to develop criteria, procedures, and policies to assure the credibility of growth forecasts in light of other factors and support the interests of San Bernardino County in regional growth visioning efforts. The budget includes match for SCAG funds for central and east Valley visioning efforts to augment ongoing West Valley growth visioning efforts. Provide technical support to SCAG delegates representing San Bernardino County on these issues.

WORK ELEMENTS:

1. Provide technical input and policy recommendations as needed for development of the Regional Growth Forecast for the 2008 RTP.

2. Coordinate local agency review of draft growth forecasts.

3. Coordinate member agency and SCAG efforts to translate growth vision forecasts to desirable land use and land development scenarios for consideration by the local governments in their growth policy and planning deliberations.

4. Coordinate with SCAG and other subregions in addressing regional growth-related planning, policy, and implementation issues.

5. Provide technical support as needed for SCAG delegates regarding regional growth and forecasting issues.

6. Assist in public outreach and information dissemination regarding technical and policy issues and implications associated with the amounts and distribution of demographic and economic growth of the region and subregion.

PRODUCT: Documents and/or analyses of regional growth forecasts or forecasting issues as needed by Board Members, SCAG delegates, the general public, and transportation analysts and modelers.

Other products include delegate briefings and public outreach as appropriate.

FUNDING SOURCES:	**$ 50,564**	**Measure I Valley Traffic Management and Environmental Enhancement Fund**
	$ 50,564	**Local Transportation Fund – Planning**
	$101,128	**TOTAL NEW BUDGET**
	$138,584	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approve prior to FY 2007/2008**

MANAGER: Ty Schuiling

TASK NO. 11208000 Regional Growth Forecast Development
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$138,584**
Professional Services			138,584
Line Item			
Salaries	8,294	21,333	30,897
Fringe Allocation	6,846	8,174	21,866
Indirect Allocation	17,839	17,896	47,365
Communications	0	100	50
Contributions/Other Agencies	0	250,000	0
Meeting Expense	0	1,000	500
Mileage Reimb/SANBAG Only	0	500	200
Office Expense	3	200	100
Postage	0	100	100
Printing – Internal Only	0	0	50
Printing – Miscelleanous	0	200	0
Professional Services	0	287,168	0
Travel – Other	10	0	0
Total New Budget	**$0**	**$0**	**$101,128**
Total Actual/Planned Budget	**$32,992**	**$586,671**	**$239,712**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 11608000 INLAND TRANSPORTATION CORRIDOR PLAN/CETAP

OBJECTIVE: Improve mobility and connectivity between the East Valley communities of San Bernardino County and west-central Riverside County in a way that avoids undue traffic impacts to any individual community.

ACCOMPLISHMENTS: A need for improved connections between the East Valley of San Bernardino County and the greater Moreno Valley area of Riverside County, beyond the benefits of improvements to I-215, was recognized in the early 1990's by both SANBAG and Riverside County representatives. The issue became a focus of joint study involving the local jurisdictions and transportation commissions of both counties. Evaluation of a comprehensive set of alternatives led to recommendations in 2003 for improvements to two existing corridors and development of a new corridor to improve conventional highway connections between the two areas.

DESCRIPTION: Activities in this task may include additional planning level or detailed engineering level consideration of alternate alignments and designs of corridor improvements, a broad range of environmental analysis, from sensitivity level screening to detailed project evaluation in support of selection of preferred alternatives, and staff support for elected representatives of participating local jurisdictions. The budget includes partial funding to analyze a proposed connection from Pigeon Pass to I-10 at Riverside Avenue. Activities are also expected to include public outreach, solicitation of public input and other efforts to gain consensus, preservation and acquisition of necessary rights-of-way, and environmental clearance and project design ultimately leading to construction of needed improvements.

WORK ELEMENTS:

1. **Consideration of alternate alignments and designs of corridor improvements**
2. **Environmental analysis of corridor and design alternatives**
3. **Staff support for elected representatives of participating local jurisdictions**
4. **Public outreach, facilitation, and solicitation of public input**
5. **Preservation and acquisition of necessary rights-of-way**
6. **Environmental clearance and project design**

FUNDING SOURCES:		**Measure I Valley Traffic Management and**
	$29,128	**Environmental Enhancement Fund**
	$29,128	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Ty Schuiling

TASK NO. 11608000 Inland Transportation Corridor Plan/CETAP

MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/2006 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	5,779	7,228	8,803
Fringe Allocation	4,770	5,404	6,230
Indirect Allocation	12,430	11,831	13,495
Communications	0	50	0
Contributions/Other Agencies	0	100,000	0
Meeting Expense	0	100	100
Mileage Reimb/SANBAG Only	32	100	100
Office Expense	0	100	100
Postage	0	50	100
Printing – Miscellaneous	0	200	200
Travel – Other	0	100	0
Total New Budget	**$0**	**$0**	**$29,128**
Total Actual/Planned Budget	**$23,011**	**$125,163**	**$29,128**

TASK: 20208000 TRANSPORTATION MODELING & FORECASTING

OBJECTIVE: Assist in development and maintenance of state-of-the-art regional and subregional transportation forecasting models covering all developed and non-attainment areas of the County. These models are used in Regional Transportation Plan, Comprehensive Transportation Plan (CTP), and Congestion Management Program (CMP) analyses, and other transportation studies. In addition, work with local jurisdictions to ensure and certify consistency between local and subregional models for purposes of CMP, corridor, and small area analyses. Participate with other Southern California transportation agencies in data collection needed to support regional forecasting efforts, including traffic counting and vehicle classification programs, survey data and traffic performance data.

ACCOMPLISHMENTS: Work to date has included conversion from "RivSan," a 1987 base year model, to a more detailed 1990 census geography-based model derived from SCAG's Regional Model, and then to 1994, 1997 and 2000 base year models. The current subregional "CTP" model includes a refined network and zone structure, and a mode choice component. Modeling has also been extended to encompass the Victor Valley and the mountains (RSA 30), the Morongo Basin (RSA 33), and the Barstow/Northeast Desert areas. Preparation of a new regional model was completed in 2001, with assistance provided by SANBAG and other transportation agencies. An updated model, using the socio-economic data developed for the 2004 RTP became operational in late 2003. Approximate forecasts for the Mountains for weekdays can be generated by the subregional model, but in addition, a stand-alone recreational trip forecasting model designed to forecast true (weekend) peak travel behavior associated with the mountain communities has been developed, and was updated in FY 2004/2005. Development of a new subregional model consistent with the new regional model has been initiated with much of the work being done in FY 2005/2006. However, SCAG must wait for the latest update of the regional model before completing this effort, and it is expected that the full 2030 update to the RivSan model will be completed in FY 2006/2007, based on the update of the SCAG regional model being completed in FY 2005/2006. A more detailed model network and zone system has been defined through a process of review by the local jurisdictions.

DESCRIPTION: In cooperation with Southern California Association of Governments (SCAG), maintain consistent regional and subregional transportation forecasting model(s), and assist in preparation of consistent, technically credible forecasts through assistance in model development, data gathering, and analysis.

WORK ELEMENTS:

1. Oversee model updating, maintenance, and forecasting through use of the subregional transportation model for Regional Statistical Areas (RSAs) 28 - 30 and 32 - 33.

2. Work with SCAG and the local jurisdictions to update the subregional CTP model, based on the SCAG regional model and socio-economic data (SED) developed for the 2004 RTP. The model will include a more detailed network and zone system and will be based on the methodologies developed for the 2008 RTP model.

3. Maintain and use the recreational model for RSA 30 as needed.

4. Continue development of modeling capability in portions of the County not currently covered by consistent and complete transportation models.

5. Advise SCAG on revisions to the regional and subregional models to incorporate updated SED, trip generation, mode choice, and distribution modules,.

6. Participate in the management of SCAG's Inland Modeling Center and administration of the Fee for Service Program.

7. Participate in the RivSan Users' Group to help convey information to local governments and the private sector regarding modeling consistency and use of the models in analyses required to meet CMP and California Environmental Quality Act (CEQA) requirements.

8. Work with SCAG and local jurisdictions to evaluate model output for consistency and refine raw forecast data as needed prior to release for use in CMP, CEQA, or other public documents.

9. Represent SANBAG on SCAG's Regional Modeling Task Force pursuant to the Interagency Consultation Memorandum of Understanding for Transportation Conformity.

10. In cooperation with SCAG and Caltrans, assess local transportation models for consistency with subregional and regional modeling protocols to permit and encourage their use in localized CEQA, CMP, and other transportation analyses.

PRODUCT: Development and maintenance of state-of-the-art Valley, Victor Valley, Barstow, Mountain, and Morongo Basin weekday travel demand forecasting capabilities, and weekend recreational forecasts for RSA 30. A major upgrade of the subregional CTP model is anticipated in FY 2006/2007. Support for development of consistent local models as desired by local jurisdictions. Preparation of refined model output for use in a full range of plans, corridor studies, and project design.

FUNDING SOURCES:	$ 72,647	Measure I Valley Traffic Management and Environmental Enhancement Fund
	$ 72,648	Local Transportation Fund - Planning
	$145,295	TOTAL NEW BUDGET
	$ 0	Total Anticipated Encumbrances on 06/30/07
	$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Ty Schuiling

TASK NO. 20208000 Transportation Modeling & Forecasting
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/067 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	26,122	31,571	35,929
Extra Help	0	0	7,360
Fringe Allocation	21,538	23,602	25,427
Indirect Allocation	56,123	51,675	55,079
Contributions/Other Agencies	50,000	0	20,000
Mileage Reimb/SANBAG Only	90	500	0
Office Expense	2	0	0
Postage	19	0	0
Printing – Miscellaneous	0	1,000	500
Software	0	500	1,000
Travel – Other	9	0	0
Total New Budget	**$0**	**$0**	**$145,295**
Total Actual/Planned Budget	**$153,903**	**$108,848**	**$145,295**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 20308000 CONGESTION MANAGEMENT

OBJECTIVE: Meet State and Federal Congestion Management requirements. Maintain performance levels on the regionally significant transportation system in ways that are consistent with air quality attainment strategies within all air basins of the County. Establish and maintain a nexus between land use decisions and the ability of the transportation system to support the use.

ACCOMPLISHMENTS: The countywide Congestion Management Program (CMP) was adopted in November 1992 after more than two years work and preparation of an Environmental Impact Report. The program was updated in 1993, 1995, 1997, 1999, 2001, 2003, and 2005. All jurisdictions have adopted and implemented the Land Use Transportation Analysis Program as required by law, and, along with Caltrans, are continuing to monitor their portions of the regional transportation system, as specified in the CMP as a condition of compliance. The CMP calls for preparation of areawide, rather than facility-specific deficiency plans, and that the deficiency plans' action programs should be developed through the Comprehensive Transportation Plan (CTP) (see Task 0640400). Model improvements for the CMP (the CTP model and other subarea models, see Task 20207000) have been undertaken periodically within the Valley, Victor Valley, Morongo Basin, and Barstow/Northeast Desert subareas.

The 2005 CMP update included several significant revisions to the program, including a re-drafting of Chapter 4 and the addition of two new appendices, to incorporate provisions for a development mitigation program. The addition of a development mitigation program to the CMP was a requirement of the approval of Measure I 2010-2040 in November, 2004. The development mitigation program contained in the CMP was guided by a broad cross-section of stakeholders, including representatives from local jurisdictions and the private sector. The Measure I 2010-2040 Ordinance required that development mitigation programs be adopted by all jurisdictions in the urbanized portions of the county by November 2006. As of January 2007, all jurisdictions subject to the development mitigation program have adopted and implemented compliant programs.

DESCRIPTION: Administer and update the CMP as needed to reflect changes in conditions and requirements since the last update of the program, including revisions to reflect any statutory changes. Fulfill Congestion Management Agency responsibilities specified in the CMP. Assist in preparation of areawide deficiency plans based on the Comprehensive Transportation Plan pursuant to SANBAG Board policy adopted in 1994. Utilize data developed through CMP procedures to assist in selection and prioritization of transportation projects by SANBAG for discretionary funding. Local jurisdictions in the Mountain/Desert area annually reimburse SANBAG for CMP related expenditures in those respective areas. Task may include budget for professional services for technical review of Traffic Impact Analysis reports and updates to the CMP, as needed. An update to the SANBAG Development Mitigation Nexus Study is expected to be initiated with approval by the SANBAG Board anticipated in mid FY 2007/2008. The implementation guidelines for the development mitigation program may also be revised. SANBAG staff will continue to monitor and maintain the development mitigation program, and work with local jurisdictions on the annual project cost escalation as needed. TIA reports will continue to be reviewed in areas outside the Valley and Victor Valley.

WORK ELEMENTS:

1. Assist, with Caltrans, local jurisdictions in preparation of areawide deficiency plans in accordance with Board policy the Comprehensive Transportation Plan, and the Development Mitigation Nexus Study.

2. Provide review for technical consistency of Traffic Impact Analysis reports prepared by local governments in response to Land Use/Transportation Analysis Program requirements as needed pending completion of areawide deficiency plans as noted above, and monitor compliance with the program as required by law.

3. Work with local jurisdictions and private sector to update requirements for local jurisdiction development mitigation programs that are consistent with Section VIII of the Measure I 2010-2040 ordinance and the Development Mitigation Program contained in Chapter 4, Appendix K and Appendix J of the CMP. Work with local jurisdictions and the private sector as the local jurisdictions implement and maintain compliant development mitigation programs.

4. Maintain countywide database of traffic impact and proposed mitigation data for use in project selection and prioritization decisions associated with SANBAG calls for projects.

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

6. Update of the CMP based on Development Mitigation Nexus Study and Comprehensive Transportation Plan data and findings.

7. As requested, facilitate the conflict resolution process.

PRODUCT: Continuing implementation of the Congestion Management Program for San Bernardino County; with streamlining through implementation of the areawide deficiency plan strategy

FUNDING SOURCES:	**$125,466**	**Measure I Valley Traffic Management and Environmental Enhancement Fund**
	$125,467	**Local Fund – Mountain/Desert Jurisdictions Reimbursement**
	$250,933	**TOTAL NEW BUDGET**
	$ 13,500	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved prior to FY 2007/2008**

MANAGER: Ty Schuiling

TASK NO. 20308000 Congestion Management
MANAGER: Ty Schuiling

BUDGET COMPARISON
200/2008 Proposed Budget

	2005/2006 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$13,500**
Professional Services			13,500
Line Item			
Salaries	41,780	48,096	70,720
Fringe Allocation	34,439	35,956	50,049
Indirect Allocation	89,742	78,724	108,415
Consulting Fees	0	0	20,000
Meeting Expense	50	200	200
Mileage Reimb/SANBAG Only	137	200	100
Office Expense	497	1,000	500
Postage	986	1,000	400
Printing – Internal Only	0	0	50
Printing – Miscellaneous	0	500	500
Professional Services	12,876	20,000	0
Total New Budget	**$0**	**$0**	**$250,933**
Total Actual/Planned Budget	**$180,507**	**$185,676**	**$264,433**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 21308000 HIGH DESERT CORRIDOR STUDIES

OBJECTIVE: Identify a regionally significant right-of-way alignment for a transportation corridor bounded by Route 14 in the communities of Lancaster and Palmdale and Route 18 east of Apple Valley.

ACCOMPLISHMENTS: The first study was initiated by SANBAG and CALTRANS in 1992 with the adoption of a formal Memorandum of Understanding. Stage 1, Existing Conditions Inventory was completed in 1993/1994. The Project Study Report on the Victor Valley segment was completed and approved by Caltrans on August 25, 1998. A modified Project Study Report for the Victor Valley segment was also completed in June 2000 to adjust for interchange placement associated with the I-15 widening. In February 2002, a corridor study for the two-county project was approved, culminating four years of work by local participants. The Project Approval and Environmental Document for the segment from U.S. 395 to east Apple Valley was initiated in 2003 by the County of San Bernardino, on contract to perform the work for City of Victorville and Town of Apple Valley, which are co-lead agencies. SANBAG participates as a member of the Project Development Team for the project approval and environmental document phase, which will continue through 2005/2006. In 2006/2007 Caltrans completed a Project Study Report for the segment from US-395 to the Antelope Valley.

DESCRIPTION: The initial High Desert Corridor Study was performed by CALTRANS, in cooperation with SANBAG, Los Angeles County Metropolitan Transportation Authority (LACMTA), Southern California Association of Governments (SCAG), Federal Highway Administration (FHWA) and local jurisdictions. The study provides a multi-modal analysis of travel between the Victor Valley and Antelope Valley which includes transportation options and movement of goods through the corridor. Efforts to date have produced a transportation model of the Antelope Valley/Victor Valley areas, an approved corridor study, and an approved Project Study Report for the Victor Valley segment and the Victor Valley to Antelope Valley segment. The project approval and environmental document for the Victor Valley segment of the corridor began in 2003 funded by a Federal discretionary allocation designating Victorville and Apple Valley as lead agencies.

WORK ELEMENTS:

1. Represent SANBAG as a major sponsor of the corridor development and serve on the Project Development Team for the project approval and environmental document on the Victor Valley segment.

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

3. Work with CALTRANS and local jurisdictions to develop a plan for the preservation of a mutually acceptable transportation corridor serving the two rapidly growing subregions.

PRODUCT: **Participate in completion of the project approval and environmental document for the Victor Valley segment of the route, which will continue through Fiscal Year 2007/2008.**

FUNDING SOURCES:	**$22,363**	**Local Transportation Fund - Planning**
	$22,363	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: **Deborah Robinson Barmack**

TASK NO. 21308000 High Desert Corridor Studies
MANAGER: Deborah Robinson Barmack

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	2,072	3,140	6,407
Fringe Allocation	1,710	2,347	4,534
Indirect Allocation	4,457	5,139	9,822
CNG Van	0	0	100
Mileage Reimb/SANBAG Only	232	400	400
Postage	20	100	100
Professional Services	0	0	1,000
Total New Budget	**$0**	**$0**	**$22,363**
Total Actual/Planned Budget	**$8,491**	**$11,126**	**$22,363**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 30908000 GENERAL TRANSIT

OBJECTIVE: To provide representation on regional, state and national transit associations. To promote professional development through attendance of Southern California Association of Governments (SCAG) Regional Transit Task Force, state and national transit conferences and training sessions. To support the evaluation, development, implementation and maintenance of the TransTrack operator performance reporting system and to continue the development of a Long Range Transit Plan for San Bernardino County.

ACCOMPLISHMENTS: Participated in meetings of the SCAG Regional Transit Task Force leading to the incorporation of transit-related actions in the draft SCAG 2006 Regional Transportation Plan; assisted in the development of a Memorandum of Understanding between SCAG, SANBAG, Omnitrans and Victor Valley Transit Authority relating to participation in the metropolitan planning process; and continued membership in the following transit associations: California Transit Association, California Association for Coordinated Transportation, American Public Transportation Association and Community Transportation Association of America.

While the subsequent transit related tasks provide a description of the technical process which must be followed to insure the flow of Federal, State and local funds to support individual transit system operating and capital improvements, this task will be used to summarize the performance of the six public transit systems, excluding commuter rail, in San Bernardino County during Fiscal Year 2007/2008. The six systems are: the Barstow Area Transit (BAT), Morongo Basin Transit Authority (MBTA), Mountain Area Regional Transit Authority (MARTA), Needles Area Transit (NAT), Omnitrans and the Victor Valley Transit Authority (VVTA). During Fiscal Year 2005/2006 half of the transit systems lost ridership (NAT, -11.7%; Omnitrans -3.6%; and VVTA -3.2%). The other three transit systems experienced growth in ridership (MARTA +15.2%; MBTA +2.7%; and BAT +1.2%). Overall, nearly 17.3 million passengers were carried by transit, representing a decrease of 3.3% over the prior year. Total revenue vehicle hours decreased by 23.6% to 1.1 million - with MBTA, NAT, Omnitrans and VVTA reporting a reduction in hours. However, productivity, measured in terms of passengers per revenue vehicle hour decreased by 26.7% to 16.0. Total operating expenses were $78.0 million, a 8.9% decrease over the prior year. Fare revenue totaled $14.3 million, an decrease of 2.4%, covering 18.3% of the total operating cost.

Omnitrans, serving the urbanized San Bernardino Valley, is by far the largest operator in the County with 83% of the operating cost, receiving 87% of the fare revenue and transporting 90% of the ridership. Omnitrans experienced a 3.6% decrease in ridership, but still carried 15.5 million passengers during Fiscal Year 2006/2007. Mountain/Desert systems experiencing growth in annual ridership included: MARTA carrying 170,800 passengers (up 15.2%); MBTA carrying 301,600 passengers (up 2.7%); and BAT carrying nearly 222,200 passengers (up 1.2%); VVTA carrying 1.0 million passengers (down 3.2%); and NAT carrying 38,100 passengers (down 11.7%).

The above statistics are derived from the operators' reports to the State. One of the recommendations from a prior performance audit was to develop a standard reporting system for the transit operators. The TransTrack operator performance reporting system is being implemented during Fiscal Year 2005/2006. The reporting system is designed to give the operators performance information at the route, mode and systemwide levels. It will also compare actual operating expenses and revenues to budgeted operating expenses and revenues by month, quarter and year-to-date. SANBAG will begin quarterly reporting of performance in Fiscal Year 2007/2008.

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

This task will also include continued staff and consultant effort required for the development of a Long Range Transit Plan for San Bernardino County. The results of this planning effort will provide input to the Comprehensive Transportation Plan (CTP) and Congestion Management Program (CMP) development as well as tracking the feasibility of including transit corridors and other transit-related recommendation contained in the Regional Transportation Plan.

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

WORK ELEMENTS:

1. Attend and participate in regional, state and national association meetings.

2. Continue work on implementing and maintaining the transit operator performance system.

3. Continue development of Long Range Transit Plan

4. Share new information with operators.

PRODUCT: Dissemination of information to operators. The evaluation, further development and implementation and maintenance of the transit operator performance reporting system. Providing technical assistance to the various transit operators as required. The continuation of the development of the Long Range Transit Plan for the County, including the development of a transit-supportive land use alternative for the Valley.

FUNDING SOURCES:	$416,389	Local Transportation Fund – Planning
	$416,389	TOTAL NEW BUDGET
	$ 71,000	Total Available Encumbrances on 06/30/07
	$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Michael Bair

TASK NO. 30908000 General Transit
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	**$0**	**$0**	**$71,000**
Consulting Fees			71,000
Line Item			
Salaries	34,972	42,246	66,294
Fringe Allocation	28,867	31,583	46,916
Indirect Allocation	75,222	69,148	101,629
Consulting Fees	0	194,728	150,000
Meeting Expense	157	900	900
Mileage Reimb/SANBAG Only	212	750	850
Office Expense	37,525	17,675	21,000
Postage	4	150	150
Printing – Internal Only	0	0	550
Printing – Miscellaneous	0	200	0
Professional Services	0	12,500	1,600
Subscriptions	325	0	500
Training/Membership	3,845	9000	10,000
Travel – Air/Nonemployee	0	0	1,400
Travel – Air	676	3,500	2,600
Travel – Other/Nonemployee	0	0	4,500
Travel – Other	3,154	8,500	7,500
Total New Budget	**$0**	**$0**	**$416,389**
Total Actual/Planned Budget	**$184,959**	**$390,880**	**$487,389**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 31508000 OMNITRANS

OBJECTIVE: To evaluate the effectiveness and efficiency of existing transit services and operating and capital improvements proposed by Omnitrans.

ACCOMPLISHMENTS: Provided assistance in the development, review and approval of the Omnitrans Fiscal Year 2007/2008 to 2012/2013 Short Range Transit Plan (SRTP). The SRTP is a biennial planning document which provides the description and justification of all proposed service and capital improvements to be funded with Federal, State and local revenues. During Fiscal Year 2006/2007, SANBAG has provided financial forecasts of revenues for the Omnitrans Bus Rapid Transit (BRT) along the "E" Street corridor. SANBAG also provided advice during the development of the SRTP and the Fiscal Year 2007/2008 Budget. The BRT Major Investment Study identified a short-term and long-term Locally Preferred Alternative that was approved by the Omnitrans and SANBAG Boards in November 2005. SANBAG also assisted Omnitrans in the selection of a firm to begin an internal audit function at the agency.

DESCRIPTION: This is an ongoing project that includes the provision of technical assistance upon request and oversight as required under the County Transportation Commission (CTC) responsibilities. During Fiscal Year 2007/2008, Omnitrans will be required to prepare any amendments to the SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 as may become necessary due to changing circumstances. The Omnitrans SRTP and any amendments thereto, provides the necessary justification for SANBAG approval of Federal, State and local funding for Omnitrans' operations and capital improvements. In addition to the above, SANBAG will continue to participate on the Project Development Team for the "E" Street Corridor BRT project as Omnitrans seeks approval from the Federal Transit Administration to enter into preliminary engineering and environmental assessments.

WORK ELEMENTS:

1. Attendance at Omnitrans Board and Board Committee meetings.

2. Participate on the "E" Street BRT Project Development Team

3. Provide assistance in development and review of amendments to the Omnitrans SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 and the Fiscal Year 2007/2008 Operating and Capital Budget.

4. Provide fund estimates for the development of the Omnitrans Fiscal Year 2008/2009 Operating and Capital Budget.

5. Review and critique the Omnitrans Fiscal Year 2008/2009 Operating and Capital Budget.

6. Provide technical assistance upon request.

7. **Ensure coordination with other transit operators.**

PRODUCT: Memorandum to Board regarding amendments to the Omnitrans SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 and the Fiscal Year 2008/2009 Operating and Capital Budget.

FUNDING SOURCES:	**$56,770**	**Local Transportation Fund - Planning**
	$56,770	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Michael Bair

TASK NO. 31508000 Omnitrans
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	11,594	17,616	17,439
Fringe Allocation	9,570	13,170	12,342
Indirect Allocation	24,937	28,834	26,734
Meeting Expense	0	80	0
Mileage/Reimb SANBAG Only	40	0	80
Office Expense	25	175	0
Postage	0	50	50
Printing – Internal Only	0	0	50
Printing – Miscellaneous	0	100	0
Travel – Other	0	75	75
Total New Budget	**$0**	**$0**	**$56,770**
Total Actual/Planned Budget	**$46,166**	**$60,100**	**$56,770**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 31608000 BARSTOW-COUNTY TRANSIT

OBJECTIVES: To evaluate the effectiveness and efficiency of existing transit services and operating and capital improvements proposed for transit services administered by the City of Barstow including the Barstow Area Transit and demand responsive services for seniors and persons with disabilities in Big River, Havasu Lake, and Trona.

ACCOMPLISHMENTS: With input from the City of Barstow and the County of San Bernardino, provided assistance in the development and approval of the Barstow-County Fiscal Year 2007/2008 to 2011/2012 SRTP. The SRTP is a biennial planning document which provides the description and justification of all proposed service and capital improvements to be funded with Federal, State and local revenues.

DESCRIPTION: This is an ongoing project that includes the provision of transit technical assistance and oversight required under the County Transportation Commission (CTC) responsibilities. During Fiscal Year 2007/2008 the City will be required to prepare any amendments to the SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 as may become necessary due to changing circumstances The Barstow-County SRTP and any amendments thereto, provides the necessary justification for SANBAG approval of Federal, State and local funding for transit operations and capital improvements for transit systems administered by the City of Barstow. Also during Fiscal Year 2007/2008 SANBAG will retain a consulting firm to conduct an Operations Analysis of the Barstow Area Transit System.

WORK ELEMENTS:

1. Provide technical assistance through attendance at meetings with funding agencies and operators as required.

2. Select a consulting firm to conduct an Operations Analysis of the Barstow Area Transit system. Monitor consultant's work and participate in the development and implementation of recommendations to improve efficiency and effectiveness.

2. Provide technical assistance for the development and review of amendments to the Barstow-County SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 and the Fiscal Year 2007/2008 Operating and Capital Budget.

3. Provide fund estimates for the development of the Barstow-County Fiscal Year 2008/2009 Operating and Capital Budget.

4. Review and critique the Barstow-County Transit Fiscal Year 2008/2009 Operating and Capital Budget.

5. Ensure coordination with other transit operators.

PRODUCT: **Memoranda to Board regarding amendments to the Barstow-County SRTP covering Fiscal Years 2007/2008 and/or 2008/2009, the Operations Analysis, and the Fiscal Year 2008/2009 Operating and Capital Budget.**

FUNDING:

SOURCES:	**$125,180**	**Local Transportation Fund – Planning**
	$125,180	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: **Michael Bair**

TASK NO. 31608000 Barstow-County Transit
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	1,698	6,847	7,569
Fringe Allocation	1,401	5,119	5,357
Indirect Allocation	3,651	11,207	11,604
Consulting Fees	0	0	100,000
Office Expense	4	125	0
Postage	0	25	25
Printing – Internal Only	0	0	25
Printing - Miscellaneous	0	75	0
Mileage Reimb/SANBAG Only	0	350	350
Travel – Other	0	250	250
Total New Budget	**$0**	**$0**	**$125,180**
Total Actual/Planned Budget	**$6,754**	**$23,998**	**$125,180**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 31708000 VICTOR VALLEY TRANSIT

OBJECTIVE: To evaluate the effectiveness and efficiency of existing transit services and operating and capital improvements proposed by the Victor Valley Transit Authority.

ACCOMPLISHMENTS: Provided assistance in the development and review of the Victor Valley Transit Authority (VVTA) Fiscal Year 2007/2008 to 2011/2012 SRTP (*Operations and Growth Analysis)*. The SRTP is a biennial planning document which provides the description and justification of all proposed service and capital improvements to be funded with Federal, State and local revenues.

DESCRIPTION: This is an ongoing project that includes the provision of transit technical assistance and oversight required under the County Transportation Commission (CTC) responsibilities. During Fiscal Year 2007/2008, VVTA will be required to prepare any amendments to the SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 as may become necessary due to changing circumstances. The VVTA SRTP and any amendments thereto, provides the necessary justification for SANBAG approval of Federal, State and local funds for VVTA operations and capital improvements.

WORK ELEMENTS:

1. Attendance at Victor Valley Transit Authority (VVTA) Technical Advisory Committee (TAC) and Board meetings.

2. Provide technical assistance for the development and review of amendments to the VVTA SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 and the Fiscal Year 2008/2009 Operating and Capital Budget.

3. Participate in the implementation of recommendations for improving the VVTA regional fixed route service.

4. Provide fund estimates for the development of the VVTA Fiscal Year 2008/2009 Operating and Capital Budget.

5. Review and critique the VVTA Fiscal Year 2008/2009 Operating and Capital Budget.

6. Ensure coordination with other transit operators.

PRODUCT: Memoranda to Board regarding amendments to the VVTA SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 and the Fiscal Year 2008/2009 Operating and Capital Budget.

FUNDING SOURCES:	**$37,749**	**Local Transportation Fund - Planning**
	$37,749	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Michael Bair

TASK NO. 31708000 Victor Valley Transit
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	6,199	11,561	11,286
Fringe Allocation	5,117	8,643	7,987
Indirect Allocation	13,333	18,923	17,301
Office Expense	10	125	0
Postage	0	25	25
Printing – Internal Only	0	0	50
Printing – Miscellaneous	0	100	0
Mileage Reimb/SANBAG Only	469	900	950
Travel – Other	9	150	150
Total New Budget	**$0**	**$0**	**$37,749**
Total Actual/Planned Budget	**$25,127**	**$40,427**	**$37,749**

TASK: 31808000 MORONGO BASIN TRANSIT

OBJECTIVES: To evaluate the effectiveness and efficiency of existing transit services and operating and capital improvements proposed by the Morongo Basin Transit Authority (MBTA).

ACCOMPLISHMENTS: Provided assistance in the development and review of the Morongo Basin Transit Authority (MBTA) Fiscal Year 2007/2008 to 2011/2012 SRTP (*Operations Analysis*). The SRTP is a biennial planning document which provides the description and justification for all proposed service and capital improvements to be funded with Federal, State and local revenues. SANBAG retained a consultant to review the current operations and develop recommendations for improving system performance while preparing the SRTP.

DESCRIPTION: This is an ongoing project that includes the provision of transit technical assistance and oversight required under the County Transportation Commission (CTC) responsibilities. During Fiscal Year 2007/2008 MBTA will be required to prepare any amendments to the SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 that may be required due to changing circumstances. The MBTA SRTP and any amendments thereto, provides the necessary justification for SANBAG approval of Federal, State and local funds for MBTA operations and capital improvements.

WORK ELEMENTS:

1. Attendance at MBTA Technical Advisory Committee (TAC) and Board meetings.

2. Provide technical assistance for development and review of amendments to the MBTA SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 and the Fiscal Year 2008/2009 MBTA Operating and Capital Budget.

3. Provide fund estimates for the development of the MBTA Fiscal Year 2008/2009 Operating and Capital Budget.

4. Review and critique MBTA and Fiscal Year 2008/2009 Operating and Capital Budget.

5. Ensure coordination with other transit operators.

PRODUCT: Memoranda to Board regarding amendments to the MBTA SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 and the Fiscal Year 2008/2009 Operating and Capital Budget.

FUNDING SOURCES:	**$30,770**	**Local Transportation Fund - Planning**
	$30,770	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Michael Bair

TASK NO. 31808000 Morongo Basin Transit
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	2,225	11,298	9,163
Fringe Allocation	1,837	8,446	6,485
Indirect Allocation	4,787	18,492	14,047
Consulting Fees	0	90,000	0
Mileage Reimb/SANBAG Only	137	700	750
Office Expense	0	125	0
Postage	0	25	50
Printing – Internal Only	0	0	25
Printing – Miscellaneous	0	100	0
Travel – Other	0	500	250
Total New Budget	**$0**	**$0**	**$30,770**
Total Actual/Planned Budget	**$8,986**	**$129,686**	**$30,770**

TASK: 31908000 SOCIAL SERVICE TRANSPORTATION PLAN

OBJECTIVE: To obtain Public and Specialized Transportation Advisory and Coordinating Council (PASTACC) input to San Bernardino Associated Governments (SANBAG) transportation planning process and to the transit operators within the County. To develop a public transit – human services transportation coordination plan for San Bernardino County as required by SAFETEA-LU for selecting transit projects to be funded with Federal Transit Administration (FTA) Sections 5310 (Special Needs for Elderly Individuals and Individuals with Disabilities), 5316 (Job Access and Reverse Commute) and 5317 (New Freedom Initiatives) .

ACCOMPLISHMENTS: The PASTACC replaced the Social Service Technical Advisory Council (SSTAC) in Fiscal Year 1993. The 30-plus member PASTACC serves as the advisory council required under California Public Utilities Code 99238 that includes public and non-profit transit operators and a balanced participation of individuals or agencies representing persons with disabilities, elderly individuals, medical providers, and persons of limited incomes. PASTACC reviews and comments on the findings from the annual Transportation Development Act (TDA) Unmet Transit Needs Public Hearing process; provided input during the development new definitions and "unmet transit needs" and "reasonable to meet" and the revision of county-wide polices for the expenditure of Measure I Elderly and Handicapped funds; and provided input into coordination efforts for improving social service transportation. An annual inventory of public and social service transportation programs has been prepared and maintained. A subcommittee of PASTACC serves as the local review committee for FTA Section 5310 grant applications from eligible recipients in the County. SANBAG has retained a consultant to develop the public transit-human services transportation coordination plan for the County.

SANBAG is a sponsor for the State Transit and Paratransit Management Program and provides scholarships for up to five attendees from the Valley portion of the County. The expenditure for these scholarships appear in Task 51308000.

In Fiscal Year 2002/2003, SANBAG was notified of a $300,000 Federal Transit Administration partnership grant to study the non-emergency transportation needs in San Bernardino and Riverside Counties. The grant was administered by SCAG. The study focused on five specific areas in the two counties and attempted to quantify the needs; develop transportation alternatives to address those needs; and evaluate the effectiveness of the implementation of the recommended alternatives. The study was completed in Fiscal Year 2004/2005 and its results are being considered in the development of the coordination plan.

DESCRIPTION: This is an ongoing project that meets the requirements under AB 120 Social Service Transportation Improvement Act and the Transportation Development Act. This task includes a contract for professional services assistance in: overseeing the consultant development of the public transit - human services coordination plan; staffing for the Public and Specialized Transportation Advisory and Coordinating Council (PASTACC) meetings; annually maintaining a directory of social service transportation providers and agencies with an interest in social service transportation; preparing the biennial AB 120 Action Plan Progress Report; participating in the annual unmet transit

needs public hearing process; updating recent rules and regulations relating to the Americans with Disabilities Act involving public and specialized transit; encouraging coordination of social service transportation at the State level; and reviewing of applications for FTA Section 5310 funding. Also included under professional services is legal counsel assistance is exploring the institutional structure for a proposed Consolidated Transportation Service Agency (CTSA) for the Valley portion of the County.

WORK ELEMENTS:

1. Attend and provide assistance in staffing PASTACC meetings.

2. Obtain review and comment from PASTACC relating to Fiscal Year 2008/2009 TDA Unmet Transit Needs, social service transportation, ADA complementary paratransit services and transit operator short range transit plans.

3. Maintain inventory of social service transportation providers and develop biannual Action Plan Update.

4. Sponsor training sessions of subjects beneficial to public, specialized transit operators and social service agencies.

5. Establish ad hoc committees as necessary to work on specific transportation related issues.

6. Provide as needed assistance to public and specialized transportation operators, including development FTA Section 5310 grant applications.

7. With consultant assistance, complete the development of a public transit – human services transportation coordination plan for San Bernardino County.

PRODUCT: Publication of the annual San Bernardino County Social Service Transportation Directory and AB 120 Biannual Action Plan Update. Memoranda to Board regarding PASTACC review and comment on the TDA Unmet Transit Needs findings and other transit planning and training activities. The development and adoption of a public transit – human services transportation coordination plan for San Bernardino County.

FUNDING SOURCES:	$161,348	Local Transportation Fund - Planning
	$161,348	TOTAL NEW BUDGET
	$132,100	Total Anticipated Encumbrances on 06/30/07
	$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Michael Bair

TASK NO. 31908000 Social Service Transportation
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	**$0**	**$0**	**$132,100**
Consulting Fees			132,100
Line Item			
Salaries	4,595	16,938	16,420
Fringe Allocation	3,793	12,663	11,620
Indirect Allocation	9,884	27,724	25,172
Consulting Fees	0	50,300	0
Contributions/Other Agencies	4,593	0	0
Meeting Expense	100	500	750
Mileage Reimb/SANBAG Only	31	250	300
Office Expense	6	150	0
Postage	1,124	2,200	2,400
Printing – Internal Only	0	250	200
Professional Services	69,704	79,690	103,686
Travel – Air	0	450	450
Travel – Other	0	250	350
Total New Budget	**$0**	**$0**	**$161,348**
Total Actual/Planned Budget	**$93,830**	**$191,365**	**$293,448**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 32008000 NEEDLES TRANSIT

OBJECTIVES: To evaluate the effectiveness and efficiency of existing transit services and operating and capital improvements proposed in the Needles area.

ACCOMPLISHMENTS: Provided assistance to the City in developing a RFP for the NAT service and in selecting a contractor to replace the prior operator. Provided assistance in the development and review of the Needles Fiscal Year 2007/2008 to 2011/2012 SRTP. The SRTP is a biennial planning document that provides the description and justification for all proposed service and capital improvements to be funded with Federal, State and local revenues.

DESCRIPTION: This is an ongoing project that includes the provision of transit technical assistance and oversight required under the County Transportation Commission (CTC) responsibilities. During Fiscal Year 2007/2008, the City of Needles will be required to prepare any amendments to the SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 that may be required due to changing circumstances. The City of Needles SRTP and any amendments thereto, provides the necessary justification for SANBAG approval of Federal, State and local funds for the transit operations and capital improvements required by the City of Needles.

WORK ELEMENTS:

1. Provide technical assistance through attendance at meetings with City and contract operators as required.

2. Provide technical assistance for development and review of amendments to the Needles SRTP covering Fiscal Year 2007/2008 and/or 2008/2009 and the Needles Fiscal Year 2008/2009 Transit Operating and Capital Budget.

3. Provide fund estimates for the development of the Needles Fiscal Year 2008/2009 Transit Operating and Capital Budget.

4. Review and critique the Needles Fiscal Year 2008/2009 Transit Operating and Capital Budget.

PRODUCT: Memoranda to Board regarding amendments to the Needles SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 and the Fiscal Year 2008/2009 Transit Operating and Capital Budget.

FUNDING SOURCES:	**$15,297**	**Local Transportation Fund - Planning**
	$15,297	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Michael Bair

TASK NO. 32008000 Needles Transit
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	1,933	3,278	4,381
Fringe Allocation	1,595	2,451	3,100
Indirect Allocation	4,157	5,366	6,716
Mileage/Reimb/SANBAG Only	196	660	700
Office Expense	358	125	0
Postage	0	25	25
Printing – Internal Only	0	0	25
Printing – Miscellaneous	0	100	0
Travel – Other	21	300	350
Total New Budget	**$0**	**$0**	**$15,297**
Total Actual/Planned Budget	**$8,260**	**$12,305**	**$15,297**

TASK: 32108000 MOUNTAIN AREA TRANSIT

OVERVIEW: To evaluate the effectiveness and efficiency of existing transit services and operating and capital improvements proposed by the Mountain Area Regional Transit Authority (MARTA).

ACCOMPLISHMENTS: Provided assistance in the development and review of amendments to the Mountain Area Region Transit Authority (MARTA) Fiscal Year 2007/2008 to 2011/2012 SRTP *(Operations Analysis)*. The SRTP is a biennial planning document which provides the description and justification of all proposed service and capital improvements to be funded with Federal, State and local revenues. SANBAG retained a consultant to review the current operation and develop recommendations for improving system performance while preparing the SRTP.

DESCRIPTION: This is an ongoing project that includes the provision of transit technical assistance and oversight required under the County Transportation Commission (CTC) responsibilities. During Fiscal Year 2007/2008, MARTA will be required to prepare any amendments to the SRTP that may be required due to changing circumstances The MARTA SRTP and any amendments thereto, provides the necessary justification for SANBAG approval of Federal, State and local funds for MARTA operations and capital improvements.

WORK ELEMENTS:

1. Attendance at Mountain Area Regional Transit Authority (MARTA) Board meetings.

2. Provide technical assistance for development and review of amendments to the MARTA SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 and the MARTA Fiscal Year 2008/2009 Operating and Capital Budget.

3. Provide fund estimates for the development of the MARTA Fiscal Year 2008/2009 Operating and Capital Budget.

4. Review and critique the MARTA Fiscal Year 2008/2009 Operating and Capital Budget.

5. Ensure coordination with other transit operators.

PRODUCT: Memoranda to Board regarding amendments to the MARTA SRTP covering Fiscal Years 2007/2008 and/or 2008/2009 and the Fiscal Year 2008/2009 Operating and Capital Budget.

FUNDING SOURCES:	**$30,670**	**Local Transportation Fund - Planning**
	$30,670	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Michael Bair

TASK NO. 32108000 Mountain Area Transit
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	4,253	10,487	9,163
Fringe Allocation	3,511	7,840	6,485
Indirect Allocation	9,149	17,165	14,047
Consulting Fees	0	90,000	0
Mileage Reimb/SANBAG Only	280	450	550
Office Expense	89	125	0
Postage	0	25	50
Printing – Internal Only	0	0	25
Printing – Miscellaneous	0	100	0
Travel – Other	0	300	350
Total New Budget	**$0**	**$0**	**$30,670**
Total Actual /Planned Budget	**$17,282**	**$126,492**	**$30,670**

TASK: 35208000 GENERAL COMMUTER RAIL

OBJECTIVE: Working with four other county transportation agencies that formed the Southern California Regional Rail Authority (SCRRA), the operator of the Metrolink commuter rail system, and our commuter rail professional services consultant, ensure that the commuter rail program is efficient and effective. Represent the San Bernardino County commuter rail interest at the national level.

ACCOMPLISHMENTS: During Fiscal Year 2005/2006, the Metrolink San Bernardino Line transported 3.7 million annual passengers, representing a 12.1% increase over the prior year. Operating expenses, which are shared by SANBAG and the Los Angeles County Metropolitan Transportation Authority (LACMTA) totaled $29.6 million. Revenues used to offset cost, including passenger fares and railroad fees, totaled $20.3 million and resulted in a revenue recovery rate of 68.6%. The average subsidy per passenger mile on this line equaled $0.08. During Fiscal Year 2006/2007, SANBAG funded four additional trains (2 round trips) on the San Bernardino Line on Saturdays and Sundays.

The Metrolink Riverside Line carried nearly 1.3 million annual passengers, an increase of 8.3% over the last year. Operating expenses, which are shared by SANBAG, LACMTA and the Riverside County Transportation Commission (RCTC), totaled $12.3 million. Revenues used to offset cost totaled $6.5 million and resulted in a revenue recovery rate of 52.5%. The average subsidy per passenger mile on this line equaled $0.13.

The Metrolink Inland Empire/Orange County (IEOC) Line, the first suburb-to-suburb commuter rail line in the nation, carried nearly 1.2 million annual passengers, representing an increase of 21.6% over the prior year. Operating expenses, which are shared by SANBAG, RCTC and the Orange County Transportation Authority (OCTA), totaled $12.3 million. Revenues used to offset costs totaled $7.2 million and resulted in a revenue recovery rate of 58.5%. The average subsidy per passenger mile on this line equaled $0.14. During Fiscal Year 2006/2007, SANBAG agree to financially participate providing four trains (two round trips) on the IEOC line during Saturdays and Sundays.

During FY 2006/2007, SANBAG completed a SRTP for Fiscal Years 2007/2008 through 2011/2012. The SRTP provides a description and justification for service and capital improvements for which Federal, State and local funds will be sought.

Also during Fiscal Year 2006/2007, negotiations with the host railroads were initiated to address issues related to increasing passenger rail service in exchange for public investment in capital improvements, including the Colton Crossing.

During Fiscal Year 2003/2004, SANBAG initiated a consultant study of the feasibility of charging for parking as the commuter rail stations in the County and how such a program could be implemented and managed. Parking revenues would be returned to the cities to assist in meeting security and maintenance costs. SANBAG will continue to work with the station cities to determine the feasibility of implementing such fees.

DESCRIPTION: This ongoing project includes participation in the SCRRA Technical Advisory Committee (TAC) meetings and attendance at SCRRA Board and policy committee meetings to ensure adequate representation by San Bernardino County. Also included is attendance at the

American Public Transportation Association (APTA) Annual Rail Conference by Board members and staff. The task also includes staffing of the SANBAG Commuter Rail Committee and all railroad property-related activities performed by the SANBAG staff, including the development of the Inland Empire Pacific Electric Trail along the former Southern Pacific Baldwin Park Branch. Professional services include three contracts involving general passenger rail issues, property management services and legal assistance. Negotiations with host railroads will continue during Fiscal Year 2007/2008 in an attempt to increase passenger train service in exchange for public investment in capital improvements.

WORK ELEMENTS:

1. Represent the interest of the County on the SCRRA TAC and advise SANBAG representatives on the SCRRA Board.

2. Attend SCRRA Board and policy committee meetings throughout Fiscal Year 2007/2008 and APTA Annual Rail Conference in the Spring of 2008.

3. Provide staff support to the SANBAG Commuter Rail Committee.

4. Monitor and provide support for property management functions handled by LACMTA Real Estate and San Bernardino County Real Estate.

5. Coordinate with professional services contractor on commuter rail issues.

6. Seek agreement from the affected SCRRA member agencies to implement the recommendation of the Fiscal Year 2007/2008 through 2011/2012 Commuter Rail SRTP and prepare any SRTP amendments covering Fiscal Years 2007/2008 and/or 2008/2009 that may be required due to changing circumstances.

7. Participate in negotiations with host railroads for additional passenger trains.

PRODUCT: Prepare memoranda relating on the Commuter Rail Program for SANBAG Commuter Rail Committee and Board.

FUNDING SOURCES:		
	$653,485	Local Transportation Fund - Planning
	$653,485	TOTAL NEW BUDGET
	$ 72,500	Total Anticipated Encumbrances on 06/30/07
	$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Michael Bair

TASK NO. 35208000 General Commuter Rail
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	**$0**	**$0**	**$72,500**
Professional Services			72,500
Line Item			
Salaries	64,025	79,642	84,298
Extra Help	553	0	0
Fringe Allocation	52,849	59,540	59,658
Indirect Allocation	137,713	130,358	129,229
Commissioners Fees	2,900	5,600	5,600
Meeting Expense	598	1,500	1,500
Mileage Reimb/Nonemployee	215	550	600
Mileage Reimb/SANBAG Only	923	1,750	1,850
Office Expense	478	1,500	0
Postage	383	750	350
Printing – Internal Only	0	0	2,000
Printing – Miscellaneous	0	650	0
Professional Services	85,556	411,386	350,000
Subscriptions	834	800	800
Training/Membership	1,690	3,000	3,500
Travel – Air/Nonemployee	0	0	1,400
Travel – Air	879	1,600	1,700
Travel – Other/Nonemployee	0	0	4,500
Travel – Other	5,152	6,000	6,500
Total New Budget	**$0**	**$0**	**$653,485**
Total Actual/Planned Budget	**$354,748**	**$704,626**	**$725,985**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 37308000 FEDERAL/STATE FUND ADMINISTRATION

OBJECTIVE: Facilitate the development and implementation of transportation projects through funding provided by a variety of Federal and State revenue sources, such as the State Transportation Improvement Program (STIP), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Transportation Enhancements (TE) Program, Surface Transportation Program (STP), Congestion Mitigation & Air Quality (CMAQ) Program, the State Traffic Congestion Relief Program (TCRP), State IBond funding, and Federal "Congressional" funding.

Fulfill responsibilities added as a result of SB 45 and AB 1012 "use-it-or-lose-it" provisions, including project tracking through fund obligation and implementation, execution and administration of contracts with sponsors of projects funded through Federal and Local Assistance Programs, and serve as a resource to member agencies through the local assistance process.

ACCOMPLISHMENTS: SANBAG provides local agencies with information on the above programs, including fund availability for State and federal transportation programs and transportation program guidelines, requirements, policies, and schedules. SANBAG is also responsible for calls for projects to be funded through the STP, CMAQ, and TE Programs listed above, as well as for conducting the process of project selection, prioritization, and allocation of funds. Following allocation of Local Assistance Funds, SANBAG has developed project tracking procedures to guard against loss of funds because of failure to achieve timely obligation. In addition, SANBAG acts as a liaison between Caltrans and local agencies toward implementation of State and federal projects.

WORK ELEMENTS:

1. Identify opportunities to participate in the programs identified above as well as other programs outside of the typical transportation funds allocated and programmed by SANBAG.

2. Identify competitive eligible candidate projects for the various programs.

3. Identify responsible agencies to submit and implement projects if selected.

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

5. Develop selection processes for prioritization of candidate transportation projects including project selection criteria, establishment of minimum eligibility requirements, and publication of clear guidelines and instructions for various transportation programs administered by SANBAG.

6. Provide expertise to local agencies for facilitation and implementation of local projects utilizing State and federal funds (Local Assistance activities).

7. Conduct forums for local agencies on various transportation processes and procedures, such as STP, CMAQ, and TE program workshops.

8. Interact with funding agencies to ensure proper and adequate consideration of locally submitted projects and proposals.

9. Monitor and track progress on the implementation and obligation of federally funded projects to protect SANBAG's fiscal allocations.

10. Develop specifications for a comprehensive tracking system that will incorporate not only State and federal funds, but also Measure I interchange and Major Streets funds that will be administered by SANBAG.

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

FUNDING SOURCES:	**$535,352**	**Planning, Programming and Monitoring Fund**
	$535,352	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Ty Schuiling

TASK NO. 37308000 Federal/State Fund Administration
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	91,955	92,824	134,447
Fringe Allocation	75,903	69,395	95,148
Indirect Allocation	197,788	151,934	206,107
Consulting Fees	317	20,000	95,000
Meeting Expense	0	200	200
Mileage Reimb/SANBAG Only	197	300	600
Office Expense	193	200	300
Postage	39	200	200
Printing – Internal Only	0	0	150
Printing – Miscellaneous	0	100	100
Professional Services	0	1,100	0
Training/Membership	0	400	400
Travel – Air	0	600	2,000
Travel – Other	190	305	700
Total New Budget	**$0**	**$0**	**$535,352**
Total Actual/Planned Budget	**$366,582**	**$337,558**	**$535,352**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 37708000 COMMUTER RAIL OPERATING EXPENSES

OBJECTIVE: To reduce congestion, air pollution and energy consumption by providing reliable and safe commuter rail service between San Bernardino County and Los Angeles, Orange and Riverside Counties.

ACCOMPLISHMENTS: Annual operating subsidy has been approved since Fiscal Year 1992/1993. To the extent possible, service levels have been increased to meet the growing demand. With the limitations contained in the operating agreements with the Burlington Northern Santa Fe and the Union Pacific, no additional weekday service can be added to the IEOC or Riverside lines. And with the limitation on equipment availability, it will be difficult to add weekday service until the new locomotives and cars are delivered in two years. Because of these limitations, only enhancements to weekend service were considered in Fiscal Year 2006/2007. Two additional round trips on Saturdays and Sundays were added to the San Bernardino line and two round trips were initiated on Saturdays and Sundays on the IEOC line.

DESCRIPTION: Provide operating subsidy for Southern California Regional Rail Authority's (SCRRA) Metrolink service in San Bernardino County, and payments for railroad right-of-way maintenance. Levels of commuter rail service proposed for Fiscal Year 2007/2008 include: 1) for the San Bernardino/Los Angeles Line, an increase of one off-peak round trip for a total of nineteen during the weekdays; ten round trips on Saturday, and an increase from six to eight round trips on Sunday; 2) for the Riverside/Ontario/Los Angeles Line, six round trips during the weekday; and 3) for the Inland Empire/Orange County (IEOC), four rounds trips during the weekdays and the implementation of two new round trips for a total of four on both Saturdays and Sundays. SANBAG and LACMTA will also fund six round trips during Thanksgiving Day and four round trips during New Year's Day on the San Bernardino/Los Angeles Line. The additional expenses of using leased equipment coupled with significant increases in fuel cost; the increased weekend service on the San Bernardino and IEOC Lines; and the agreement with the City of Montclair for a two-year compensation of maintenance for a pedestrian undercrossing and the provision of security are the primary reason for the increase in this task budget over Fiscal Year 2006/2007. This task also includes the reimbursement of other agencies' expenses for maintenance of railroad right-of-way owned by SANBAG, but not maintained by SCRRA. It also includes funding for weekend marketing efforts sponsored by SANBAG. As noted above the current levels of service on the Riverside and IEOC lines are at the limits provided for under the agreements with the host railroads. Fiscal Year 2006/2007 will see continued efforts to negotiate higher levels of passenger train service in exchange for public investment in capacity improvements, requiring the use of professional services including legal counsel.

WORK ELEMENTS:

1. Obtain Board approval for filing Local Transportation Fund (LTF) and State Transit Assistance Fund (STAF) claim for passenger rail operating assistance.

2. **Process quarterly disbursements to SCRRA.**

3. **Monitor maintenance of railroad right-of-way, including determining work location, schedule, field verification of work performed and processing payments.**

4. **Participate in negotiations with host railroads for increased passenger train service.**

PRODUCT: Provision of high-quality commuter rail passenger service and well maintained railroad rights of way owned by SANBAG.

FUNDING SOURCES:	**$8,360,000**	**Local Transportation Fund - Rail**
	$8,360,000	**TOTAL NEW BUDGET**
	$ 50,000	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Michael Bair

TASK NO. 37708000 Commuter Rail Operating Expense
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	**$0**	**$0**	**$50,000**
Professional Services			50,000
Line Item			
Contributions/Other Agencies	6,228,017	7,000,000	8,009,500
Postage	719	600	0
Printing – Miscellaneous	261	1,000	50,000
Professional Services	222,506	537,300	300,000
Utilities	193	1,000	500
Total New Budget	**$0**	**$0**	**$8,360,000**
Total Actual/Planned Budget	**$6,451,696**	**$7,539,900**	**$8,410,000**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 37808000 SPEEDWAY RAIL OPERATING EXPENSES

OBJECTIVE: To provide special Metrolink train service from San Diego, Orange, Los Angeles and Ventura Counties to the two major NASCAR race events at the California Speedway, thus reducing congestion, energy consumption and improving air quality.

ACCOMPLISHMENTS: The SANBAG Board approved a cooperative agreement with the California Speedway that included a commitment of $150,000 for marketing and operational support for special Metrolink trains that would operate to the Speedway during major race events. In addition the agreement called for a contribution of $350,000 toward the construction of station platforms that were completed in early June, 1997. During Fiscal Year 2002/2003 SANBAG and the Speedway entered into an agreement that allows the California Speedway to sell charter train tickets thus making it more convenient for the special train passengers. During Fiscal Year 2003/2004, SCRRA completed constructing a second track through the Speedway station and extended one of the four passenger platforms. Those improvements have benefited the operation of the charter trains. In response to a request from the Speedway to guarantee that the charter trains would not leave the station until the race was concluded, SANBAG worked with Metrolink to insure the request was met for the February race, but can only provide three trains.

DESCRIPTION: This task includes offsetting any operational costs not covered by the sale of tickets and/or sponsorships for two major NASCAR race events; one in the fall of 2007 and one in the spring of 2008. A total of up to eight charter trains from Oxnard, Lancaster, Fullerton and Oceanside will be operated during the September NASCAR Sunday events. Three trains will be operated from Oxnard, Lancaster and Oceanside during the February NASCAR Sunday events. Regularly scheduled Metrolink service will stop at the Speedway during the Friday and Saturdays events leading up to the Sunday major events.

WORK ELEMENTS:

1. Coordinate ticket fulfillment with the California Speedway.

2. Coordinate special train planning, operations and marketing activities with the California Speedway and Metrolink.

PRODUCT: The provision of special Metrolink train service to the major race events at the California Speedway.

FUNDING SOURCES:	**$180,900**	**Speedway Ticket Sales Revenue**
	$180,900	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Michael Bair

TASK NO. 37808000 Speedway Rail Operating Expenses
MANAGER: Michael Bair

BUDGT COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	**$0**	**$0**	**$0**
Line Item			
Contributions/Other Agencies	247,518	250,000	180,000
Meeting Expense	0	250	600
Mileage Reimb/SANBAG Only	239	200	250
Office Expense	38	100	0
Postage	0	25	0
Printing – Internal Only	0	0	50
Printing – Miscellaneous	0	500	0
Professional Services	589	5,000	0
Travel – Other	0	100	0
Total New Budget	**$0**	**$0**	**$180,900**
Total Actual/Planned Budget	**$248,384**	**$256,175**	**$180,900**

TASK: 37908000 COMMUTER RAIL CAPITAL EXPENSES

OBJECTIVE: To fund capital improvements that will result in maintaining high quality commuter rail service and safe freight operations.

ACCOMPLISHMENTS: Since the inception of the SANBAG commuter rail program a substantial investment has been made for the acquisition of railroad rights of way and commuter rail equipment as well as the construction of stations, track and signal improvements necessary to operate safe and reliable service. With the initial infrastructure now in place, funding is now directed at maintaining that investment as well as seeking additional funding to support the expansion of parking at stations, additional track and signal improvements particularly on the San Bernardino line that will provide for an increase in train service, additional locomotives and passenger cars, and expanded maintenance facilities. During Fiscal Year 2005/2006 SANBAG provided funding for a temporary 149 parking space expansion to the San Bernardino station. Also during the year SCRRA awarded a contract for the delivery of expansion passenger rail cars and rebuilt locomotives. During Fiscal Year 2006/2007 additional funding has been identified to construct pedestrian under crossings at the Montclair and Rancho Cucamonga stations, extend platforms at the East Ontario station, construct a parking structure at the San Bernardino Station and plan for the expansion of parking at the Rialto station. SCRRA has also initiated the phased design of a new equipment maintenance facility known as the Eastern Area Maintenance Facility (EAMF).

DESCRIPTION: 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 new sources of funding are being sought. SANBAG will continue to seek agreement with LACMTA for funding to construct additional capacity improvements on the San Bernardino line. The capital expense task consists of three primary programs. The first program is the provision of funding for the SCRRA annual rehabilitation and renovation program (capital maintenance). This $5.1 million program is comprised of funding for road crossing surface program; rail grinding program; signals and communication program; maintenance vehicle replacement; rolling stock rehabilitation and renovation and seat replacement; the construction of a new maintenance of way facility; and the installation of fiber-optic conduit within the San Gabriel Subdivision. The second program is the establishment of a rolling stock replacement fund. Under this program SANBAG will contribute $316,000 each year to build a fund that would provide 20% of the cost to replace the rolling stock. The third program involves new capital projects. This program includes system-wide, line and station specific projects; including funding for the design and construction of the Upland station parking expansion project, additional funding for the pedestrian undercrossing at the Rancho Cucamonga station, the purchase of three additional passenger cars for the San Bernardino line, sealed corridor improvements on the San Gabriel Subdivision and the purchase of right of way for a rail station at the San Bernardino Transit Center. The majority of funding for the above projects will be comprised of Federal and State funds including $2.6 million in FTA urban formula funds (§5307), $3.1 million in FTA rail modernization funds (§5309), $2.1 million in Congestion Mitigation and Air Quality (CMAQ) funds, and $8.3 million in State PTA

funds. The Federal funds will be applied for by SCRRA and the City of Upland and will not flow through the SANBAG Budget. SANBAG will contribute nearly $5.3 million as local match for the new Federal funds. In addition, more than $X million in local funds for capital projects approved in previous year budgets are expected to advance toward completion.

WORK ELEMENTS:

1. Monitor progress of local and SCRRA capital maintenance and new capital projects.

2. Review and coordinate parking expansion plans for the Rialto Station and San Bernardino.

3. Process quarterly disbursements of local capital funds to SCRRA.

PRODUCT: Capital maintenance and new capital projects will insure quality operations of commuter trains as well as the safe operation of freight trains. The construction of station platform extensions will provide for the addition of passenger cars to existing train sets to accommodate growth in ridership.

FUNDING SOURCES:	**$3,964,000**	**Local Transportation Fund – Rail**
	$1,300,303	**State Transit Assistance Funds**
	$5,264,303	**TOTAL NEW BUDGET**
	$6,281,137	**Total Anticipated Encumbrances as of 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Michael Bair

TASK NO. 37908000 Commuter Rail Capital Expenses
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	**$0**	**$0**	**$6,281,137**
Contributions/Other Agencies			6,281,137
Line Item			
Contributions/Other Agencies	2,935,419	6,623,489	5,264,303
Office Expense	9	0	0
Postage	19	0	0
Printing – Miscellaneous	1,027	0	0
Professional Services	214,801	3,163,426	0
Mileage Reimb/SANBAG Only	17	0	0
Total New Budget	**$0**	**$0**	**$5,264,303**
Total Actual/Planned Budget	**$3,151,292**	**$9,786,915**	**$11,545,440**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 38008000 REDLANDS RAIL EXTENSION

OBJECTIVE: To complete the necessary additional work from the initial feasibility study of extending passenger rail service between San Bernardino and Redlands and the station area plans in order to qualify for Federal Transit Administration Small Starts funding.

ACCOMPLISHMENTS: Previous work has included the acquisition of the Redlands Subdivision in 1993 at a cost of $9.2 million. A preliminary operating plan was developed during Fiscal Year 1998. The current SCAG 2006 RTP recommends this corridor in the list of major transit investments. A feasibility study was completed in Fiscal Year 2003/2004 and concluded that an extension of all-day passenger rail service is feasible. Funding for this project was included in the Measure I sales tax extension approved by the voters in November 2004. During Fiscal Year 2006/2007 SANBAG completed a planning effort with the cities of San Bernardino, Loma Linda and Redlands to confirm station locations and the development of station area plans for transit-supportive land uses in the vicinities of those locations.

DESCRIPTION: The next step for this project is to meet the yet-to-be-determined requirements of the Federal Transit Administration (FTA) to qualify for the new Federal Small Starts funding. Much of the work conducted during the feasibility study may be used and the development of the station area plans will address land-use and economic development opportunities, some of the FTA criteria, but until it is known how FTA will select projects for this new program it is difficult to determine what the next steps will be. This task will involve applying for FTA funds to complete the alternatives analysis work and beginning the environmental clearance process.

WORK ELEMENTS:

1. **Manage contract for the alternatives analysis work and environmental clearance.**

2. **Coordinate all planning efforts with the affected cities, SCRRA, SCAG and FTA.**

3. **Continue to work with SCRRA on the identification of capital and operating cost for the rail service alternative.**

PRODUCT: The completion of the alternatives analysis work will lead to the formal selection of a locally preferred alternative (LPA). The LPA must be approved by the corridor cities as well as the SANBAG board and SCAG.

FUNDING SOURCES:	**$ 800,000**	**FTA Section 5307**
	$ 251,707	**Local Transportation Fund - Planning**
	$1,051,707	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances as of 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Michael Bair

TASK NO. 38008000 Redlands Rail Extension
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	5,044	10,408	15,377
Fringe Allocation	4,164	7,781	10,882
Indirect Allocation	10,850	17,036	23,573
Consulting Fees	46,048	186,185	1,000,000
Meeting Expense	52	200	250
Mileage Reimb/SANBAG Only	0	100	150
Office Expense	4	125	0
Postage	79	25	100
Printing – Internal Only	0	0	75
Printing – Miscellaneous	0	100	0
Professional Services	63	0	500
Travel – Air	0	300	600
Travel – Other	0	200	200
Total New Budget	**$0**	**$0**	**$1,051,707**
Total Actual/Planned Budget	**$66,304**	**$222,460**	**$1,051,707**

TASK: 38108000 GOLD LINE PHASE II

OBJECTIVE: To insure that the Metro Gold Line Phase II project is extended from its current terminus in Pasadena to the Montclair Transcenter.

ACCOMPLISHMENTS: The Gold Line Phase II project is the extension of the recently opened Los Angeles County Metropolitan Transit Authority (LACMTA) Metro Gold Line light rail system from its existing terminus in the City of Pasadena to the City of Montclair. During Fiscal Year 2003/2004, the SANBAG Board approved a Memorandum of Understanding (MOU) with the Los Angeles to Pasadena Metro Blue Line Construction Authority to include an extension of the proposed Gold Line from its previous eastern terminus, Claremont, to the Montclair Transcenter in the preparation of the draft Environment Impact Statement/Environmental Impact Report (EIS/EIR) to be submitted to the Federal Transit Administration (FTA). In addition, the Board approved an amendment to the Gold Line Phase II Joint Powers Authority (JPA) allowing SANBAG to participate along with the eastern San Gabriel Valley corridor cities in the planning and design of the light rail extension project. The Gold Line Phase II JPA is comprised of eleven cities and SANBAG. The JPA is actively involved in advancing this 2-phased project through the FTA New Starts Program with the intent of opening the first segment (Pasadena to Azusa) in 2009 and the second segment (Azusa to Montclair) in 2014. During Fiscal Year 2004/2005 the SANBAG Board approved an amendment to the Construction Authority MOU to include additional funding for final environmental and preliminary design work. In addition, the alignment for the extension into the Montclair Transcenter has been agreed upon. During Fiscal Year 2005/2006 the Construction Authority submitted the Final Environmental Impact Statement/Environmental Impact Report to the FTA for approval. Prior to authorizing the Construction Authority to proceed with preliminary engineering, FTA has requested additional information regarding the forecast of ridership and inclusion of the project in the LACMTA Long Range Transit Plan. During Fiscal Year 2006/2007 the feasibility of extending the Metro Gold Line from Montclair to the Ontario International Airport (and possibly points further east) was raised and the Board approved an amendment to the JPA to include the City of Ontario. An advisory committee comprised of representatives from the California Transportation Commission, Cities of Chino, Fontana, Los Angeles, Montclair, Ontario, Rancho Cucamonga, Upland, Ontario International Airport, LACMTA, Los Angeles World Airways, SANBAG, SCAG, SCRRA and the Board of Supervisors from Riverside and San Bernardino Counties has been formed to consider this extension

DESCRIPTION: The work effort for this task includes staff participation on the Gold Line Phase II JPA Technical Advisory Committee (TAC) and attendance at the JPA Board meetings; participation with the City of Montclair on the city's station design review committee, and commenting on the preliminary engineering and design (PS&E) for the Phase II project. This task includes funding for conducting a feasibility study of the extension of the Gold Line to the Ontario International Airport (and possibly points further east).

WORK ELEMENTS:

1. **Attend and participate in the Gold Line Phase II JPA TAC and Board meetings.**

2. **Monitor the Construction Authority's response to the FTA request for a new ridership forecast and inclusion of the project in LACMTA's Long Range Transit Plan.**

3. **Provide comments on preliminary engineering and design of the extension to Montclair.**

4. **Participate on the Metro Gold Line Extension to the Ontario International Airport (OIA) Advisory Committee.**

PRODUCT: Memorandum to the SANBAG Board regarding the progress of the Gold Line Phase II project and the OIA extension advisory committee.

FUNDING SOURCES:	**$289,001**	**Local Transportation Fund – Planning**
	$289,001	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances as of 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Michael Bair

TASK NO. 38108000 Gold Line Phase II
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocations of Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	3,392	7,106	11,734
Fringe Allocation	2,800	5,312	8,304
Indirect Allocation	7,295	11,631	17,988
Contributions/Other Agencies	618,405	327,136	250,000
Meeting Expense	0	50	0
Mileage Reimb/SANBAG Only	156	750	750
Office Expense	0	125	0
Postage	0	50	50
Printing – Internal Only	0	0	75
Printing – Miscellaneous	0	100	0
Professional Services	63	2,000	0
Travel – Other	9	100	100
Total New Budget	**$0**	**$0**	**$289,001**
Total Actual/Planned Budget	**$632,120**	**$354,360**	**$289,001**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 40408000 COMPREHENSIVE TRANSPORTATION PLAN

OBJECTIVE: Develop and update a comprehensive, countywide, long-range transportation plan for use in identifying transportation strategies and related costs needed to achieve mobility goals for people and goods, consistent with air quality requirements. The Comprehensive Transportation Plan (CTP) is intended to provide a basis for policy, fiscal, and technical decisions by SANBAG and other agencies on transportation-related issues throughout San Bernardino County.

ACCOMPLISHMENTS: Data developed through the CTP has provided the basis for SANBAG's input to the 1998, 2001 and 2004 Regional Transportation Plans and a foundation for the development of the Expenditure Plan for the potential extension of Measure I. Work continues on efforts to update the CTP. In cooperation with local agencies this work has involved updating the socioeconomic forecasts to the year 2030, and the base year streets and highway network for the RivSan traffic model. A major effort was undertaken in FY 2005/2006 on a Development Mitigation Nexus Study to assess the "fair-share" of the cost of regional transportation improvements (arterials, interchanges, and railroad grade crossings) that could be attributed to new development. SANBAG staff monitored and provided input to a number of project study reports for interchanges and other major infrastructure projects. This task has supported the activities of the CTP Technical Advisory Committee.

DESCRIPTION: The CTP represents an ongoing effort designed to provide a basis for subregional input into Regional Transportation Plan revisions, Regional Transportation Improvement Programs, and submittals for funding through the State Transportation Improvement Program. The updated CTP identifies transportation improvements and strategies to enhance system performance and achieve emission reductions to meet air quality requirements. CTP updates will integrate goods movement strategies currently under development and serve as a basis for action programs to be implemented through the Congestion Management Program (see Task 20207000). Consultant services may be used to augment staff resources in updating the CTP, including planned transportation projects to the forecast years of 2025-2030 to extend the basis for policy and fiscal decisions regarding mobility investments throughout the County. For FY 2006/2007, the CTP elements will likely be incorporated into the Measure I Strategic Plan. This task will continue to support the activities of the CTP TAC.

WORK ELEMENTS

1. Reconfirm countywide transportation goals, mobility objectives for movement of people and goods, and mobile source emission reduction requirements.

2. Consider new technologies, mode choice trends, freight movement, and other issues that may affect travel characteristics. Identify trends in travel behavior documented by existing data, and develop forecasts of future travel needs from existing trend data, socioeconomic forecasts, land use distribution and development intensities, long-term mode choice trends, and the need for goods movement.

3. Maintain an inventory of significant transportation-related facilities addressed by the Plan, including all State highways and major arterials, all Measure I Major Project roads, the Congestion Management Program roads, other significant goods movement routes, existing and planned bus, commuter rail, and other transit modes and service to meet forecast demand.

4. Identify actions, including facility improvements, trip reduction and travel demand management measures, and other strategies to achieve and maintain adequate transportation system performance, and achieve emissions reductions as required under California and Federal law.

5. Estimate costs to implement alternatives. Alternatives to or modifications of the action programs, which could achieve the transportation performance standards and emissions reductions in more cost-effective ways, will be identified and evaluated, using objective criteria to rank the alternatives. The alternative selection process will be documented.

6. Monitor and provide technical support to the development of Project Study Reports for interchanges and other major project development efforts by local jurisdictions and Caltrans.

7. Review and document the financial resources needed to implement the Comprehensive Transportation Plan and meet required performance standards and emissions reductions. From the cost estimates and implementation schedule, forecast available financial resources and funding shortfalls, if any, and participate in development of a strategic plan associated with the Measure I 2010-2040 Expenditure Plan.

8. Provide technical data and support for the development mitigation program associated with the implementation of the Measure I 2010-2040 ordinance This will be done, based on direction from the SANBAG Board, and in coordination with local jurisdiction development mitigation programs.

9. Identify agencies responsible for implementing each component of the Plan. Should funding shortfalls be identified, objective, quantitative information on means to achieve the transportation and air quality goals at a reduced cost, mechanisms to increase revenues to support the transportation program, or a combination of actions will be identified.

10. Use the CTP TAC as a forum for providing reviews of technical analysis and for information exchange among SANBAG and local jurisdictions.

PRODUCT: Final Comprehensive Transportation Plan.

FUNDING SOURCES:		
	$ 62,254	Local Transportation Fund – Planning
	$ 62,253	Measure I Valley Traffic Management and Environmental Enhancement Fund
	$124,507	TOTAL NEW BUDGET
	$ 0	Total Anticipated Encumbrances on 06/30/07
	$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Ty Schuiling

TASK NO. 40408000 Comprehensive Transportation Plan
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	22,926	27,622	36,661
Extra Help	1,152	0	0
Fringe Allocation	18,924	20,650	25,945
Indirect Allocation	49,313	45,212	56,201
Consulting Fees	2,532	15,578	0
Meeting Expense	0	700	800
Mileage Reimb/SANBAG Only	176	700	500
Office Expense	370	400	0
Postage	0	200	200
Printing – Internal Only	0	0	200
Printing – Miscellaneous	1,275	1,000	1,000
Training/Membership	5	1,200	1,500
Travel – Air	0	600	900
Travel – Other	15	600	600
Total New Budget	**$0**	**$0**	**$124,507**
Total Actual/Planned Budget	**$96,688**	**$114,462**	**$124,507**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 40508000 TRAFFIC MANAGEMENT AND ENVIRONMENTAL ENHANCEMENT PROGRAM DEVELOPMENT

OBJECTIVE: Consistent with policies adopted by the SANBAG Board of Directors, identify, recommend, and manage appropriate uses of Valley Measure I Traffic Management and Environmental Enhancement (TMEE) funds.

ACCOMPLISHMENTS: TMEE funding has supported transportation and environmental enhancement planning activities, and has been used to leverage additional funding for similar activities from State and Federal sources.

DESCRIPTION: Continue in accordance with previous work and adopted Board policy.

WORK ELEMENTS:

1. As needed, review, recommend, support, and manage activities consistent with Board policy for use of TMEE funds.

PRODUCT: May include grant applications, Federal Transportation Enhancement Activities (TEA) funding and assorted work products from transportation management planning activities approved by the Board of Directors.

FUNDING SOURCES:		**Measure I Valley Traffic Management and Environmental Enhancement Fund**
	$2,196	
	$2,196	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Ty Schuiling

TASK NO. 40508000 Traffic Management and Environmental Enhancement Program Development

MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	0	561	585
Fringe Allocation	0	419	414
Indirect Allocation	0	918	897
Contributions/Other Agencies	236,734	20,000	0
Meeting Expense	0	500	200
Office Expense	0	50	50
Printing - Miscellaneous	0	50	50
Total New Budget	**$0**	**$0**	**$2,196**
Total Actual/Planned Budget	**$236,734**	**$22,498**	**$2,196**

TASK: 40608000-A RIDESHARE MANAGEMENT

OBJECTIVE: To reduce congestion, increase mobility, and improve air quality through programs targeted at reducing single occupant vehicle trips. Trips will be reduced through assistance to county employers and through the provision of direct incentives to county residents, promoting the modes of carpooling, vanpooling, buspooling, bus transit, rail transit, bicycling, walking, and telecommuting.

ACCOMPLISHMENTS: SANBAG has been directly involved in the oversight/ implementation of trip reduction programs since the 1970's. In 1990, State funding of Rideshare programs began to decline and SANBAG began playing an important role in efforts to maintain a consistent level of trip reduction assistance and assuring that programs are continued within the County. Since Fiscal Year 1993/1994, SANBAG has funded a program that provides direct incentives to commuters (Option Rideshare). Since Fiscal Year 1995/1996, SANBAG has funded and implemented other programs that provide assistance to employers in complying with air quality regulations. Throughout the past decade, SANBAG staff played a key role in implementation discretionary sources of funding, such as Senate Bill 836 (voluntary rideshare programs) and the Rideshare2Rails funding with the Cities of Rialto and San Bernardino. In FY 2004/2005, SANBAG began a Park'N'Ride (PNR) lease program, which reimburses business for the use of their parking spaces for PNR purposes, in lieu of constructing and owning PNR's. Also during Fiscal Year 2004/2005, SANBAG participated in the deployment of a regional commuter assistance website, www.commutesmart.info. In Fiscal Year 2005/2006, SANBAG along with the three other Southern California transportation commissions implemented a regional guaranteed ride home (GRH) program that assists rideshare commuters with rides home during emergencies. In Fiscal Year 2006/2007, two PNRs were constructed and open to the public (one in Fontana and one in Crestline) and additional leased PNRs were opened as well. Staff also worked with regional partners to release and select a provider for a 511 traveler information number and website, which has yet to be finalized. Staff also worked with Orange and Los Angeles counties in their development of a permanent/ongoing subsidy for vanpools that terminate in their county. These programs impact San Bernardino as the vanpools may originate in this county and would benefit county commuters and this program would also have an impact on federal transit data reports.

DESCRIPTION: SANBAG will represent San Bernardino County in the planning, funding, and implementation of a variety of trip reduction strategies. SANBAG will assist in the oversight of regional rideshare studies and activities through the Southern California Association of Governments (SCAG), the Regional Transportation Agencies Coalition, Caltrans and the Mobile Source Air Pollution Reduction Review Committee (MSRC). SANBAG will oversee trip reduction strategies implemented through contracts with the Riverside County Transportation Commission (RCTC) and Los Angeles County Metropolitan Transportation Authority (MTA), and possible other vendors, which includes assistance to employers in the development and implementation of trip reduction programs, developing/deploying survey tools, distribution of RideGuides, technical assistance/analysis, assistance/analysis of the impact of air quality regulations on employer programs, incentive program implementation (Option Rideshare) and the reward program

implementation (Team Ride). SANBAG will continue implementation of its' PNR lease program and expand that program as needed and assist/promote PNR locations funded through Congestion Mitigation and Air Quality (CMAQ) funding, by Caltrans (one in Fontana) and two locations in Victorville. Staff will work towards transitioning the current regional commuter website (www.CommuteSmart.info) and traveler information phone number (800 Commute and 866 Rideshare) to a 511 number. Since that program is yet defined and a contractor has not been selected, contingency funding has been included in this budget for startup and operations. As Orange and Los Angeles counties implement their permanent vanpool subsidy program, Staff will monitor those programs and possibly bring back options to the Board for a San Bernardino implementation.

WORK ELEMENTS:

1. Execute POs with the MTA and other consultants for marketing services, program implementation and/or monitoring.

2 SANBAG oversight of RCTC and RCTC's consultant of all trip reduction programs, including, the rideshare databases and RideGuide dissemination, teleservices, employer services programs, Option Rideshare incentive programs, Team Ride reward programs, and one-time grant funded programs, as they arise.

3. Possible contracts or purchase orders with partner agencies and/or vendors in the implementation of a regional 511 program.

4. Participation on regional and statewide committees relative to seeking/maintaining funding, and developing/implementing rideshare programs/strategies, such as participation at the Air Districts, MSRC, SCAG, Regional Rideshare Implementation Committee (RRIC), 1-800-COMMUTE, 1-866-RIDESHARE, 511 Implementation Committee, the Telecommuting Partnership, and California Association of Councils of Governments (CALCOG).

5. Work closely with the MSRC as it implements grants and other funding programs for ridesharing. Provide feedback, and participate in rideshare studies conducted by other public agencies.

6. Solicit public/private interest to lease their parking, for PNR spaces, through the RCTC contract. Assist agencies in the development and construction of permanent PNR lots, funded through CMAQ.

7. Compile funding requests and applications, reimbursements, and reports relative to SANBAG's reimbursement of expenses for the rideshare programs.

8. Monitor regional implementation of a permanent/ongoing vanpool subsidy and if appropriate, bring to the board recommendations for a San Bernardino implementation.

PRODUCT: Provide periodic Board updates and reports relative to reducing congestion and improving air quality in the two air basins.

FUNDING SOURCES:	**$655,100**	**Congestion Mitigation/Air Quality Funding**
		Measure I Valley Traffic Management and
	$213,245	**Environmental Enhancement Fund**
	$868,345	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 2,655	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Michelle Kirkhoff

TASK NO. 40608000-A RIDESHARE MANAGEMENT
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	51,035	49,035	57,290
Fringe Allocation	34,704	36,659	40,544
Indirect Allocation	112,276	80,261	87,826
CNG Van	1,166	641	700
Consulting Fees	0	19,450	25,000
Meeting Expense	1,500	1,500	0
Mileage Reimb/SANBAG Only	1,895	3,097	3,375
Office Expense	250	250	250
Printing – Internal Only	0	0	500
Printing – Miscellaneous	10,000	5,000	40,000
Postage	250	150	500
Professional Services	128,500	94,741	602,360
Training/Membership	2,000	2,000	2,000
Travel – Air	1,000	2,850	3,250
Travel – Other	450	3,250	3,250
Total New Budget	**$0**	**$0**	**$868,345**
Total Actual/Planned Budget	**$345,026**	**$298,884**	**$868,345**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 40608000-B INLAND EMPIRE COMMUTER SERVICES

OBJECTIVE: To reduce congestion, increase mobility, and improve air quality in San Bernardino County by assisting county employers and commuters in the promotion of the modes of carpooling, vanpooling, buspooling, bus transit, rail transit, bicycling, walking, and telecommuting.

ACCOMPLISHMENTS: SANBAG has been directly involved in assisting county commuters in trip reduction since the 1970's. In 1990, State funding of Rideshare programs began to decline and SANBAG began playing an important role in efforts to maintain a consistent level of trip reduction assistance and assuring that programs are continued within the County, by maintaining relationships with county employers. This role was expanded in Fiscal Year 1996/1997 with the implementation of Senate Bill (SB) 836, by promoting ridesharing to employers with less than 250 employees. The SB 836 program concluded in 2002 and those programs have been incorporated into the ongoing rideshare programs. During FY 2004/2005, SANBAG participated in the deployment of a regional commuter assistance website, www.commutesmart.info and began working with regional partners toward the implementation of a regional 511 system.

DESCRIPTION: This task consists of commuter assistance strategies, which are implemented through a contract with RCTC. Services provided include assistance to over 285 regulated and non-regulated employers in the development and implementation of trip reduction programs, developing/deploying survey tools, distribution of RideGuides, technical assistance/analysis and assistance/analysis of the impact of air quality regulations on employer programs. This role was expanded in Fiscal Year 1997/98 with the additional responsibility of funding and providing assistance to San Bernardino County employers whose headquarters are located within the County, but worksites are in the four county region.

WORK ELEMENTS:

1. Contract with RCTC for the implementation of commuter services programs.

2. Implementation of commuter assistance programs to regulated and non-regulated employer worksites in San Bernardino County, to assist in the development and implementation of trip reduction programs.

3. Provide assistance to several multi-site/multi-jurisdictional headquarters located in San Bernardino County representing worksites located in San Bernardino, Riverside, as well as Los Angeles and Orange Counties.

4. As needed, update survey tools, instruments, and RideGuide material. Processing surveys to San Bernardino County employers, resulting in the dissemination of RideGuides to San Bernardino County commuters.

5. Work with regulated employers on Average Vehicle Ridership (AVR) surveys and calculations.

6. Maintain an accurate regional database of commuter registrants.

7. As required, provide technical assistance/analysis of the impact of air quality regulations on employer programs.

8. Market trip reduction programs, which includes updating marketing materials and disseminating to employers.

9. Develop and implement promotional marketing campaigns at San Bernardino County employer worksites, regional Employee Transportation Coordinator (ETC) and employee representative network meetings, fax broadcast, and other activities recognizing the work of the employer representatives/ETCs.

PRODUCT: Monthly reports from consultants identifying quantifiable results of the programs towards the achievement of trip reduction objectives. Implement promotional marketing campaigns during the year. Sponsor regional networking meetings and other workshops/events with employer representatives throughout the year. Provide periodic Board updates and reports relative to reducing congestion and improving air quality in the two air basins.

FUNDING SOURCES:		
	$377,669	Congestion Mitigation/Air Quality Funding
	$ 48,931	Measure I Valley Traffic Management and Environmental Enhancement Fund
	$426,600	TOTAL NEW BUDGET
	$ 0	Total Anticipated Encumbrances on 06/30/07
	$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Michelle Kirkhoff

TASK NO. 40608000-B INLAND EMPIRE COMMUTER SERVICES
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Inland Empire Commuter Svcs	278,321	331,400	426,600
Total New Budget	**$0**	**$0**	**$426,600**
Total Actual/Planned Budget	**$278,321**	**$331,400**	**$426,600**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 40608000-C RIDESHARE INCENTIVE PROGRAMS

OBJECTIVE: To reduce congestion, increase mobility, and improve air quality in San Bernardino County through the provision of direct incentives to county residents, promoting the modes of carpooling, vanpooling, buspooling, bus transit, rail transit, bicycling, walking, and telecommuting.

ACCOMPLISHMENTS: SANBAG has been directly involved in assisting county commuters in trip reduction since the 1970's. In 1990, State funding of Rideshare programs began to decline and SANBAG began playing an important role in efforts to maintain a consistent level of trip reduction assistance and assuring that programs are continued within the County. The program, which provides direct incentives to commuters (Option Rideshare), has been funded by SANBAG since Fiscal Year 1993/1994. SANBAG has also played a key role in Fiscal Year 1996/1997 with the implementation of Senate Bill (SB) 836, which was overseen by the Regional Transportation Agencies Coalition (RTAC). This one-time demonstration program concluded at the end of 2002 and has since then been rolled into the current SANBAG incentive programs. In 1997, SANBAG implemented Team Ride, which is a reward program for long-term ridesharing commuters. Team Ride was enhanced and modified in 2004 (called RidesharePlus), with website access and a new reward program with over 500 offerings to its participants.

DESCRIPTION: This task consists of trip reduction strategies implemented through a contract with the Riverside County Transportation Commission (RCTC). Continue providing the San Bernardino County incentive program, known as Option Rideshare, which provides a three-month direct incentive to residents who commute to worksites in San Bernardino or Riverside Counties, and who currently drive alone and switch to a rideshare mode. Provide the Team Ride/RidesharePlus reward program to long-term ridesharing commuters. Continue with implementing the Option Rideshare Out of County incentive and reward program for San Bernardino commuters who commute to Riverside, Los Angeles or Orange County. Under this task, all employees at any size worksite (including worksites in the Desert and Valley areas) are eligible for both the incentive and reward programs. This task also includes an incentive for vanpool startups, that is structured slightly different than the $2 a day incentive.

WORK ELEMENTS:

1. Contract with RCTC for the implementation and administration of the San Bernardino County Incentive Program.

2. Implementation of the Option Rideshare incentive program for residents who live in San Bernardino county.

3. Outreach to employers within Southern California to solicit participation in both the Option Rideshare and Team Ride/Rideshare Plus Programs.

4. Program tracking and reporting, to determine the effectiveness of the program.

PRODUCT: **Monthly reports from consultants identifying quantifiable results of the programs towards the achievement of trip reduction objectives. Provide periodic updates and reports to the SANBAG Board relative to reducing congestion and improving air quality in the two air basins.**

FUNDING SOURCES:	**$555,172**	**Congestion Mitigation/Air Quality Fund**
	$ 71,928	**Measure I Valley Traffic Management and Environmental Enhancement Fund**
	$627,100	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: **Michelle Kirkhoff**

TASK NO: 40608000-C RIDESHARE INCENTIVE PROGRAMS
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Option Rideshare	384,851	344,000	470,600
Team Rideshare	210,227	183,600	156,500
Total New Budget	**$0**	**$0**	**$627,100**
Total Actual/Planned Budget	**$595,078**	**$527,600**	**$627,100**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 40608000-D REGIONAL RIDESHARE PROGRAMS

OBJECTIVE: To reduce congestion, increase mobility and improve air quality in San Bernardino County by disseminating RideGuides, marketing materials and information directly to county residents, which promote the modes of carpooling, vanpooling, bus transit, rail transit, bicycling, walking and telecommuting.

ACCOMPLISHMENTS: SANBAG has been directly involved in assisting county commuters through the implementation of a variety of trip reduction programs since the 1970's. In Fiscal Year 1996/1997, Caltrans ceased its funding assistance to SCAG Rideshare for the provision of producing and disseminating RideGuides, database management, and other core services. SCAG Rideshare provided these services through other creative funding sources provided by the State, primarily Transportation Systems Management (TSM) funding. From Fiscal Year 1995/96 to Fiscal Year 2001/2002, SANBAG funded core rideshare services through a contractual mechanism with SCAG. In Fiscal Year 2001/2002, SANBAG and its local services contractor, the Riverside County Transportation Commission (RCTC), went out to bid to solicit new software so that core rideshare services can be provided through the SANBAG contract with RCTC. Since Fiscal Year 2002/2003, SANBAG has managed and implemented all core rideshare services in-house, with the tasks being overseen by RCTC. During this transitional process, the County Transportation Commissions (CTCs) have created a regional database of commuter information, and have made the continual coordination of the rideshare programs a high priority. In Fiscal Year 2004/2005, a new regional website was introduced, www.CommuteSmart.info, which provides one stop shopping for transportation services, for both the commuter and employers.

DESCRIPTION: Since 2003/2004, RCTC has contractual agreements with the four CTCs throughout the region, for the provision and maintenance of a regional rideshare database. Regional services provided through RCTC will include the maintenance of a regionwide database, disseminating RideGuides to commuters, producing average vehicle rideshare (AVR) reports and statistics via paper or on line, providing teleservices, maintenance and upgrade of the regional on-line database and www.CommuteSmart.info. Products will continue to be improved and updated, in response to the ever changing commuter market and changing technology. One time special projects, such as one time surveys and soliciting Park'N'Ride lots for lease, is also included in this activity. Funds have also been budgeted to accommodate increased Information Services activities as a result of when the regional 511 program is implemented.

WORK ELEMENTS:

1. Contract with RCTC for the delivery of these services.

2. Process surveys from San Bernardino County employers, which generate RideGuides for the purpose of placing commuters into a rideshare mode.

3. Respond to inquiries/calls from San Bernardino County commuters via 511 (when implemented), 1-866-RIDESHARE, 1-800-COMMUTE, direct referrals, www.commutesmart.info and the 511 website (when implemented).

4. Maintain an accurate database of San Bernardino County commuter registrants.

5. On a regional level, work with the CTCs to produce and distribute outreach and informational materials, through the regional website www.CommuteSmart.Info, as well as other materials directly to Employee Transportation Coordinators located throughout Southern California.

6. Develop materials and press releases for region-wide Rideshare Week activities, including a luncheon targeted towards the media. Produce and disseminate other regional marketing materials, in coordination with other CTCs.

7. Program tracking and reporting to determine the effectiveness of the program, which may also include one time survey and focus groups to determine program effectiveness.

8. Provide services for employers to process AVR surveys and calculations.

9. Solicit public/private interest to lease their parking, for PNR spaces, through the RCTC contract and contract staff. Market new PNRs to employers/commuters.

PRODUCT: Quarterly reports from all vendors, identifying quantifiable results of the programs towards the achievement of trip reduction objectives. Provide periodic Board updates and reports relative to reducing congestion and improving air quality in the two air basins and the regional transportation system.

FUNDING SOURCES:	$246,999	Congestion Mitigation/Air Quality Fund
	$ 32,001	Measure I Valley Traffic Management and Environmental Enhancement Fund
	$279,000	TOTAL NEW BUDGET
	$ 0	Total Anticipated Encumbrances on 06/30/07
	$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Michelle Kirkhoff

TASK NO. 40608000-D RIDESHARE MANAGEMENT / REGIONAL MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Information Services	0	50,400	67,400
Regional Ridematch Database	0	46,000	56,800
Ridematch	287,596	85,600	86,300
Special Projects	0	107,500	68,500
Total New Budget	**$0**	**$0**	**$279,000**
Total Actual/Planned Budget	**$287,596**	**$289,500**	**$279,000**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 40908000 DATA DEVELOPMENT & MANAGEMENT

OBJECTIVE: Using Geographic Information Systems (GIS) and other tools, coordinate and assist in development, maintenance, and distribution of data sets needed by SANBAG, member agencies, and the Southern California Association of Governments (SCAG) to conduct regional and subregional analysis.

ACCOMPLISHMENTS: SANBAG's Data Management Office (DMO) worked with its member jurisdictions and specialized agencies at the State, regional and subregional level to develop and maintain a Regional Planning Base designed to support regional and cooperative planning in San Bernardino County. During Fiscal Year 2004/2005, staff developed or updated the following data sets:

Revised Growth Forecasts for 2005, 2010, 2015, 2020 and 2025
General Plan Coverage
Circulation Element Coverage
Existing Land Use (2000)
Regional Transportation Improvement Program Coverage
Congestion Management Program Mitigation Coverage
Densified Model Network Coverage for TAZ Restructuring
Proposed Functional Classification Coverage
Grade Crossing Coverage
Geographical Constraints and Availabilities Coverage
Expenditure Plan Coverage
Countywide Bus Route Coverage
Non-Motorized Transportation Plan Coverage
Measure I Arterial (Mtn./Desert)
Call Box Database (SAFE)

In addition to working closely with other agencies to generate these data sets, staff also participated in or hosted forums to assist in the development of data needed to support regional and cooperative planning within San Bernardino County including: SCAG's Data Management Task Force; SCAG's Forecasting Technical Task Force; and SANBAG's Data/GIS Users Group. The Data Management Office also maintains and operates an external website (http://maps.sanbag.ca.gov) that brings mapping functionality and an online GIS data catalog to our local jurisdictions and GIS community.

DESCRIPTION: Develop and update SANBAG's Regional Planning Base by upgrading existing data sets and by creating those that are not available from other sources. In addition, maintain data in GIS format needed to support monitoring, planning, and programming functions at the regional, subregional and local level. Work also includes identification and evaluation of available data sources, negotiations to secure data sets for SANBAG and local government use, and maintenance of the DMO network. This task provides for a contribution from SANBAG for use of the County Street Centerline File for use by all jurisdictions to which regional data can be registered The Professional Services

line item in the budget funds the intern program responsible for data compilation and analysis.

WORK ELEMENTS:

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

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

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

4. Assist SANBAG staff in the collection, management, and dissemination of data in support of SANBAG's programs.

PRODUCT: GIS analytical products such as maps, displays, and specialized software applications to support technical and policy-level activities at SANBAG. Task also includes specialized data management assistance to local jurisdictions as needed to participate in regional plan and program review.

FUNDING SOURCES:	**$ 89,883**	**Local Transportation Fund - Planning**
	$ 89,882	**Measure I Valley Traffic Management and Environmental Enhancement Fund**
	$179,765	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Ty Schuiling

TASK NO. 40908000 Data Development & Management
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	30,814	34,342	37,339
Extra Help	8,356	20,400	7,360
Fringe Allocation	25,435	25,674	26,425
Indirect Allocation	66,278	56,211	57,241
Consulting Fees	0	1,000	1,000
Contributions/Other Agencies	0	65,000	0
Fixed Assets	2,087	0	0
Maintenance of Equipment	4,434	7,000	5,000
Meeting Expense	0	100	200
Mileage Reimb/SANBAG Only	473	500	1,000
Office Expense	261	500	500
Postage	1	100	100
Printing – Internal Only	0	0	100
Printing – Miscellaneous	0	800	500
Software	25,358	37,000	37,000
Training/Membership	114	2,000	2,000
Travel – Air	0	0	400
Travel – Other	2,286	3,600	3,600
Total New Budget	**$0**	**$0**	**$179,765**
Total Actual/Planned Budget	**$165,897**	**$254,227**	**$179,765**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 41008000 NON-MOTORIZED TRANSPORTATION PLAN

OBJECTIVE: The Non-Motorized Transportation Plan is intended to provide information on existing and planned bicycle facilities which establishes a back bone non-motorized infrastructure for San Bernardino County. The plan was developed to assist and enable the local agencies to qualify for Bicycle Transportation Account funding administered by Caltrans Department of Local Assistance. The county non-motorized plan is also used in the allocation of Article 3, Local Transportation Funding administered by SANBAG which helps establish local agencies priorities for non-motorized projects.

ACCOMPLISHMENTS: SANBAG staff developed a Non-Motorized Transportation Plan that was adopted by the SANBAG Board in June of 2001. Since its adoption, over half of our member agencies have been able to apply for Bicycle Transportation Account funds and approximately $2 million of Article 3, Local Transportation Funds.

DESCRIPTION: The Bicycle Transportation Account Program requires that a Bicycle Plan be updated or revisited every five years to ensure the most accurate data is reflected in the non-motorized plan. The Non-Motorized Plan assists in the funding efforts of non-motorized type projects that typically do not score well in other federal funding applications in the transportation arena.

WORK ELEMENTS

1. Incorporate findings of the countywide Non-Motorized Transportation Plan to identify and advance project level planning, State program funding eligibility, and use of the non-motorized transportation system. The state Bicycle Transportation Account Program requires Non-Motorized Plans be updated every four years for fund eligibility. SANBAG Staff will be gathering data from the local jurisdictions to update the existing plan to ensure funding eligibility for its member agencies.

FUNDING SOURCES:	**$ 6,349**	**Local Transportation Fund – Planning**
	$ 6,349	**Measure I Valley Traffic Management and Environmental Enhancement Fund**
	$12,698	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Ty Schuiling

TASK NO. 41008000 Non-Motorized Transportation Plan
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	972	4,573	3,218
Fringe Allocation	803	3,419	2,277
Indirect Allocation	2,092	7,485	4,933
Meeting Expense	0	0	100
Postage	0	300	0
Printing – Internal Only	0	0	2,000
Printing – Miscellaneous	1,275	2,000	0
Travel – Air	0	0	120
Travel – Other	0	0	50
Total New Budget	**$0**	**$0**	**$12,698**
Total Actual/Planned Budget	**$5,142**	**$17,777**	**$12,698**

TASK: 49008000 COUNCIL OF GOVERNMENTS NEW INITIATIVES

OBJECTIVE: To serve as a depository for SANBAG membership dues which have been reserved for new initiatives related to Council of Governments activities.

ACCOMPLISHMENTS: This task was created in 1999/2000 to develop a reserve of funds which could be allocated to new initiatives approved by the SANBAG Board of Directors. Since creation of this task, funds have been allocated for exploration of e-Government strategies and analysis of the impacts of electrical power industry on local governments.

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

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

Prior to 1999/2000, the SANBAG dues were $28,654 and were unchanged since 1978. During that period the dues were actually $9,546 less than the original dues assessment of $38,200 established in 1976.

In FY 2007/2008, $28,654 of the general assessment dues has been budgeted in Task No. 10408000, Intergovernmental Relations, as established by the Board of Directors. The remaining amount of dues collected is budgeted in this task. In FY 2006/2007 the Board of Directors appointed a committee to review SANBAG's activities as a Council of Governments. Funding in this task will be available to support new Council of Governments activities as approved by the Board.

WORK ELEMENTS:

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

FUNDING SOURCES:	**$279,843**	**Local Funds – Carry Over FY 2006/07**
	$ 65,083	**Local Funds – FY 2006/07 Additional Increment of General Membership Dues**
	$344,926	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved prior to FY 2007/2008**

MANAGER: Deborah Robinson Barmack

TASK NO. 49008000 Council of Governments New Initiatives
MANAGER: Deborah Robinson Barmack

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Contributions/Other Agencies	223,411	279,843	344,926
Total New Budget	**$0**	**$0**	**$344,926**
Total Actual/Planned Budget	**$223,411**	**$279,843**	**$344,926**

TASK: 50008000 TRANSPORTATION IMPROVEMENT PROGRAM

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

ACCOMPLISHMENTS: This work effort, performed by SANBAG since 1976, has resulted in numerous approved RTIPs that facilitated development of regionally significant projects, air quality conformity findings, and obligation of Federal funds.

DESCRIPTION: Conduct all activities associated with preparation of the County Transportation Improvement Program (TIP), submit projects from the County TIP for inclusion in the Regional Transportation Improvement Program (RTIP) and the State Transportation Improvement Program (STIP), and assist as necessary in the development of the State Fund Estimate.

WORK ELEMENTS:

1. Identify candidate projects for inclusion into the RTIP from the Congestion Management Program Capital Improvement Program (CMP CIP), the Comprehensive Transportation Plan (CTP), local agencies, and Caltrans; prepare and provide standard application formats and procedures for proponents of candidate RTIP projects. Review local candidate project submittals for accuracy, proper detail and eligibility for respective programs, enter candidate projects into regional data base (TRANTRAK) and upload completed information to SCAG and to Caltrans Headquarters; prepare financial plan for San Bernardino County project submittals; work with SCAG, Caltrans District 8, and Caltrans Headquarters to ensure that candidate RTIP projects meet eligibility requirements, including fiscal constraint. Prepare timely implementation reports on projects identified in the RTIP as Transportation Control Measures for air quality conformity purposes. Track implementation of all projects in adopted RTIP, with particular focus on obligation deadlines for projects funded with Federal dollars. As needed, lobby for inclusion of projects of benefit to San Bernardino County, and testify on behalf of local agencies during RTIP hearings.

2. Working from estimates of Regional Share allocations, prepare recommendations for project funding from the STIP to be considered by the SANBAG Board of Directors; meet and confer with California Transportation Commission staff and Commissioners to advocate for STIP funding of key projects through the Regional and Interregional Programs as appropriate; assist in coordination of intercounty projects during the development of STIP candidate project recommendations; and assist in development of legislative support for candidate projects.

3. Accept and administer amendments to the RTIP, review amendment requests for eligibility and completeness, transmit amendment requests to the SANBAG Board for approval, prepare and transmit RTIP amendment requests to SCAG, prepare a financial report for each amendment, and track amendment requests through the amendment process.

4. Represent San Bernardino countywide programming interests at the Regional Transportation Planning Agencies' (RTPA) monthly meetings.

5. Respond to inquiries from Board members, agency staff, Caltrans, the press, and the public about the programming status of various transportation projects.

6. Assist in development of database and Geographic Information Systems (GIS) applications to track RTIP, STIP, and CMP CIP projects through the programming process. Coordinate these efforts with SCAG and Caltrans database efforts to ensure coordination and consistency.

PRODUCT: Complete and up-to-date countywide RTIP and STIP submittals from the SANBAG area; inclusion of SANBAG priority projects in the adopted STIP; and effective countywide representation at forums where programming issues are addressed.

FUNDING SOURCES:		
	$105,847	Local Transportation Fund – Planning
	$ 71,198	Measure I – Valley Local Admin
	$ 34,648	Planning, Programming and Monitoring Fund
	$211,693	TOTAL NEW BUDGET
	$ 0	Total Anticipated Encumbrances on 06/30/07
	$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Ty Schuiling

TASK NO. 50008000 Transportation Improvement Program
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	55,472	46,938	63,256
Fringe Allocation	45,789	35,091	44,766
Indirect Allocation	119,316	76,828	96,971
Meeting Expense	0	100	1,100
Mileage Reimb/SANBAG Only	1,345	1,300	2,000
Office Expense	292	300	300
Postage	149	200	600
Printing – Internal Only	0	0	600
Printing – Miscellaneous	0	0	100
Training/Membership	0	200	500
Travel – Air	253	500	800
Travel – Other	414	502	700
Total New Budget	**$0**	**$0**	**$211,693**
Total Actual/Planned Budget	**$223,030**	**$161,959**	**$211,693**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 50108000 FEDERAL TRANSIT ACT PROGRAMMING

OBJECTIVE: Ensure timely and effective use of Federal Transit Administration (FTA) funding apportioned to San Bernardino County and seek additional funding from federal transit discretionary funds.

ACCOMPLISHMENTS: Negotiated formulas for allocating FTA Section 5307 funds apportioned to the Los Angeles/Long Beach and San Bernardino/Riverside Urbanized Areas (UZA's) to counties. Evaluated, recommended and programmed projects for receipt of FTA Sections 5310 (Special Needs for Elderly Individuals and Individuals with Disabilities) and 5311(f) (Rural Intercity Bus) funding. Determined the distribution of FTA Section 5311 formula funds to eligible rural transit operators. Monitored Los Angeles/Long Beach, San Bernardino/Riverside and Victorville/Hesperia/Apple Valley UZA Section 5307 (Urban Bus Formula and Fixed Guideway), Los Angeles/Long Beach, San Bernardino/Riverside Section 5309 (Rail Modernization) and County Section 5311 (rural bus formula) apportionments, grant applications and balances. In mid-February President Bush signed the Revised Continuing Appropriations Resolution for the Federal Fiscal Year 2007 (P.L. 110-5). At the time of budget development, actual appropriation amounts are unknown. During Fiscal Year 2006/2007 over $18 million in Section 5307 formula funds and more than $3.3 million in Section 5309 rail modernization funds are expected to be apportioned to urbanized San Bernardino Valley portion of the County, $2.4 million in Section 5307 formula funds are expected to be apportioned to the Victor Valley and $917,800 of Section 5311 formula funds apportioned to rural operators in the County. SANBAG has also coordinated and supported requests for discretionary FTA funding from various transit operators.

During Fiscal Year 2002/2003 the Board adopted a policy that the determination of CMAQ awards for transit projects would be based upon the biennial multi-year plans (SRTP) prepared by the eligible operators. Transit CMAQ awards for Fiscal Year 2007/2008 will require the filing of grants to the FTA.

DESCRIPTION: This project includes determining the distribution of Federal Transit Administration (FTA) Sections 5307, 5309, 5310, 5311 and 5311(f) funds as well as CMAQ funds committed to transit projects. In addition, SAFETEA-LU provides two additional formula-based revenue sources, Sections 5316 (Jobs Access and Reverse Commute) and 5317 (New Freedom Initiatives). Under Task 31908000 SANBAG will be completing the public transit/human services transportation coordination plan that will identify projects to be funded from these new revenues. It includes coordinating requests from the transit operators for additional discretionary funding. The task also includes contracting for Federal Single Audits of the small urban and rural operators.

WORK ELEMENTS:

1. **Prepare annual Section 5311 Program of Projects (POP).**

2. **Provide assistance in preparing Section 5311 grant applications.**

3. Monitor Congressional appropriation of FTA funds and FTA regulation promulgation, including the new Sections 5316 and 5317 funds.

4. Provide assistance to Omnitrans in preparation of Section 5307 POP and grant application.

5. Provide assistance to Victor Valley Transit Service Authority in preparing Section 5307 POP and grant application.

6. Provide assistance to transit operators in preparing CMAQ grant applications.

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

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

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

10. Support operators' requests for discretionary capital funds.

11. Participate on the State 5311(f) program improvement committee.

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

FUNDING SOURCES:		
	$85,810	Local Transportation Fund - Planning
	$85,810	TOTAL NEW BUDGET
	$ 0	Total Anticipated Encumbrances as of 06/30/07
	$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Michael Bair

TASK NO. 50108000 Federal Transit Act Programming
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	6,925	17,418	21,202
Fringe Allocation	5,716	13,022	15,005
Indirect Allocation	14,895	28,510	32,503
Auditing	4,040	50,400	16,800
Meeting Expense	0	50	0
Mileage Reimb/SANBAG Only	192	150	75
Office Expense	64	75	0
Postage	8	25	25
Printing – Internal Only	0	0	50
Printing - Miscellaneous	0	100	0
Travel – Air	0	440	0
Travel - Other	40	150	150
Total New Budget	**$0**	**$0**	**$85,810**
Total Actual/Planned Budget	**$31,880**	**$110,340**	**$85,810**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 50208000 TDA ADMINISTRATION

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

ACCOMPLISHMENTS: In Fiscal Year 1993/94 all TDA administrative functions were transferred from Southern California Association of Governments (SCAG) to SANBAG. Also during Fiscal Year 2002/2003, with the assistance of the Mountain/Desert transit operators and agencies representing the transit dependent, new definitions for "unmet transit needs" and "reasonable to meet" were developed and approved by the Board. The Board annually adopts the definitions when it sets the dates for conducting the unmet transit needs public hearings. During Fiscal Year 2003/2004, Caltrans Headquarters established an advisory committee to address issues and concerns relating to the TDA. SANBAG is one of the eighteen members of the advisory committee. During Fiscal Year 2005/2006 SANBAG issued the biennial call for projects for nearly $4.1 million in LTF for bicycle/pedestrian and transit bus stop access improvement projects. During Fiscal Year 2006/2007 the Board approved a revised apportionment resulting in $89.1 million (including $4.8 million in prior year carryover) in Local Transportation Funds (LTF) being made available for transportation planning, fund administration, pedestrian and bicycle, transit and street improvements. More than $7.4 million in State Transit Assistance Funds (STAF) was allocated to San Bernardino County for transit capital projects during Fiscal Year 2006/2007. The TDA required triennial performance audit of the six transit operators/claimants were completed Fiscal Year 2005/2006. The SANBAG triennial performance audit was completed in Fiscal Year 2006/2007. The next performance audits will be conducted during Fiscal Year 2008/2009. The Board has approved an LTF apportionment estimate of $88.1 million for Fiscal Year 2007/2008. The State Controller's estimate of STAF allocated to San Bernardino County in Fiscal Year 2007/2008 is $24 million and includes $17.5 million from Proposition 1B.

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

WORK ELEMENTS:

1. For Fiscal Year ending June 30, 2007, prepare State Controller report of LTF and STAF, coordinate with SANBAG auditor for audit of LTF and STAF funds and monitor contract auditor work and final product for TDA claimants.

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

3. Obtain SANBAG Board approval of STAF Allocation Resolutions.

4. Maintain TDA monitoring systems which includes for 1) the LTF: a monthly tracking of Board of Equalization (BOE) receipts versus estimates; prepare allocation and disbursement instructions; monitor quarterly interest earnings and monthly cash balances, determine status of transit capital allocations, bicycle/pedestrian awards and curb cut and bus stop access set aside funds, unpaid allocations and unallocated apportionments and 2) the STAF: a quarterly tracking of receipts versus estimates, allocations and disbursements, interest earnings, cash balances, as well as status of operator and regional allocation amounts from the State.

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

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

7. Prepare a revised LTF estimate and apportionments for Fiscal Year 2007/2008 if needed and prepare the LTF estimate and apportionments for Fiscal Year 2008/2009 for Board approval.

8. Coordinate with contract auditor the conducting of fiscal and compliance audit of all claimants receiving TDA funds during Fiscal Year 2006/2007. Review all draft audits for accuracy.

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

PRODUCT: Fulfill statutory responsibility to allocate and disburse TDA funds.

FUNDING SOURCES:		
	$350,000	Local Transportation Fund - Administration
	$350,000	TOTAL NEW BUDGET
	$ 0	Total Anticipated Encumbrances as of 06/30/07
	$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Michael Bair

TASK NO. 50208000 TDA Administration
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	36,040	48,593	41,024
Fringe Allocation	29,749	36,328	29,033
Indirect Allocation	77,520	79,537	62,890
Auditing	58,710	106,605	205,070
Consulting Fees	76,906	38,750	0
Meeting Expense	1,918	4,000	1,500
Mileage Reimb/SANBAG Only	442	600	400
Office Expense	404	650	0
Postage	583	450	500
Printing – Internal Only	0	0	700
Printing – Miscellaneous	148	0	1,500
Professional Services	94	1,650	2,500
Travel – Air	217	1,800	3,280
Travel – Other	107	392	1,603
Total New Budget	**$0**	**$0**	**$350,000**
Total Actual/Planned Budget	**$282,838.00**	**$319,855**	**$350,000**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 50308000 LEGISLATION

OBJECTIVE: Advocate the funding, legislative, and administrative processes which provide for local decision-making relative to transportation priorities and the ability to deliver transportation projects in an economical and timely manner through participation in state and federal legislative and regulatory processes.

ACCOMPLISHMENTS: The San Bernardino Associated Governments (SANBAG) continues to successfully advocate for transportation issues in San Bernardino and the Inland Empire. In effort to reinforce the transportation-related needs in the Inland Empire, SANBAG renewed its contracts for state and federal legislative advocacy services in Sacramento and Washington, D.C. For advocacy services in Sacramento, SANBAG extended its contract with Smith, Watts & Co., which merged with California Strategies. The contract for advocacy services in Washington, D.C. was granted to Van Scoyoc Associates. Unlike past contracts for advocacy services, these contracts are held solely between SANBAG and the advocacy firm.

At the state level, a major accomplishment of the Legislative Program was the passage of Proposition 1B, a $19.9 billion bond for transportation infrastructure projects throughout the state. While many most of the Proposition 1B monies provides funding for existing transportation accounts, two new accounts created the largest amount of discretionary funds for transportation in nearly a decade. These accounts include the $4.5 billion Corridor Mobility Improvement Account (CMIA) and the $2 billion Trade Corridor Improvement Fund. SANBAG continues to work with the Legislature, the California Transportation Commission and Caltrans District 8 to acquire bond monies for qualifying projects.

SANBAG also sponsored Assembly Bill (AB) 2604 (Emmerson, 2005), which would authorize the use of a design-build procurement process for the I-10/Tippiecanoe Interchange project. The legislation was narrowly defeated in Assembly Transportation. This year, Emmerson has introduced AB 1373 to address the same issue, but altered the proposed legislation to include design-build authority for projects that might improve highway access to emergency medical services.

Lastly, SANBAG is sponsoring Senate Concurrent Resolution 16, to name the Route 30/Interstate 215 interchange in honor of Gary Moon, former SANBAG director of freeway construction.

In Washington, D.C., SANBAG worked hand-in-hand with Congressional representatives with the federal appropriations process. For FY2007, a year-long Continuing Resolution prevented earmarks, however, SANBAG is monitoring potential opportunities to acquire funding through the Federal Transportation Administration. For FY2008, extensive research was completed to assess the amount of available discretionary funds and reviewed guidelines released for federal earmark reforms. At this time, SANBAG has successfully submitted requests for 9 highway and transit projects equaling $34.2 million.

In reviewing staffing needs, it is crucial to hire one additional staff person to monitor and analyze state and federal legislation and effectively produce briefing materials for board members. In terms of preparing for the upcoming federal transportation reauthorization bill, an additional staff person will provide additional support to successfully play a key role in this process.

DESCRIPTION: This program has three components; 1) monitoring state and federal legislation; 2) providing written information to the Board and recommending SANBAG positions on legislation to implement the Board's goals; and 3) creating legislative proposals, sponsoring and directly advocating legislation to carry out SANBAG legislative and administrative advocacy programs.

This budget contains staff expense costs for SANBAG's Executive Director, Director of Intergovernmental and Legislative Affairs, and a staff analyst position and staff support position. The task budget contains funding for two professional services contractors, representing the agency in Sacramento and Washington, D.C. Additional provisions of this budget also entail the cost for a regularly schedule board advocacy trip to Washington, D.C. and an annual SANBAG-sponsored trip for D.C. staffers to visit SANBAG.

WORK ELEMENTS:

1. Manage contracts and coordinate activity of SANBAG Sacramento and Washington, D.C. legislative advocacy firms.

a. Up to eight annual trips to Washington, D.C. along with quarterly Federal presentations to the governing board. The number of trips also includes trips taken by the executive director for the purpose of advocating for legislation.

b. Two Sacramento trips monthly.

c. Coordinate three trips per year for advocates to attend SANBAG board meetings.

2. Convening periodic meetings with state, federal and local government legislative staff members, including hosting federal staff for an annual full day briefing and tour of projects.

a. Federal staff briefing, mid-January, second or third Friday.
b. Four state legislative staff (including one with Sacramento staff) issues briefings--lunch meetings.
c. SANBAG advocacy trip in D.C. for up to six board members

3. Coordinate legislative strategies and positions with member agencies of the Southern California Legislative Roundtable, League of Cities, the California Transit Association, California Council of Governments (CALCOG), and state and federal legislators.

4. Preparation of legislative matrixes of key bills, written attachments and oral presentations to the SANBAG and appropriate SANBAG Committees.

5. Direct contact with legislative offices providing information on adopted SANBAG legislative positions.

6. To serve as a resource to legislative offices to provide regional information concerning the impact of proposed legislative proposals and ballot initiatives on the region.

7. To advocate for transportation-related issues under consideration in the state Legislature and Congress. Advocacy efforts include regular trips to Sacramento and Washington, D.C.

PRODUCTS: Products of this work element include enhanced knowledge of state and federal transportation issues by the SANBAG Board, as well as fiscal and regulatory benefits accruing from the passage of SANBAG sponsored legislation. Through the new Fiscal Year 2007/08 SANBAG legislative program, actions will be taken to seek federal earmarks, improve funding at the state and federal level, and solicit legislator support.

FUNDING SOURCES:		
	$328,405	Measure I Valley Administration Fund
	$ 50,000	Measure I Valley Major Projects Fund
	$ 33,585	Measure I Mountain/Desert Administration Fund
	$411,990	TOTAL NEW BUDGET
	$ 0	Total Anticipated Encumbrances on 06/30/07
	$ 0	Unbudgeted Obligations for Contracts Approved Prior to FY 2007/2008

MANAGER: Jennifer Franco

TASK NO. 50308000 Legislation
MANAGER: Jennifer Franco

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	41,954	57,077	69,982
Fringe Allocation	34,630	42,671	49,526
Indirect Allocation	90,239	93,424	107,282
Communications	20	1,000	1,000
Meeting Expense	4,478	2,850	3,500
Mileage Reimb/SANBAG Only	186	500	500
Office Expense	256	500	500
Postage	59	500	500
Printing – Internal Only	0	0	500
Printing - Miscellaneous	0	200	200
Professional Services	252,541	255,000	154,500
Subscriptions	3,231	5,000	5,000
Training/Membership	0	500	1,000
Travel - Other	3,391	5,000	6,000
Travel - Air	2,661	11,000	12,000
Total New Budget	**$0**	**$0**	**$411,990**
Total Actual/Planned Budget	**$433,646**	**$475,222**	**$411,990**

TASK: 50408000 MEASURE I ADMINISTRATION - VALLEY

OBJECTIVE: To administer the Valley Cities' Local Pass-Through Funds including: 1) the distribution of funds; 2) processing the checks; 3) updating population and tax collection information; and 4) annual performance audits.

ACCOMPLISHMENTS: SANBAG has successfully administered the Measure I Program since its inception in 1989.

DESCRIPTION: Conduct the administrative functions necessary to carry out the Valley Measure I Program as authorized by Public Utilities Code Section 180105 and Ordinance 89-01 of the San Bernardino County Transportation Authority, including distribution of Measure I revenue among the various program categories, audit of financial transactions, and technical assistance to local representatives in developing capital improvement programs. This task contains funding for independent auditors to audit recipients of Valley Measure I Local Pass-Through Funds.

WORK ELEMENTS:

1. Monthly, after receipt of check from Board of Equalization (BOE), run the Measure I distribution program.

2. Monthly, produce checks making necessary adjustments to distribution program amounts due to Debt Service funds held by The Bank of New York Trust Company and overpayments/underpayments due to population or sales tax collection updates.

3. Annually, make population estimate adjustments to the distribution programs based on information received from the Department of Finance.

4. Annually, contract with an audit firm to conduct financial and compliance audits of cities and the County.

5. Annually, review findings of audit firm prior to finalizing audit reports.

6. Annually, pay audit firm for services.

7. Prepare guidance on adoption of the Five Year Capital Improvement Programs and Twenty Year Transportation Plan, with financial forecasts.

8. Compile and maintain the Five Year Capital Improvement Programs and Twenty Year Transportation Plans for expenditure of Measure I funds.

9. Maintain contact and relationship with Board of Equalization to perform functions incident to the administration and operation of the tax collection program.

10. Develop and refine policies specific to Measure I Program.

PRODUCT: Monthly checks and audit reports.

FUNDING SOURCES:	**$208,748**	**Measure I Valley Administration Fund**
	$208,748	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Terrence McGuire

TASK NO. 50408000 Measure I Administration - Valley
MANAGER: Terrence McGuire

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	9,777	23,587	19,841
Fringe Allocation	8,070	17,634	14,041
Indirect Allocation	21,030	38,608	30,416
Auditing	21,980	51,685	60,000
Commissioners Fees	20,800	22,800	22,800
Meeting Expense	0	1,000	1,200
Mileage Reimb/SANBAG Only	0	100	150
Office Expense	10	100	150
Postage	62	100	150
Professional Services	22,815	100,000	60,000
Total New Budget	**$0**	**$0**	**$208,748**
Total Actual/Planned Budget	**$104,544**	**$255,614**	**$208,748**

TASK: 50508000 MEASURE I ADMINISTRATION - MOUNTAIN/DESERT GENERAL

OBJECTIVE: To provide necessary administrative services to: 1) distribute Measure I funds to local jurisdictions; 2) facilitate expenditure of Measure I revenues as detailed in the Mountain-Desert Expenditure Plan; 3) provide assistance to local jurisdictions in meeting the objectives of the Measure; and 4) report on funding and program activities related to all Mountain and Desert subareas.

ACCOMPLISHMENTS: Basic procedures for administrative responsibilities and assistance to jurisdictions in completing local plans were established during the first years of the program. Development of plans, annual reports, auditing and revenue distribution have been performed on an on-going basis. Measure I guidelines were modified in 1997/1998 to provide categorical expenditures, clarify Five Year Plan requirements, and adopt specific findings related to eligible projects. Guidelines were modified again in 2002/2003 relative to Elderly and Handicapped Expenditures.

Maps of Regional/Arterial Networks of roadways were adopted in 1992/1993. Modifications were adopted in 1995 (Victor Valley). All subarea maps were updated in June 2003. In 1992, the City of Big Bear Lake and County of San Bernardino participated in bonding of Measure I funds for Highway 18 utility undergrounding. The Town of Yucca Valley participated in the 1993 bond issuance for local street improvements; and the City of Barstow participated in the 1996 bond issuance for construction of Lenwood Interchange at I-15.

DESCRIPTION: Conduct any and all administrative functions necessary to carry out the Mountain/Desert Measure I program as authorized by Public Utilities Code Section 180105 and Ordinance 89-1 of the San Bernardino County Transportation Authority, including distribution of local pass-through revenue, development of the annual budget, audit of financial transactions, and assistance to local representatives in developing capital improvement programs and regional/arterial road networks.

Since 2003/2004, all of the Mountain/Desert Measure I administrative functions have been consolidated into one Task No. 50507000, as recommended by the Mountain/Desert Committee in 2001/2002. Before that time, budgeting was separated into five sub-tasks for each Measure I subarea.

This task provides for a professional services contractor related to analysis of State Board of Equalization data. The County of San Bernardino shares in the cost of this contract.
WORK ELEMENTS:

1. Quarterly review of professional services contractor products relative to subarea point of generation data.

2. In cooperation with San Bernardino County, develop annual Mountain/Desert population estimates for adoption.

3. Select an independent auditor to perform Measure I financial and compliance audits of Mountain/Desert jurisdictions and prepare annual audit report.

4. In cooperation with local jurisdictions, maintain and prepare for adoption of the maps of arterial/regional network of roadways in each Measure I subarea.

5. Prepare guidance relative to adoption of Five Year Capital Improvement Programs and Twenty Year Transportation Plans, with a financial forecast and prepare annual report.

6. Provide administrative functions relative to Mountain/Desert Measure I program, including monthly Mountain/Desert disbursements, update population estimates and point of generation data.

7. Administer debt service activities for jurisdictions participating in bonding programs.

PRODUCT: The product of this work effort will be: 1) efficient administration of Mountain/Desert Measure I programs which expeditiously distributes funds to jurisdictions, while meeting the objectives and requirements of Measure I; 2) the 2005/2010 Five Year Capital Improvement Plans of Mountain-Desert jurisdictions; and 3) Summary Audit Report of Measure I Local Pass-Through Funds in the Mountain/Desert for Fiscal Year 2005/2006.

FUNDING SOURCES:		
	$158,611	Measure I Mountain/Desert Administration Fund
	$158,611	TOTAL NEW BUDGET
	$ 0	Total Anticipated Encumbrances on 06/30/07
	$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Deborah Robinson Barmack

TASK NO. 50508000 Measure I Administration - Mountain/Desert General
MANAGER: Deborah Robinson Barmack

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	9,928	23,861	25,430
Fringe Allocation	8,195	17,838	17,997
Indirect Allocation	21,355	39,055	38,984
Auditing	22,860	35,725	40,000
Commissioners Fees	9,100	12,000	12,000
Mileage Reimb/SANBAG Only	500	500	500
Office Expense	531	2,000	2,000
Postage	124	200	200
Professional Services	20,047	21,500	21,500
Total New Budget	**$0**	**$0**	**$158,611**
Total Actual/Planned Budget	**$92,140**	**$152,679**	**$158,611**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 50608000 LOCAL TRANSPORTATION FUND

OBJECTIVE: To serve as the administrator of the San Bernardino County Local Transportation Fund (LTF) and provide for the distribution of funds to transit agencies and local jurisdictions.

ACCOMPLISHMENTS: As the administrator of the Local Transportation Fund (LTF), SANBAG has annually distributed the funds based on the Board of Director's adopted apportionment and/or revised apportionment and in accordance with the Transportation Development Act (TDA) Statutes and the California Code of Regulations. SANBAG, as the County Transportation Commission, has been responsible for the administration of the fund since Fiscal Year 1993/1994, with the passage of AB 3799.

DESCRIPTION: The Transportation Development Act (TDA), also known as the Mills-Alquist Deddeh Act, authorized the creation of the LTF for transportation purposes. LTF revenues are derived from ¼ cent of the 7.75-cent retail sales tax collected within San Bernardino County. The State Board of Equalization returns the 1/4–cent to the County according to the amount of tax collected. LTF is allocated in a specific priority order, 1) Administration Allocations, sums as are necessary for SANBAG and the County Auditor/Controller to administer the Fund, 2) Planning and Programming Allocations, up to three percent (3%) of the annual revenues for SANBAG and a proportionate share of $1.0 million to SCAG, 3) Pedestrian and Bicycle Allocations, two percent (2%) of the remaining annual revenues, 4) Rail Passenger Service up to area of apportionment, 5) Community Transit Service Allocation up to five percent (5%) of the annual revenue, 6) Public Transportation Allocations up to area of apportionment, 7) Miscellaneous Transportation Allocations, including contract transit service and street and road projects in the Mountain/Desert Region up to area of apportionment. Pursuant to California Code of Regulations Section 6644, prior to March 1st the Commission shall determine and advise all prospective claimants of the amounts of all area apportionments from the fund. In February 2007 the Board approved an apportionment of $88.1 million for Fiscal Year 2007/2008.

WORK ELEMENTS:

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

PRODUCT: Fiscal Accounting.

FUNDING SOURCES:

$71,734,310	**Local Transportation Fund Pass-Through**
$71,734,310	**TOTAL NEW BUDGET**
$47,751,200	**Total Anticipated Encumbrances on 06/30/07**
$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Michael Bair

TASK NO. 50608000 LOCAL TRANSPORTATION FUND
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$47,751,200**
Contributions/Other Agencies			47,751,200
Line Item			
Contributions/Other Agencies	0	82,674,532	71,734,310
Total New Budget	**$0**	**$0**	**$71,734,310**
Total Actual/Planned Budget	**$0**	**$82,674,532**	**$119,485,510**

TASK: 50708000 STATE TRANSIT ASSISTANCE FUND

OBJECTIVE: To serve as the administrator of the San Bernardino County State Transit Assistance Fund (STAF) and provide for the distribution of funds to transit agencies and operators.

ACCOMPLISHMENTS: As the administrator of the State Transit Assistance Fund (STAF), SANBAG has annually allocated funds to transit agencies and operators based on the Board approved Transit Operating and Capital Plans (TOCP) or Short Range Transit Plans (SRTP) and Budgets or amendments thereto from each operator in accordance with the Transportation Development Act (TDA) Statutes and the California Code of Regulations

DESCRIPTION: The State Transit Assistance Fund (STAF) was created under Chapter 161 of the Statutes of 1979 (SB 620) and provides a second source of TDA funding for transportation planning and mass transportation specified by the Legislature. Funds are derived from the statewide sales tax on gasoline and diesel fuel. The money is appropriated to the State Controller by the legislature. Pursuant to Public Utility Code (PUC) Section 99313 50% of the Statewide STAF is allocated to SANBAG based on the ratio of the population of the area under its jurisdiction to the total population of the state. Pursuant to PUC Section 99314 the other 50% is allocated to each of the eligible transit operators, and to SANBAG as a member agency to Southern California Regional Rail Authority (SCRRA) based on the ratio of total fare and local support revenue of all the operators during the prior fiscal year to the total fare and local support revenue of all the operators in the state. STAF funds must be disburse by a resolution adopted by the SANBAG Board and may not be allocated to fund administration or street and road projects. The Governor's proposed budget for Fiscal Year includes an additional $600 million in the Statewide STAF due to revenues being made available from Proposition 1B.

WORK ELEMENTS:

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

PRODUCT: Fiscal Accounting.

FUNDING SOURCES:	**$12,975,000**	**State Transit Assistance Fund Pass-Through**
	$12,975,000	**TOTAL NEW BUDGET**
	$31,365,000	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Michael Bair

TASK NO. 50708000 STATE TRANSIT ASSISTANCE FUND
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$31,365,000**
Contributions/Other Agencies			31,365,000
Line Item			
Contributions/Other Agencies	0	16,910,796	12,975,000
Total New Budget	**$0**	**$0**	**$12,975,000**
Total Actual/Planned Budget	**$0**	**$16,910,796**	**$44,340,000**

TASK: 51308000 MEASURE I VALLEY ELDERLY & DISABLED

OBJECTIVE: To ensure the efficient and effective use of Valley Measure I Elderly & Disabled (E&D) funds.

ACCOMPLISHMENTS: With the assistance of the transit operators and agencies representing seniors and persons with disabilities and the Public and Special Transportation Advisory and Coordinating Council (PASTACC), the policies for the use of Valley Measure I E&D funds was revised and approved by the SANBAG Board in Fiscal Year 2002/2003. In the past grants have been awarded to various entities to support marketing and education as well as capital assistance for transit services for the elderly and persons with disabilities. The majority of these funds are now disbursed to Omnitrans for the fare subsidy program for elderly individuals and individuals with disabilities and operating assistance for the Americans with Disabilities Act complementary paratransit. SANBAG has sponsored up to five scholarships to Valley public and social service transportation agencies to attend the Transit & Paratransit Management Certificate Program conducted by the University of the Pacific twice a year. SANBAG has also contracted with an entity to provide ADA passenger education and complaint mediation.

DESCRIPTION: This project involves the disbursement of Measure I - E&D funding within the Valley. Omnitrans includes this funding source for fare subsidies for seniors and persons with disabilities using transit service and for a direct service subsidy for the operation of the ADA complementary paratransit service. The task also includes payment through a contract for Americans with Disabilities Act (ADA) passenger education and complaint mediation and the provision of up to five scholarships for the University of the Pacific Transit and Paratransit Management Certificate Program.

WORK ELEMENTS:

1. **Monitor performance of Valley Measure I - E&D funding contractor.**
2. **Process payment requests to Omnitrans and contractor.**
3. **Approve up to five scholarship applications for each University of the Pacific Transit and Paratransit Management Certificate Program session.**

PRODUCT: Distribution of Valley Elderly & Disabled money. Quarterly reports of contractor activity.

FUNDING SOURCES:	**$7,050,000**	**Measure I Valley Elderly & Disabled Fund**
	$7,050,000	**TOTAL NEW BUDGET**
	$2,200,400	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Michael Bair

TASK NO. 51308000 Measure I Valley Elderly & Disabled
MANAGER: Michael Bair

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	**$0**	**$0**	**$2,200,400**
Contributions/Other Agencies			2,200,400
Line Item			
Salaries	354	314	0
Fringe Allocation	292	235	0
Indirect Allocation	762	514	0
Contributions/Other Agencies	5,833,182	6,763,508	$7,045,000
Professional Services	5,000	5,000	5,000
Total New Budget	**$0**	**$0**	**$7,050,000**
Total Actual/Planned Budget	**$5,839,590**	**$6,763,571**	**$9,250,400**

TASK: 52608000 SUBREGIONAL TRANSPORTATION MONITORING

OBJECTIVE: Meet State and Federal data collection and monitoring requirements for transportation systems throughout San Bernardino County, and develop transportation system performance data needed to support SANBAG's transportation planning and programming decisions. Maximize coordination among Federal, State, regional and subregional agencies in the coordination of traffic monitoring activities to streamline the data collection process and reduce resource requirements associated with this activity.

ACCOMPLISHMENTS: SANBAG has coordinated traffic census data collection from local agencies and Caltrans for use in regional and subregional transportation monitoring and forecasting efforts, and has also participated in the Highway Performance Monitoring System (HPMS) data collection process for Southern California Association of Governments (SCAG), Caltrans, and the Federal Highway Administration (FHWA). As a leading proponent of a single integrated regional monitoring program, SANBAG participated with other regional, State and Federal agencies in the development of a multi-phased Regional Highway Monitoring System implementation program to serve the SCAG region.

As part of SANBAG's Traffic Monitoring Program, the State Office of Traffic Safety funded the establishment of a Countywide Geographic Information System (GIS) based Collision Records and Analysis System to provide a history of vehicle collisions on the county's arterial network and automated analysis of that data.

DESCRIPTION: Continue to collect data needed to allow determination and tracking of transportation system performance levels. Meet the data needs of the transportation forecasting process, congestion management activities related to the State Congestion Management Program and Federal Congestion Management System/Traffic Monitoring Program, and performance-based transportation planning and programming activities at SANBAG and elsewhere in the region. This task includes implementation through staff and consultant resources, the establishment of a countywide GIS based Collision Records and Analysis System.

WORK ELEMENTS:

1. Participate in SCAG's Intercounty Congestion Management Group-Traffic Data Task Force to identify methods and procedures to efficiently fulfill Federal, State and local requirements for collection of data on transportation system performance.

2. In cooperation with local agencies, establish an implementation plan for a countywide transportation monitoring program, coordinated and compatible with the regional program.

3. Maintain a monitoring database in coordination with the Congestion Management Program and the Geographic Information Systems (GIS) Regional Planning Base.

4. Secure consultant services and identify participating cities for development of a GIS based collision records and analysis system, including a three year service and support program.

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

PRODUCT: Data sets related to various transportation activities and systems, and a coordinated, streamlined approach to multi-agency data collection. Data sets will be maintained in GIS format for use in transportation planning, programming, and congestion management programs. Provide the computer hardware, software, database, user manual/training and support to all participating cities in establishment of the GIS based, automated collision records and analysis program.

FUNDING SOURCES:		
	$ 8,056	Local Transportation Fund Planning
	$ 8,056	Measure I Valley Traffic Management and Environmental Enhancement Fund
	$16,112	TOTAL NEW BUDGET
	$ 0	Total Anticipated Encumbrances on 06/30/07
	$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Ty Schuiling

TASK NO. 52608000 Subregional Transportation Monitoring
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/2006 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	2,989	3,988	2,701
Extra Help	1,540	20,800	7,360
Fringe Allocation	2,467	2,981	1,911
Indirect Allocation	6,429	6,527	4,140
Mileage Reimb/SANBAG Only	0	50	0
Total New Budget	**$0**	**$0**	**$16,112**
Total Actual/Planned Budget	**$13,425**	**$34,346**	**$16,112**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 60108000 COUNTY TRANSPORTATION COMMISSION - GENERAL

OBJECTIVE: Carry out basic statutory Commission tasks, relate to other organizations in California's transportation planning/programming process, and respond to small short-term transportation issues needing immediate attention.

ACCOMPLISHMENTS: SANBAG has successfully performed its role as the statutorily designated County Transportation Commission responsible for transportation programming and planning activities for 30 years.

DESCRIPTION: Activities included in this task fulfill County Transportation Commission responsibilities and functions identified in the California Public Utilities Code. These include transportation funding, programming, planning, and policy-related activities. Many of the County Transportation Commission activities are addressed in separate tasks, because of the magnitude of those work efforts. This task provides for Commission activities not otherwise contained in separate tasks, including support for activities of Policy Committees related to SANBAG's Commission function.

WORK ELEMENTS:

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

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

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

FUNDING SOURCES:	**$225,000**	**Measure I Valley Administration Fund**
	$ 10,000	**SAFE Vehicle Registration Fees Fund**
	$143,004	**Local Transportation Fund - Planning**
	$378,004	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Ty Schuiling

TASK NO. 60108000 County Transportation Commission - General
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/2006 Actual	2006/07 Budget As of 02/0/707	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	93,824	63,364	85,075
Extra Help	65	0	1,000
Fringe Allocation	77,446	47,371	60,208
Indirect Allocation	201,808	103,714	130,421
Commissioners Fees	11,300	55,000	55,000
Communications	0	100	100
Consulting Fees	7,500	0	0
Contributions/Other Agencies	0	5,000	5,000
Meeting Expense	2,559	10,000	13,000
Mileage Reimb/Nonemployee	756	8,000	0
Mileage Reimb/SANBAG Only	1,029	1,000	1,000
Office Expense	2,493	500	100
Postage	334	1,000	500
Printing – Internal Only	0	0	3,000
Printing – Miscellaneous	0	1,000	100
Professional Services	20,175	0	1,000
Training/Membership	1,385	0	2,000
Travel – Air	3,892	4,000	4,000
Travel – Air Nonemployee	0	0	1,000
Travel – Other	1,830	1,000	3,000
Travel – Other Nonemployee	0	0	12,500
Total New Budget	**$0**	**$0**	**$378,004**
Total Actual/Planned Budget	**$$426,396**	**$301,049**	**$378,004**

TASK: 60508000 PUBLICATIONS AND PUBLIC OUTREACH

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

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

DESCRIPTION: This task provides for SANBAG's active participation with the general public, as well as with public and private sector organizations concerned with improving transportation and economic development throughout San Bernardino County. The program includes periodic publication of SANBAG information notices, development of program brochures, hosting of community meetings for various subregional projects and management of a media information program relative to all SANBAG activities.

Funding for consulting and professional services to perform the Inland Empire Annual Survey, Quarterly Economic Report, and website maintenance is included in this task.

WORK ELEMENTS:

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

2. Produce press releases and conduct on-going program of media relations to insure accurate and timely public information regarding SANBAG programs and projects.

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

4. Manage the SANBAG Internet Web Site.

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

6. Sponsor the Inland Empire Survey.

7. Participate with various public and private organizations concerned with improving transportation and economic development within the County, including Inland Action, CLOUT, Morongo Basin Economic Development Consortium, Inland Empire Economic Partnership, Transportation California, the Inland Empire Transportation Coalition, and others.

8. Produce and distribute Quarterly Economic Reports to local government, private sector organizations, and the public.

PRODUCT: SANBAG information notices, press releases, specialized brochures, Inland Empire Annual Survey, Quarterly Economic Reports, and transportation related research, special events and media outreach efforts in support of overall SANBAG activities.

FUNDING SOURCES:	**$465,157**	**Measure I Valley Administration Fund**
	$ 10,897	**Measure I Mountain/Desert Administration Fund**
	$476,054	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Deborah Robinson Barmack

TASK NO. 60508000 Publications and Public Outreach
MANAGER: Deborah Robinson Barmack

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	99,633	113,937	110,795
Fringe Allocation	82,241	85,179	78,410
Indirect Allocation	214,303	186,492	169,849
CNG Van	0	500	500
Consulting Fees	9,936	37,500	37,500
Maintenance of Equipment	0	1,500	1,500
Meeting Expense	4,781	6,000	4,000
Mileage Reimb/SANBAG Only	675	1,000	1,000
Office Expense	1,585	1,000	500
Postage	2,823	2,000	3,000
Printing – Miscellaneous	4,045	3,000	3,000
Professional Services	38,503	25,000	30,000
Public Information Activities	134	10,500	10,500
Subscriptions	1,146	2,000	1,500
Training/Membership	12,990	24,000	24,000
Total New Budget	**$0**	**$0**	**$476,054**
Total Actual/Planned Budget	**$487,673**	**$499,608**	**$476,054**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 60908000 AGENCY STRATEGIC PLANNING

OBJECTIVE: The Measure I Strategic Plan will provide for a comprehensive understanding of the fiscal, policy, and institutional issues associated with the management and administration of Measure I 2010-2040 approved by the voters in November 2004, and to define the policy and institutional framework to support optimal delivery of the Measure I 2010-2040 Transportation Program. Issues addressed include project prioritization, equitable fund distribution, fund allocation, fiscal management, assignment of project delivery roles and responsibilities, and sizing and structuring of SANBAG itself to reflect its agency roles and responsibilities.

ACCOMPLISHMENTS: The Scope of Work for the Measure I 2010-2040 Strategic Plan was developed and approved by the SANBAG Board of Directors in 2005. Work to update information on projects included in the Measure I 2010-2040 Expenditure Plan and revenue forecasts began by early 2006. Definition of a process for local advancement of Expenditure Plan projects, a component of the original scope of work, was completed separately pursuant to direction from the SANBAG Board. Policies and procedures for fund allocation and management continue to be developed.

DESCRIPTION: Activities included in this task include compilation and updating of project cost and revenue forecast data and analysis of strategic technical, fiscal, and policy issues associated with delivery of the Measure I 2010-2040 program of projects. The product of this effort is a Strategic Plan for the allocation and administration of the combination of local transportation sales tax, state and federal transportation revenues, and fair-share contributions to regional transportation facilities from new development needed to fund delivery of the Measure I 2010-2040 transportation program, as well as policies and institutional provisions for project management and delivery of the Measure I 2010-2040 transportation program.

WORK ELEMENTS:

1. **Maintain up-to-date Expenditure Plan project lists and costs.**
2. **Periodically update revenue forecasts.**
3. **Ensure use of funds in a manner that supports timely project delivery.**
4. **Develop and maintain project prioritization policies and procedures.**
5. **Evaluate need for and benefit of "frontloading" or advancing funding for selected programs through inter-program borrowing.**
6. **Maintain appropriate relationship between fair share development contributions and the fund allocation process.**

7. **Define project development and delivery responsibilities for freeway interchange, major roadway, and grade separation projects.**

8. **Formulate a policy to address cost overruns on non-SANBAG projects.**

9. **Identify institutional requirements and resources for management and delivery of the Measure I 2010-2040 transportation program.**

10. **Prepare final Strategic Plan.**

FUNDING SOURCES:	**$126,885**	**Measure I Valley Administration Fund**
	$ 10,000	**Measure I Mountain/Desert Administration Fund**
	$136,885	**TOTAL NEW BUDGET**
	$200,000	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Ty Schuiling

TASK NO. 60908000 Agency Strategic Planning
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/2006 Actual	2006/05 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$200,000**
Consulting Fees			200,000
Line Item			
Salaries	30,335	49,322	41,792
Extra Help	65	0	0
Fringe Allocation	25,040	36,873	29,576
Indirect Allocation	65,248	80,730	64,067
Project Mgmt. Indirect Allocation	0	14,851	0
Communications	0	100	0
Consulting Fees	7,500	0	0
Meeting Expense	162	1,000	500
Mileage Reimb/SANBAG Only	0	200	100
Office Expense	0	100	50
Postage	0	100	100
Professional Services	20,175	300,000	500
Printing – Internal Only	0	0	50
Printing – Miscellaneous	0	100	50
Travel – Other	0	200	100
Total New Budget	**$0**	**$0**	**$136,885**
Total Actual/Planned Budget	**$148,525**	**$483,576**	**$336,885**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 61008000 PROJECT ADVANCEMENT

OBJECTIVE: Measure I 2010-2040 approved by the voters in November 2004 included new programs for interchange, arterial, and grade separation construction. The project advancement strategy allows projects included in the expenditure plan for these programs to advance to construction using local funds prior to the availability of Measure I 2010-2040 revenues with a commitment by SANBAG to reimbursement of the eligible share of the project cost. The project advancement strategy commits up to forty percent of funds apportioned in any given year to the Interchange and Major Street Projects Programs to reimbursement of project advancement agreements on a pro rata share. While there is a commitment by SANBAG to reimbursement, the timing of apportionment to these programs and, therefore reimbursement, will be determined as part of the Measure I 2010-2040 Strategic Plan. However, it is necessary for SANBAG to track these commitments of future reimbursement as future liabilities for financial reports.

ACCOMPLISHMENTS: A project advancement strategy was approved by the SANBAG Board of Directors in December 2005. A model interagency agreement to implement the strategy was approved by the Board in April 2006. By early 2007, the SANBAG Board had approved two interchange project advancement agreements, representing two percent of estimated future Measure I 2010-2040 revenues for the Interchange Program, and fifteen major street project advancement agreements, representing nine percent of the Major Street Projects Program.

DESCRIPTION: Activities in this task include the development of project advancement agreements in cooperation with local project sponsors and tracking of commitments made by SANBAG for future reimbursement.

WORK ELEMENTS:

11. **Assist local project sponsors in the development of project advancement agreements.**
12. **Maintain up-to-date list of commitments to future reimbursement.**
13. **Maintain appropriate relationship between fair share development contributions and the fund allocation process.**
14. **Track future financial commitments in financial accounting system.**

FUNDING SOURCES:	**$11,381**	**Measure I Valley Administration Fund**
	$ 1,000	**Measure I Mountain/Desert Administration Fund**
	$12,381	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Ty Schuiling

TASK NO. 61008000 Project Advancement
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/2006 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	0	0	3,774
Fringe Allocation	0	0	2,671
Indirect Allocation	0	0	5,786
Postage	0	0	50
Printing – Miscellaneous	0	0	100
Total New Budget	**$0**	**$0**	**$12,381**
Total Actual/Planned Budget	**$0**	**$0**	**$12,381**

TASK: 70108000 VALLEYWIDE SIGNAL COORDINATION PROGRAM

OBJECTIVE: Phased implementation of the San Bernardino Valley Coordinated Traffic Signal System Plan as adopted by the SANBAG Board of Directors in September 2000.

ACCOMPLISHMENTS: With the participation of all Valley cities, the County of San Bernardino, and Caltrans District 8, a phased improvement program was adopted to upgrade and coordinate nearly 1,000 traffic signals on regionally significant arterial segments to achieve interjurisdictional coordination throughout the Valley area. Total cost of the proposed four tier improvement program is estimated at $12 million (in year 2000 dollars). Congestion Mitigation and Air Quality (CMAQ) funds totaling $6.88 million were approved by the SANBAG Board for implementation of Tiers 1 and 2 of the program. In addition, Caltrans has contributed $1.5 million in State Highway Operations and Protection Program (SHOPP) funds received as part of the *GoCalifornia* Immediate, Short-Term Congestion Relief Action Plan. Consultant selection was completed and work commenced on Tiers 1 and 2 in Spring 2002 and Fall 2003, respectively. Construction contracts were awarded in August and September 2006, respectively. The SANBAG Board has set-aside $8.275 million in CMAQ funds for Tiers 3 and 4.

DESCRIPTION: Complete construction and implementation of Tiers 1 and 2 of the Valleywide Coordinated Signal Program. Plan for implementation of Tiers 3 and 4 and development of the ultimate system.

WORK ELEMENTS:

1. Monitor and maintain signal operations for a three year period for Tiers 1 and 2.

2. Prepare an analysis of system-wide traffic operation before and after program implementation for Tiers 1 and 2.

3. Determine feasibility of implementation of Tier 3 of the program with respect to upgrades required per the Americans with Disabilities Act. Research non-federal funding sources for completion of the Program. If feasible, select consultant to design Tier 3.

PRODUCT: Tier 1 of the Valley Signal Coordination Program includes creation of traffic signal timing and coordination plans, and the necessary hardware and communication upgrades for about 320 traffic signals along approximately 95 miles of arterial roadway, facilitating east-west travel along the I-10 and SR-60 corridors. Tier 2 includes about 320 signals along 109 miles of arterial roadway throughout the Valley region. When fully implemented, a comprehensive system of coordinated traffic signals is estimated to result in a 10 to 15 percent reduction in travel times, and an associated reduction in fuel consumption, mobile source emissions, and rear-end collisions.

FUNDING SOURCES:	**$2,000,000**	**Congestion Mitigation and Air Quality Fund**
	$ 44,555	**Measure I Valley Traffic Management and Environmental Enhancement Fund**
	$2,044,555	**TOTAL NEW BUDGET**
	$2,179,470	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Ty Schuiling

TASK NO. 70108000 Valleywide Signal Coordination Program
MANAGER: Ty Schuiling

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/2006 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$2,179,470**
Consulting Fees			2,179,470
Line Item			
Salaries	9,248	12,170	10,262
Fringe Allocation	7,633	9,098	7,262
Indirect Allocation	19,891	19,920	15,731
Consulting Fees	285,240	7,425,819	2,000,000
Meeting Expense	0	0	100
Mileage Reimb/SANBAG Only	0	200	200
Office Expense	391	300	300
Printing – Internal Only	0	0	200
Printing - Miscellaneous	9,468	0	10,000
Postage	918	300	200
Professional Services	20,348	0	0
Training/Membership	0	100	200
Travel – Other	0	0	100
Total New Budget	**$0**	**$0**	**$2,044,555**
Total Actual/Planned Budget	**$353,137**	**$7,467,907**	**$4,224,025**

TASK: 70208000 CALL BOX SYSTEM

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

ACCOMPLISHMENTS: The San Bernardino Service Authority for Freeway Emergencies (SAFE) has administered the San Bernardino County Call Box Program since 1987. Since the program's inception, the SAFE has installed over 1,750 call boxes on approximately 1,800 highway miles. As the 3rd largest program in the State, assistance has been provided to over 1.4 million motorists'. Staff has developed and updated a photo-log and database of call box sites. Since 2002, all call boxes in San Bernardino and Riverside counties first go to a private Call Answering Center (CAC). During Fiscal Year (FY) 2002/2003 an additional 42 call boxes were also installed along State Route 210 and in FY 2005/2006, 18 additional call boxes were installed on SR 330 and SR 18 to Big Bear. In FY 2005/2006, the system was upgraded to accept a digital cellular signal. In FY 2006/2007, 180 call boxes were removed in the valley portion of the county, in response to a decline in call volume and new freeway service patrol. The boxes were also upgraded to improve service to persons with physical/mobility disabilities, and the agency began the upgrade with devices to assist persons with hearing/speech impairments.

DESCRIPTION: Maintain the existing network of approximately 1,450 call boxes on the County's highways. Maintain positive working relationships with Caltrans and the CHP who are partners in the program. Oversee contractor roles in the program implementation. Interact with adjacent county call box programs and SAFEs throughout the State. Continue to develop strategies to reduce costs and increase revenues. Continue the Inland Empire call box CAC, and work with other SAFEs to join in on this very cost-effective program. Continue the upgrade to specific call boxes so that they can better assist persons with hearing and speech impairments. Continue to explore the feasibility of a motorist assistance program from cell phones. Install additional call boxes on the new highway segments of State Route 210 that will open in 2007. Contracts and purchases may include relationships with: CHP, call answering center provider, CalSAFE, the Riverside County Transportation Commission (RCTC), management consultants, maintenance and installation contractor, warehouse for excess call box inventory, wireless telephone service provider(s), and a telephone provider. Local Funds consists of reimbursements from RCTC, interest earnings and knockdown recovery.

WORK ELEMENTS:

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

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

a. contract(s) with maintenance and installation contractor;
b. contract with the CHP for liaison work;

c. contract with a CAC contractor for dispatch services;
d. contract with RCTC to reimburse SANBAG for CAC services;
e. contract with one or more wireless providers;
f. purchase orders/contracts with consultants for call box management;
g. contract with knockdown recovery services consultant;
h. purchase order with a warehouse for excess call box inventory;

3. Install call boxes on the new portion of State Route 210 opening in 2007, as well as any other gaps in the network, as needed.

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

5. Work with Caltrans to monitor/analyze data from call box traffic counters.

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

7. As needed, make presentations to SANBAG Policy Committees and Board, regarding updates to the implementation plan, upgrades to the system, as well as other safety and other improvements needed to the existing network.

8. Seek additional funding and/or legislative action, so that the program may continue to be maintained and operated beyond the existing funding sources.

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

10. Upgrade call boxes to assist persons with speech/hearing impairments.

11. Explore implementing a motorist aid program from cell phones.

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

FUNDING SOURCES:	$1,478,049	SAFE Vehicle Registration Fees Fund
	$1,478,049	TOTAL NEW BUDGET
	$ 40,000	Total Anticipated Encumbrances on 06/30/07
	$1,892,914	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Michelle Kirkhoff

TASK NO. 70208000 CALL BOX SYSTEM
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$40,000**
Maintenance of Equipment			40,000
Line Item			
Salaries	72,669	78,493	77,371
Fringe Allocation	59,984	58,681	54,755
Indirect Allocation	156,305	128,477	118,610
CNG Van	0	320	350
Communications	99,453	130,970	116,184
Consulting Fees	3,284	20,030	30,000
MACB Technical Services	340	176,868	0
Maintenance of Equipment	1,561,516	1,592,392	847,233
Meeting Expense	356	1,000	1,000
Mgt. & Tech. Services	181,845	0	166,046
Mileage Reimb/Nonemployee	0	445	500
Mileage Reimb/SANBAG Only	521	1,139	1,250
Office Expense	357	500	500
Postage	163	350	350
Printing – Internal Only	0	0	50
Printing – Miscellaneous	953	2,000	2,000
Professional Services	54,935	108,768	37,000
Project Mgmt Indirect Alloc.	0	2,843	0
Project Mgmt. Staff	11	0	20,000
Record Equipment/Storage	2,198	1,592	2,000
Training/Membership	500	250	250
Travel – Air	598	1,250	1,250
Travel – Other	383	1,350	1,350
Total New Budget	**$0**	**$0**	**$1,478,049**
Total Actual/Planned Budget	**$2,196,371**	**$2,307,718**	**$1,518,049**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK NO.: 70408000 FREEWAY SERVICE PATROL / STATE

OBJECTIVE: To fund, implement and maintain a freeway service patrol (FSP) program which is responsive to the needs of motorists traveling in San Bernardino County.

ACCOMPLISHMENTS: SANBAG conducted FSP service during highway construction projects (State Route (SR) 71 and Interstate (I) 10 west). In the summer of 2002, the State approved legislation to implement a new tier of FSP programs throughout California. In response to this funding opportunity, SANBAG investigated implementing FSP in the Valley portion of the County. As a result, the SANBAG Board directed Staff to submit an application for the State's FSP funding program, which was submitted in September 2003. Caltrans did not approve the application because there was no "new" funding which would permit SANBAG to participate in the existing program. As a result, SANBAG sponsored legislation which would require Caltrans and CHP to phase in new FSP programs into the State-Funded program with or without additional funding. The legislation, Assembly Bill 2498, was signed into law in September 2004, upon which time SANBAG's application to the State's FSP funding program was approved. In July 2005, the Governor added an additional $2 million into the State Budget specifically for FSP, which permitted SANBAG to enter the State program fully funded. Four FSP beats began operation in January 2006, two beats began in January 2007 and the two more beats began operation in March 2007. In addition to these eight beats, the Mobile Source Air Pollution Reduction Review Committee (MSRC) has funded FSP during construction on I 10 East, and is partially funding two of the eight permanent/ongoing beats identified above. Devices to track and monitor the vehicles (automatic vehicle location or AVL technology) was tested and implemented during FY 2006/2007.

DESCRIPTION: SANBAG will continue to operate the eight beats identified above throughout this upcoming Fiscal Year (FY) and the construction FSP on I 10 East will conclude its operation by winter 2008. Staff will also work with Caltrans in the event additional FSP is needed during highway construction, and will incorporate that new service and funding into the program where appropriate. The FSP program is implemented with a multitude of contracts, which are highlighted below. Staff will also participate on local and statewide FSP committees, and will continue to pursue other demonstration, as well as permanent sources of FSP funding, to expand the program for future years.

WORK ELEMENTS:

1. Agreements in place include a Memorandum Of Understanding (MOU) with the CHP and Caltrans for FSP operations, an agreement with CHP for overtime/staff support, several agreements with tow vendors and agreements with management consultant(s). Additional agreements and purchase orders will be executed as needed for supplies, brochures, surveys and other materials necessary to maintain the program.

2. Continue to utilize technology to enhance program efficiency, including AVL for monitoring and reporting, mobile data terminals, and data gathering devices, to name a few.

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

4. Coordinate the program with the Riverside County Transportation Commission, local and State CHP, and local and State Caltrans. Attend Inland Empire coordination meetings, Statewide FSP meetings, and other meetings as needed throughout the year.

5. Continue to seek administrative and legislative measures to protect, as well as expand and enhance the program for future years.

PRODUCT: Oversee the ongoing FSP program. Produce FSP quarterly reports and statistics. Provide necessary reports and invoices to seek reimbursement from the State. Secure additional funding for program continuation and expansion.

FUNDING SOURCES:		
	$1,248,576	State FSP Funds
		Local Fund – Mobile Source Air Pollution
	$ 312,144	SAFE Vehicle Registration Fees Fund
	$1,560,720	TOTAL NEW BUDGET
	$ 0	Total Anticipated Encumbrances on 06/30/07
	$1,055,966	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Michelle Kirkhoff

TASK NO. 70408000 FREEWAY SERVICE PATROL / STATE
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	56,099	80,177	84,184
Fringe Allocation	46,306	59,940	59,577
Indirect Allocation	120,664	131,234	129,054
CNG Van	0	250	250
Communications	22,007	61,700	48,999
Consulting Fees	18,805	30,000	35,000
Inventorial Equipment	308	0	0
Maintenance of Equipment	0	3,380	5,000
Meeting Expense	160	1,200	1,000
Mgt. & Tech. Services	0	85,672	69,452
Mileage Reimb/SANBAG Only	1,065	1,415	1,500
Office Expense	442	1,000	500
Postage	2,228	1,075	500
Printing – Internal Only	0	2,000	1,500
Printing – Miscellaneous	24,702	12,200	28,469
Professional Services	365,193	1,097,446	1,092,935
Training/Membership	0	300	300
Travel – Air	897	1,500	1,500
Travel – Other	659	600	1,000
Total New Budget	**$0**	**$0**	**$1,560,720**
Total Actual/Planned Budget	**$659,535**	**$1,571,089**	**$1,560,720**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 70508000 FREEWAY SERVICE PATROL / I-10

OBJECTIVE: To maintain and operate a freeway service patrol (FSP) responsive to the needs of motorists traveling through Interstate (I) 10 construction.

ACCOMPLISHMENTS: The Mobile Source Air Pollution Reduction Review Committee (MSRC) set aside $375,000 in funding for each transportation commission within its jurisdictions, for new or expanded FSP service. SANBAG utilized this one-time funding on FSP beginning in January of 2004 and this service has continued through Phase I and Phase II construction of the I 10 East.

DESCRIPTION: One FSP truck will continue through the completion of Phase II construction, seeking reimbursement from MSRC and working closely with the project partners, Caltrans, the California Highway Patrol and the tow operator. All other costs to implement this program (SANBAG staffing and other expenses) will be funded through Task 70408000 using State FSP funding.

WORK ELEMENTS:

1. **Four agreements are in place to operate the I-10 program, and include MSRC for funding reimbursement, an MOU with the CHP and Caltrans for operations, an agreement with CHP for staff support, an agreement with a tow vendor.**

2. **Monitor and oversee the service.**

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

PRODUCT: Produce FSP quarterly reports and statistics. Provide necessary reports and invoices to seek reimbursement from the MSRC and the State.

FUNDING SOURCES:		
	$51,737	**Local Fund – Mobile Source Air Pollution Reduction Review Committee**
	$17,247	**Measure I Valley Major Projects Fund**
	$68,984	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior To FY 2007/2008**

MANAGER: Michelle Kirkhoff

TASK NO. 70508000 FREEWAY SERVICE PATROL / I-10
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	5,627	0	0
Fringe Allocation	4,645	0	0
Indirect Allocation	12,104	0	0
Consulting Fees	2,763	0	0
Mgt. & Tech. Services	4,696	15,136	11,994
Professional Services	47,364	79,433	56,990
Total New Budget	**$0**	**$0**	**$68,984**
Total Actual/Planned Budget	**$77,214**	**$94,569**	**$68,984**

TASK: 70608000 INTELLIGENT TRANSPORTATION SYSTEMS

OBJECTIVE: To develop and implement Intelligent Transportation Systems (ITS) within San Bernardino County and within the region, for the safe and efficient movement of people and goods, resulting in improvements in air quality, congestion and mobility.

ACCOMPLISHMENTS: Since Fiscal Year 1995/1996, SANBAG has participated on the Southern California ITS Priority Corridor Steering Committee and was instrumental in securing Federal funding for the design and implementation of the Fontana-Ontario Advanced Traveler Management Information Systems (ATMIS) project. In cooperation with Caltrans and the Riverside County Transportation Commission (RCTC), the first Inland Empire ITS Strategic Plan was completed in 1997, outlining the strategies and a vision for ITS deployment in the Inland Empire. Fiscal Year 2001/2002 kicked off the planning and funding of an Inland Empire Transportation Management Center (IE TMC) of which SANBAG has been instrumental in moving the project forward. In FY 2005/2006, both the SANBAG Board and the Riverside County Transportation Commission (RCTC) approved the use of federal Congestion/Mitigation and Air Quality (CMAQ) and federal funds, towards its share of funding for building construction. Other activities to date include securing property for the TMC location, completion of the environmental impact report and the Project Study Report, preliminary design and final design. In FY 2002/2003, SANBAG, RCTC, Caltrans and the City of Fontana lead a consultant effort to complete the Inland Empire Architecture Plan, in response to federal guidelines. In FY 2004/2005, SANBAG updated its Inland Empire Architecture Plan, and contributed towards the completion of a Regional ITS Architectural Plan.

DESCRIPTION: Continue participation in developing and implementing ITS strategies within the County. Staff will participate on regional committees, seek funding for ITS implementation, and work with local entities in applying for federal funding related to ITS implementation. Continue work on the Project Development Team for the design of the IE TMC and seek State support and funding to fully construct and complete the project. Final design as well as the "early project" will be completed in this FY, and will include all site work/utilities as well as construction of the adjacent Park'N'Ride. Work to implement projects with the Inland Empire and Regional Architecture Plans. This includes, but may not be limited to, expanding the detection network on the highways so as to provide more accurate and reliable freeway traveler information and implementing strategies to complete the regional 511 traveler information system under development. A purchase order and/or contracts may be executed for additional assistance for the above activities.

WORK ELEMENTS:

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

2. Work closely with Caltrans, the California Highway Patrol and RCTC on TMC design and construction, seeking additional funding sources and resolving any other issues relative to the construction of the IE TMC.

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

4. Work with Southern California stakeholders to implement projects in the Inland Empire as well as the Regional ITS Architecture Plans and the Inland Empire ITS Strategic Plan, including but not limited to traffic detection and monitoring programs, and a regional 511 traveler information system.

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

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

FUNDING SOURCES:	**$ 94,002**	**Measure I Valley Traffic Management and Environmental Enhancement Fund**
	$ 10,445	**Local Transportation Fund - Planning**
	$104,447	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Michelle Kirkhoff

TASK NO. 70608000 INTELLIGENT TRANSPORTATION SYSTEMS
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	12,751	10,128	21,183
Fringe Allocation	10,525	7,572	14,991
Indirect Allocation	27,426	16,578	32,473
CNG Van	0	320	350
Consulting Fees	0	25,000	25,000
Meeting Expense	0	250	250
Mileage Reimb/SANBAG Only	0	765	850
Office Expense	8	150	150
Postage	0	150	150
Printing – Internal Only	0	0	50
Printing – Miscellaneous	550	500	500
Professional Services	94	500	500
Training/Membership	500	1,500	2,500
Travel – Air	0	1,050	2,500
Travel – Other	0	1,000	3,000
Total New Budget	**$0**	**$0**	**$104,447**
Total Actual/Planned Budget	**$51,854**	**$65,463**	**$104,447**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK NO.: 70708000 FREEWAY SERVICE PATROL / I-215 / SR-60

OBJECTIVE: To maintain and operate a freeway service patrol (FSP) responsive to the needs of motorists traveling through portions of Interstate (I) 215 and the State Route 60 Corridor.

ACCOMPLISHMENTS: The Mobile Source Air Pollution Reduction Review Committee (MSRC) set aside $804,240 in funding for SANBAG and other transportation commissions, for new or expanded FSP service. SANBAG elected to utilize this one-time funding on FSP for new service on I-215 and SR-60. On January 3, 2007, two trucks began operating on each corridor, covering 16.75 miles of service. It is anticipated that this one time MSRC funding is sufficient to cover service on these two corridors, for approximately two and a half years.

DESCRIPTION: SANBAG will continue to implement service along these two corridors, seeking reimbursement from MSRC and working closely with the project partners, Caltrans, the California Highway Patrol (CHP) and the tow operators. All other costs to implement this program (SANBAG staffing and other expenses) will be funded through Job 704 using primarily State FSP funding.

WORK ELEMENTS:

4. **Two agreements are in place to operate tow service for each program, in addition to an overall Memorandum of Understanding with the CHP and Caltrans for operations.**

5. **Prepare quarterly reports and invoices to the MSRC and to the State for funding reimbursement.**

6. **Monitor and track the number of assists and program effectiveness.**

PRODUCT: Produce FSP quarterly reports and statistics. Provide necessary reports and invoices to seek reimbursement from the MSRC and the State.

FUNDING SOURCES:		
	$300,698	**Local Fund – Mobile Source Air Pollution Reduction Review Committee**
	$100,233	**State FSP Funds**
	$400,931	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$601,396	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Michelle Kirkhoff

TASK NO. 70708000 FREEWAY SERVICE PATROL / I-215 / SR-60
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Professional Services	0	0	400,931
Total New Budget	**$0**	**$0**	**$400,931**
Total Actual/Planned Budget	**$0**	**$0**	**$400,931**

TASK: 80508000 BUILDING OPERATIONS

OBJECTIVE: To provide the necessary administrative services to actively manage the operations of the historic Santa Fe Depot.

ACCOMPLISHMENTS: Pursuant to the SANBAG Board of Directors action in May 2000, all staff are now consolidated into one building. Since relocating SANBAG's offices in 2004, SANBAG has engaged the services of a property manager to assist in managing and marketing the facility.

DESCRIPTION: SANBAG, as a tenant of the Depot and also as tenants in common with the City of San Bernardino, oversees the day to day operations of the Depot. This task does not incorporate capital improvements that are contained in a new Task 80608000 Building Improvements. The fund that tracks this activity is a proprietary fund and is more commonly treated as an internal service fund.

WORK ELEMENTS:

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

2. Quarterly review of budgets and adjust as necessary.

3. Ongoing review of the property management account.

PRODUCT: Active management related to facility

FUNDING SOURCES:		
	$66,000	**Rail Lease Assets**
	$66,000	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Terrence McGuire

TASK NO. 80508000 Building Operations
MANAGER: Terrence McGuire

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Building Operating Expenses	222,316	406,000	6,000
Professional Services	156	0	60,000
Total New Budget	**$0**	**$0**	**$66,000**
Total Actual/Planned Budget	**$222,472**	**$406,000**	**$66,000**

TASK: 80608000 BUILDING IMPROVEMENTS

OBJECTIVE: To provide the necessary administrative services to actively manage the building improvements to the historic Santa Fe Depot.

ACCOMPLISHMENTS: This is a new task that separates building improvements from building operations.

DESCRIPTION: SANBAG, as a tenant of the Depot and also as tenants in common with the City of San Bernardino, oversees the day to day operations of the Depot. This task incorporates capital issues and the fund that tracks this activity is a proprietary fund and is more commonly treated as an internal service fund. This is a new task that used to be combined with the Task 80508000 Building Operations.

WORK ELEMENTS:

1. **Identify capital improvements for the Santa Fe Depot.**

2. **Solicit proposals/bids for capital improvements for the Santa Fe Depot.**

3. **Manage and monitor contractors and budget for capital improvements.**

PRODUCT: Active management related to facility improvements.

FUNDING SOURCES:	**$180,000**	**Federal Grant Funds**
	$320,000	**Rail Lease Assets**
	$500,000	**TOTAL NEW BUDGET**
	$200,000	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Terrence McGuire

TASK NO. 80608000 Building Improvements
MANAGER: Terrence McGuire

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$200,000**
Structure & Improvements			200,000
Line Item			
Structure & Improvements	0	0	500,000
Total New Budget	**$0**	**$0**	**$500,000**
Total Actual/Planned Budget	**$0**	**$0**	**$700,000**

TASK: 81208000 CLEAN FUELS IMPLEMENTATION

OBJECTIVE: To improve air quality based upon the introduction of alternative and clean fuels technologies, vehicle conversions and infrastructure deployment.

ACCOMPLISHMENTS: SANBAG has had significant participation in the development/deployment of alternative and clean fuels strategies, the conversion of vehicles/fleets to alternative fuels, and the resulting infrastructure within the region. Staff has secured funding from Assembly Bill (AB) 2766 and other private funding sources, worked closely with local utilities in research and development for deployment, coordinated proposals and projects within the County, attracted significant research efforts for the Inland Empire, and participated on key local, State and Federal committees which develop/implement alternative fuel strategies. In Fiscal Year 1996/1997, SANBAG partially funded and oversaw the construction of the first clean fuels corridor network in the country, including seven electric vehicle (EV) charging station locations, one liquefied natural gas (LNG) facility, and one compressed natural gas (CNG) facility. SANBAG also worked diligently to pursue other funding sources for program implementation. SANBAG has also been a key participant in the Interstate Clean Transportation Corridor (ICTC) which has developed an implementation plan for the placement of alternative fuel infrastructure throughout the Western United States and has worked closely with county fleets towards conversion to clean fuels. Publicly accessible CNG stations are now open in the Morongo Basin, Barstow, Redlands and Victorville, and additional LNG/CNG stations are in the planning/construction stages in the Morongo Basin, Rancho Cucamonga and San Bernardino.

DESCRIPTION: Develop strategies to implement alternative and clean fuels technologies and vehicle conversions in the region. This task will include the participation of other efforts already underway within the State and nation, and the determination of local viability. Assist stakeholders and fleet operators in funding and construction of LNG/CNG fueling stations, as well as other vehicle conversion opportunities as they arise. Work with the City of Barstow as they transition from LNG/CNG to a hydrogen blend of fuel. Coordinate further opportunities within the County, particularly through the Mobile Source Air Pollution Reduction Review Committee (MSRC) programs, which will install infrastructure, fund the conversion of vehicles to clean fuels, and fund technological improvements. Work with the South Coast and Mojave Desert Air Quality Management Districts (SCAQMD and MDAQMD), the California Air Resources Board (CARB) with their programs and Rule implementation. The continued interaction with the ICTC is of crucial success to the implementation of these strategies as a contract or purchase order will be executed with the ICTC.

WORK ELEMENTS:

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

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

3. Assist San Bernardino Valley trucking operators in converting their fleets to LNG and CNG, to take advantage of a multitude of public LNG and CNG fueling stations in the area.

4. Assist San Bernardino Valley stakeholders in the construction of a LNG/CNG fueling station in the cities of San Bernardino and the City of Rancho Cucamonga and as appropriate, place highway signage to direct motorists to these new stations.

5. Assist private sector agencies with securing funding as well as implementation of alternative fuel projects.

6. Execute a Purchase Order with the Interstate Clean Transportation Corridor (ICTC) to contribute to its continuing efforts to implement a clean corridor of infrastructure and fleet operators throughout the Western United States; the coalition will continue to address taxation issues for alternative fuels and other issues that inhibit their introduction.

7. Actively participate in a variety of public and private committees/organizations, including the National Electric Drive Transportation Association, MSRC, SCAQMD, MDAQMD, CARB, Department of Energy, the Clean Cities' Coalition, utilities, and other economic development agencies.

PRODUCT: Products of the ICTC will result in the implementation of additional alternative fuel infrastructure and fleet conversions to LNG and CNG throughout San Bernardino County and the Western United States. Solicit additional users for existing public CNG and LNG fueling stations.

FUNDING SOURCES:	$ 10,854	Local Transportation Fund – Planning
	$ 97,690	Measure I Valley Traffic Management and Environmental Enhancement Fund
	$108,544	TOTAL NEW BUDGET
	$ 0	Total Anticipated Encumbrances on 06/30/07
	$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Michelle Kirkhoff

TASK NO. 81208000 CLEAN FUELS IMPLEMENTATION
MANAGER: Michelle Kirkhoff

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	6,650	11,339	15,851
Fringe Allocation	5,489	8,477	11,218
Indirect Allocation	14,304	18,560	24,300
CNG Van	0	427	475
Consulting Fees	28,506	50,000	50,000
Meeting Expense	12	250	250
Mileage Reimb/SANBAG Only	266	320	350
Office Expense	3	150	150
Postage	0	150	150
Printing – Internal Only	0	0	50
Printing – Miscellaneous	0	500	500
Professional Services	0	500	500
Training/Membership	0	1,500	2,000
Travel – Air	0	1,050	1,250
Travel – Other	14	1,000	1,500
Total New Budget	**$0**	**$0**	**$108,544**
Total Actual/Planned Budget	**$55,244**	**$94,223**	**$108,544**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 81508000 MEASURE I PROGRAM MANAGEMENT

OBJECTIVE: The primary objective of this Task for Fiscal Year 2007/08 is to perform all management, analysis, and administrative activity related to the implementation of the Measure I Major Projects Program. Major focus is on the management of SANBAG's contract program management staff in the development and delivery of the Major Projects. This Task includes SANBAG's direct project development and implementation activities for projects funded by Measure I, as well as monitoring of project development by Caltrans for projects funded by SANBAG under SB 45, participation in the development of programming strategies for all available funding for the State Transportation Improvement Program (STIP), the development of financial strategies, and participation in SANBAG policy development processes.

ACCOMPLISHMENTS: Previous work includes all activities leading up to the construction of the I-10 HOV Widening, the Route 71 freeway, and major portions of State Route 210. Additional accomplishments include progress on the development of the I-215 widening, development of I-10 East projects, and various interchange and grade separation design activities. A more thorough explanation of accomplishments can be found in task specific narratives associated with the Project Development Program.

DESCRIPTION: The management of the entire Measure I Major Projects Program is provided by this Task. It includes all management and administrative functions necessary to carry out the Measure I Major Projects Program as authorized by Public Utilities Code Section 180105 and Ordinance 89-1 of the San Bernardino County Transportation Authority. This Task also funds the activities of the Major Projects Committee including Commissioner stipends and mileage costs, as well as all the support costs for the program, including salaries, postage, printing, communications, travel and training, etc. No new contracts are anticipated to be let during the 2007/08 fiscal year.

WORK ELEMENTS:

1. Project Costing: Develop and regularly update detailed project cost estimates commensurate with the level of project development.

2. Project Scheduling: Prepare and regularly update detailed project schedules.

3. Financial Forecasting & Planning: In conjunction with SANBAG's Financial Adviser, forecast future revenues as a function of past receipts and other relevant factors. Develop models for analyzing anticipated revenues relative to project-level expenditure schedules, and develop basic financing plan.

4. Strategic Planning: Based on developed costs, schedules, and financing models, prepare/update Strategic Plan for the implementation of the Measure I Valley Major Projects Program.

5. Project Implementation – State Route 210: Proceed with all activities necessary to conclude construction of the eastern portion of State Route 210 (from Sierra to I-215) including all aspects of environmental reevaluation, right of way acquisition and utility relocation, design, construction management, and construction.

6. Project Implementation -- I-215: Continue (and expand) design activities on the I-215 North (from I-10 to SR 210) and begin construction activities, and continue preliminary engineering and environmental analysis on I-215 South (from Riverside County Line to I-10).

7. Project Implementation – I-10 East: Continue construction activities on I-10 Mixed Flow lane addition project through Redlands. Continue preliminary engineering and environmental document development for additional westbound mixed flow lane on I-10 between Live Oak Canyon and Ford Street.

8. Project Control, Administration, and Reporting: continually monitor, track and report the status of each freeway project. Maintain all pertinent information on project scope, expenditures and schedule status for each project and the Major Projects Program. Maintain a cost and budget tracking and reporting system that will precisely track expenditures and forecast cost and budget trends. Maintain current project cost estimates and document cost or scope changes as they occur.

9. Consultant Selection and Management: Provide administrative and technical support for on-going consultant selection activities. Analyze bids/cost proposals and provide comparison estimates. Negotiate contracts that are fair and reasonable and in the best interest of the agency. Review consultant invoices for compliance with contract terms.

10. Participate on Caltrans Project Development Teams for projects funded by Regional Improvement Program funds or by other funds programmed by SANBAG.

11. Participate with SANBAG's staff executive committee in developing packages of funding recommendations for consideration by policy committees.

PRODUCT: The product of this work effort will be: 1) completed construction of Route 71; 2) completion of construction on I-10; 3) completed design and construction of State Route 210; 4) management, oversight, design and construction of I-215 projects; 5) various freeway interchange and railroad grade separation projects; and 6) all related cost and scheduling monitoring and control and related administrative support and reporting.

FUNDING SOURCES:		
	$2,003,984	Measure I Valley Major Projects Fund
	$2,003,984	TOTAL NEW BUDGET
	$ 0	Total Anticipated Encumbrances on 06/30/07
	$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

MANAGER: Darren Kettle

TASK NO. 81508000 Measure I Program Management
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Salaries	181,133	210,295	290,549
Extra Help	1,592	0	0
Fringe Allocation	149,514	157,217	205,622
Indirect Allocation	389,603	344,212	445,413
Building Operating Expenses	43,482	0	0
CNG Van	0	100	0
Commissioners Fees	11,400	16,000	16,000
Communications	3,553	8,000	8,000
Fixed Assets	2,865	0	0
Highway Construction	216	0	0
Meeting Expense	2,303	2,000	2,000
Mileage Reimb/Nonemployee	965	1,000	1,500
Mileage Reimb/SANBAG Only	760	1,200	1,500
Office Expense	23,500	22,400	22,400
Postage	1,276	5,500	5,500
Printing – Internal Only	0	0	2,000
Printing – Miscellaneous	4,968	7,000	10,000
Professional Services	3,420,419	165,000	348,000
Project Mgmt. Indirect Allocation	0	5,129	44,000
Project Mgmt. Staff	0	70,950	550,000
Public Information Activities	42	15,000	15,000
Records Storage	2,494	2,000	6,000
Rental of Equipment	968	0	0
Software	5,477	10,000	10,000
Subscriptions	825	7,500	7,500
Training/Membership	3,001	2,000	5,000
Travel – Air	0	1,500	4,000
Travel – Other	1,856	1,500	4,000
Utilities	8,592	0	0
Total New Budget	**$0**	**$0**	**$2,003,984**
Total Actual/Planned Budget	**$4,260,804**	**$1,055,503**	**$2,003,984**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 81608000 ROUTE 71 RIGHT OF WAY ACQUISITION

OBJECTIVE: To complete the process of disposing of all excess right of way.

ACCOMPLISHMENTS: Basic acquisition and relocation work leading to right of way and utility certification is complete on all segments of Route 71. Final eminent domain work was completed during Fiscal Year 2001/2002. All required right of way mitigations have been implemented.

DESCRIPTION: The only work remaining under this task is to dispose of excess right of way. Under the terms of the original cooperative agreement with Caltrans, all excess right of way will either be sold, with the proceeds going to SANBAG, or transferred directly to SANBAG. New funds provided in this year's budget cover the anticipated SANBAG project management staff time that will be required to process the excess right of way.

WORK ELEMENTS:

1. Re-negotiate a cooperative agreement with Caltrans governing the disposal of excess right of way.

2. Begin the disposal of the excess right of way.

PRODUCT: Full and complete title to all required right of way, plus proceeds from sale of excess property.

FUNDING SOURCES:	**$16,000**	**Measure I Valley Major Projects Fund**
	$16,000	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Darren Kettle

TASK NO. 81608000 Route 71 Right Of Way Acquisition
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Consulting Fees	18,405	0	0
Professional Services	2,443	0	0
Project Mgmt. Indirect Allocation	0	3,419	1,000
Project Mgmt. Staff	0	47,300	15,000
Right of Way	0	750,000	0
Total New Budget	**$0**	**$0**	**$16,000**
Total Actual/Planned Budget	**$20,848**	**$800,719**	**$16,000**

TASK: 81808000 ROUTE 71 LANDSCAPE DESIGN/CONSTRUCTION

OBJECTIVE: The objective of this Task is to complete the approved landscaping project on the new Route 71 freeway.

ACCOMPLISHMENTS: In FY 2004/05, SANBAG terminated control of this project from the existing contractor. In order to complete the project consistent with the State Route 71 Highway Planting Master Plan, the SANBAG Board has awarded a new contract to complete the work not performed by the original contractor. Basic landscape construction and repairs were completed prior to the end of summer 2005, at which time the contractor was transitioned into the one year "plant establishment period," during which he must monitor the landscaping and replace any plant material that expires. The plant establishment period concluded in early 2007 and the landscape area will be completely turned over to Caltrans by the end of the 2006/07 fiscal year.

DESCRIPTION: During Fiscal Year 2007/2008, this Task will consist of litigation activities as SANBAG's pursues recovery of costs to complete the project. The final step will be for the landscape designer to complete the as-builts drawings for submittal to Caltrans.

WORK ELEMENTS:

1. **Oversee plant establishment process.**

2. **Litigation related activities.**

PRODUCT: A completed landscape project.

FUNDING SOURCES:	**$537,000**	**Measure I Valley Major Projects Fund**
	$537,000	**TOTAL NEW BUDGET**
	$ 29,000	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Darren Kettle

TASK NO.: 81808000 Route 71 Landscape Design/Construction
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$29,000**
Professional Services			29,000
Line Item			
Consulting Fees	0	18,503	0
Highway Construction	426,730	256,795	0
Office Expense	1	0	0
Postage	77	0	0
Printing – Miscellaneous	(8)	0	0
Professional Services	171,665	175,000	374,000
Project Mgmt. Indirect Allocation	0	1,710	13,000
Project Mgmt. Staff	0	47,300	150,000
Total New Budget	**$0**	**$0**	**$537,000**
Total Actual/Planned Budget	**$598,464**	**$499,308**	**$566,000**

TASK: 82008000 SR 210 FINAL DESIGN

OBJECTIVE: The objective of this Task is to move forward with final design of the SR 210 Segment 11 Contract 3 integrating it with design plans for Interstate 215 Segment 5. SANBAG is proceeding with consultant design on this last contract of the last segment of the corridor, which includes the I-215/SR-210 interchange and improvements along I-215 from Massachusetts Avenue to University Parkway.

ACCOMPLISHMENTS: Design on all other SR-210 segments including Contracts 1 and 2 of Segment 11 is complete. SR-210 is open to traffic from LA County line to Alder Avenue in Rialto. Segments east of Alder are either complete or in construction with a scheduled completion in Summer 2007. Design for Segment 11 Contract 3 is nearly 100% complete but will not proceed to construction until the plans can be integrated with Segment 5 of Interstate 215.

DESCRIPTION: SANBAG and Caltrans are working closely to complete Environmental Re-evaluation, finalize the design, and develop a construction package for this last contract of the SR-210 corridor. This contract includes construction of two new connectors between SR-210 and I-215, replacement of 27th Street Overcrossing Bridge across I-215, addition of a mixed flow lane and an auxiliary lane between I-215/SR-210 Interchange and University Parkway in the Northbound and Southbound directions respectively, and local street modifications. New money is provided for existing contracts to complete design of the above referenced projects. No new contracts are anticipated during Fiscal Year 2007/08.

WORK ELEMENTS:

1. **Complete final design on the last remaining segment in accordance with the construction schedule.**
2. **Coordinate with Caltrans regarding right of way engineering tasks and right of way acquisition activities including railroad construction and maintenance agreement.**
3. **Coordinate with utility companies and Caltrans regarding utility relocations.**
4. **Finalize construction bid package, including special provisions, and integrate with Interstate 215 Segment 5 design.**
5. **Perform independent quality assurance of all final plans.**
6. **Negotiate and execute all necessary design and construction cooperative agreements with Caltrans.**
7. **Negotiate and execute all necessary traffic handling and construction Memoranda of Understanding with the City of San Bernardino.**

PRODUCT: The product of this task will be a set of construction bid documents and agreements between SANBAG and Caltrans and with the City of San Bernardino.

FUNDING SOURCES:	**$498,000**	**Measure I Valley Major Projects Fund**
	$498,000	**TOTAL NEW BUDGET**
	$239,000	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Darren Kettle

TASK NO. 82008000 SR 210 Final Design
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$239,000**
Consulting Fees			239,000
Line Item			
Consulting Fees	0	401,281	366,000
Postage	20	0	0
Printing – Miscellaneous	0	15,000	0
Professional Services	151,210	330,000	40,000
Project Mgmt. Indirect Allocation	0	8,548	7,000
Project Mgmt. Staff	0	118,250	85,000
Total New Budget	**$0**	**$0**	**$498,000**
Total Actual/Planned Budget	**$151,230**	**$873,079**	**$737,000**

TASK: 82208000 SR-210 RIGHT OF WAY ACQUISITION

OBJECTIVE: The objective of this Task is to provide a contingency backup to Caltrans for right of way acquisition services. Under current agreements, Caltrans is the lead for right of way acquisition. Right of way acquisition, however, is often the critical task that jeopardizes start of construction. The purpose of this Task is to be able to provide assistance to Caltrans through a contract with County Real Estate Services, should the need arise. Additionally, County Real Estate Services provides right of way services for projects that are not on the freeway system; this includes grade separation projects and other local projects.

ACCOMPLISHMENTS: County of San Bernardino Real Estate Services has provided and will continue to provide on going support for SR-210 and remains on-call to provide additional assistance as may be required for all SANBAG projects.

DESCRIPTION: Caltrans has primary responsibility for right of way functions on freeway projects; SANBAG with the assistance of County of San Bernardino Real Estate Services will provide support as needed. County of San Bernardino Real Estate Services will also provide all services necessary to acquire and control Right of Way for local projects and provide support to design and construction activities as needed.

WORK ELEMENTS:

1. **Identify all right of way requirements and utility conflicts through design.**

2. **Maintain contract with County of San Bernardino Real Estate Services to provide administrative support to Caltrans on an as needed basis.**

3. **Manage and coordinate right of way acquisition and utility relocation activities.**

PRODUCT: Legal possession of portions of right of way necessary for construction according to SANBAG's construction schedule.

FUNDING SOURCES:	**$92,000**	**Measure I Valley Major Projects Fund**
	$92,000	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Darren Kettle

TASK NO. 82208000 SR 210 Right Of Way Acquisition
MANAGER: Darren Kettle

BUDGET COMPARISON
2006/2007 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Professional Services	0	0	0
Project Mgmt. Indirect Allocation	0	1,710	7,000
Project Mgmt. Staff	0	53,650	85,000
Total New Budget	**$0**	**$0**	**$92,000**
Total Actual/Planned Budget	**$0**	**$55,360**	**$92,000**

TASK: 82408000 SR 210 CONSTRUCTION

OBJECTIVE: The objective of this Task is to construct Route 210.

ACCOMPLISHMENTS: In August 2001, a section of Route 210 from Day Creek Blvd in Rancho Cucamonga to Sierra Ave. in Fontana was opened. In November 2002, the section from the L.A. County Line to Day Creek Blvd. opened to traffic. In September 2005, one lane each way was opened from Sierra Ave. to Alder Ave. in Rialto. The remaining sections from Alder Avenue to I-215 are now under various stages of construction with extensive construction activities occurring in Fiscal Year 2005/06 through FY 2007/08.

DESCRIPTION: This work is the actual construction of remaining portions of the SR-210 freeway. A large number of separate construction contracts will be underway during the fiscal year including construction, construction management, construction survey, materials testing among others.

WORK ELEMENTS:

1. **Manage on-going construction.**
2. **Continue public information activities.**
3. **Continue coordination with cities regarding construction staging provisions, and any construction impacts to local traffic.**
4. **Continue coordination of right of way acquisitions and utility relocations.**

PRODUCT: The final product of this job will be completion of the SR-210 freeway from the Los Angeles County line to east of I-215.

FUNDING SOURCES:	**$14,244,510**	**Measure I Valley Major Projects Fund**
	$14,244,510	**TOTAL NEW BUDGET**
	$ 3,498,000	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Darren Kettle

TASK NO. 82408000 SR 210 Construction
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$3,498,000**
Highway Construction			2,235,000
Professional Services			1,263,000
Line Item			
Salaries	0	0	22,930
Fringe Allocation	0	0	16,228
Indirect Allocation	0	0	35,152
Building Operating Expenses	154,581	121,500	0
Highway Construction	62,125,068	55,872,705	11,513,000
Meeting Expense	0	2,000	0
Office Expense	1,641	2,000	2,000
Postage	1,411	0	2,000
Printing – Miscellaneous	16,292	0	0
Professional Services	8,883,751	9,352,133	1,545,000
Project Mgmt. Indirect Allocation	0	52,756	27,000
Project Mgmt. Staff	0	1,591,736	1,080,000
Public Information Activities	1,009	5,000	1,200
Relocation Assist. Program	9,360	0	0
Total New Budget	**$0**	**$0**	**$14,244,510**
Total Actual/Planned Budget	**$71,193,113**	**$66,999,830**	**$17,742,510**

TASK: 82508000 I-10 CORRIDOR PROJECT DEVELOPMENT

OBJECTIVE: The objective of this task for Fiscal Year 2007/08 is to make substantial progress towards completing preliminary engineering and the environmental document for the Interstate 10 HOV Lane project.

ACCOMPLISHMENTS: In late 2006, Caltrans approved the Project Study Report for the Interstate 10 HOV lane project. The project consists of adding a carpool lane in both the eastbound and westbound directions on Interstate 10 from Haven Avenue in Ontario to Ford Street in Redlands, a distance of over 25 miles. In the winter of 2006, the Board approved a funding strategy in which current Measure I advances available Valley Major Projects funds to initiate project development activities for the I-10 HOV project. The advanced funds would be repaid by the "Major Projects Program" of Measure I 2010-2040 in the first 2-3 years of the new Measure. It is anticipated that in the Spring of 2007, the Board will approve a consultant contract to proceed with the preliminary engineering and environmental document development.

DESCRIPTION: The purpose of this task is to complete preliminary project development activities, including preliminary engineering (30%-35% designed) and develop the necessary environmental document consistent with preferred design for the I-10 HOV lane project. in advance of

WORK ELEMENTS:

1. Continue preliminary engineering and activities related to the development and evaluation of design alternatives.

2. Continue environmental analysis and studies.

PRODUCT: The products of this Task will be approved preliminary engineering and an approved environmental document.

FUNDING SOURCES:	**$3,582,000**	**Measure I Valley Major Projects Fund**
	$3,582,000	**TOTAL NEW BUDGET**
	$ 450,000	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Darren Kettle

TASK NO. 82508000 I-10 Corridor Project Development
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$450,000**
Consulting Fees			450,000
Line Item			
Consulting Fees	0	450,000	3,500,000
Project Mgmt Indirect Allocation	0	2,500	2,000
Project Mgmt. Staff	0	47,500	80,000
Total New Budget	**$0**	**$0**	**$3,582,000**
Total Actual/Planned Budget	**$0**	**$500,000**	**$4,032,000**

TASK: 83008000 I-215 SAN/RIV PROJECT DEVELOPMENT

OBJECTIVE: The objective of this Task is to perform the engineering and environmental analysis necessary to define the preferred project alternative and (eventually) to complete the final Environmental Impact Statement/Report (EIS/R).

ACCOMPLISHMENTS: The 2006/07 fiscal year focused efforts on the traffic study/analysis. The concurrent activities of preliminary geometric design and interchange design have been ongoing and are in concert with the traffic study. Several meetings between SANBAG and the Riverside County Transportation Commission (RCTC) have taken place during the effort to scope and define the project. The preliminary purpose and need statement for the environmental document has been drafted and has been through two reviews. When the traffic study is finalized, the final version of the purpose and need statement will be drafted. This project is in its infancy and will take years to complete.

DESCRIPTION: Work on this Task during the current year will focus on performing studies and analyses to be used for a final Project Report and Environmental document, primarily for the purposes of defining, scoping the improvement project and identifying environmental issues that must ultimately be addressed in the EIS/R. The "preferred alternative" must be defined and selected through the processes of the EIS/R. Other work will focus on the initial environmental studies necessary for the EIS/R. While the Riverside County Transportation Commission has acted to not prioritize for funding the Riverside County segments of this project in the first ten (10) years of their new measure, project development work will continue on the entire corridor. SANBAG will proceed on a separate path with project development activities for two interchanges on this corridor, Barton Road and Washington/Mt. Vernon, which are discussed in individual tasks.

WORK ELEMENTS:

1. Continue preliminary engineering and activities related to the development and evaluation of design alternatives.

2. Continue environmental analysis and studies.

PRODUCT: The product of this phase of the project development activity will be a final environmental impact statement/report. Subsequent phases will involve the development of detailed project design.

FUNDING SOURCES:	**$ 699,000**	**Measure I Valley Major Projects Fund**
	$ 699,000	**TOTAL NEW BUDGET**
	$1,063,000	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Darren Kettle

TASK: 83008000 I-215 San/Riv Project Development
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$1,063,000**
Professional Services			1,063,000
Line Item			
Professional Services	185,339	1,351,956	537,000
Project Mgmt. Indirect Allocation	0	17,097	12,000
Project Mgmt. Staff	0	236,501	150,000
Total New Budget	**$0**	**$0**	**$699,000**
Total Actual/Planned Budget	**$185,339**	**$1,605,554**	**$1,762,000**

TASK: 83408000 I-215 FINAL DESIGN

OBJECTIVE: The objective of this task for Fiscal Year 2007/08 is to continue with the final design of SANBAG's I-215 reconstruction/widening project from south of Rialto Avenue to the SR-210/I-215 interchange; to coordinate with Caltrans regarding Caltrans' efforts to complete the final design on the I-215 segment immediately south of the SANBAG project; and to integrate two distinct freeways segments (Segments 1 and 2) into a single Plans, Specifications, and Estimate (PS&E) package in anticipation of advertising for construction bids and finalize interagency agreements and obtain final permits, agency clearances, and funding approvals.

ACCOMPLISHMENTS: SANBAG opened bids for the 5th Street Bridge Project in Winter 2006 with the winning low-bid nearly 20% below the engineer's estimate which is testament to the quality and clarity of the PS&E package. SANBAG consultants and project management staff have continued coordination with Caltrans as they completed design of Segment 3 which will go to construction in Summer 2007.

DESCRIPTION: Work on this Task during Fiscal Year 2007/08 will consist of moving forward with integrating the final designs for Segments 1 and 2 into a single biddable PS&E package, and integrating segment 5 design with the design of SR 210 Segment 11 Contract 3 (high speed connectors between SR 210 and I-215) into a single biddable PS&E package.

WORK ELEMENTS:

1. **Continue final design activities for Segments 1, 2, and 5, with special emphasis on early delivery of right of way requirements.**

2. **Combine and Integrate Segments 1 & 2 design and combine and integrate Segment 5 and SR 210 Segment 11, Contract 3.**

3. **Prepare construction bid packages for the two distinct projects.**

PRODUCT: The product of this Task will be a final PS&E package for Interstate 215 Segments 1 & 2 and a final PS&E package for Interstate 215 Segment 5 integrated with SR 210 Segment 11, Contract 3.

FUNDING SOURCES:	**$1,002,000**	**Measure I Valley Major Projects Fund**
	$1,002,000	**TOTAL NEW BUDGET**
	$3,114,000	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Darren Kettle

TASK NO. 83408000 I-215 Final Design
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$3,114,000**
Consulting Fees			3,114,000
Line Item			
Consulting Fees	0	4,019,487	851,000
Office Expense	6	0	0
Postage	96	0	0
Professional Services	4,012,870	991,513	0
Project Mgmt. Indirect Allocation	0	17,097	11,000
Project Mgmt. Staff	0	236,501	140,000
Right of Way	1,050,794	0	0
Total New Budget	**$0**	**$0**	**$1,002,000**
Total Actual/Planned Budget	**$5,063,766**	**$5,264,598**	**$4,116,000**

TASK: 83608000 I-215 RIGHT OF WAY ACQUISITION

OBJECTIVE: The objective of this task for Fiscal Year 2007/08 is to accelerate right of way acquisition for SANBAG's I-215 project; assist Caltrans right of way department by providing right of way requirements, provide funding for the right of way acquisition, and addressing design issues related to right of way acquisition; and to acquire right of way certification for all properties necessary for Segments 1, 2, & 5 construction.

ACCOMPLISHMENTS: Recent previous work includes submitting final right of way requirements for Segments 1, 2, and the 5th Street Overcrossing and getting a Certification 3 for the 5th Street Overcrossing project. SANBAG has worked with Caltrans to establish a funding scenario for all the property acquisitions on Segments 1, 2, 3, and 5 using a mixture of Federal, State, and Local funding.

DESCRIPTION: Work on this Task during Fiscal Year 2007/08 will consist of moving forward with right of way acquisition, including final right of way mapping, appraisals, and acquisitions for Segments 1, 2, and 5 as right of way acquisition has now become the critical path element in SANBAG's efforts to accelerate this project. With the allocation of Proposition 1B funds to this project, Segments 1 & 2 will now be combined as will Segment 5 with the SR 210/I-215 connectors.

WORK ELEMENTS:

1. Complete acquisition of all I-215 Corridor properties for start of construction.

PRODUCT: The product of this year's Task will be to make substantial progress, if not complete property acquisition for all remaining parcels necessary to accommodate construction of the remaining segments of the I-215 corridor.

FUNDING SOURCES:	**$ 2,214,224**	**Measure I Valley Major Projects Fund**
	$15,924,776	**Congestion Management Air Quality Program**
	$18,139,000	**TOTAL NEW BUDGET**
	$10,889,000	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Darren Kettle

TASK NO. 83608000 I-215 Right of Way Acquisition
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Allocation of Encumbrances	**$0**	**$0**	**$10,889,000**
Right of Way			10,889,000
Line Item			
Professional Services	0	2,203,537	0
Project Mgmt. Indirect Allocation	0	3,419	11,000
Project Mgmt. Staff	0	47,300	140,000
Right of Way	0	32,846,568	17,988,000
Total New Budget	**$0**	**$0**	**$18,139,000**
Total Actual/Planned Budget	**$0**	**$35,100,824**	**$29,028,000**

TASK: 83808000 I-215 CONSTRUCTION

OBJECTIVE: The objective of this task Fiscal Year 2007/08 is to manage and construct SANBAG's first Interstate 215 project, the 5th Street Bridge, coordinate with Caltrans on the first I-215 Mainline segment that goes to construction in Summer 2007; to work with Caltrans on roles and responsibilities for these and upcoming construction projects; to secure necessary Federal, State and Local funding for scheduled construction projects; and to perform constructability reviews on PS & E packages in advance of going out to bid.

ACCOMPLISHMENTS: Recent previous work consists of a awarding a series of consultant services contracts for construction management, construction surveying and staking, and materials testing as required by Construction Cooperative Agreements with Caltrans and awarding a construction contract to Atkinson Construction for 5th Street Bridge Project. SANBAG also awarded a consultant services contract for public outreach activities. SANBAG is assisting Caltrans with the final PS & E package for Segment 3 to insure it ready to bid as well as working out the funding scenario for this construction package.

DESCRIPTION: Work on this task during Fiscal Year 2007/08 will consist of comprehensive construction management activities for the 5th Street Overcrossing. Caltrans will Advertise, Award, and Administer (AAA) the construction of Segment 3 beginning in Spring/Summer 2007 with SANBAG acting in a coordination and review role.

WORK ELEMENTS:

5. **Manage on-going construction.**
6. **Continue public information activities.**
7. **Continue coordination with the City of San Bernardino regarding construction staging provisions, and any construction impacts to local traffic.**
8. **Continue coordination of right of way acquisitions and utility relocations.**

PRODUCT: The product of this year's task will be completed bid packages for the 5th Street Overcrossing project and Segment 3. Construction contracts for these 2 projects will be bid and awarded, and construction will start. A bid package for Segment 1 will be under final review.

FUNDING SOURCES:	**$2,206,182**	**Measure I Valley Major Projects Fund**
	$6,000,000	**Transportation Congestion Regional Program**
	$8,206,182	**TOTAL NEW BUDGET**
	$2,980,000	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Darren Kettle

TASK NO. 83808000 I-215 Construction
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$2,980,000**
Professional Services			2,980,000
Line Item			
Salaries	0	0	47,268
Fringe Allocation	0	0	33,452
Indirect Allocation	0	0	72,462
Building Operating Expenses	0	60,134	0
Consulting Fees	0	230,000	0
Highway Construction	0	8,020,000	6,000,000
Printing – Miscellaneous	0	10,000	10,000
Professional Services	0	1,179,866	1,648,000
Project Mgmt. Indirect Allocation	0	17,097	8,000
Project Mgmt. Staff	0	473,001	387,000
Total New Budget	**$0**	**$0**	**$8,206,182**
Total Actual/Planned Budget	**$0**	**$9,990,098**	**$11,186,182**

TASK: 84008000 I-215 BARTON ROAD INTERCHANGE

OBJECTIVE: The objective of this task is to complete the preliminary engineering and environmental document phase of the Barton Road Interchange project. This will consist of performing the engineering and environmental analysis necessary to define the preferred project alternative and obtain environmental clearance for an interchange consistent with the ultimate build-out condition of Interstate 215.

ACCOMPLISHMENTS: Caltrans took the lead on the Project Study Report (PSR) phase of the project which is expected to be complete by the end of FY 2006/07. SANBAG's efforts on the PR/ED phase of the project will not begin until the PSR has been approved. Upon approval of the PSR, SANBAG will issue a task order with the consultant team under contract for project development work for the I-215 corridor between San Bernardino and Riverside. As Proposition 1B funds have been allocated to fund various Measure I funded projects, Measure I Valley Major Project funds have become available to fund project development work for a couple of key "early" projects on the only remaining current Measure I Freeway project, that being the I-215 between San Bernardino and Riverside, specifically the interchanges at Barton Road and Mt. Vernon/Washington.

DESCRIPTION: Work on this Task during Fiscal Year 2007/08 will focus on finalizing the PSR and proceeding into preliminary engineering and environmental document development.

WORK ELEMENTS:

1. Preliminary engineering and activities related to the development and evaluation of design alternatives.

2. Environmental analysis and studies and development of environmental document.

PRODUCT: The product of this phase of the project development activity will be a Project Report and Environmental Document. Subsequent phases will involve the development of detailed project design.

FUNDING SOURCES:	**$836,000**	**Measure I Valley Major Projects Fund**
	$836,000	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Darren Kettle

TASK NO. 84008000 I-215 Barton Road Interchange
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Consulting Fees	0	0	750,000
Project Mgmt. Indirect Allocation	0	0	80,000
Project Mgmt. Staff	0	0	6,000
Total New Budget	**$0**	**$0**	**$836,000**
Total Actual/Planned Budget	**$0**	**$0**	**$836,000**

TASK: 84108000 I-10 RIVERSIDE INTERCHANGE

OBJECTIVE: The objective of this task is to assist the City of Rialto by managing completion of final design and begin construction of the I-10/Riverside Avenue Interchange

ACCOMPLISHMENTS: A Project Study Report and a Project Report were completed in 1997 and 1999 respectively. The project received initial environmental approvals in 1998. Design activities started in 2001 and were approximately 50% complete when Caltrans asked for a Supplemental Environmental Document (ED) due to a 3-year lapse since approval of the last ED and the presence of an endangered species called the Delhi Sands Flower Loving Fly. In December 2005, SANBAG, at the request of the City of Rialto, took over project management responsibilities. A Value Analysis (VA) Study was undertaken in January 2006 and based on the VA recommendations and a desire to reduce the amount of time that the Riverside Bridge was constrained by construction, the city decided to shift from three stage construction to single stage construction.

DESCRIPTION: Work this year will include continuation of work to complete the environmental document for the I-10/Riverside Interchange, with completion expected by the end of 2006. Design will also continue with a target completion of early 2007. Work to be completed following environmental approvals includes Right of Way (ROW) acquisition, and utility relocations. About $1.6 million of federal Demonstration funds, $3.75 million of federal Interstate Maintenance Discretionary (IMD) funds, and $16.2 million of City funds are available for construction. Total construction cost is expected to be in the range of $24 to $27 million. No new design contracts are anticipated during Fiscal Year 2007/2008. Given the change from three stage construction to one stage construction it is likely that a construction contract will not be awarded until FY 2008/09.

WORK ELEMENTS:

1. **Prepare revised engineering scope of work and contract documents.**
2. **Perform consultant selection construction related consultants.**
3. **Prepare environmental document.**
4. **Manage completion of final design and bid package.**
5. **Complete Right of Way acquisition, and Utility relocation.**
6. **Execute a Cooperative Agreement between Caltrans, SANBAG, and City of Rialto for construction and proceed with Advertise, Award, and Administering the Construction contract.**

PRODUCT: Completed environmental document, final design, and all right of way activities for the I-10/Riverside interchange.

FUNDING SOURCES:	**$ 86,000**	**Measure I Valley Major Projects Fund**
	$ 86,000	**TOTAL NEW BUDGET**
	$250,000	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Darren Kettle

TASK NO. 84108000 I-10 Riverside Interchange
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$250,000**
Professional Services			250,000
Line Item			
Highway Construction	0	4,000,000	0
Printing – Miscellaneous	0	10,000	0
Professional Services	0	1,500,000	0
Project Mgmt. Indirect Allocation	0	4,103	6,000
Project Mgmt. Staff	0	70,950	80,000
Total New Budget	**$0**	**$0**	**$86,000**
Total Actual/Planned Budget	**$0**	**$5,585,053**	**$336,000**

TASK: 84208000 I-10/TIPPECANOE INTERCHANGE

OBJECTIVE: The objective of this Task is to obtain environmental clearance and conceptual approval of design to be able to move on into final design, right of way acquisition, and construction on the I-10/Tippecanoe Interchange

ACCOMPLISHMENTS: A Project Study Report/Project Development Support document has been completed. The I-10/Tippecanoe Interchange Project Report and Environmental Document (PR/ED) had been on hold for an extended period pending completion of alternative analysis. A preferred alternative has been identified and technical studies are already underway. In addition, the Evans Street North work has been separated out as a distinct local project.

DESCRIPTION: Work this year will include continuation of work to complete the Project Report and environmental document for the I-10/Tippecanoe Interchange, with completion expected in the spring of 2008. About $40 million of federal demonstration and SAFETEA-LU funds and $2.5 million of State Interregional funds are available for final design and construction. The Federal Highway Administration (FHWA) has approved the use of about $5 million of the federal funds for project development activities including preliminary engineering, environmental approvals and final design. These activities will continue through Fiscal Year 2007/08 and into future years. Total construction cost is expected to be in the range of $15 to $20 million, with right of way costs also in the same range. No new contracts are anticipated during Fiscal Year 2007/08.

WORK ELEMENTS:

1. **Manage Engineering/Environmental consultant responsible for PR/ED.**

2. **Prepare Project Report and environmental document.**

3. **Consider various project delivery mechanisms.**

PRODUCT: Approved Environmental Document, a completed Project Report and final design for the I-10/Tippecanoe interchange.

FUNDING SOURCES:	**$100,000**	**Demo Funding**
	$ 90,000	**Measure I Valley Major Projects Fund**
	$190,000	**TOTAL NEW BUDGET**
	$ 70,000	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Darren Kettle

TASK NO. 84208000 I-10/Tippecanoe Interchange
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$70,000**
Consulting Fees			70,000
Line Item			
Consulting Fees	0	0	125,000
Office Expense	9	0	0
Professional Services	125,880	358,019	0
Project Mgmt. Indirect Allocation	0	1,710	5,000
Project Mgmt. Staff	0	23,650	60,000
Total New Budget	**$0**	**$0**	**$190,000**
Total Actual/Planned Budget	**$125,889**	**$383,379**	**$260,000**

TASK: 84308000 I-10 LIVE OAK CANYON

OBJECTIVE: The objective of this task for Fiscal Year 2007/08 is to complete continue construction and construction management activities for the Live Oak Canyon/Interstate 10 Interchange reconstruction.

ACCOMPLISHMENTS:

Work in 2006/07 consisted of completing Plans, Specifications and Estimate (PS&E) package, the submission of updated environmental documents for Caltrans review, and updating the right of way mapping, acquiring right of way, advertising for and awarding a construction contract.

DESCRIPTION: In 2002 project design was 95% complete and the environmental document was in the final review and approval stage. However, later that year the project was suspended because of a lack of Traffic Congestion Relief Programs (TCRP) funds. As of the development of the 2007/08 Budget it is anticipated that a construction contract will be awarded at the June 2007 Board meeting. Construction and Construction Management are the primary activities in this task for Fiscal Year 2007/08. The project is fully funded from TCRP and contributions from the City of Yucaipa.

WORK ELEMENTS:

9. **Manage on-going construction.**

10. **Continue coordination with the city of Yucaipa regarding construction staging provisions, and any construction impacts to local traffic.**

11. **Continue coordination of right of way acquisitions and utility relocations.**

PRODUCT: The product of this Task will include final environmental approvals, a completed PS&E construction bid package, and advertising for and awarding a construction contract.

FUNDING SOURCES:	**$ 255,557**	**Measure I Valley Major Projects Fund**
	$4,152,000	**Transportation Congestion Relief Program**
	$3,219,000	**Local Fund - City of Yucaipa**
	$7,626,557	**TOTAL NEW BUDGET**
	$4,200,000	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Darren Kettle

TASK NO. 84308000 I-10 Live Oak Canyon
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$4,200,000**
Professional Services			800,000
Highway Construction			3,400,000
Line Item			
Salaries	0	0	10,972
Fringe Allocation	0	0	7,765
Indirect Allocation	0	0	16,820
Building Operating Expenses	0	0	0
Consulting Fees	0	0	0
Highway Construction	0	3,525,666	5,600,000
Meeting Expense	0	0	0
Mileage Reimb/SANBAG Only	0	0	0
Office Expense	0	10,000	0
Postage	0	0	0
Printing – Miscellaneous	0	13,000	0
Professional Services	422,775	1,125,084	1,786,000
Project Mgmt. Indirect Allocation	0	5,129	5,000
Project Mgmt. Staff	0	70,950	200,000
Total New Budget	**$0**	**$0**	**$7,626,557**
Total Actual/Planned Budget	**$422,775**	**$4,749,829**	**$11,826,557**

TASK: 84508000 I-215 MOUNT VERNON/WASHINGTON INTERCHANGE

OBJECTIVE: This is a new task the objective of which is to facilitate the development of a Project Study Report (PSR) for a reconfigured interchange at Mt. Vernon Avenue/Washington and Interstate 215 consistent with the ultimate build-out condition of Interstate 215.

ACCOMPLISHMENTS: During Fiscal Year 2007/08 some progress was made on project development activities for the I-215 corridor between San Bernardino and Riverside. As Proposition 1B funds have been allocated to fund various Measure I funded projects, Measure I Valley Major Project funds have become available to fund project development work for a couple of key "early" projects on the only remaining current Measure I Freeway project, that being the I-215 between San Bernardino and Riverside, specifically the interchanges at Barton Road and Mt. Vernon/Washington.

DESCRIPTION: This work is a project management role in which SANBAG will issue a task order with the consultants currently performing project develop activities for the I-215 San Bernardino to Riverside Corridor contract for the necessary professional services that will produce a final PSR for the Mt.Vernon/Washington Interchange. The project management role will also include regularly scheduled Project Development Team meetings with Caltrans and local agency partners. The PSR is estimated to be completed by summer/fall 2008. Once the PSR is approved by Caltrans, SANBAG will proceed directly into preliminary engineering and environmental document development.

WORK ELEMENTS:

1. **Manage Consultant contract.**

2. **Coordinate regularly schedule meetings of affected parties.**

3. **Submit final PSR to Caltrans for approval.**

PRODUCT: The final product of this job will be completion of a PSR for the Mt. Vernon/Washington Interstate 215 Interchange in the City of Colton to be followed by the development of preliminary engineering and an environmental document.

FUNDING SOURCES:	**$407,000**	**Measure I Valley Major Projects Fund**
	$407,000	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Darren Kettle

TASK NO. 84508000 I-215 MOUNT VERNON/WASHINGTON INTERCHANGE
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Consulting Fees	0	0	325,000
Project Mgmt. Indirect Allocation	0	0	2,000
Project Mgmt. Staff	0	0	80,000
Total New Budget	**$0**	**$0**	**$407,000**
Total Actual/Planned Budget	**$0**	**$0**	**$407,000**

TASK: 86008000 I-10 LANE ADDITION - REDLANDS

OBJECTIVE: To construct the I-10 Median Lane Addition Project from the I-10/Orange Avenue Interchange to east of Ford Street in the City of Redlands.

ACCOMPLISHMENTS: In February of 2005 the Project was environmentally cleared with a Negative Declaration/Findings of No Significant Impact. The Project Report was finalized in March of 2005. The final design was completed and the construction project began advertising in July and the Board awarded a construction contract to Atkinson Construction in October 2005.

DESCRIPTION: This Task includes the activities necessary to construct the I-10 Median Widening Project from Orange Street to Ford Street such as the construction contract, construction management, construction survey, and materials testing. The construction project was awarded in October 2005 to Atkinson Construction and is scheduled for completion in early 2008.

WORK ELEMENTS:

1. Manage on-going construction activities

2. Continue coordination with cities regarding construction staging provisions and any construction impacts to local traffic.

3. Continue public information and involvement program.

PRODUCT: The product of this job will be a fourth general purpose lane on I-10 through the City of Redlands.

FUNDING SOURCES:	**$ 6,062,083**	**Measure I Valley Major Projects Fund**
	$ 8,141,000	**Surface Transportation Program**
	$14,203,083	**TOTAL NEW BUDGET**
	$ 2,776,000	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Darren Kettle

TASK NO. 86008000 I-10 Lane Addition - Redlands
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$2,776,000**
Professional Services			731,000
Highway Construction			2,045,000
Line Item			
Salaries	0	0	23,477
Fringe Allocation	0	0	16,615
Indirect Allocation	0	0	35,991
Building Operating Expenses	0	134,044	0
Highway Construction	14,791,942	20,509,290	11,914,000
Professional Services	3,089,335	3,260,376	1,716,000
Project Mgmt. Indirect Allocation	0	25,647	7,000
Project Mgmt. Staff	0	709,502	490,000
Total New Budget	**$0**	**$0**	**$14,203,083**
Total Actual/Planned Budget	**$18,100,925**	**$24,638,859**	**$16,979,083**

TASK: 86208000 I-10 WESTBOUND LANE ADDITION - YUCAIPA

OBJECTIVE: To develop and implement a westbound general purpose lane from Live Oak Canyon Road in Yucaipa to Ford Street in Redlands.

ACCOMPLISHMENTS: A contract was awarded for project development work including preliminary engineering and environmental document development. The Project made draft submittals of the environmental technical studies with approval anticipated in summer 2006. The preliminary design was approved by Caltrans' District 8. It is anticipated that the environmental document will be approved prior to the end of FY2006/07. An RFQ for final design services will be issued in Spring 2007 and design services contract approved in Summer 2007. The California Transportation Commission allocated $26.5 million of Proposition 1B funds to this project which has an estimated total cost of $34 million

DESCRIPTION: This Task addresses the development of the last phase of the Measure I Major Project commitment on the east end of I-10. The project will add one general purpose lane in the westbound direction starting near Live Oak Canyon and joining the Lane Addition project in Redlands. Work this year will include initiating an approximate 2 year final design effort. All design phases of the Project are funded with local measure funds with construction funded from Proposition 1B.

WORK ELEMENTS:

1. **Approve Design Services Contract.**

2. **Manage Design team and design approval process through Caltrans.**

3. **Execute a Design Cooperative Agreement between Caltrans and SANBAG.**

PRODUCT: The product of this job will be the completion of the fourth general purpose lane to the eastern portion of I-10.

FUNDING SOURCES:	**$2,168,778**	**Measure I Valley Major Projects Fund**
	$2,168,778	**TOTAL NEW BUDGET**
	$ 67,000	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Darren Kettle

TASK NO. 86208000 I-10 Westbound Lane Addition - Yucaipa
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$67,000**
Professional Services			67,000
Line Item			
Consulting Fees	0	0	2,000,000
Professional Services	205,612	553,859	0
Project Mgmt. Indirect Allocation	0	8,548	11,000
Project Mgmt. Staff	0	118,251	150,000
Total New Budget	**$0**	**$0**	**$2,168,778**
Total Actual/Planned Budget	**$205,612**	**$680,658**	**$2,235,778**

TASK: 87008000 HUNTS LANE GRADE SEPARATION

OBJECTIVE: The objective of this Task is to design and build the Hunts Lane/Union Pacific Railroad grade separation associated with Alameda Corridor East.

ACCOMPLISHMENTS: In 2003 the Project was placed on hold due to the suspension of Proposition 42 funds. In August of 2005 the Project was activated again. Federal funds were added to the construction phase of the project requiring federal environmental clearance. Most of the environmental technical studies have been re-evaluated and will be submitted for Caltrans Local Assistance concurrence in Spring 2006. Project Development Team meetings were reinitiated in Fall 2005 and a draft maintenance agreement between the two Cities is underway.

DESCRIPTION: This Task includes all activities necessary to design and build the railroad grade separation at Hunts' Lane which is on the city limits of Colton and San Bernardino. This project is funded with Proposition 42/Traffic Congestion Relief Program (TCRP). The TCRP allocations will cover the preliminary engineering, environmental clearances and design phases but will not cover the right of way. Other funding sources include a federal SAFETEA-LU earmark up to $5 million, and a local measure match. The federal earmark was added in 2005. Work this year will include federal environmental clearance, right of way activities, and continuation of the design.

WORK ELEMENTS:

1. Complete the federal environmental documents.

2. Manage and perform final design.

3. Manage and coordinate right of way acquisition and utility relocation activates.

4. Facilitate the execution of the cooperative maintenance agreement between the Cities of Colton and San Bernardino.

5. Complete Railroad construction and maintenance agreement.

PRODUCT: Completed grade separation at Hunts Lane.

FUNDING SOURCES:	**$168,778**	**Measure I Valley Major Projects Fund**
	$594,000	**Traffic Congestion Relief Program**
	$762,778	**TOTAL NEW BUDGET**
	$456,000	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Darren Kettle

TASK NO. 87008000 Hunts Lane Grade Separation
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$456,000**
Professional Services			456,000
Line Item			
Salaries	0	0	5,486
Fringe Allocation	0	0	3,882
Indirect Allocation	0	0	8,410
Consulting Fees	0	0	94,000
Office Expense	4	0	0
Postage	41	0	0
Professional Services	375,253	348,998	50,000
Project Mgmt. Indirect Allocation	0	3,419	11,000
Project Mgmt. Staff	0	47,300	140,000
Right of Way	311,032	2,500,000	450,000
ROW Relocation Assist. Program	1,315,896	0	0
Total New Budget	**$0**	**$0**	**$762,778**
Total Actual/Planned Budget	**$2,002,226**	**$2,899,717**	**$1,218,778**

TASK: 87108000 STATE STREET/UNIVERSITY PARKWAY GRADE SEPARATION

OBJECTIVE: The objective of this Task is to design and build a railroad grade separation project associated with Alameda Corridor East at State Street/University Parkway on the jurisdictional boundary of the City of San Bernardino and the San Bernardino County unincorporated community of Muscoy.

ACCOMPLISHMENTS: Transportation Congestion Relief Program funds have been secured and allocated for design and right of way for the project; a design consultant has completed a 100% Plans, Specifications & Estimates (PS&E) design package; environmental clearance has been obtained; and right of way acquisition has been completed. A consultant services contract for full-service construction management has been awarded and a construction contract is anticipated to be awarded in Spring 2007.

DESCRIPTION: This Task includes all activities necessary to design and build the railroad grade separation at State Street/University Parkway. This project was initially fully funded with Transportation Congestion Relief Program Funds (TCRP). At present, SANBAG has received TCRP allocations for all phases of the project and will proceed to construction in Spring 2007.

WORK ELEMENTS:

12. **Manage on-going construction.**

13. **Continue public information activities.**

14. **Continue coordination with the City of San Bernardino and County of San Bernardino regarding construction staging provisions, and any construction impacts to local traffic.**

15. **Continue coordination of right of way acquisitions and utility relocations.**

PRODUCT: Completed grade separation project.

FUNDING SOURCES:	**$ 127,557**	**Measure I Valley Major Projects Fund**
	$ 140,000	**Hillwood Signal Co-op**
	$11,157,000	**Traffic Congestion Relief Program**
	$11,424,557	**TOTAL NEW BUDGET**
	$ 2,020,000	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to 2007/2008**

MANAGER: Darren Kettle

TASK NO. 87108000 State Street/University Parkway Grade Separation
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$2,020,000**
Professional Services			2,000,000
Highway Construction			20,000
Line Item			
Salaries	0	0	10,972
Fringe Allocation	0	0	7,765
Indirect Allocation	0	0	16,820
Highway Construction	0	4,000,000	8,350,000
Professional Services	0	1,312,709	2,040,000
Printing	0	12,000	0
Project Mgmt. Indirect Allocation	0	2,735	2,000
Project Mgmt. Staff	0	47,300	90,000
Right of Way	0	2,500,000	907,000
Total New Budget	**$0**	**$0**	**$11,424,557**
Total Actual/Planned Budget	**$0**	**$7,874,744**	**$13,444,557**

TASK: 87208000 RAMONA AVENUE GRADE SEPARATION

OBJECTIVE: The objective of this Task is to act as lead agency for purposes of construction and construction management for the Ramona Avenue Grade Separation project in the City of Montclair.

ACCOMPLISHMENTS: SANBAG and the City of Montclair have executed a cooperative agreement in which SANBAG assumes lead agency status for the purposes of Construction and Construction Management and the City of Montclair provides upfront funding for project costs. SANBAG has approved construction management team consultant contract. The City is finalizing right of way activities and obligating the various types of funds that are necessary to fund the construction phase of the project.

DESCRIPTION: This Task includes all activities associated with the construction and construction management of the Ramona Avenue Grade Separation Project. It is anticipated that the project will go to construction in Summer/Fall 2007. This project is funded from a multitude of sources including federal demonstration project funds, Congestion Mitigation Air Quality funds, Traffic Congestion Relief Program funds, Public Utilities Commission Funds, City/Redevelopment funds and a contribution from the Union Pacific Railroad.

WORK ELEMENTS:

16. **Manage on-going construction.**

17. **Coordinate with the City of Montclair regarding construction staging provisions, and any construction impacts to local traffic.**

18. **Continue coordination of right of way acquisitions and utility relocations.**

PRODUCT: Completed grade separation project.

FUNDING SOURCES:	**$ 96,557**	**Measure I Valley Major Projects Fund**
	$5,410,000	**Local Fund – City of Montclair**
	$5,506,557	**TOTAL NEW BUDGET**
	$3,890,000	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to 2007/2008**

MANAGER: Darren Kettle

TASK NO. 87208000 Ramona Avenue Grade Separation
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$3,890,000**
Highway Construction			3,890,000
Line Item			
Salaries	0	0	10,972
Fringe Allocation	0	0	7,765
Indirect Allocation	0	0	16,820
Highway Construction	0	4,000,000	4,110,000
Professional Services	0	1,312,709	1,300,000
Printing	0	12,000	0
Project Mgmt. Indirect Allocation	0	2,735	1,000
Project Mgmt. Staff	0	47,300	60,000
Right of Way	0	2,500,000	0
Total New Budget	**$0**	**$0**	**$5,506,557**
Total Actual/Planned Budget	**$0**	**$7,874,744**	**$9,396,557**

TASK: 87908000 COLTON CROSSING BNSF/UPRR GRADE SEPARATION

OBJECTIVE: The objective of this task is to complete project development activities to include preliminary engineering and an environmental document for the Colton Crossing Burlington Northern Santa Fe (BNSF)/Union Pacific Railroad (UPRR) railroad over railroad grade separation.

ACCOMPLISHMENTS: In 1999 Caltrans, in collaboration with SANBAG, the Riverside County Transportation Commission, BNSF and UPRR, prepared a Project Study Report (PSR) for the Colton Crossing Grade Separation project. In 2005, in recognition that State funds might be available for preliminary engineering and an environmental document Caltrans along with the other entities prepared Supplemental PSR for this project. The Supplemental was approved in January 2006. Caltrans and California Transportation Commission staff are proposing that $2.2 million of Interregional Transportation Improvement Program (ITIP) funds be included in the 2006 State Transportation Improvement Program to fund preliminary engineering and environmental document development. The $2.2 million would be allocated to SANBAG to act as lead agency for these efforts.

DESCRIPTION: This Task includes all activities to initiate project development activities including project management and managing engineering and environmental consultants. Project management functions will be performed by SANBAG's project/program management consultant and will be funded from SANBAG Rail Asset funds. While SANBAG will serve as the project manager, it is anticipated that Caltrans, RCTC, BNSF, UPRR, Metrolink and the City of Colton will be active stakeholders in project development activities. Preliminary engineering and environmental consultant services will be funded entirely from the State ITIP funds that have no local match requirement.

WORK ELEMENTS:

1. Manage preliminary engineering and activities related to the development and evaluation of design alternatives.

2. Manage environmental analysis and studies.

PRODUCT: Completed preliminary engineering to a design level of approximately 30% and final environmental document.

FUNDING SOURCES:	**$ 38,000**	**Rail Assets**
	$ 59,000	**Measure I Valley Major Projects Fund**
	$ 472,000	**Interregional Improvement Program Funds**
	$ 569,000	**TOTAL NEW BUDGET**
	$1,050,000	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Darren Kettle

TASK NO. 87908000 Colton Crossing BNSF/UPRR Grade Separation
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$1,050,000**
Consulting Fees			1,050,000
Line Item			
Consulting Fees	0	1,000,000	450,000
Project Mgmt. Indirect Allocation	0	0	9,000
Project Mgmt. Staff	0	50,000	110,000
Total New Budget	**$0**	**$0**	**$569,000**
Total Actual/Planned Budget	**$0**	**$1,050,000**	**$1,619,000**

TASK: 88008000 I-15/I-215 DEVORE INTERCHANGE

OBJECTIVE: The objective of this task for Fiscal Year 2007/08 is to make substantial progress towards completing preliminary project development activities for the replacement of the Interstate 15/Interstate 215 Devore Interchange.

ACCOMPLISHMENTS: In late 2005, the Board received the Interstate 15 Comprehensive Corridor Study. The Study was undertaken in order to address current and forecasted future travel needs along the I-15 corridor between the State Route 60 interchange and the Mojave River Crossing in Victorville. One of the areas of focus for the Study was the Interstate 15/Interstate 215 Devore Interchange which has become a notorious bottleneck creating substantial congestion on Interstate 15. In the winter of 2006, the Board approved a funding strategy in which current Measure I advances available Valley Major Projects funds to initiate project development activities for the Devore Interchange Project. The advanced funds would be repaid by the "Cajon Pass Program" of Measure I 2010-2040 in the first 2-3 years of the new Measure.

DESCRIPTION: In the Board's action receiving the Study, the Board emphasized the need to initiate project development activities for this project. It is anticipated that an Engineering/Environmental consultant team will be under contract in summer 2007 and will first prepare a Project Study Report to be followed by a Project Report and Environmental Document. The Project Study Report is estimated to be complete by Summer/Fall of 2008.

WORK ELEMENTS:

1. **Manage consultant team responsible for drafting Project Study Report.**

2. **Continue construction funding strategy discussions given project cost escalation.**

PRODUCT: The initial product of this Task will be an approved Project Study Report. Subsequent products will include an approved environmental document and preliminary engineering.

FUNDING SOURCES:	**$565,000**	**Measure I Valley Major Projects Fund**
	$565,000	**TOTAL NEW BUDGET**
	$500,000	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Darren Kettle

TASK NO. 88008000 I-15/I-215 Devore Interchange
MANAGER: Darren Kettle

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$500,000**
Consulting Fees			500,000
Line Item			
Consulting Fees	0	0	500,000
Professional Services	0	450,000	0
Project Mgmt. Indirect Allocation	0	2,500	5,000
Project Mgmt. Staff	0	47,500	60,000
Total New Budget	**$0**	**$0**	**$565,000**
Total Actual/Planned Budget	**$0**	**$500,000**	**$1,065,000**

TASK: 90708000 DEBT SERVICE - BIG BEAR/92 ISSUE

OBJECTIVE: To account for the Measure I Sales Tax funds withheld by the Bond Trustee, The Bank of New York Trust Company, N.A., for the City of Big Bear Lake's portion of the Debt Service on the 1992 Sales Tax Revenue Bonds.

ACCOMPLISHMENTS: SANBAG has successfully monitored the activities of the trustee who has been withholding funds for Debt Service and who has been investing funds on behalf of SANBAG. This activity relates specifically to the issuance of the 1992 Sales Tax Revenue Bonds.

DESCRIPTION: Debt Service for the City of Big Bear Lake's portion of the $110,000,000 Sales Tax Revenue Bonds, 1992 Series A. The 1992 bond proceeds were used for streetscape and under grounding on State Route 18.

WORK ELEMENTS:

1. This task contains the actual collection of debt service funds and does not include any budget for the cost of administration. This task is for accounting purposes only.

PRODUCT: Fiscal Accounting.

FUNDING SOURCES:	**$108,200**	**City of Big Bear Lake Measure I Arterial Funds**
	$108,200	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Terrence McGuire

TASK NO. 90708000 Debt Service - Big Bear/92 Issue
MANAGER: Terrence McGuire

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Debt Service Expense	0	108,183	$108,200
Interest Payable – Bonds	27,915	0	0
Principal Payable – Bond	80,267	0	0
Total New Budget	**$0**	**$0**	**$108,200**
Total Actual/Planned Budget	**$108,182**	**$108,183**	**$108,200**

TASK: 90808000 - DEBT SERVICE - MT./UNINCORPORATED/92 ISSUE

OBJECTIVE: To account for the Measure I Sales Tax funds withheld by the Bond Trustee, The Bank of New York Trust Company, N.A., for the County of San Bernardino's portion of the Debt Service on the 1992 Sales Tax Revenue Bonds.

ACCOMPLISHMENTS: SANBAG has successfully monitored the activities of the trustee who has been withholding funds for Debt Service and who has been investing funds on behalf of SANBAG. This activity relates specifically to the issuance of the 1992 Sales Tax Revenue Bonds.

DESCRIPTION: Debt Service for the County of San Bernardino's portion of the $110,000,000 Sales Tax Revenue Bonds, 1992 Series A. The 1992 bond proceeds were used for streetscape and under grounding on State Route 18.

WORK ELEMENTS:

1. Monthly - This task contains the actual collection of debt service funds and does not include any budget for the cost of administration. This task is for accounting purposes only.

PRODUCT: Fiscal Accounting.

FUNDING SOURCES:		**County of San Bernardino Mountain Subarea**
	$45,986	**Measure I San Bernardino County Arterial Fund**
	$45,986	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Terrence McGuire

TASK NO. 90808000 Debt Service – Mt./Unincorporated/92 Issue
MANAGER: Terrence McGuire

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Debt Service Expense	0	45,986	45,986
Interest Payable – Bonds	11,851	0	0
Principal Payable - Bonds	34,075	0	0
Total New Budget	**$0**	**$0**	**$45,986**
Total Actual/Planned Budget	**$45,926**	**$45,986**	**$45,986**

TASK: 91800000 VALLEY MEASURE I LOCAL

OBJECTIVE: To serve as a depository for Measure I Local Pass-Through Funds prior to distribution to local jurisdictions.

ACCOMPLISHMENTS: As administrators of all Measure I funds, SANBAG has annually distributed Measure I funds based on the formula specified in the Ordinance to fifteen (15) cities in the valley and the County of San Bernardino.

DESCRIPTION: Measure I provides that a portion of the proceeds from the half cent transactions and use tax collected in the Valley portion of San Bernardino County be distributed among the cities and the County based on the ratio of each jurisdiction's population to the total Valley population. SANBAG annually adjusts the allocation formula January 1 of each year to reflect population changes as prepared by State Department of Finance.

WORK ELEMENTS:

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

PRODUCT: Fiscal Accounting.

FUNDING SOURCES:	**$22,577,225**	**Measure I Valley Local Pass-Through Fund**
	$22,577,225	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Terrence McGuire

TASK NO. 91800000 Valley Measure I Local
MANAGER: Terrence McGuire

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Distribution to Cities	23,087,704	22,577,225	22,577,225
Total New Budget	**$0**	**$0**	**$22,577,225**
Total Actual/Planned Budget	**$23,087,704**	**$22,577,225**	**$22,577,225**

TASK: 91801000 MOUNTAIN/DESERT MEASURE I LOCAL

OBJECTIVE: To serve as a depository for Measure I Local Pass-Through Funds prior to distribution to local jurisdictions in the Mountain/Desert sub-region.

ACCOMPLISHMENTS: As administrators of all Measure I funds, SANBAG has annually distributed Measure I funds based on the formula specified in the Ordinance to fifteen (9) cities in the mountain/desert area and the County of San Bernardino.

DESCRIPTION: Measure I provides that all of the proceeds from the half cent transactions and use tax collected in the Mountain/Desert Subareas of San Bernardino County be distributed among the cities and the County, minus State Board of Equalization charges and 1% SANBAG withholding for administration of the program. The funds are distributed in accordance with a formula based 50% on population and 50% on point of generation. SANBAG annually adjusts the allocation formula to reflect changes in population forecasts January 1 of each year as determined by the State Department of Finance and SANBAG quarterly adjusts the point of generation data based on actual collections.

WORK ELEMENTS:

1. This task contains the actual pass-through funds and does not budget for any cost of administration. This task is for accounting purpose only.

PRODUCT: Fiscal Accounting.

FUNDING SOURCES:	**$23,012,807**	**Measure I Mountain/Desert Local Pass-Through Fund**
	$23,012,807	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Terrence McGuire

TASK NO. 91801000 Mountain/Desert Measure I Local
MANAGER: Terrence McGuire

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Distribution to Cities	24,027,901	23,012,810	23,012,807
Total New Budget	**$0**	**$0**	**$23,012,807**
Total Actual/Planned Budget	**$24,027,901**	**$23,012,810**	**$23,012,807**

TASK: 93108000 DEBT SERVICE - MAJOR/97 ISSUE

OBJECTIVE: To account for the Measure I Sales Tax funds withheld by the Bond Trustee, The Bank of New York Trust Company, N.A., for the Major Projects' portion of the Debt Service on the 1997 Sales Tax Revenue Bonds.

ACCOMPLISHMENTS: SANBAG has successfully monitored the activities of the trustee who has been withholding funds for Debt Service and who has been investing funds on behalf of SANBAG. This activity relates specifically to the issuance of the 1997 Sales Tax Revenue Bonds.

DESCRIPTION: Debt Service for the Major Projects' portion of the October 30, 1997, $65,000,000 Sales Tax Revenue Bonds, 1997 Series A. The proceeds were used to fund capital projects as outlined in the strategic plan.

WORK ELEMENTS:

1. This task contains the actual collection of debt service funds and does not include any budget for the cost of administration. This task is for accounting purposes only.

PRODUCT: Fiscal Accounting.

FUNDING SOURCES:	**$10,529,169**	**Measure I Valley Major Projects Fund**
	$10,529,169	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Terrence McGuire

TASK NO. 93108000 Debt Service – Major/97 Issue
MANAGER: Terrence McGuire

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Debt Service Expense	0	10,521,981	10,529,169
Interest Payable – Bonds	2,268,681	0	0
Principal Payable – Bonds	8,260,000	0	0
Total New Budget	**$0**	**$0**	**$10,529,169**
Total Actual/Planned Budget	**$10,528,681**	**$10,521,981**	**$10,529,169**

TASK: 94108000 MOUNTAIN/DESERT PLANNING AND PROJECT DEVELOPMENT

OBJECTIVE: To provide for policy oversight, planning, and project development support for projects that relate specifically to the Mountain/Desert subregion.

ACCOMPLISHMENTS: This task was created in 1996/1997 to provide support to the Mountain/Desert Committee. The SANBAG Board of Directors created the Mountain/Desert Committee in March 1996 to provide SANBAG Board Members from the Mountain/Desert jurisdictions an opportunity for detailed review and discussion of items of specific impact to that subregion. In 2002/2003, the task was changed to expand activities to include additional staff support in the areas of planning and project development for projects in the Mountain/Desert subregion.

DESCRIPTION: The Mountain/Desert Committee meets regularly throughout the year to review program status relative to Mountain/Desert jurisdictions, including regional transportation planning, allocation of funds, air quality issues, and legislative issues. This task also provides support to the Mountain/Desert Measure I Committee, which has combined meetings with the SANBAG Mountain/Desert Committee. Additionally, SANBAG staff salaries included in this task will provide planning and project development support for projects in the Mountain/Desert subregion.

The Fiscal Year 2006/2007 budget contains encumbrances of $923,400 related to three contracts with Mountain/Desert jurisdictions for the exchange of Surface Transportation Program allocations for Measure I Major Project funds for Needles Highway, Lenwood Grade Separation, and SR 62. This task also contains funding to participate with Caltrans and Kern County in performance of an origin and destination study on SR 58.

WORK ELEMENTS:

1. Identify and analyze issues of a routine or special nature that may require policy input specifically from Mountain/Desert jurisdictions.

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

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

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

5. Participate on project development teams for major transportation projects in the Mountain/Desert subregions, funded by SANBAG, Caltrans, and/or local jurisdictions.

6. Administer contracts with rural jurisdictions for projects funded by Measure I Major Projects funds which were exchanged for Surface Transportation Program Funds.

PRODUCT: **Policy direction and involvement in SANBAG programs affecting the Mountain/Desert subregion. Planning and technical assistance in cooperation with Caltrans and local jurisdictions relative to project development in the Mountain/Desert subregions.**

FUNDING SOURCES:	**$176,062**	**Local Transportation Fund - Planning**
	$ 26,750	**Measure I Mountain/Desert Administration Fund**
	$202,812	**TOTAL NEW BUDGET**
	$923,400	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: **Deborah Robinson Barmack**

MANAGER: Deborah Robinson Barmack
TASK NO. 94108000 Mountain/Desert Planning and Project Development

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$923,400**
Contributions/Other Agencies			923,400
Line Item			
Salaries	40,690	37,850	47,123
Fringe Allocation	33,587	28,297	33,349
Indirect Allocation	87,521	61,953	72,240
CNG Van	16	100	100
Commissioners Fees	6,500	7,300	10,000
Contributions/Other Agencies	600,000	1,379,700	30,000
Meeting Expense	-61	200	200
Mileage Reimb/Nonemployee	1,739	3,000	4,000
Mileage Reimb/SANBAG Only	1,528	4,700	2,000
Office Expense	1,581	1,000	1,000
Postage	340	700	700
Printing – Internal Only	0	0	1,000
Printing – Miscellaneous	0	100	0
Professional Services	0	500	500
Travel – Other	1,392	600	600
Total New Budget	**$0**	**$0**	**$202,812**
Total Actual/Planned Budget	**$775,007**	**$1,526,000**	**$1,126,212**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 94208000 FINANCIAL MANAGEMENT

OBJECTIVE: To provide the necessary administrative services to actively manage SANBAG's Financial Management Program.

ACCOMPLISHMENTS: SANBAG has successfully managed all activities related to bond issuance, debt service, investments and cash flow requirements. SANBAG has been conservative in managing both bond proceeds and operating reserves. This activity has been conducted since the inception of the Measure I Program.

DESCRIPTION: Conduct all administrative functions necessary to carry out the management of the Financial Management Program. Expenditures incurred for this function were originally charged against the issue to which it related. SANBAG has consolidated the fees to better manage all administrative expenditures related to this program. This task provides for two consulting services contracts to provide financial and investment advisory services related to revenue forecasting, cash management, investments, bond issuance, cash flow schedules and debt management.

WORK ELEMENTS:

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

2. Investment advisory services will include the following:
- **a. Advice on portfolio performance.**
- **b. Advice on current investment strategies, cash management and cash flow projections.**
- **c. Monthly preparation of investment report and review.**

3. Utilize an independent consultant to perform a review of all of SANBAG's investment policies, practices, procedures and portfolio status. Written observations and recommendations regarding the adequacy of investment controls will be presented to the Administrative Committee upon completion of the review.

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

PRODUCT: This activity pursues a conservative Debt Service Management strategy.

FUNDING SOURCES:	**$277,858**	**Measure I Valley Administration Fund**
	$ 16,345	**Measure I Mountain/Desert Administration Fund**
	$ 40,000	**Measure I Valley Major Projects Fund**
	$334,203	**TOTAL NEW BUDGET**
	$100,000	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Terrence McGuire

TASK NO. 94208000 Financial Management
MANAGER: Terrence McGuire

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$100,000**
Professional Services			100,000
Line Item			
Salaries	5,262	28,286	25,273
Fringe Allocation	4,343	21,147	17,886
Indirect Allocation	11,318	46,299	38,744
Consulting Fees	5,575	40,000	40,000
Cost of Issuance - Bond	207,297	170,000	30,000
Meeting Expense	70	0	0
Mileage Reimb/SANBAG Only	22	0	0
Office Expense	1,779	2,000	2,000
Postage	292	300	300
Professional Services	136,122	175,000	180,000
Total New Budget	**$0**	**$0**	**$334,203**
Total Actual/Planned Budget	**$372,080**	**$483,032**	**$434,203**

TASK: 94408000 DEBT SERVICE - MAJOR/96 ISSUE

OBJECTIVE: To account for the Measure I Sales Tax funds withheld by the Bond Trustee, The Bank of New York Trust Company, N.A., for the Major Projects' portion of the Debt Service on the 1996 Sales Tax Revenue Bonds.

ACCOMPLISHMENTS: SANBAG has successfully monitored the activities of the trustee who has been withholding funds for Debt Service and who has been investing funds on behalf of SANBAG. This activity relates specifically to the issuance of the 1996 Sales Tax Revenue Bonds.

DESCRIPTION: Debt Service for the Major Projects' portion of the November 27, 1996, $60,935,000 Sales Tax Revenue Bonds, 1996 Series A.

WORK ELEMENTS:

1. This task contains the actual collection of debt service funds and does not include any budget for the cost of administration. This task is for accounting purposes only.

PRODUCT: Fiscal Accounting.

FUNDING SOURCES:	**$5,818,268**	**Measure I Valley Major Projects Fund**
	$5,818,268	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Terrence McGuire

TASK NO. 94408000 Debt Service – Major/96 Issue
MANAGER: Terrence McGuire

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Debt Service Expense	0	5,668,504	5,818,268
Interest Payable – Bonds	1,462,473	0	0
Principal Payable – Bonds	4,205,231	0	0
Total New Budget	**$0**	**$0**	**$5,818,268**
Total Actual/Planned Budget	**$5,667,704**	**$5,668,504**	**$5,818,268**

TASK: 94508000 VICTOR VALLEY AREA TRANSPORTATION STUDY

OBJECTIVE: Develop a comprehensive, long range plan for highway needs in the Victor Valley subregion. Perform a California Environmental Impact Report for realignment of US-395.

ACCOMPLISHMENTS: This task was initiated in the 2005/2006 SANBAG budget. With the involvement of study partners, a consultant was hired to perform the Victor Valley Area Transportation Study, which is approaching completion. During 2006/2007, a separate work effort was initiated with consultant assistance to complete a program level EIR to identify and preserve an alternative alignment for US-395. During the year staff worked with Caltrans to identify potential alignments; hosted a joint council meeting of the cities in the Victor Valley to introduce the project; conducted public meetings; and initiated the consultant environmental work.

DESCRIPTION: SANBAG will support this cooperative planning effort with the cities of Adelanto, Hesperia, Victorville, the Town of Apple Valley, the County of San Bernardino and Caltrans to develop a long range plan for development of major streets and highways in the Victor Valley. The study will identify future transportation roadway needs through examination of land use and existing circulation elements of the contiguous jurisdictions in the Victor Valley; develop sizing of proposed facilities through modeling of forecasted travel; establish right-of-way requirements for major arterial and highway facilities; identify a future alignment for S.R. 395; develop a corridor preservation strategy for new alignments; and provide a technical basis for policy decisions on prioritization of Measure I expenditures. The study will coordinate with and build upon recent and on-going transportation planning activities by local jurisdictions, SANBAG, Caltrans, and the Southern California Association of Government (SCAG).

This budget also contains funding for continued work by consultants, as required.

WORK ELEMENTS:

1. Continue work with the Project Development Team to complete the VVATS study.

2. In coordination with the Project Development Team and consultant, develop a long-range plan to address major arterial and highway needs in the Victor Valley, including identification of need for right-of-way protection and analysis of land use options that would maximize efficiency of major transportation facilities.

3. Obtain CEQA clearance on the proposed realignment of US-395 for inclusion in the general plan circulation elements of local jurisdictions.

4. Provide the proposed Victor Valley Area Transportation Study to local jurisdictions for review and consideration for incorporation of relevant portions into general plan circulation elements, the SCAG Regional Transportation Plan (RTP), and requirements for new development within the Victor Valley.

PRODUCT: **This work will result in the adoption of a long range Victor Valley Area Transportation Study which identifies major arterial and highway improvements required for the next thirty years. The Study will serve SANBAG and local jurisdictions in planning for future transportation improvements and will serve as input to the SCAG RTP and Measure I strategic planning process.**

FUNDING SOURCES:	**$224,292**	**Local Transportation Fund – Planning**
	$224,292	**TOTAL NEW BUDGET**
	$250,000	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: **Deborah Robinson Barmack**

TASK NO. 94508000 Victor Valley Area Transportation Study
MANAGER: Deborah Robinson Barmack

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$250,000**
Consulting Fees			250,000
Line Item			
Salaries	14,608	21,938	37,937
Fringe Allocation	12,058	16,401	26,848
Indirect Allocation	31,422	35,908	58,157
CNG Van	12	0	0
Consulting Fees	77,513	1,271,498	100,000
Meeting Expense	174	300	500
Mileage Reimb/SANBAG Only	298	300	300
Professional Services	281	500	500
Postage	0	250	250
Printing – Internal Only	0	0	300
Total New Budget	**$0**	**$0**	**$224,292**
Total Actual/Planned Budget	**$136,366**	**$1,347,095**	**$474,292**

THIS PAGE LEFT BLANK INTENTIONALLY

TASK: 94608000 DEBT SERVICE - BARSTOW/96 ISSUE

OBJECTIVE: To account for the Measure I Sales Tax funds withheld by the Bond Trustee, The Bank of New York Trust Company, N.A., for the City of Barstow's portion of the Debt Service on the 1996 Sales Tax Revenue Bonds.

ACCOMPLISHMENTS: SANBAG has successfully monitored the activities of the trustee who has been withholding funds for Debt Service and who has been investing funds on behalf of SANBAG. This activity relates specifically to the issuance of the 1996 Sales Tax Revenue Bonds.

DESCRIPTION: Debt Service for the City of Barstow's portion of the November 27, 1996, $60,035,000 Sales Tax Revenue Bonds, 1996 Series A. The proceeds were used for construction of the Lenwood Interchange.

WORK ELEMENTS:

1. This task contains the actual collection of Debt Service funds and does not include any budget for the cost of administration. This task is for accounting purposes only.

PRODUCT: Fiscal Accounting.

FUNDING SOURCES:	**$743,750**	**City of Barstow Measure I Arterial Fund**
	$743,750	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Terrence McGuire

TASK NO. 94808000 Debt Service – Major/01 Issue A
MANAGER: Terrence McGuire

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Debt Service Expense	0	11,722,563	11,659,063
Interest Payable - Bonds	2,280,688	0	0
Principle Payable – Bonds	9,375,000	0	0
Total New Budget	**$0**	**$0**	**$11,659,063**
Total Actual/Planned Budget	**$11,655,688**	**$11,722,563**	**$11,659,063**

TASK: 94908000 DEBT SERVICE - MAJOR/01 ISSUE B

OBJECTIVE: To account for the Measure I Sales Tax funds withheld by the Bond Trustee, The Bank of New York Trust Company, N.A., for the Major Projects' portion of the Debt Service on the 2001 Series B Sales Tax Revenue Bonds.

ACCOMPLISHMENTS: SANBAG has successfully monitored the activities of the trustee who has been withholding funds for Debt Service and who has been investing funds on behalf of SANBAG. This activity relates specifically to the issuance of the 2001 B Sales Tax Revenue Bonds.

DESCRIPTION: Debt Service for the Major Projects' portion of the April 10, 2001 $47,020,000 Sales Tax Revenue Bonds, 2001 Series B. The proceeds were used to fund a partial defeasance of the Sales Tax Revenue Bonds, 1993 Series A.

WORK ELEMENTS:

1. This task contains the actual collection of debt service funds and does not include any budget for the cost of administration. This task is for accounting purposes only.

PRODUCT: Fiscal Accounting.

FUNDING SOURCES:	**$10,105,397**	**Measure I Valley Major Projects Fund**
	$10,105,397	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Terrence McGuire

TASK NO. 94908000 Debt Service – Major/01 Issue B
MANAGER: Terrence McGuire

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Debt Service Expense	0	10,104,905	10,105,397
Interest Payable – Bonds	1,844,748	0	0
Principal Payable – Bonds	8,259,001	0	0
Total New Budget	**$0**	**$0**	**$10,105,397**
Total Actual/Planned Budget	**$10,103,749**	**$10,104,905**	**$10,105,397**

TASK: 95008000 DEBT SERVICE – YUCCA VALLEY/01 ISSUE B

OBJECTIVE: To account for the Measure I Sales Tax funds withheld by the Bond Trustee, The Bank of New York Trust Company, N.A., for the Town of Yucca Valley's portion of the Debt Service on the 2001 Series B Sales Tax Revenue Bonds.

ACCOMPLISHMENTS: SANBAG has successfully monitored the activities of the trustee who has been withholding funds for Debt Service and who has been investing funds on behalf of SANBAG. This activity relates specifically to the issuance of the 2001 B Sales Tax Revenue Bonds.

DESCRIPTION: Debt Service for the Town of Yucca Valley's portion of the April 10, 2001, $47,020,000 Sales Tax Revenue Bonds, 2001 Series B. The proceeds were used to fund a partial defeasance of the Sales Tax Revenue Bonds, 1993 Series A.

WORK ELEMENTS:

1. This task contains the actual collection of debt service funds and does not include any budget for the cost of administration. This task is for accounting purposes only.

PRODUCT: Fiscal Accounting.

FUNDING SOURCES:	**$166,876**	**Town of Yucca Valley Measure I Arterial Fund**
	$166,876	**TOTAL NEW BUDGET**
	$ 0	**Total Anticipated Encumbrances on 06/30/07**
	$ 0	**Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008**

MANAGER: Terrence McGuire

TASK NO. 95008000 Debt Service – Yucca Valley/01 Issue B
MANAGER: Terrence McGuire

BUDGET COMPARISON
2007/2008 Proposed Budget

	2005/06 Actual	2006/07 Budget As of 02/07/07	2007/08 Proposed
Anticipated Encumbrances	**$0**	**$0**	**$0**
Line Item			
Debt Service Expense	0	166,395	166,876
Interest Payable - Bonds	30,377	0	0
Principal Payable – Bonds	135,999	0	0
Total New Budget	**$0**	**$0**	**$166,876**
Total Actual/Planned Budget	**$166,376**	**$166,395**	**$166,876**

SANBAG 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 Coordinated Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEHD	Community Economic and Human Development Committee
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
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

SANBAG Acroynym List

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
LRTP	Long Range Transit Plan
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
MTA	Los Angeles County Metropolitan Transportation Authority
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
NEPA	National Environmental Protection Act
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
PNRS	Projects of National and Regional 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
RFQ	Request for Qualification
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
RTTF	Regional Transit Task Force
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments

SANBAG Acronym List

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
SLP	State-Local Partnership
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
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21st Century
TIA	Traffic Impact Analysis
TIP	Transportation Improvement Program
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TPA	Transportation Planning Agency
TSM	Transportation Systems Management
ULEV	Ultra Low Emission Vehicle
USFWS	United States Fish and Wildlife Service
UPRR	Union Pacific Railroad
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 distoring 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.